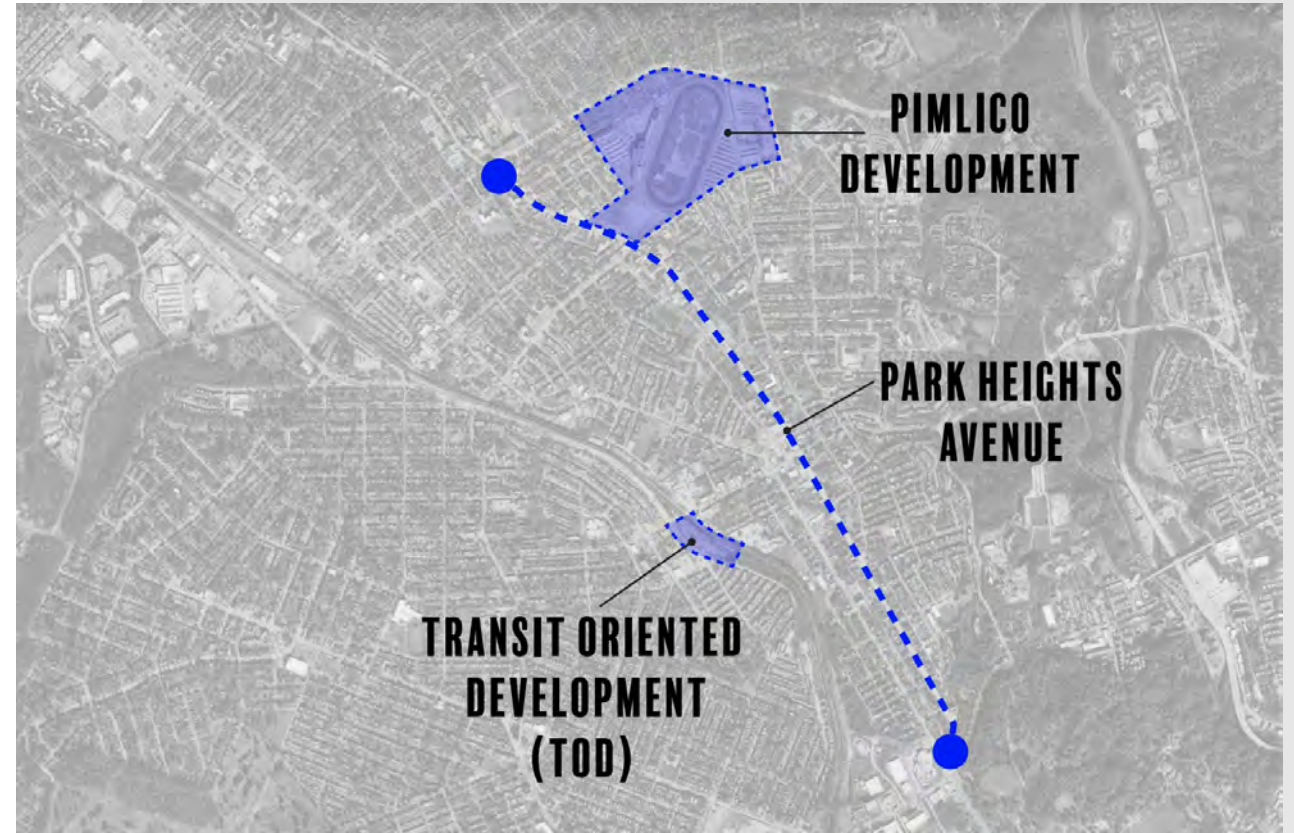


Harvesting the Resources within: A Rising Park Heights

CREP 520 and ARCH 418

Instructor:

Dr. Samia Rab Kirchner



DISCLAIMER: The Morgan State University School of Architecture and Planning makes no warranties, express or implied, regarding the work performed by students participating in this studio. The community partners agree to indemnify and hold harmless the University against any claims arising out of partner's utilization, sale, or transfer in the whole or in part of materials developed by students in the School of Architecture and Planning. Efforts were made to ensure a quality product, but it is important to recognize that this Final Report illustrates student learning outcomes conceived primarily for academic purposes.

Contents:

1. Participants and Partners
2. Summary
3. Park Heights Ecologies
 - a. Topology
 - b. Cultural History
 - c. Open Space and ecology
 - d. Demographics
 - e. Government
 - f. Development
 - g. Industrial
 - h. Pollution and Waste Management
4. Case Studies in Urban Redevelopment
 - a. Liverpool Waters
 - b. Canal Park
 - c. Renaissance Park
 - d. Los Angeles First Last Mile
 - e. Chicago Riverwalk
 - f. Paddington Reservoir Gardens
 - g. San Antonio Riverwalk
 - h. Sydney Park
5. The Plan for Park Heights
 - a. Community Assets and Opportunities
 - b. Park Heights Avenue: a better boulevard
 - c. Park Heights TOD
 - d. The Heights at Pimlico

Participants and Partners

CREP 520 Studio

Kara Brogden

Carla Hinson

Conley Kinkead

Adam Kureshi

Kristen Misage

Najahla Olumiji

Marcus Scott

Khalia Young

ARCH 418

Micah Floyd

Jordan Hendrickson

Amber Nelson

Devin Simmons

Carl Williams

Irene Worsham

PARTNERS

Towanda Neighborhood Association

- Ms. Joi Dabney
- Ms. Cynthia Foote

Sisters Saving the City

- Kathryn Cooper-Nicholas

Baltimore City Planning Department:

- Mr. James Ashford

ADVISORS:

Baltimore Mayor's Office: Mr. Ethan Cohen

Social Solution Advisors LLC: Mr. Otis Jackson

INSTRUCTOR:

Dr. Samia Rab Kirchner

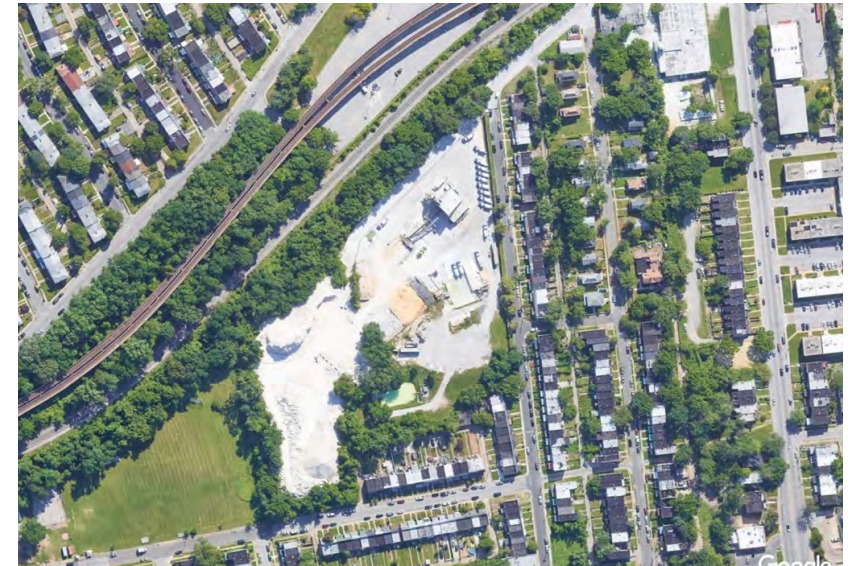
Summary

In the Fall of 2019, students from Morgan State University's School of Architecture and Planning collaborated to develop a comprehensive proposal for the improvement of environment, infrastructure, and quality of life in Park Heights. Through community engagement and site visits, students were able to map assets and develop proposals that best fit the community and their needs.

Through partnership with the Towanda Neighborhood Association, a new cohort of SA+P student groups across a graduate planning studio (CREP520) and undergraduate architecture elective (ARCH418) further developed strategies to reconnect Park Heights to the City of Baltimore. Students compiled the feedback on the Spring 2019 projects from focus group participants in September, conducted case studies and site analyses, and proposed interventions at three strategic sites:

1. Park Heights Avenue: A better boulevard
2. Park Heights TOD
3. The Heights at Pimlico

Park Heights Ecologies



left to right: Pimlico Racetrack, Towanda Grantley Rec Center, Vulcan Materials

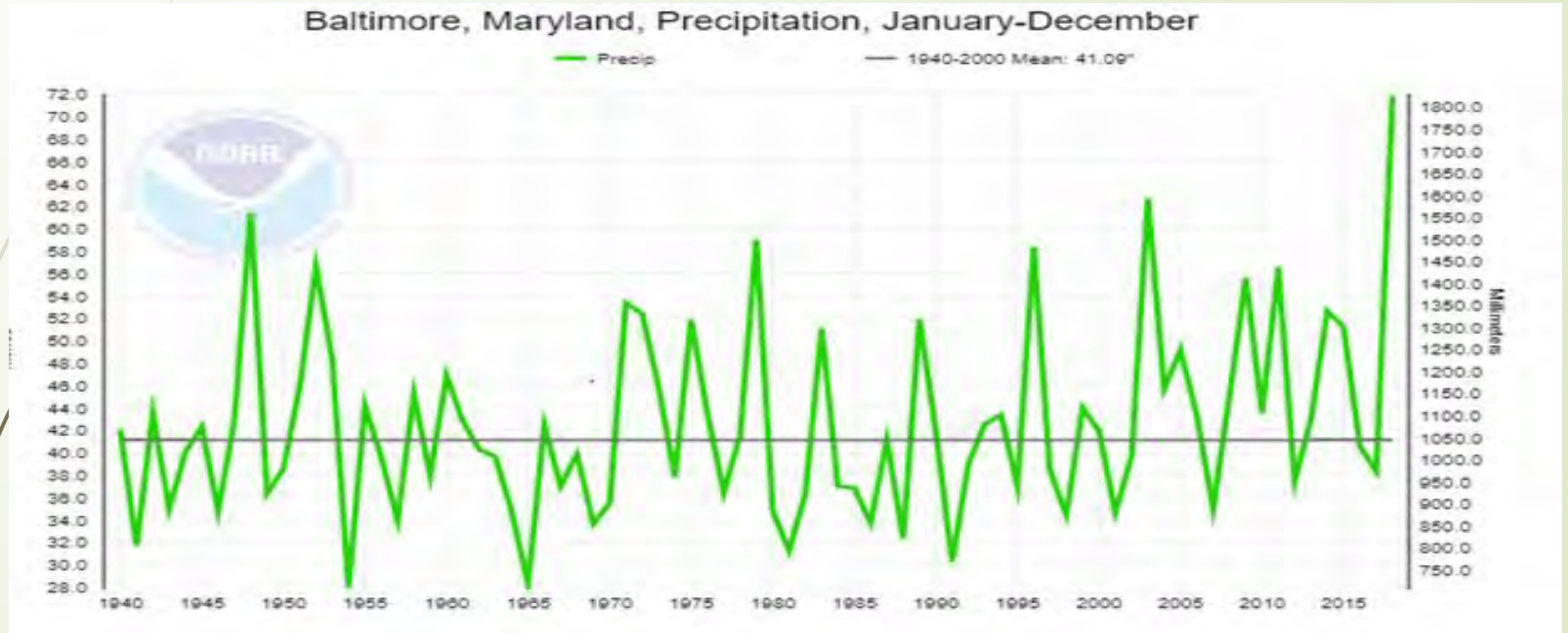


Baltimore and Park Heights Topology

6

Adam Kureshi

Rainfall in Baltimore



Rainfall in Baltimore cont.

Baltimore averages about 40 inches of rain annually (NOAA, 2019)

2018 had the most rainfall in Baltimore by a wide margin with over 72 inches, which nearly doubled the average (NOAA, 2019)

With climate change affects becoming more severe, we must take necessary precautions to ensure severe weather and flash flooding doesn't produce major damage

Park Heights flooding



Elevation differences within Towanda allows for excess water to flood down hills during rainstorms, with a lack of drains and sewers in the area.



July 2018 saw over 16 inches of rain in Baltimore, a new record (NOAA, 2019)

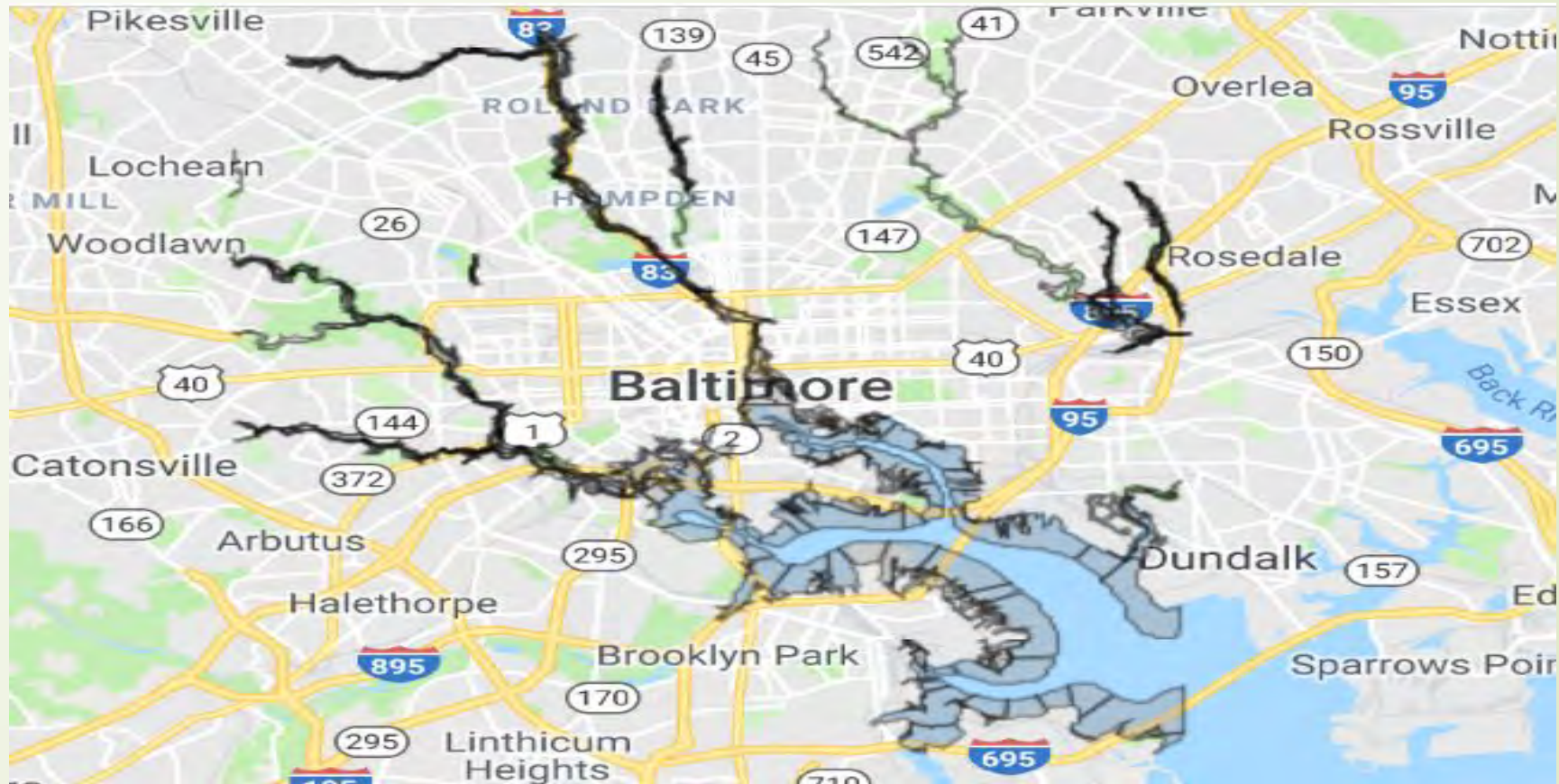


July 28, 2018 “some cars were reported to have been pushed along flooded streets in Park Heights, though no injuries were reported” (Dance, 2018)



Some streams have the potential to rise 15 feet within 30 minutes, which can result in flash flooding, especially with Jones Falls close by

Baltimore Floodplain map





Global Warming

“The warming world is a wetter one: For every 1° F increase in temperatures, the atmosphere holds about 4 percent more water vapor. That means heavier and more frequent rain in some places” (Climate Central, 2017).

When searching for flood data in Baltimore City, there have been multiple reports. However, they have been occurring with more regularity now than ever before.



Flooding in Baltimore

When looking at the Storm Event Database on the National Center for Environmental Information in Baltimore, a few things stood out

Data dates back to 1950

Coastal Floods- 11 reported events. All after 2006

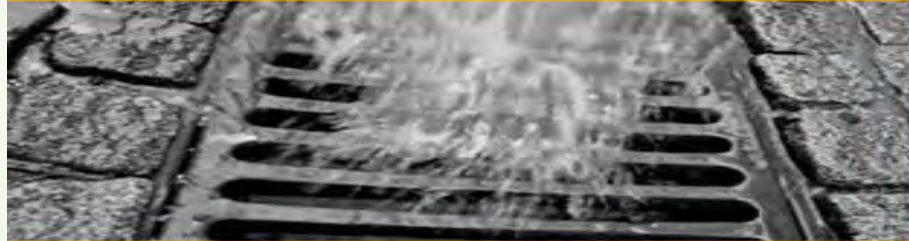
Flash Floods- 50 reported events. All after 1996

Flooding- 13 reported events. All after 1998

Baltimore by the numbers

1,146

MILES OF STORM DRAIN PIPES

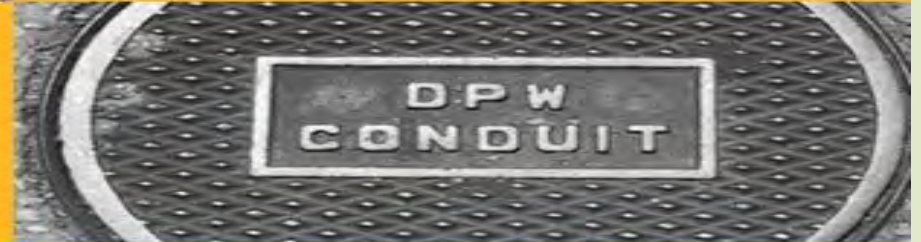


52,438

STORM DRAIN INLETS


27,561

MANHOLES



1,709

OUTFALLS



Baltimore by the numbers cont.



Baltimore City has about 59 miles of coastline and 116 miles of streams, including the Jones Falls, Herring Run, and Gwynns Falls (Maryland Stormwater Management, 2019).



Baltimore consists of five watersheds. A watershed is an area where water drains to a waterway. These watersheds are Back River, Baltimore Harbor, Jones Falls, Gwynns Falls, and the Lower North Branch of the Patapsco River.

 Erosion

A new bill introduced in Maryland was HB1240, which is focused on the enforcement of Erosion and Sediment Control (ESC) regulations (Maryland Erosion and Sediment Control, 2019).

Typical ESC practices include the installation of silt fences, stabilization of loose soil, and other measures to reduce the amount of sediment washed off of construction sites and into our streams when it rains.

The HB1240 bill will require inspectors to issue three separate warnings to non-compliant construction sites before they could take any enforcement actions or issue any fines to contractors, which would ultimately result in more sediment flowing into our waterways over time



Dredging



Refers to the act of cleaning out a body of water by scooping out mud and weeds



The Inner Harbor is dredged with regular maintenance to ensure ships can enter and exit the port of Baltimore more smoothly



In December of 2018, officials started dredging 2.8 million cubic yards from 6 different shipping canals in the Baltimore Harbor (Dredging Today, 2019)



Damning



Barrier that obstructs the flow of water, which is necessary when heavy rain swells local rivers and streams



Flood control gates used as a technique in terms of managing water flow. Floodgates can open or close to allow or block water from entering.



When heavy rains threaten an area and increases water levels, floodgates and dams serve to control flooding by blocking water from flowing



Disaster Preparedness Plan

Baltimore adopted a disaster relief plan in 2013, which would give guidelines of preparations in case a natural disaster was to threaten the city (Disaster Preparedness Plan, 2019).

It was also created to locally address both existing hazards and future hazards due to intensifying climate change impacts.

The disaster preparedness project was officially adopted by the city in December 2018.



Disaster Preparedness Plan Cont.

The disaster preparedness plan “fulfills Federal Emergency Management Agency (FEMA) requirements and includes additional elements the city plans to develop over the next 2-3 years” (Disaster Preparedness Plan, 2019).

Hazards that were identified in the city consisted of Flooding, Coastal Hazards, Hurricanes, Sea Level Rise, Storm Surge, Coastal Inundation, and Precipitation Variability, Precipitation, Winter Storms, Drought, Dam Failure among others.

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<https://www.climatecentral.org/gallery/graphics/warmer-air-means-more-evaporation-and-precipitation>.

Park Heights Ecology Open Space

CREP 520: City and Regional Planning Studio II

ARCH 418: HIST/THRY Urban Redevelopment

Fall 2019

Marcus Scott

Devin Simmons

Content:

Types of Open Spaces Inventory

Species Rankings: Habitat, Concern, Threatened,
Endangered, Listed

Land Type: Water, Wetland, Impervious Surface

Habitat

Mammals:

- White Footed Mice
- Meadow Voles
- Chipmunks
- Short-Tailed Shrews
- Common Moles
- White Tail Deer
- Wood Frogs
- Box Turtles
- Spring Peepers
- Red Backed Salamanders
- Spotted Salamanders
- American Toads
- Garter Snakes
- Ring necked snakes

Reptiles and Amphibians:

- Wood Frogs
- Box Turtles
- Spring Peepers
- Red Backed Salamanders
- Spotted Salamanders
- American Toads
- Garter Snakes
- Ring necked snakes

Birds:

- Red-Tailed Hawks
- Baltimore Orioles
- American Goldfinchs
- Blue Jays
- Eastern Bluebird

Cylburn Arboretum

(200 acres) is a city park with arboretum and gardens, located at 4915 Greenspring Avenue, Baltimore, Maryland.

arboretum contains an extensive collection of trees and woody shrubs based loosely on the Tysons' original plantings. Collections include azaleas, bamboo, beeches, boxwoods, chestnuts, conifers, hollies, Japanese maples, magnolias, maples, Maryland oaks, and viburnum.

The arboretum also includes a number of flower and vegetable gardens, as well as greenhouses designed and built in the 1960s by Lord & Burnham. The greenhouses grow plants for the city's parks and are not open to the general public.

The arboretum is included in the Baltimore National Heritage Area



Wildlife

Forest Trees:

- Forest Trees
- Tulip Tree
- White Oak, Northern Red Oak
- Black Gum Tree
- Chestnut Oak
- American Beech Tree
- American Persimmon Tree
- Bigleaf Magnolia

Wildflower:

- Brown-Eyed Susan
- Cardinal Flower
- Celandine Poppy
- Club Moss
- Cow parsley
- Creeping Phlox
- Daffodil
- Fern
- Foamflower
- Foxglove
- Golden Ragwort

Druid Hill Park

is a 745-acre (3.01 km²) urban park in northwest Baltimore, Maryland. Its boundaries are marked by Druid Park Drive (N), Swann Drive and Reisterstown Road (W/S), and the Jones Falls Expressway / Interstate 83 (E)

Druid Hill Park is Baltimore's first large municipal park and one of the first large public parks in America.



CC Jackson Recreation Center

Located at 4910 Park Heights Ave.
Baltimore 21215

Named after Clarence Channing Jackson Jr., who served BCRP as a district supervisor for 34 years, C.C. Jackson Recreation Center was dedicated to the community Jan. 15, 1977.

Gymnasium, dance studio, multi-purpose room

Computer lab/learning center, program and game rooms

Meeting rooms, offices, locker rooms, kitchen

Sustainable design features



ST. AMBROSE
CATHOLIC CHURCH &
SCHOOL,

School Closed



Towanda Park and Recreation Center

Located at 4100 Towanda Ave

4100 Towanda Ave, Baltimore, MD 21215

Center is currently closed for renovations



Other Potential Open Spaces

- Park Heights has many open spaces that can be re-purposed or upgraded.
- Many of the open spaces have not been well maintained since the previous Masterplan from 2006.
- Many of the neighborhoods could benefit from shared space, or community gardens, or a space that could bring community members out of their homes and utilizing the space.
- A lot of the open spaces cut down on visibility and access to other neighborhoods and public transportation.

After exploring the area we noticed that a lot of the following have remained unsafe since the original Master plan:

- Pall Mall & Wylie Ave
- Quantico area lot
- Oswego & Cottage
- Homer & Virginia

References

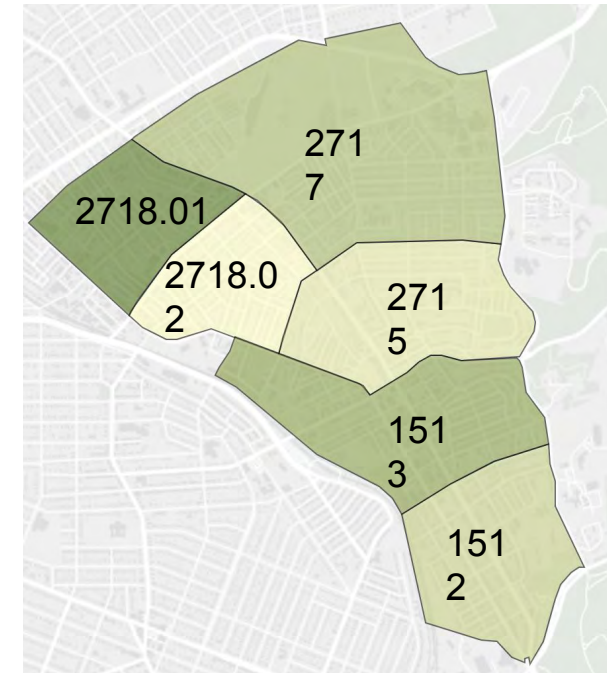
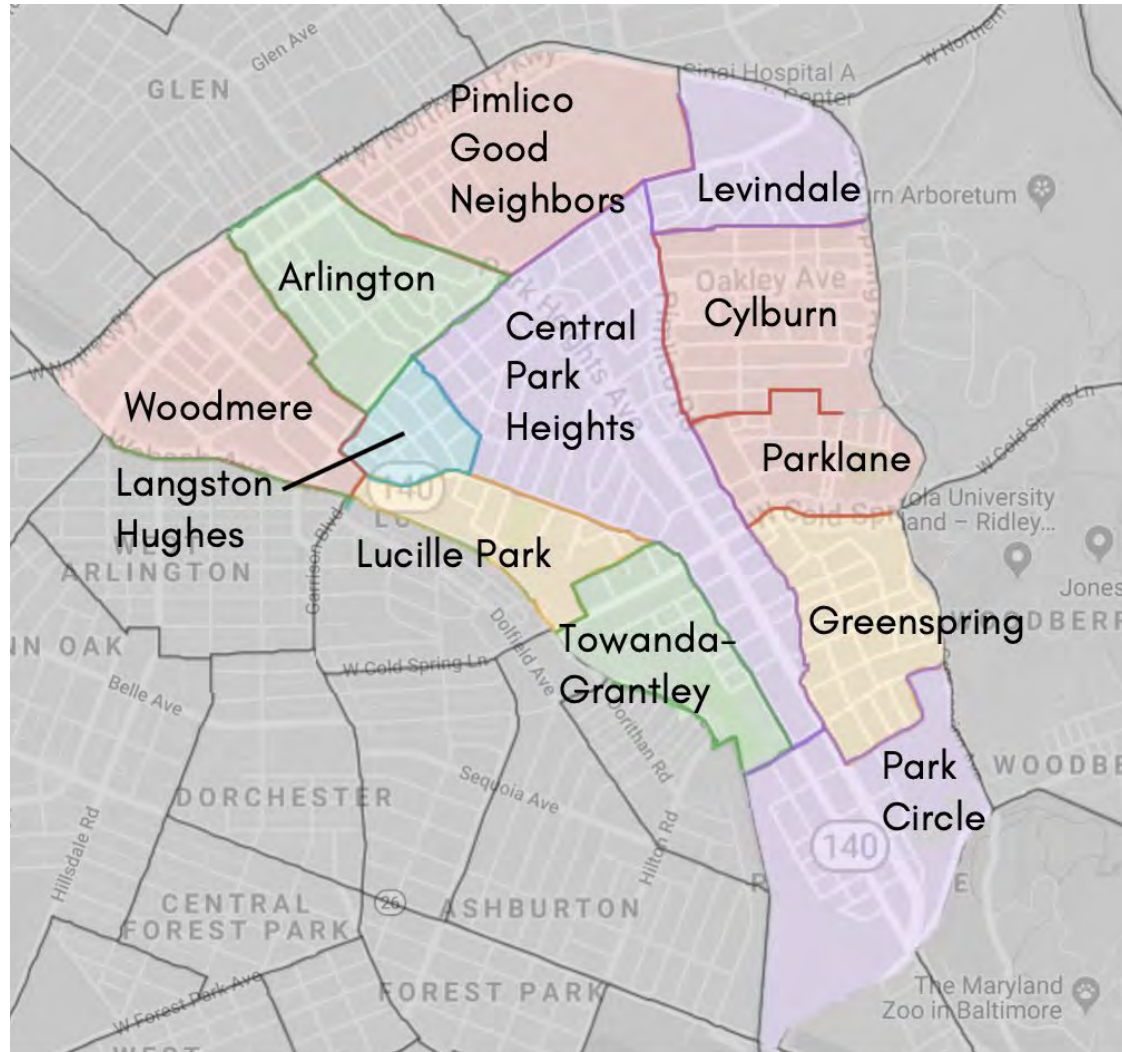
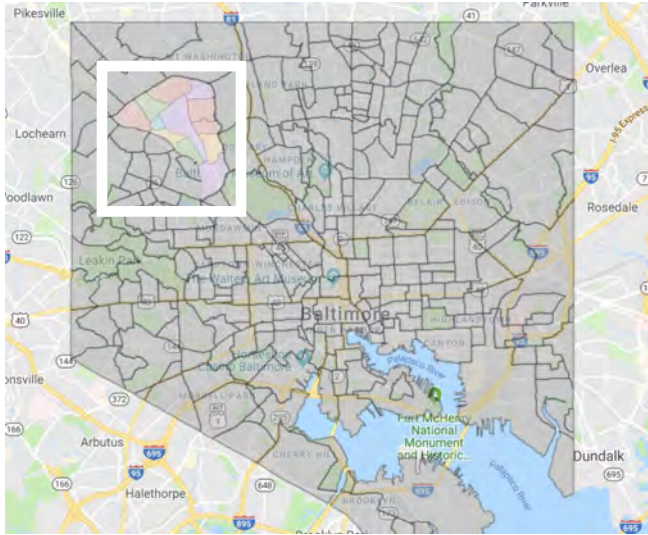
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3. <https://baltimoregreenspace.org/>
4. <http://cylburn.org/grounds-plants/trails-wildlife/plants-animals-list/>
5. <https://bcrp.baltimorecity.gov/parks>



Demographics in Park Heights

Carla Hinson
Amber Nelson

The Neighborhoods of Park Heights



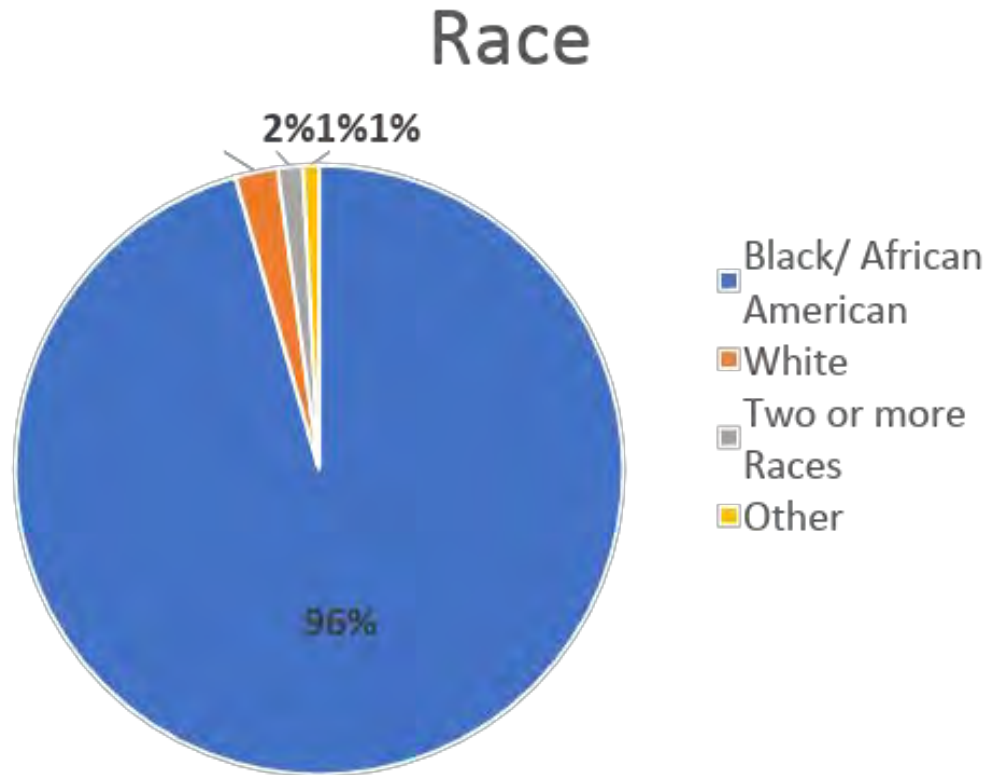
Park Heights includes:
12 neighborhoods and
approximately 6 census
tracts in Northeast
Baltimore.

Total Population: ~25,000

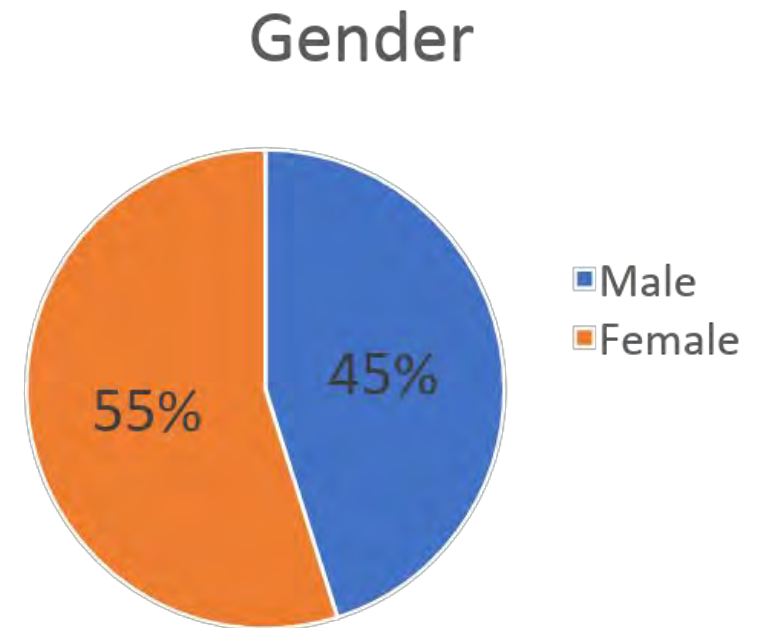
Source: US Census

Source: Live Baltimore

Race and Gender of Park Heights Residents

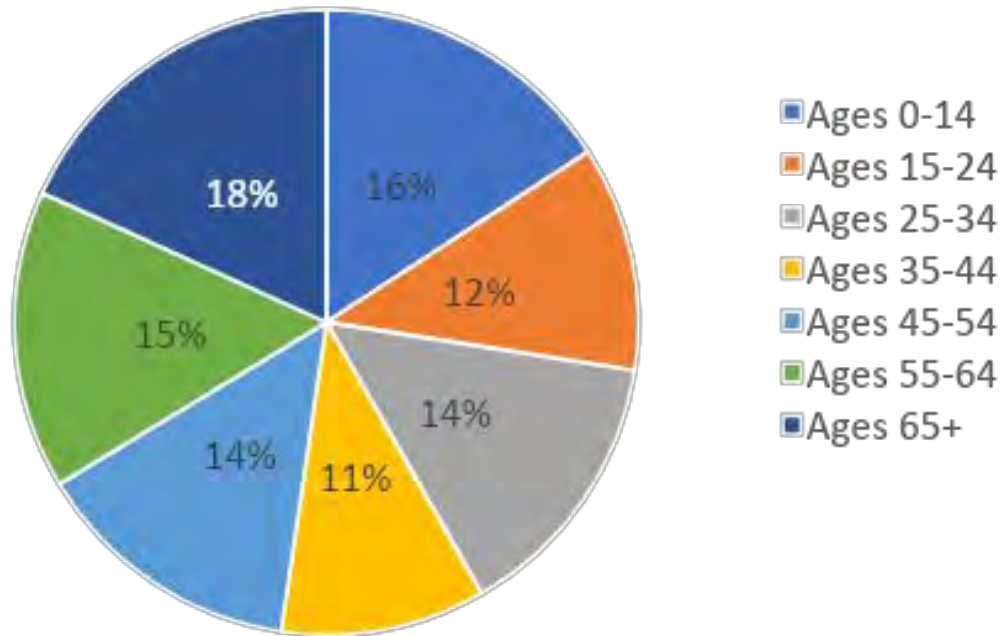


96% of residents in Park Heights are African American, compared to 62% in the City of Baltimore. 1% of residents identify as Hispanic.

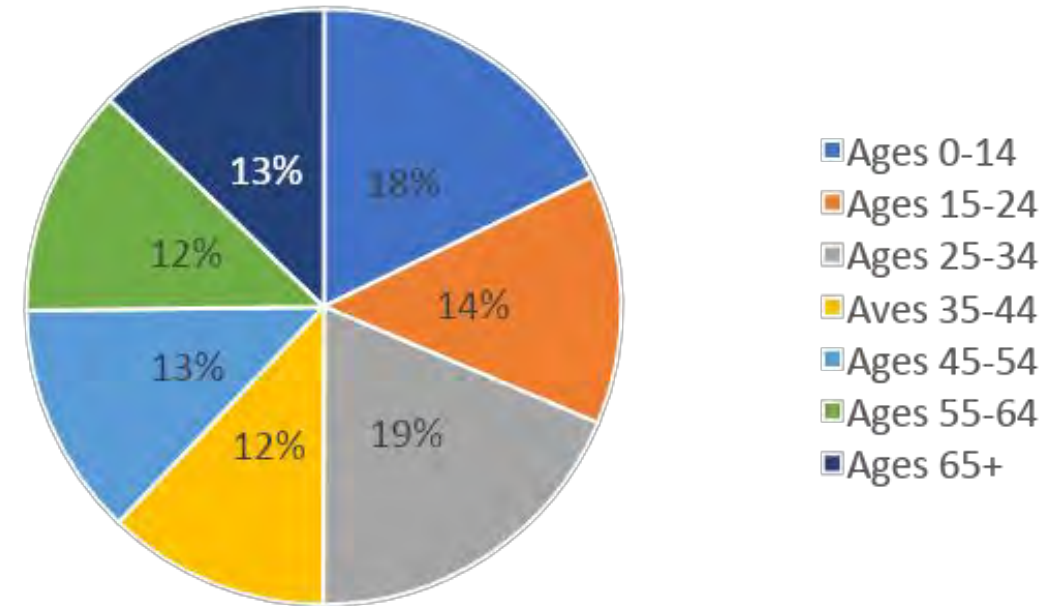


Ages of Park Heights Residents

Ages of Park Heights Residents



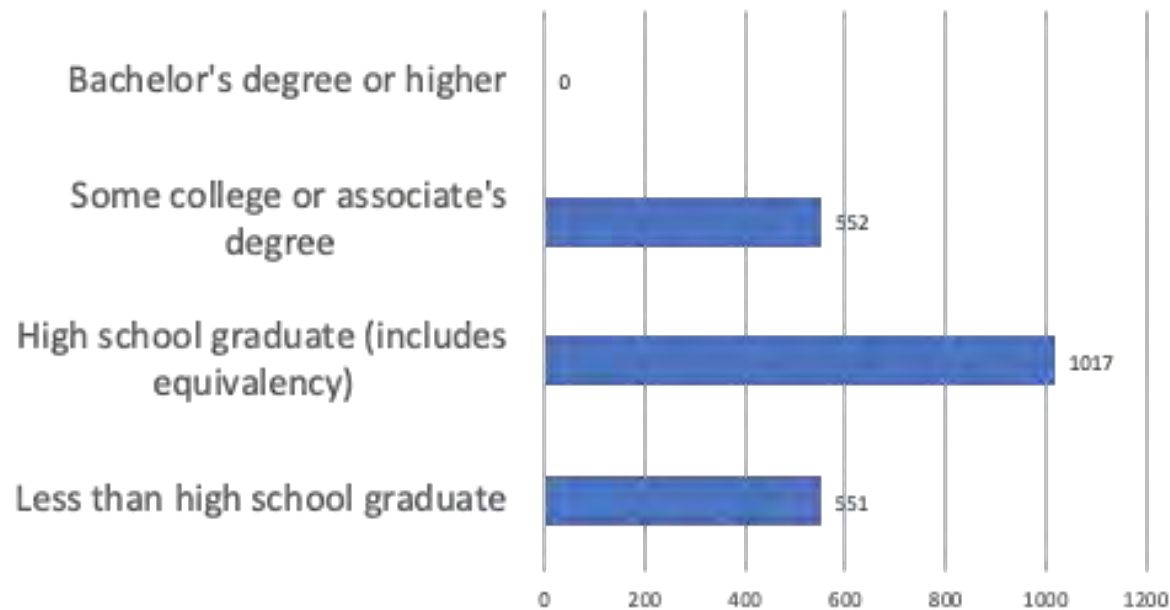
Ages of Baltimore City Residents



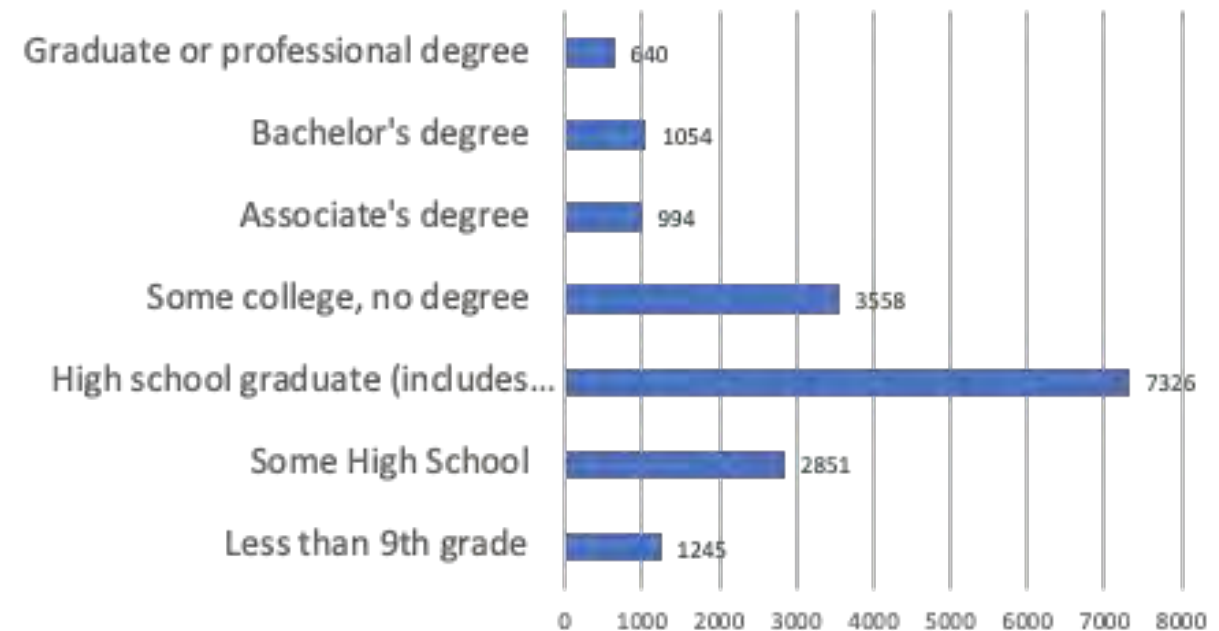
Contrary to some community discussion and perceptions, Park Heights doesn't have more youth than the city at large. However, it definitely has a larger share of seniors. Residents over the age of 65 represent 18% of the population in Park Heights compared to 13% of the city as a whole. The trend is likely to continue as Park Heights has a greater percentage of older adults aged 55-64 than the city as a whole as well.

Educational Attainment in Park Heights

Educational Attainment for ages 18-24



Educational Attainment for ages 25+

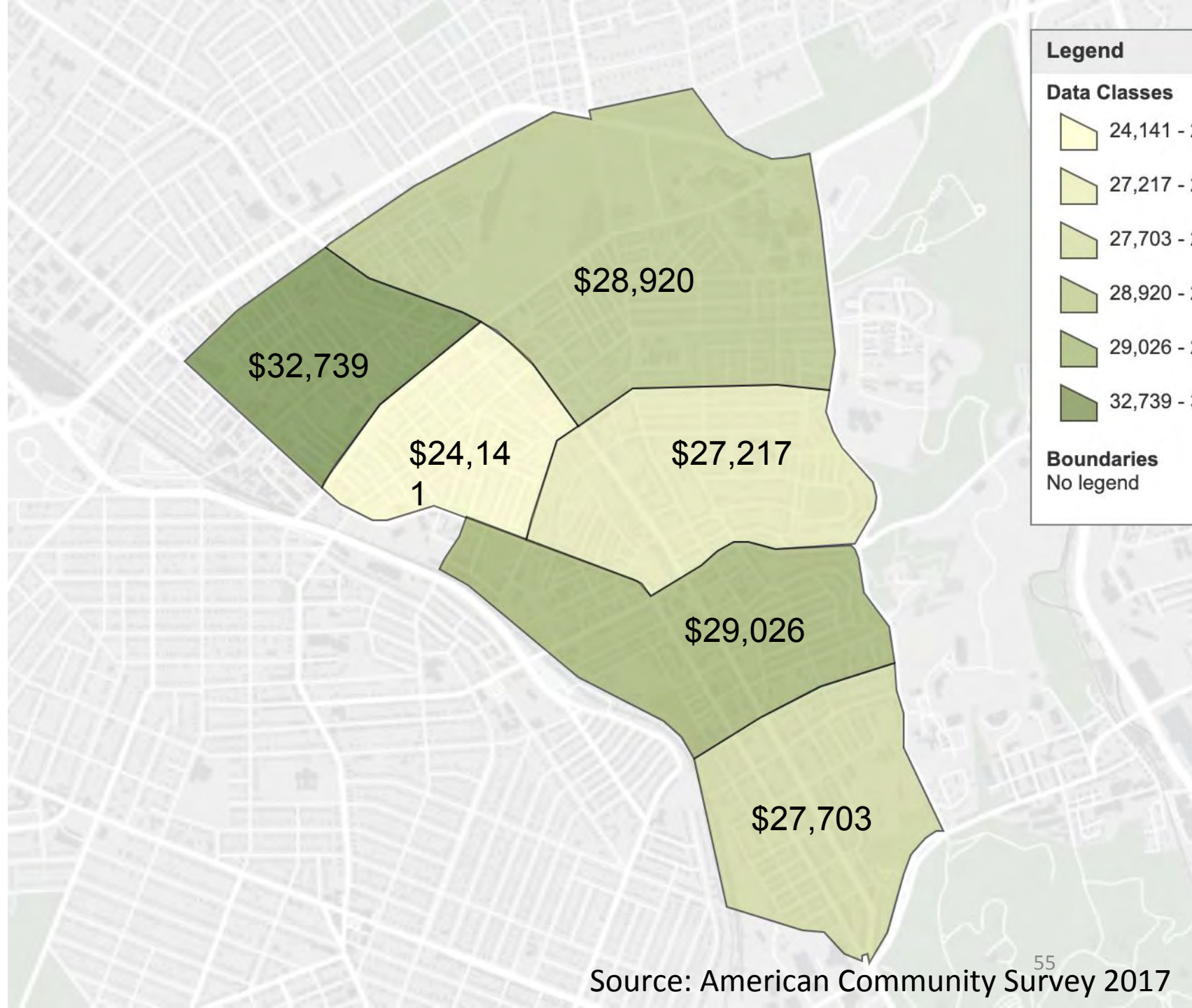


Educational attainment levels in Park Heights show a bell curve with high school diploma or equivalent at the top. Of residents aged 25+ nearly a quarter are not high school graduates suggesting the need for adult basic education services in the neighborhood. For residents aged 18-24, 0 are recorded as receiving a bachelor's degree. This suggests that young adults from Park Heights who have received a bachelor's degree may not be returning to the neighborhood.

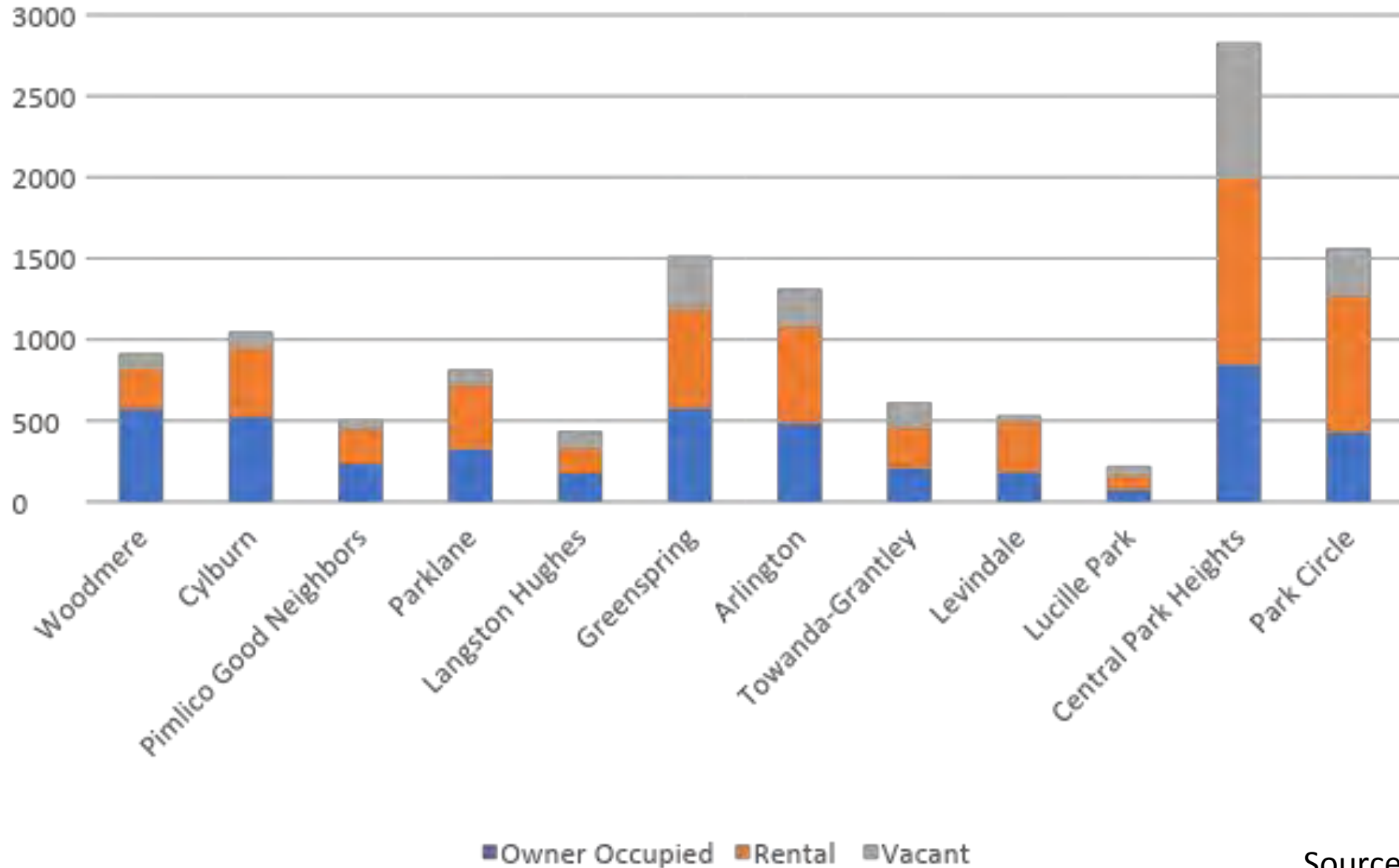
Median Income in Park Heights

Median Income of all census tracts in Park Heights: **\$28,312**

Baltimore City Median Income is **\$46,641**



Homeownership vs. Rental in Park Heights



Park Heights Government Ecology

Najahla Olumiji

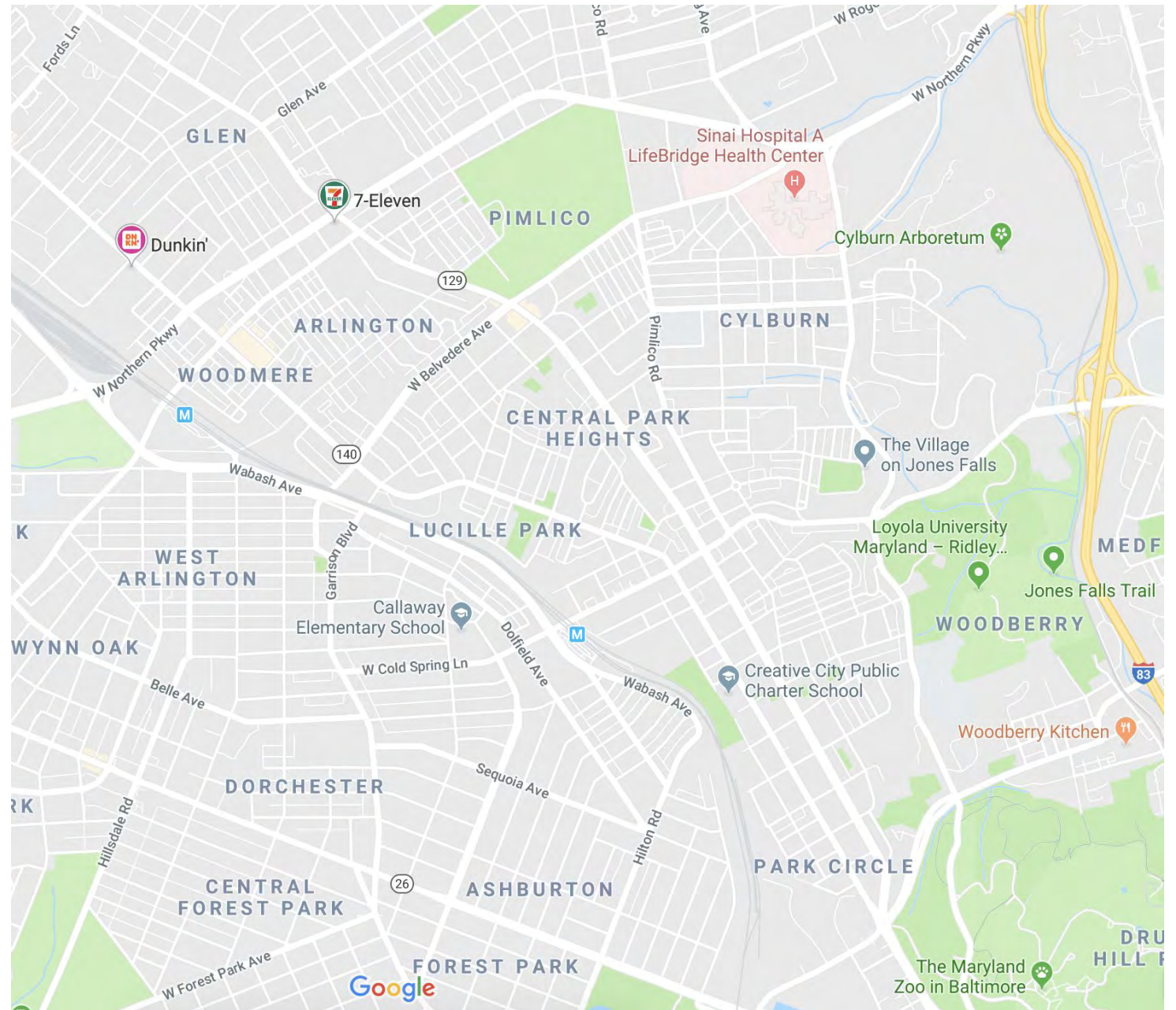
Park Heights

10 miles from downtown
Baltimore

2 miles from Baltimore County
line

12 smaller neighborhoods

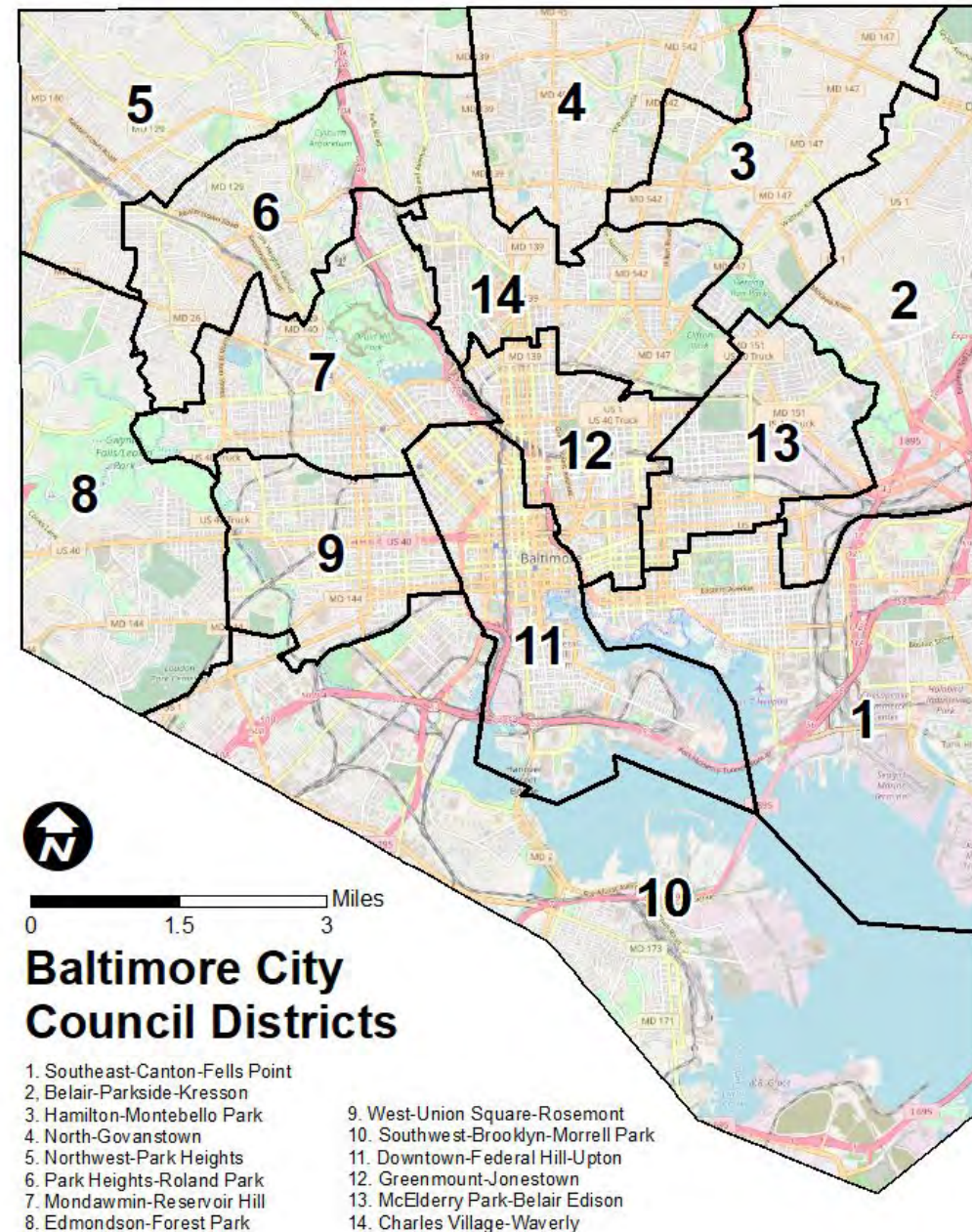
- Arlington
- Cylburn
- Central Park Heights
- Greenspring
- Langston Hughes
- Levindale
- Lucille Park
- Park Circle
- Parklane
- Pimlico Good Neighbors
- Towanda-Grantley
- Woodmere



Political Representation

Park Heights is split between Districts 5 and 6 for Baltimore City Council

- District 5 neighborhoods:
 - Arlington
 - Levindale
 - Pimlico Good Neighbors
 - Woodmere
- District 6 neighborhoods:
 - Central Park Heights
 - Cylburn
 - Greenspring
 - Langston Hughes
 - Lucille Park
 - Park Circle
 - Parklane
 - Towanda-Grantley



District 5 City Council Member

Isaac “Yitzy” Schleifer



- *Chair*, Public Safety
- *Co-Chair*, Cybersecurity and Emergency Preparedness
- *Vice Chair*, Housing and Urban Affairs
- *Member*, Budget and Appropriations
- *Member*, Executive Appointments
- *Member*, Health
- *Member*, Legislative Investigations

District 6 City Council Member

Sharon Green Middleton



- Council Vice-President
- *Chair*, Taxation, Finance and Economic Development
- *Member*, Budget and Appropriations
- *Member*, Cybersecurity and Emergency Preparedness
- *Member*, Land Use
- District 6 is 3rd largest district

Park Heights is represented in districts 40 and 41 for MD state legislature

House

Frank M Conaway Jr
(District 40)

Nick J Mosby (District 40)

Melissa Wells (District 40)

Dalya Attar (District 41)

Tony Bridges (District 41)

Samuel I Rosenberg
(District 41)

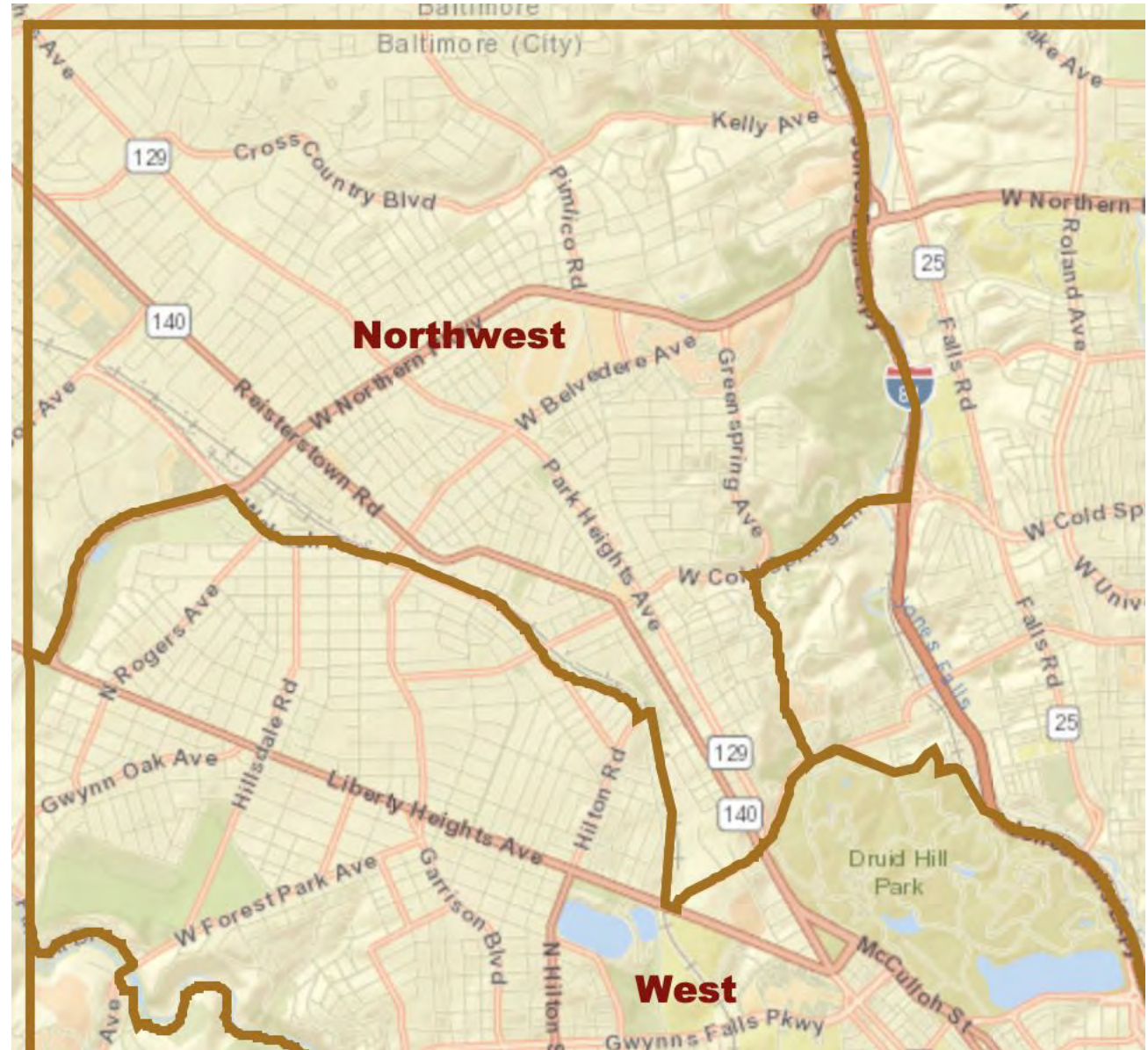
Senate

Antonio Hayes (District 40)

Jill P Carter (District 41)

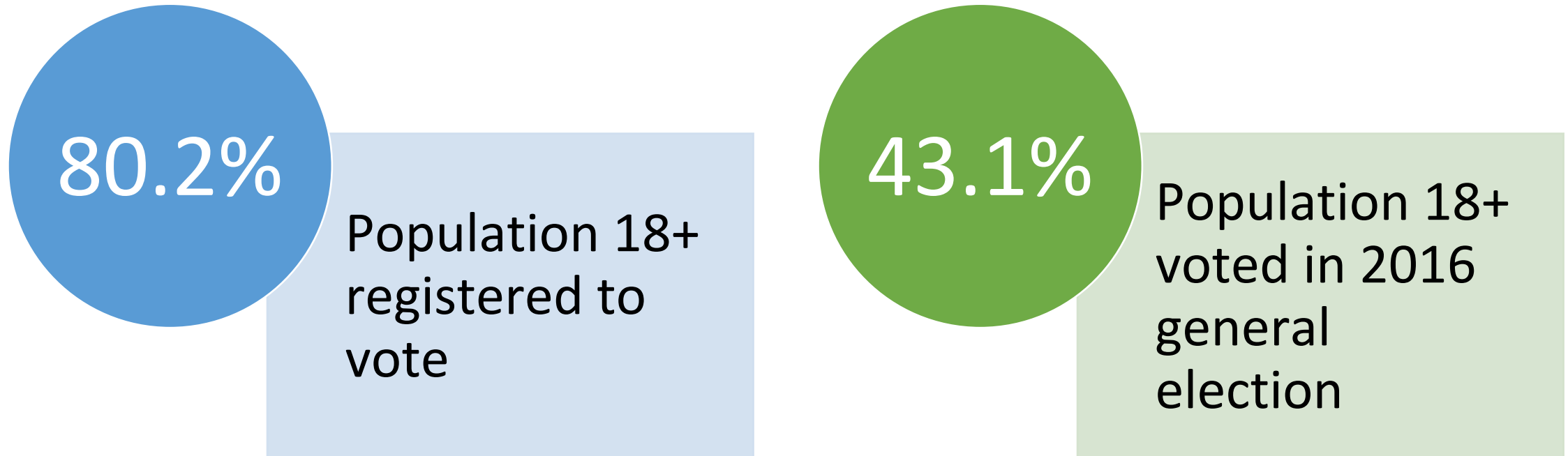
Planning

- Northwest Planning District
- Park Heights Opportunity Zone
- Planned Unit Development
 - Pimlico Racetrack
 - Sinai Hospital
- Enterprise Zone
- Grocery Store Incentive Area

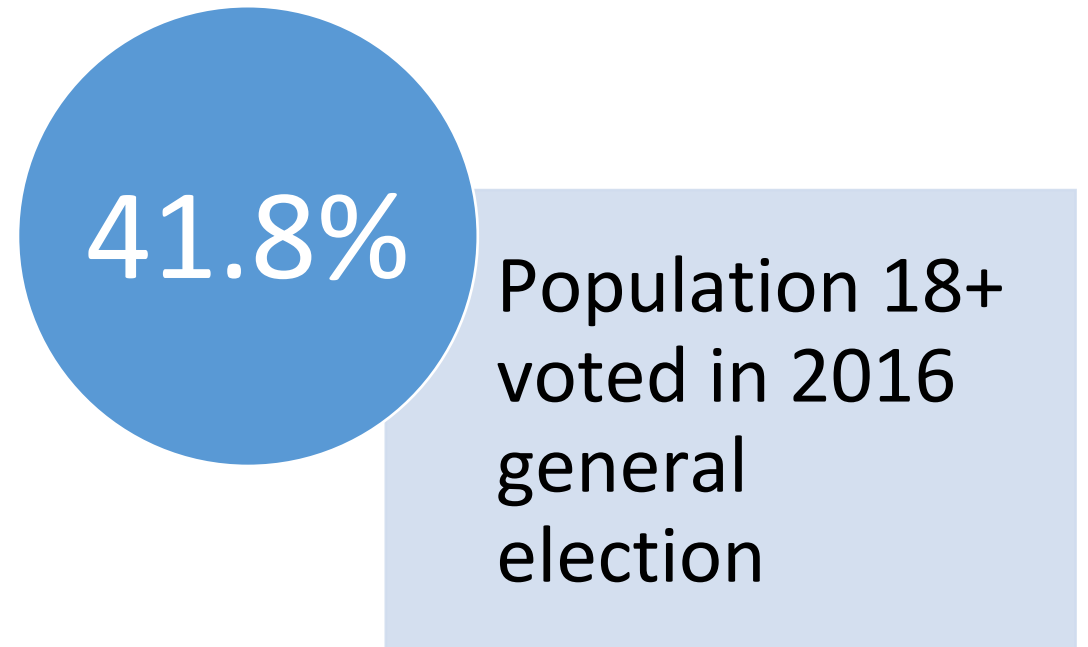
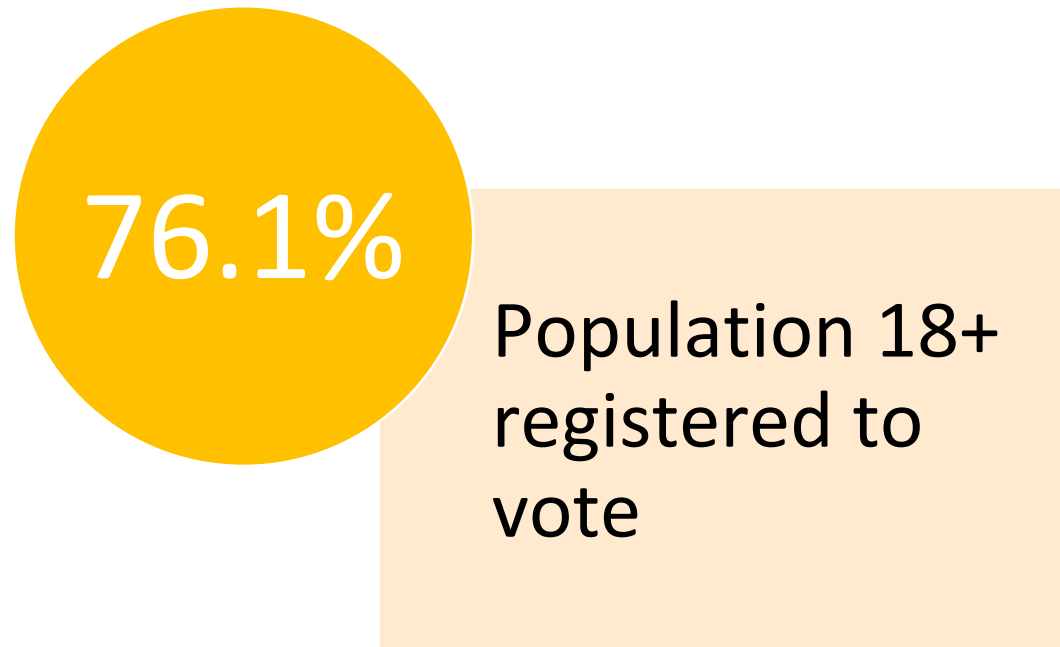


Political & Community Engagement

Southern Park Heights



Pimlico/Arlington/Hilltop



Community Associations

- Belvedere Avenue Community Organization
- Cuthbert, Hayward, Cordelia Community Association
- Greenspring Trails Neighborhood Association
- Langston Hughes Community Action Association
- Levindale-Sunset Community Association
- Park Circle Community Association
- Parklane Neighborhood Association
- Towanda Neighborhood Association
- Woodmere Association

Notable Non-Profit and City Run Organizations

- Recreation Centers
 - CC Jackson
 - Park Heights Community
 - Towanda Recreation Center
- Park Heights Renaissance
- St Vincent De Paul
- CHAI
- Northwest Community Action Center
- Northwest District Police-Community Relations Council

Environmental Protection Agency & MD Dept of Environment

- No Superfund sites located in Park Heights
- 7 facilities in 21215 zip code with current EPA violations
 - Only 2 in Park Heights
- Vulcan Construction Materials Grantley Plant (3101 Grantley Ave) is among the facilities
 - Has not submitted Discharge Monitoring Report to EPA since January 2018
 - Holds a National Pollutant Discharge Elimination System (NPDES) permit

Sources

Baltimore City Council Members: <http://www.baltimorecitycouncil.com/council-members>

District Map: <https://bcrp.baltimorecity.gov/charm-city-games>

Political Engagement: <https://bniajfi.org/wp-content/uploads/2019/07/VS17-Southern-Park-Heights-Profile-and-Map.pdf>

EPA violations: <https://echo.epa.gov/detailed-facility-report?fid=110009023635>

EPA violations, cont'd: <https://echo.epa.gov/facilities/facility-search/results>

MD state legislature: <http://mgaleg.maryland.gov/webmga/frmmain.aspx?pid=legisrpage&tab=subject6>

Opportunity Zone & PUD: <http://cityview.baltimorecity.gov/>

Community Associations: <http://cityservices.baltimorecity.gov/CAD/Home.aspx>

Park Heights - Development

Kara Brogden & Irene Worsham

Development History :

Streetcar Suburb

“During the late 19th century, as streetcars became a primary source of transportation, Park Heights’ neighborhoods sprang up around an intricate system of streetcar lines”

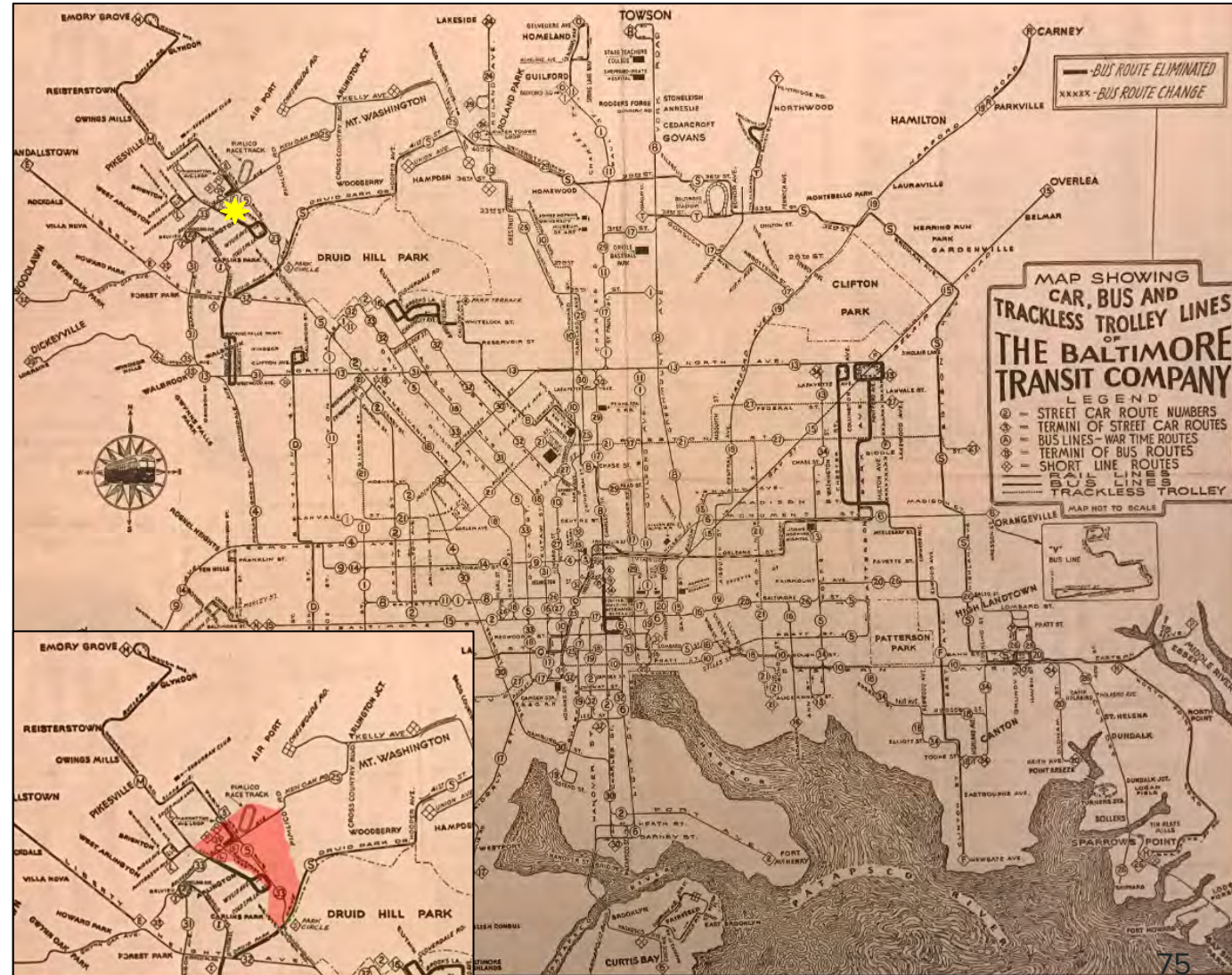


“By 1945 the neighborhood was largely built out in its present form. Park Heights resembled a classic “streetcar suburb,” with lively commercial districts serving handsome, tree-lined residential blocks.”

Types of Transportation and Rail Lines :

Types of Transportation - Past

- Streetcar Rail line from Mt. Washington to Park Heights traveling along Belvedere Ave and second route from downtown (Baltimore St.) to Park Heights traveling along Park Heights Ave where much of the commercial district existed.
- Major bus route from Reisterstown MD to Baltimore City with multiple transfer stops at Pimlico race track



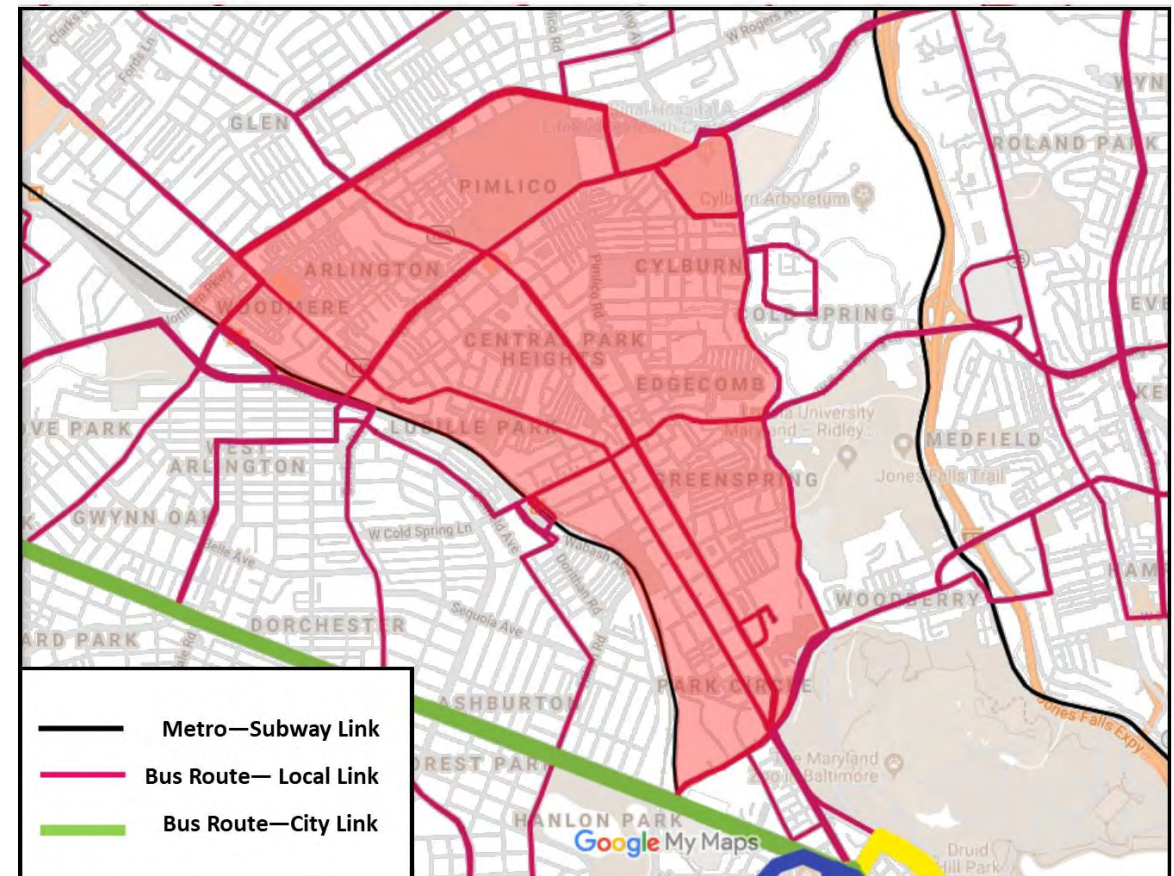
Types of Transportation and Rail Lines :

Types of Transportation - Present

- Bus routes still follow the routes of those existing streetcar rail lines, in addition to routes along Northern Parkway, Coldspring Ln, and Druid Hill Dr
- Subway station from Reisterstown MD travels along 795 until it eventually reaches Wabash and travels along the western border of Park Heights.

Subway and Bus Routes (2019)

Maryland Transportation Administration



Building Footprint : (Residential Bldg Count?)



Existing Building Footprint (Source: Baltimore Open Maps)

Planned & Complete Projects and Development Since 2010

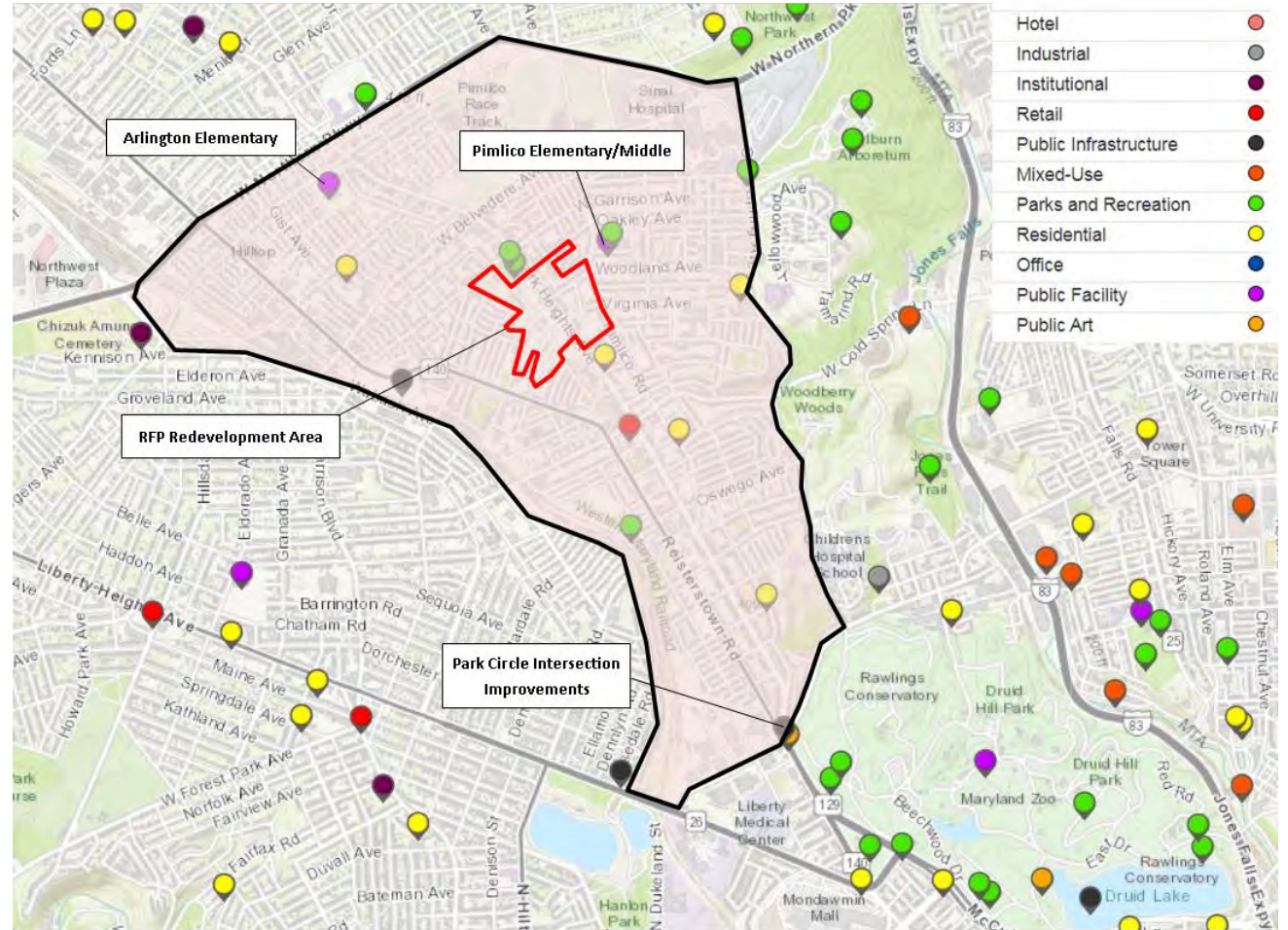
Baltimore City EconView

Recent Development Efforts:

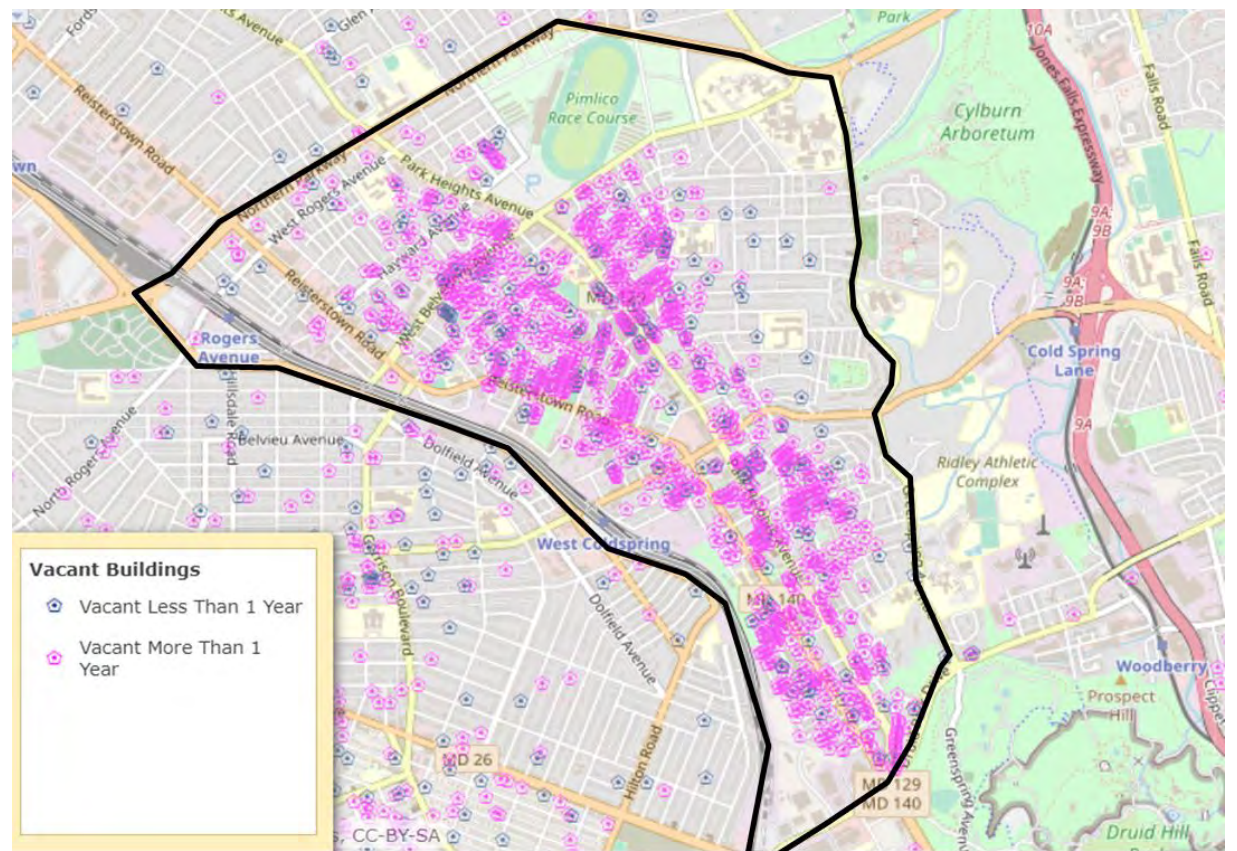
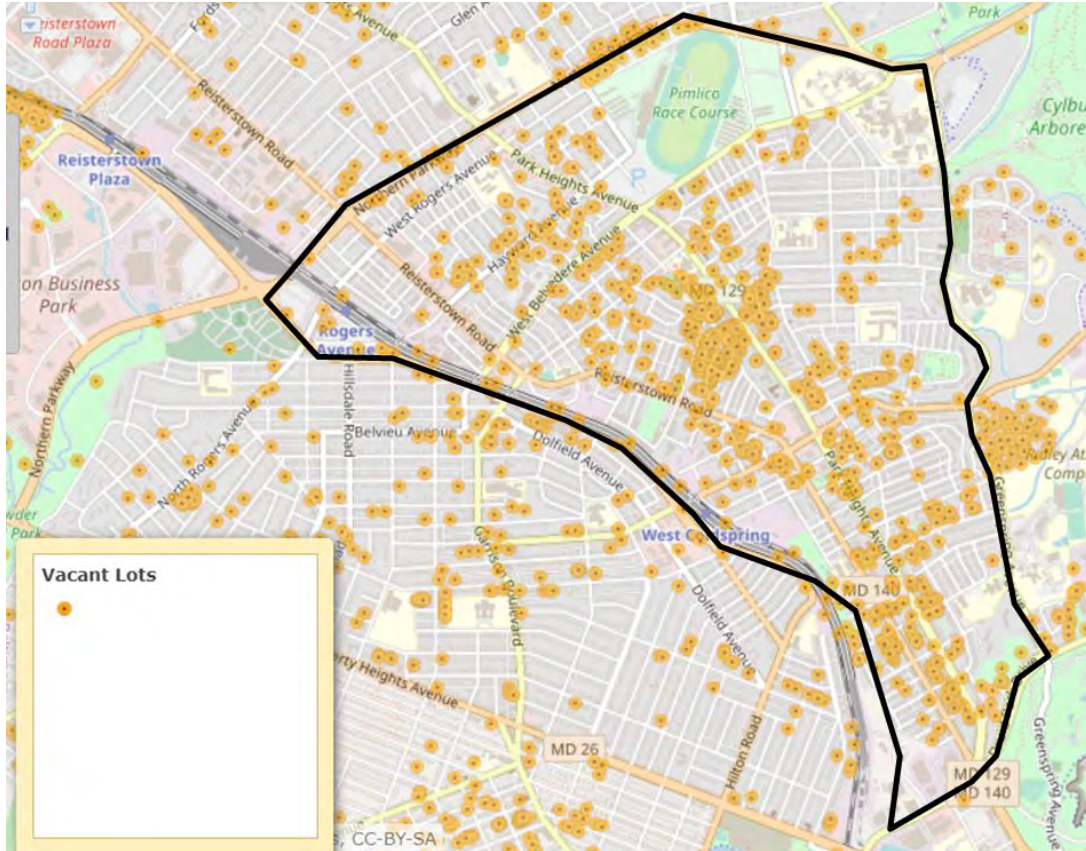
- Arlington Elementary
- Pimlico Elementary/Middle
- 62 Acre RFP Development Area
- Proposal for Park Circle Intersection Improvements

Additional:

- Park Heights Apartments (Senior Affordable Housing - 2017 EVI)
- 4800 Blk of Pimlico Rd (Single Family Homes)
- Renaissance Row (PHR)
- Renaissance Gardens (Senior Affordable Housing - 2013 PHR)
- Small Developer Efforts



Vacant Lots & Buildings :



Maps of Park Heights Vacant Lots & Buildings (Source: Baltimore City View)

Vacancy:

Pimlico/Arlington/Hilltop & Southern Park Heights Neighborhoods (BNIA)

Pimlico/Arlington/Hilltop

- 17% Abandoned/Vacant
- 18.8% Vacant City Owned
- 14.4% Does not receive mail

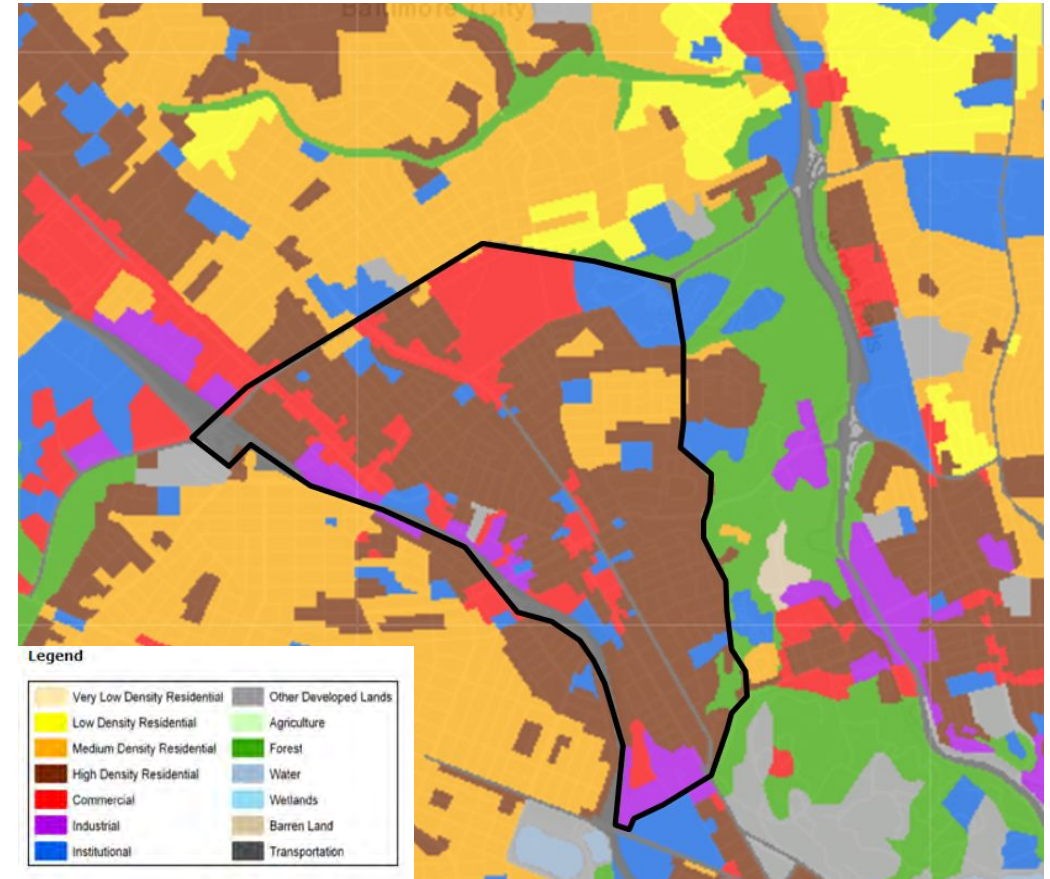
Southern Park Heights

- 20.9% Abandoned/Vacant
- 26% Vacant City Owned
- 14.6% Does not receive mail

Types of Urban Land Use :

The land uses are continuously updated as development projects are proposed and buildings receive occupancy permits or are razed.

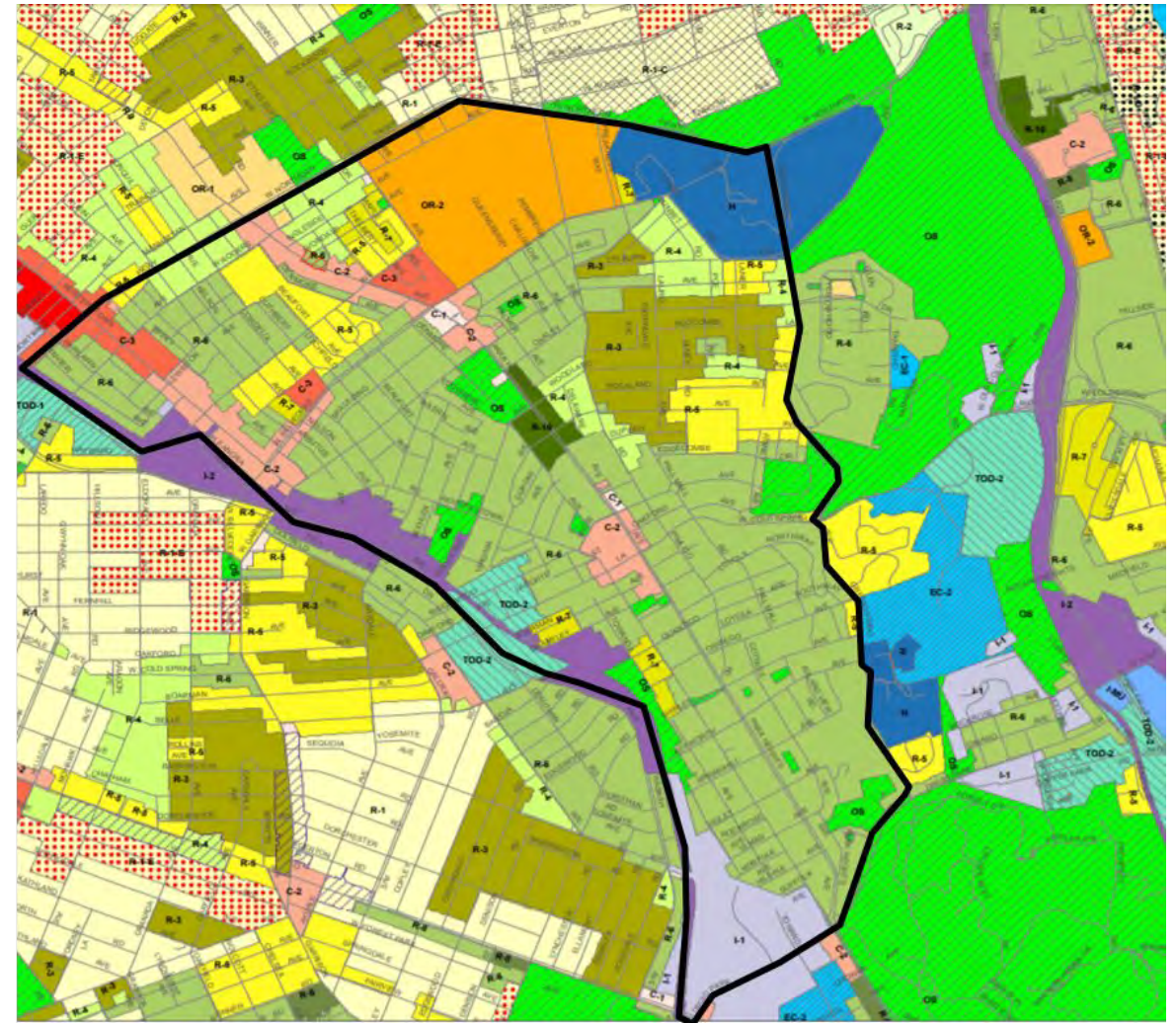
- High Density Residential
- Commercial
- Institutional
- Industrial (CNX and MTA Subway West)
- Forest (Cylburn Arboretum, Woodberry/Cold Spring Park, and Druid Hill Park East)



Land Use Map (Source: Maryland Department of Planning)

Zoning :

- Predominantly made up of Detached and Semi-Detached Residential Zoning (**R-2, R-3**)
- General Industrial zoning along Wabash to the west and southern tip (**I-1, I-2**)
- Office-Residential zoning where Pimlico Racetrack currently exists (**OR-2**)
- Sinai Hospital Campus (**H**)
- 3 Primary commercial districts
- Pedestrian friendly zoning areas along Park Heights (**C-1**) and Small to Intensive commercial zoning along parts of Reisterstown and Park Heights (**C2 –C3**)
- Some transitional residential zoning to include rowhouse development (**R-5**)
- TOD Zoning at West Cold Spring Station
- Generous amount of open space (**OS**) around and within community



Transform Baltimore Zoning Code (Source: Baltimore Planning Dept.)

Percentage of Impervious Surfaces :

- Percentages have remained strongly under 30% since 2010. However USGS has been contacted to address the rather drastic increase in imperviousness from 2009 to 2010.
- Park Heights falls mainly within the Lower Jones Falls Subwatershed and has an overall estimated impervious surface of 27-30%

15. Percentage of Land Covered by Pavement

The percentage of land area that is covered by pavement (paved streets, paved medians, intersections, paved driveways, paved parking lots, paved alleys) for Southern Park Heights compared to Baltimore City overall.

| | Southern Park Heights | Baltimore City |
|-------------------------------------|-----------------------|----------------|
| Percentage land covered by pavement | 24.9% | 25.5% |

Source: Baltimore City Department of Planning (2009 street area map file).

15. Percentage of Land Covered by Pavement

The percentage of land area that is covered by pavement (paved streets, paved medians, intersections, paved driveways, paved parking lots, paved alleys) for Pimlico/Arlington/Hilltop compared to Baltimore City overall.

| | Pimlico/Arlington/Hilltop | Baltimore City |
|-------------------------------------|---------------------------|----------------|
| Percentage land covered by pavement | 29.9% | 25.5% |

Source: Baltimore City Department of Planning (2009 street area map file).

Bibliography

MDP MD Land Use/Land Cover Map, mdpgis.mdp.state.md.us/landuse/imap/index.html.

Baltimore CityView, cityview.baltimorecity.gov/cv/?theme=transform&thematicmapopacity=60#.

“Baltimore City Health Department.” *Baltimore City Health Department*,

[https://health.baltimorecity.gov/sites/default/files/NHP%202017%20-%2045%20Pimlico-Arlington-Hilltop%20\(rev%206-9-17\).pdf](https://health.baltimorecity.gov/sites/default/files/NHP%202017%20-%2045%20Pimlico-Arlington-Hilltop%20(rev%206-9-17).pdf)

“Baltimore City Health Department.” *Baltimore City Health Department*,

[https://health.baltimorecity.gov/sites/default/files/NHP%202017%20-%2050%20Southern%20Park%20Heights%20\(rev%206-9-17\).pdf](https://health.baltimorecity.gov/sites/default/files/NHP%202017%20-%2050%20Southern%20Park%20Heights%20(rev%206-9-17).pdf)

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Bnia. “Baltimore Neighborhood Indicators Alliance.” *BNIA*, bniajfi.org/community/Southern_Park_Heights/.

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www.mdhs.org/underbelly/2017/03/30/lost-city-baltimores-trolleys-trackless-trolleys-and-buses/.

“RFPs.” *Baltimore Development Corporation*, baltimoredevelopment.com/rfps/.

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Cultural History

CREP520 Studio II
Dr. Kirchner
Khalia Young

Jewish Cultural History

German Jews

- ◆ Sailed from Bremen and Hamburg □ Baltimore
- ◆ Spoke German & worked as craft workers, salesmen and peddlers
- ◆ Moved from East to West Baltimore and established literary, musical, and charitable organizations
- ◆ Sent children to secular public and private schools

Russian Jews

- Lived and looked differently
- Arranged marriages
- "Yiddish speaking Jews" women in long skirts and heads covered in babushkas, men with beards and ear locks
- Often without funds and skills □ turned single house families into crowded flats
- Converted front rooms to do piece work for Baltimore garments industry
- Migrated to Lower Park Heights and Upper Park Heights

The “Streetcar Suburb”

- ◆ Late 1900s □ primary source of transportation
- ◆ Park Heights neighborhood sprang up around system of streetcar lines
 - Dictated the positioning of retail and commercial developments
- ◆ Major reachable destination □ Pimlico Race Course



Retrieved from <http://nocityisbornbad.weebly.com/blog/park-heights-baltimore-then-now>

Pimlico Racetrack or “Old Hilltop”

- ◆ Purchased by Maryland Jockey Club for \$23,000
- ◆ First opened doors on October 25, 1870
- ◆ “Old Hilltop” – small rise in the infield that became a favorite gathering place for trainers and race enthusiast to view contestants close-up and cheer on their favorites
- ◆ Preakness Activities 1873



Retrieved from
<http://www.pimlico.com/about/history>



Important to African Americans in Park Heights

- ◆ Jobs and entertainment
- ◆ Black Jockey's: Oliver Lewis, Billy Walker, Babe Hurd

Positions

- Backstretch: Every man in total operation, horse handlers, workers in the barn, brushing and polishing horses, Black Stewards see to it that the Rules of Racing Commission are kept
- Clock-watchers: Black-clockers: watch as exercise boy put horses through their paces and timed horses to see if they are fit for racing a particular length

Pimlico Racetrack Cont..

- ◆ Closed 1889-1904 □ speculation of gambling
- ◆ Reopened in 1904 □ rooming stables, houses, hotels, restaurants and taverns
 - “Un-suburban night life”
 - A place to meet “high rollers,” jockeys, track workers
 - Gave neighborhood youth thrills
- ◆ Today: “Engineering firm determined 6,670 seats in the Old Granstand’s open-air section “no longer suitable to sustain that level of bearing weight.””
- ◆ Soon replaced by new facilities in Laurel?

ASSETS/CULTURAL AESTHETIC

Park Circle/Historic District

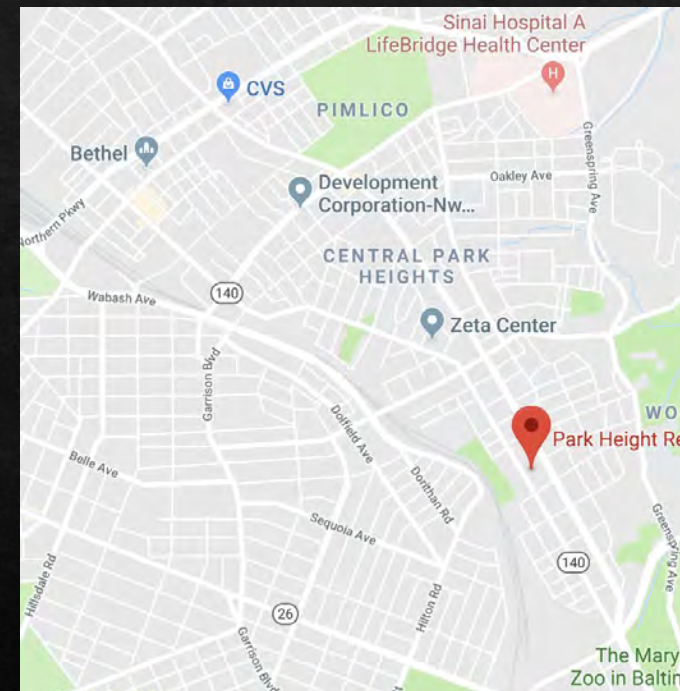
- ◆ Located Northwest of Druid Hill Park
- ◆ Primarily residential
 - Dates back to first decades of 20th century with two-story brick duplexes
- ◆ Important home to the local Jewish community
 - The Sharrei Zion Synagogue and Talmudical Academy School
- ◆ Prominent figures: Jack Pollack, political heavy weight and head of the Trenton Democratic Club; Arthur Waskow, political activist, author and rabbi; and Gilbert Sandler, columnist and author



Retrieved from
<https://chap.baltimorecity.gov/park-circle>

Park Heights Renaissance

- ◆ Incorporated in November 2007
- ◆ Non-profit 501 c-3 corporation
- ◆ **Mission:** “The mission of Park Heights Renaissance (PHR) is to implement the Baltimore City Park Heights Master Plan where land and economic development, alongside human development, are transformative influences in the revival of a thriving and sustainable community.”
- ◆ Website provides residents with resources regarding churches, housing, education, safety, youth and health



Retrieved from Google Maps

Sinai Hospital



Sinai Hospital, Google Image

- Sinai Hospital was founded in 1866 as the Hebrew Hospital and Asylum and is a Jewish-sponsored health care organization providing care for all people. Sinai is a nonprofit institution with a mission of providing quality patient care, teaching and research.
- Sinai, with a mission that includes the teaching of future generations of health professionals, approximately 400 medical students from across the nation and world receive clinical training each year at Sinai.

CC Jackson Recreation Center



- Named after Clarence Channing Jackson Jr., who served Baltimore City Recreation & Parks as a district supervisor for 34 years, the Recreation Center was dedicated to the community January 15, 1977.
- The center is located in an urban park setting and is part of a larger park developed by Baltimore City that includes walking paths, playing fields, and a playground.
- For residences it has a Gymnasium, Computer lab/learning center, game room, and dance studio.



*CC Jackson, GWWO
Architects*

St. Vincent DePaul Headstart

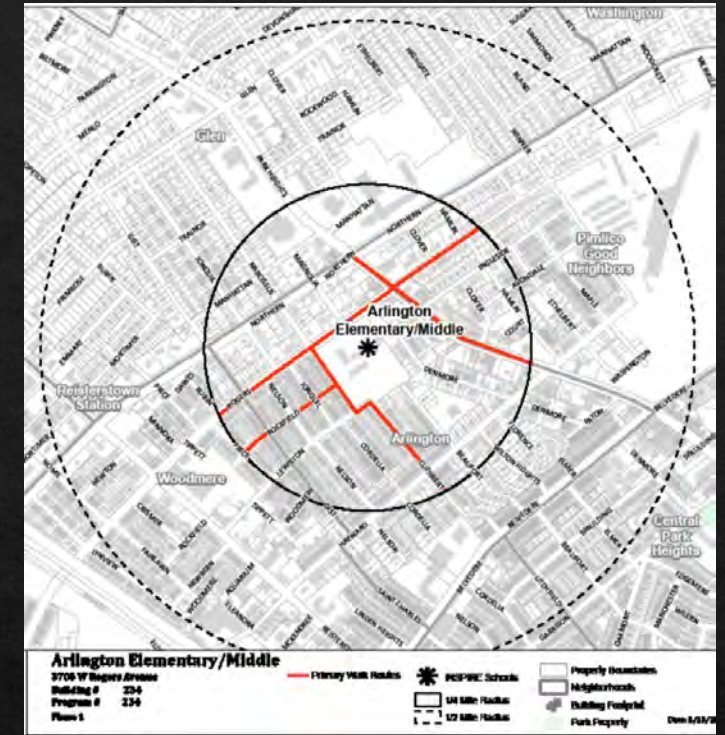
- ◆ Founded in 1865
- ◆ Community-based program for low-income families
- ◆ Provides home-based and classroom-based services
- ◆ Support to families linking them with medical, mental health, nutrition and education



*Retrieved from SVDP
Baltimore*

21st Century School

- ◆ Arlington Elementary School
- ◆ Situated on 7.2 acre parcel of land originally built in 1931
- ◆ New renovations:
 - Flexible and adaptable space
 - Learning areas designed for interaction and collaboration
 - Technology equipped classrooms
 - Parents, partners and community members have access to the gym, library, and cafeteria after hours
 - Outdoor features include new pathways connecting to new bus drop-off
 - Food pantry and Family resource suite



INSPIRE Arlington Final Plan



Rendering front of building

Nike Airforce 1

- Park Heights played a role in on-going production of shoe
- Nike was going to discontinue shoe in 1984
- Harold Rudo flew to Nike Headquarters in Oregon – persuaded Nike to sell shoe only in Baltimore (white with royal blue and white with chocolate brown)
- Baltimore exclusive: '84 hangtag and comic inspire soles (Nike ft. local youth arts)



A mural of the Nike Air Force 1, an iconic sneaker. (Jeff Barker / Baltimore Sun)



Nike SF Air Force 1 Mid For Baltimore

Retrieved from Google Images



A bench on Park Heights Avenue serves as a monument to a moment in sneaker history. (Jeff Barker / Baltimore Sun)

Community Gardens



The Plantation
3811 Park Heights Ave.

- ◆ Provide fresh, affordable fruits and vegetables
- ◆ Helps relieve stress and increase sense of wellness
- ◆ Encourages community activity and interactions
- ◆ Provides social opportunities



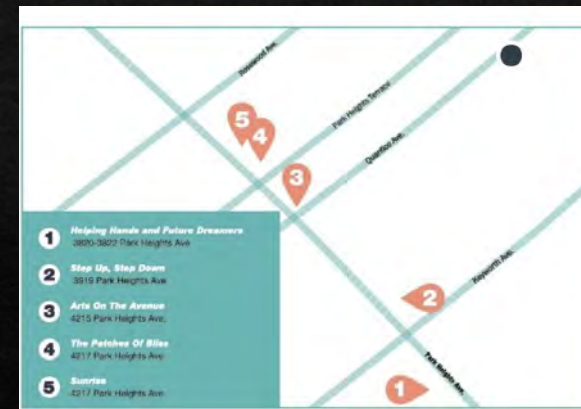
Arlington Inspire Garden
3707 Hayward Ave.



AFYA Teaching Garden
4151 Park Heights Ave.

Art in the Park

- ◆ **Baltimore Office of Sustainability**, Green Network in partnership with Baltimore Office of Promotion and the Arts
 - “..breath life into underutilized vacant spaces through creative interventions.”
- ◆ Lots Alive: sculpture contest for seven vacant, city-owned lots along Park Heights Ave.
- ◆ Winning sculptures will be eligible for grants up to \$5000



Retrieved from
<https://www.promotionandarts.org/grants/lots-alive>

Industrial

Ecology of Park Heights, Baltimore



by Conley Kinkead and Carl Williams

contents:

- map of Central Park Heights industrial sites
- automotive sites and gas stations
- heavy industrial – Vulcan Materials
- heavy industrial – Dietz & Watson
- communications – WERQ-FM transmitter
- brownfields
- additional area industry
- analysis of the industrial ecology of Park Heights
- references

map of Central Park Heights industrial areas

automotive sites:

1. Murray's Used Cars Inc
2. B & Y Automotive LLC
3. Dante Automotive Services
4. A & D Auto Body Shop
5. Friendly Automotive Services
6. Auto Connection Sales
7. Trustworthy Repairs and Services
8. Cars Plus Imports
9. Greg's Auto Detailing Shop
10. MJ's Collision & Auto Repair

misc. industrial sites:

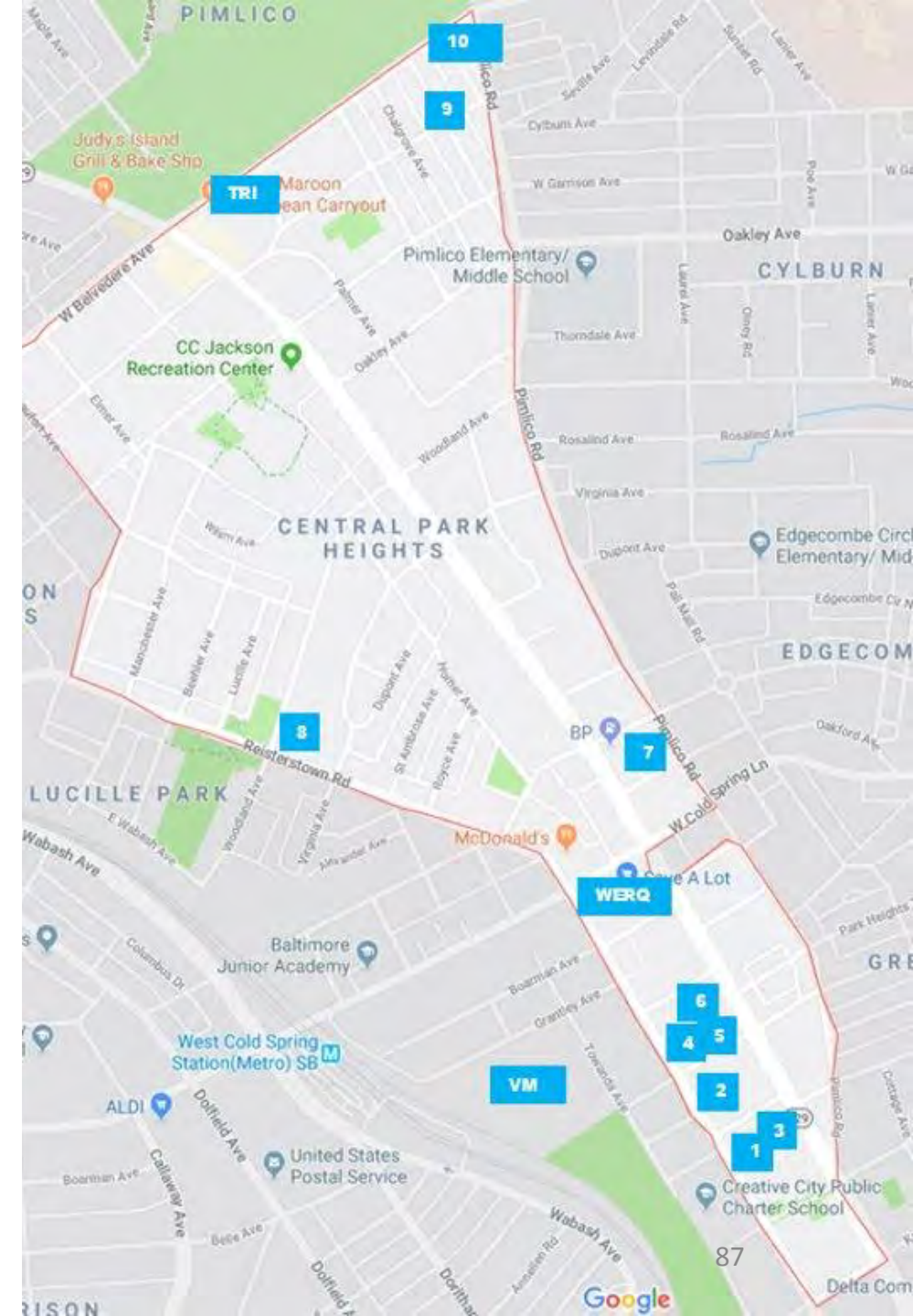
WERQ-FM

Vulcan Materials

BP (brownfield)

Tri-Star Auto Services (brownfield)

McDonald's et al. (brownfield)



automotive & gas stations

- several autoshops and gas stations throughout Park Heights, but primarily located in lower Central Park Heights. Also several in Woodmere/Arlington area
- used car dealerships, tire shops, autobody repair shops

list of Central Park Heights automotive sites and gas stations:

Murray's Used Cars Inc.
4035 Reisterstown Road

Friendly Automotive Services
4211 Reisterstown Road

Greg's Auto Detailing Shop
5101 Pembrige Ave

B&Y Automotive LLC
4119 Reisterstown Road

Auto Connection Sales
4213 Reisterstown Road

MJ's Collision Center & Auto Repair
2801 W Belvedere Ave

Dante Automotive Services
2703 Quantico Ave

Trustworthy Repairs and Services
4415 Park Heights Ave

Tri Star Auto Services
3101 W Belvedere Ave

A&D Auto Body Shop
6717, 4211 Reisterstown Road

Cars Plus Import
4641 Reisterstown Road

BP gas station
4419 Park Heights Ave

heavy industrial: Vulcan Materials

Grantley Ready-Mix [concrete] and Recycling Facility located at 3101 Grantley Ave. Vulcan Materials Company is a national supplier and distributor of construction materials and aggregates, including gravel, sand, and crushed stone headquartered in Birmingham, AL.

VM has been a partner for the lot on the 4200 block of Towanda Ave; supplying materials and employing a community liaison.

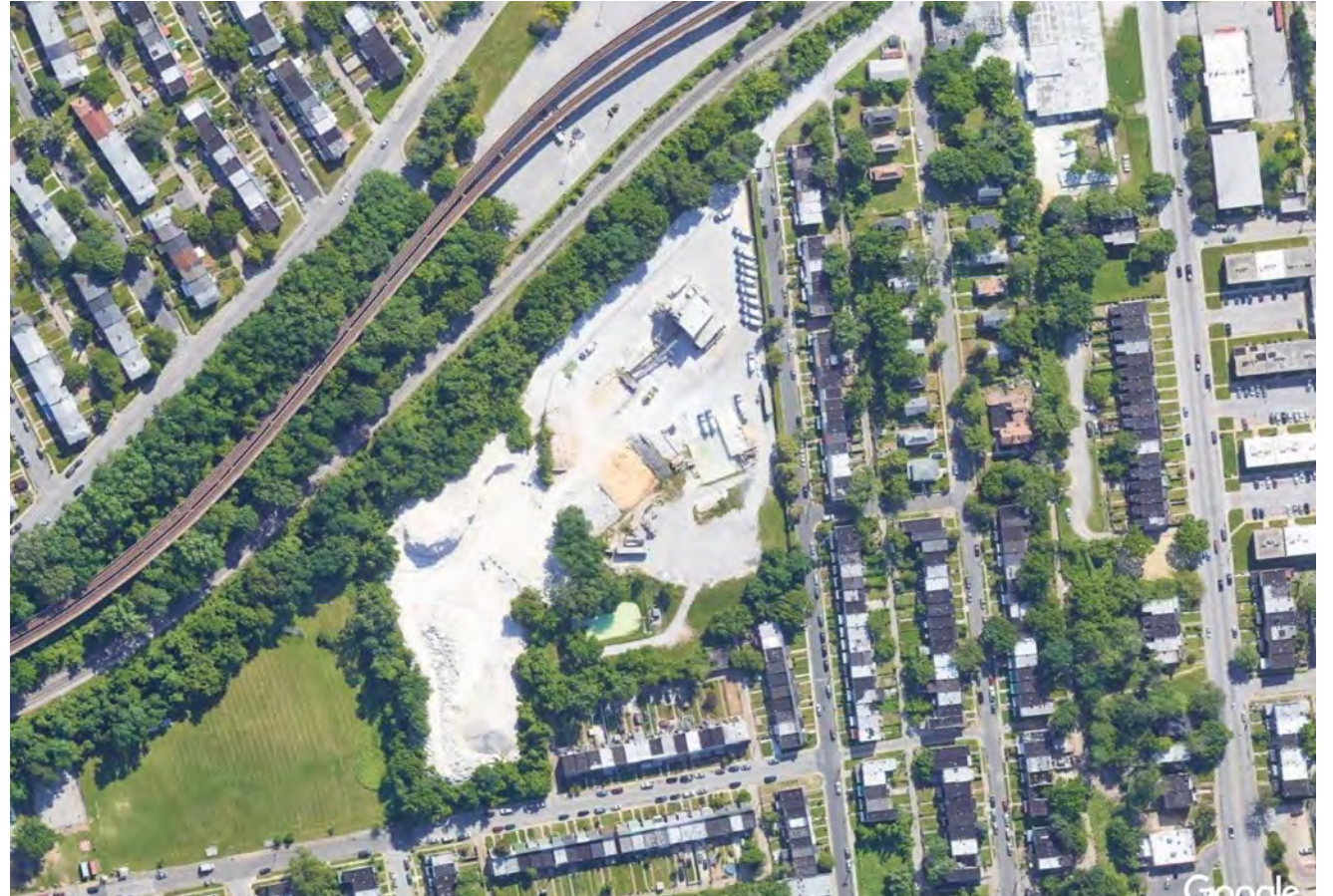


image via Google Earth

heavy industrial: Dietz & Watson

- meat manufacturer located at 3330 Henry G Parks Jr Circle (Park Circle neighborhood)
- several decades at this location
- interested in using solar panels



communications: WERQ-FM transmitter

This transmitter has operated for five different callsigns since 1966. Currently transmits station WERQ-FM, known as 92Q.



image via Google Earth

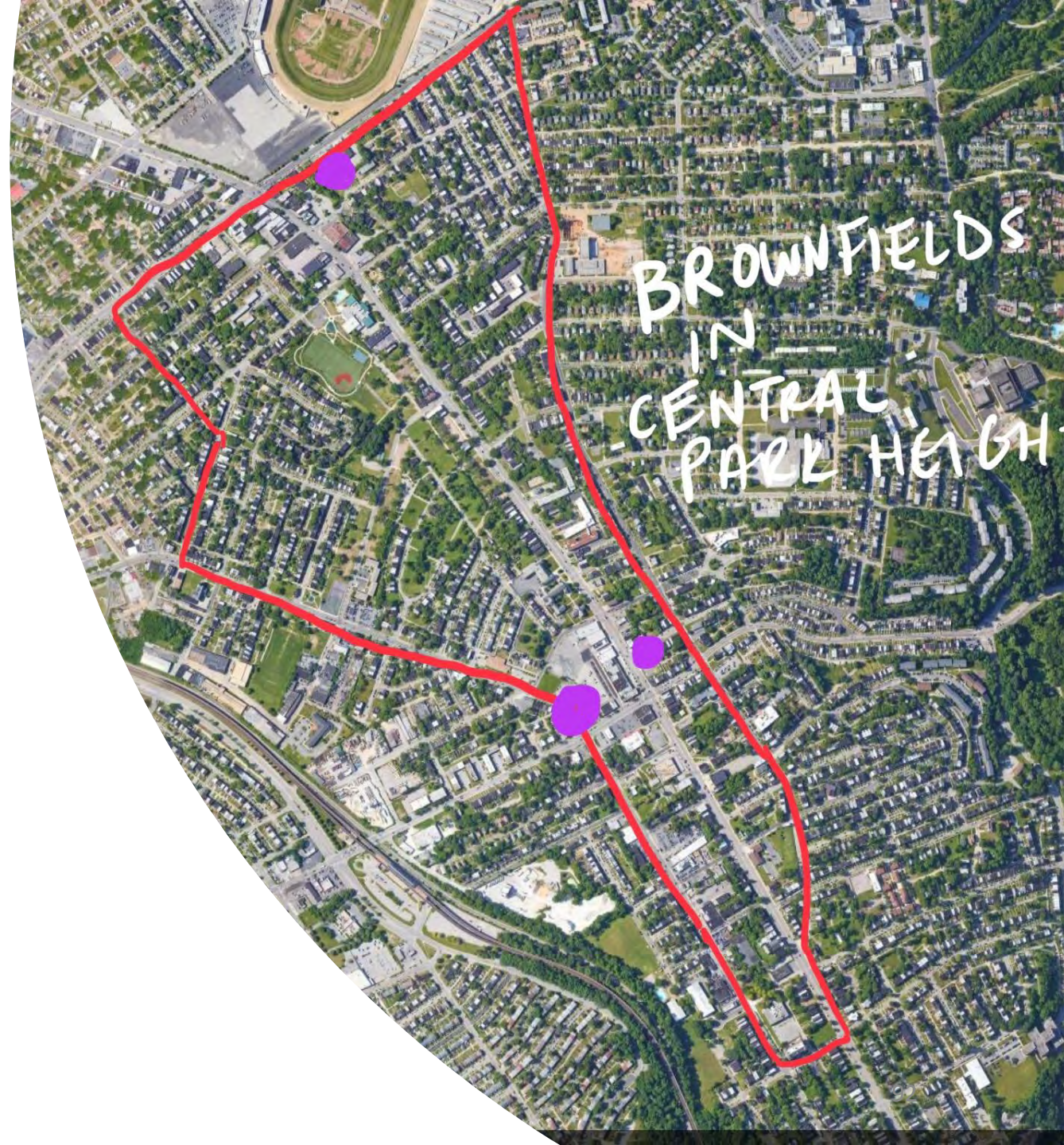
Google

92Q JAMS

image via <https://urban1.com/radio-one/>

brownfields

- BP Gas Station, 4419 Park Heights Ave
 - public access
 - gas station
 - active site, not in remediation
- Tri Star Auto Services, 3101 W Belvedere Ave
 - public access
 - auto repair shop
 - active site, not in remediation
- 4400, 4419-31, 4501-51 Reisterstown Rd
 - previous heavy industry area
 - not in remediation
 - sites were torn down and replaced with fast food services and open lots (Burger King, McDonalds, etc..)



additional notable area industry

- Meggitt Baltimore Inc.: 3310 Carlins Park Drive
 - full service composite Radome manufacturer
- EZ Storage: 5301 Park Heights Ave
 - self-storage warehouse



image via Google Earth

analysis of the industrial ecology of Park Heights

Industry in Central Park Heights largely consists of automotive sites. Three brownfields (including gas station) are not actively in remediation. Baltimore should remediate these sites to reduce soil degradation and contamination and improve sustainability intra-generationally in the area.

Heavy industry in Park Heights is located in the southern area and near west side transportation infrastructure. The participation of industry such as Vulcan Materials is an asset to the community as they can contribute to the built environment and improve social cohesion. It is recommended that these industries continue to be involved and to increase employment of members of the Park Heights community.

Overall, industry plays a secondary role in the ecology of Park Heights. However, Park Heights Renaissance hopes that industrial sites and facilities can have a greater economic impact on the community.

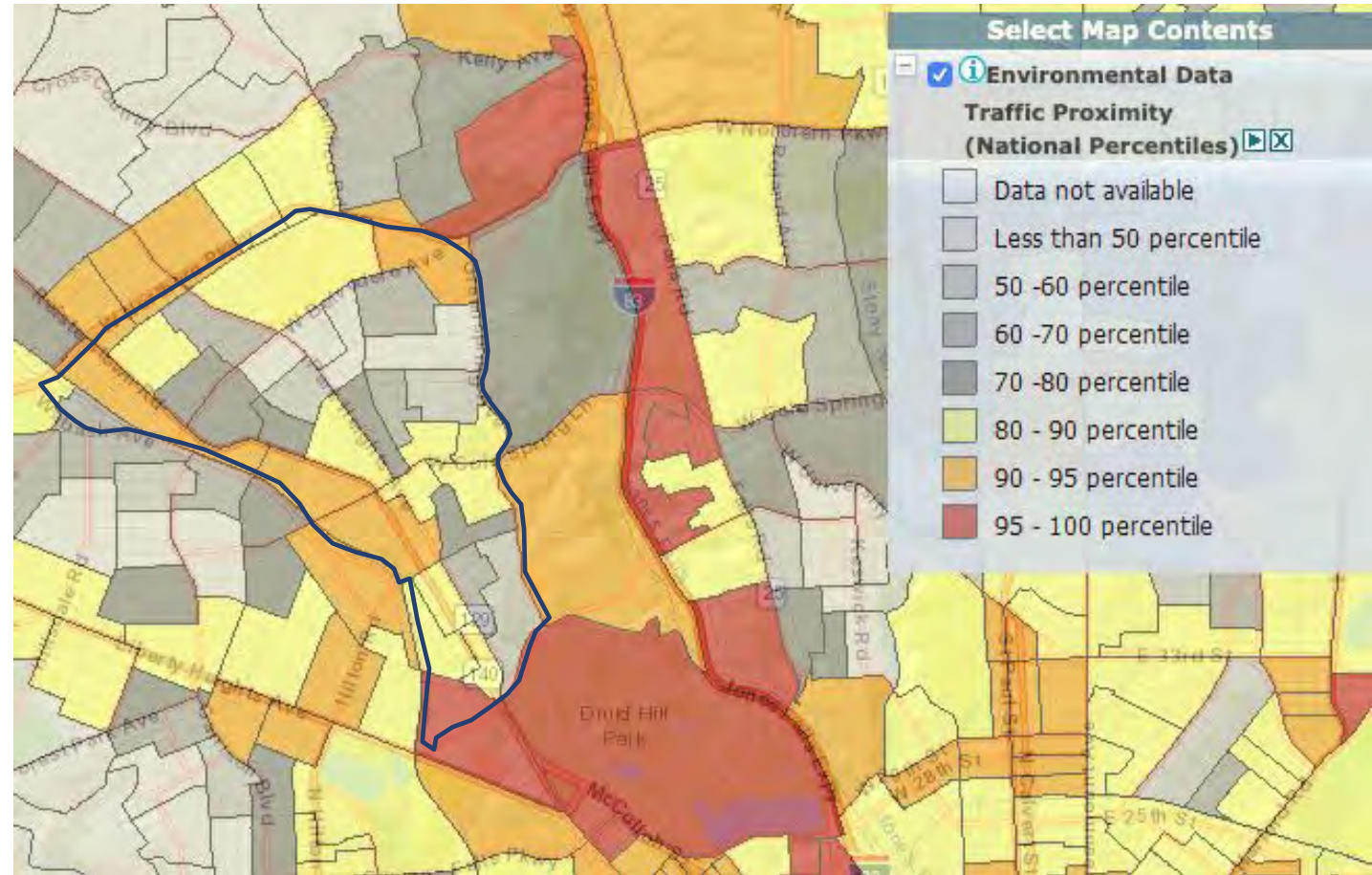
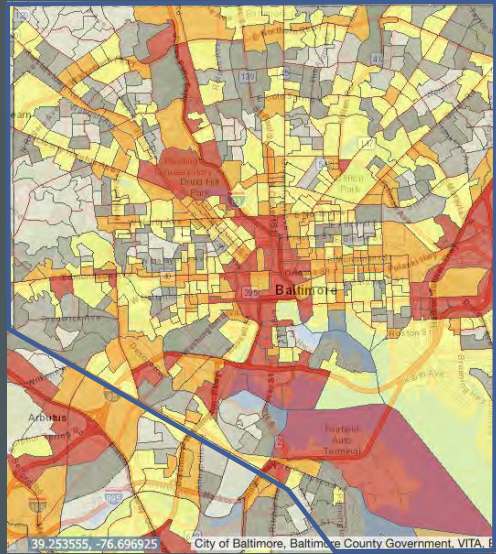
references

- Baltimore City. “Brownfield Master Inventory Report.” *Mde.maryland.gov*, 2 July 2018, mde.maryland.gov/programs/LAND/MarylandBrownfieldVCP/Documents/BMI%20Active%20Sites%20Report/Baltimore%20City%20-%20BMI%20Sites%20Active.pdf

POLLUTION AND WASTE MANAGEMENT

JORDAN HENDRICKSON AND
KRIS MISAGE

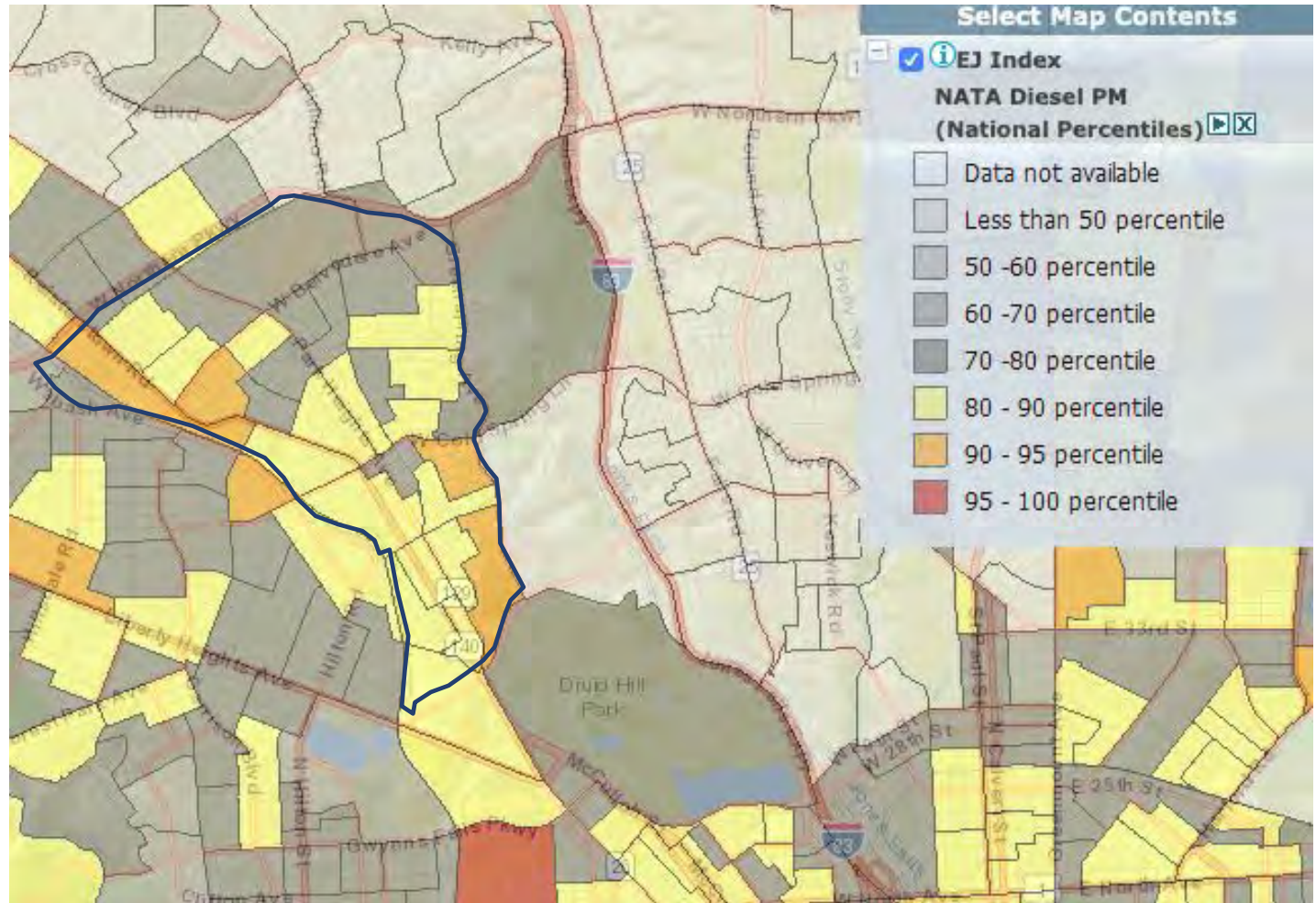
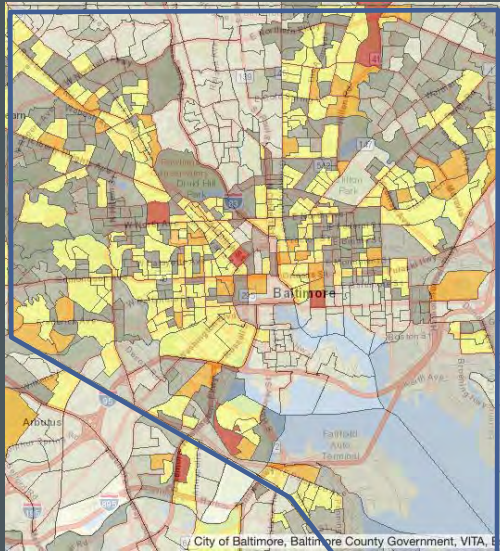




AIR POLLUTION

TRAFFIC PROXIMITY

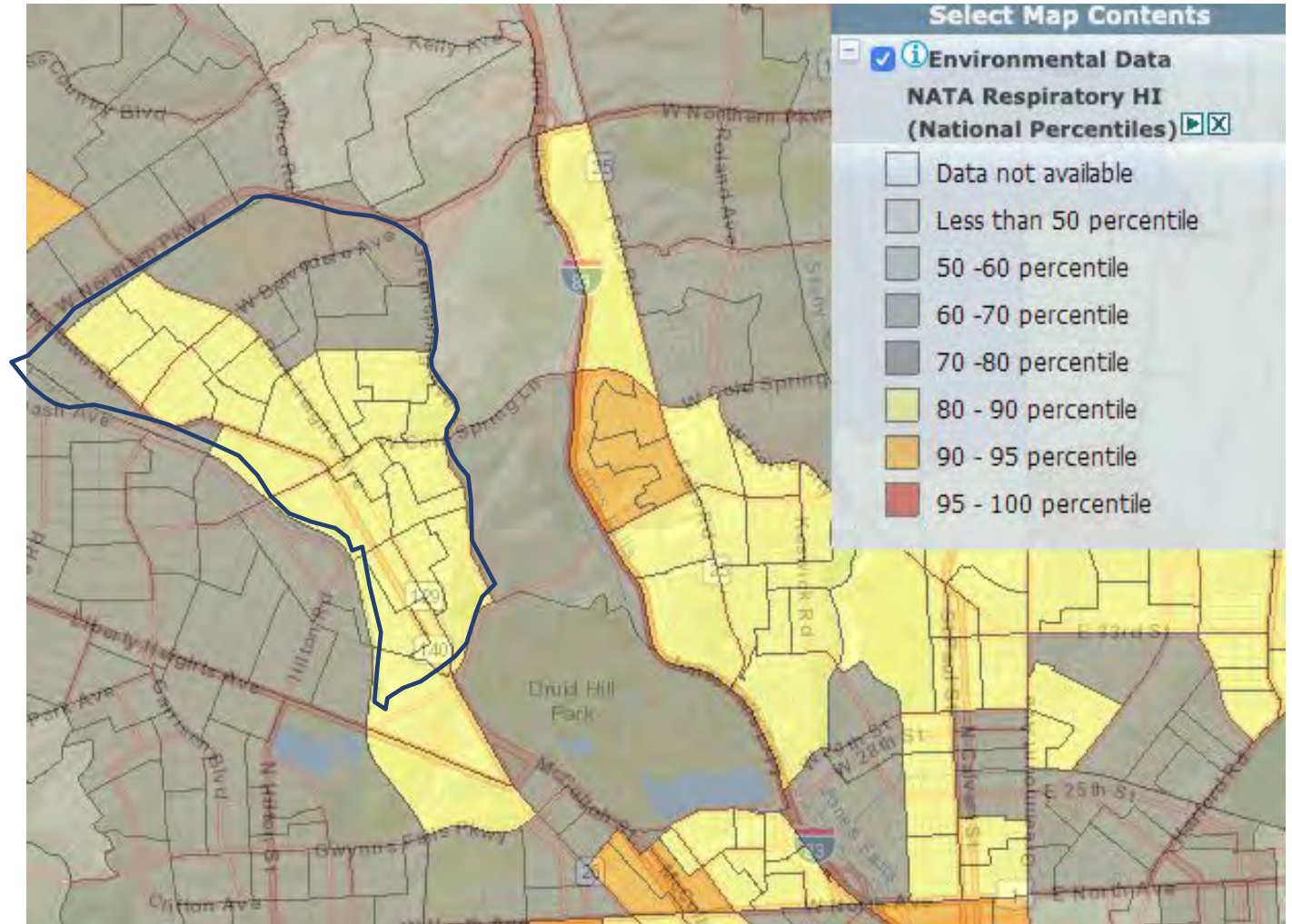
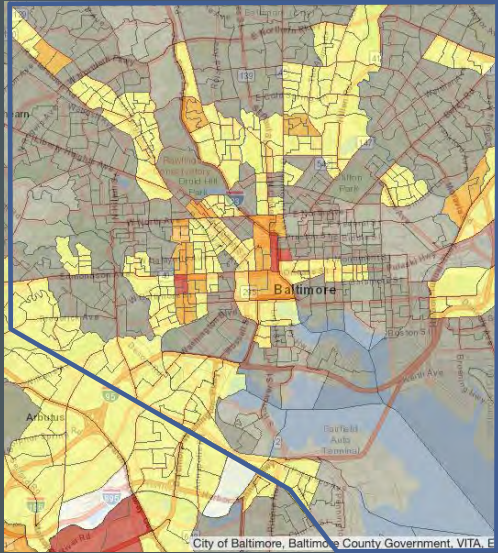
Source: Environmental Protection Agency. Retrieved from: <https://ejscreen.epa.gov/mapper/>



Source: Environmental Protection Agency. Retrieved from: <https://ejscreen.epa.gov/mapper/>

AIR POLLUTION

DIESEL PARTICULATE MATTER LEVEL IN THE AIR



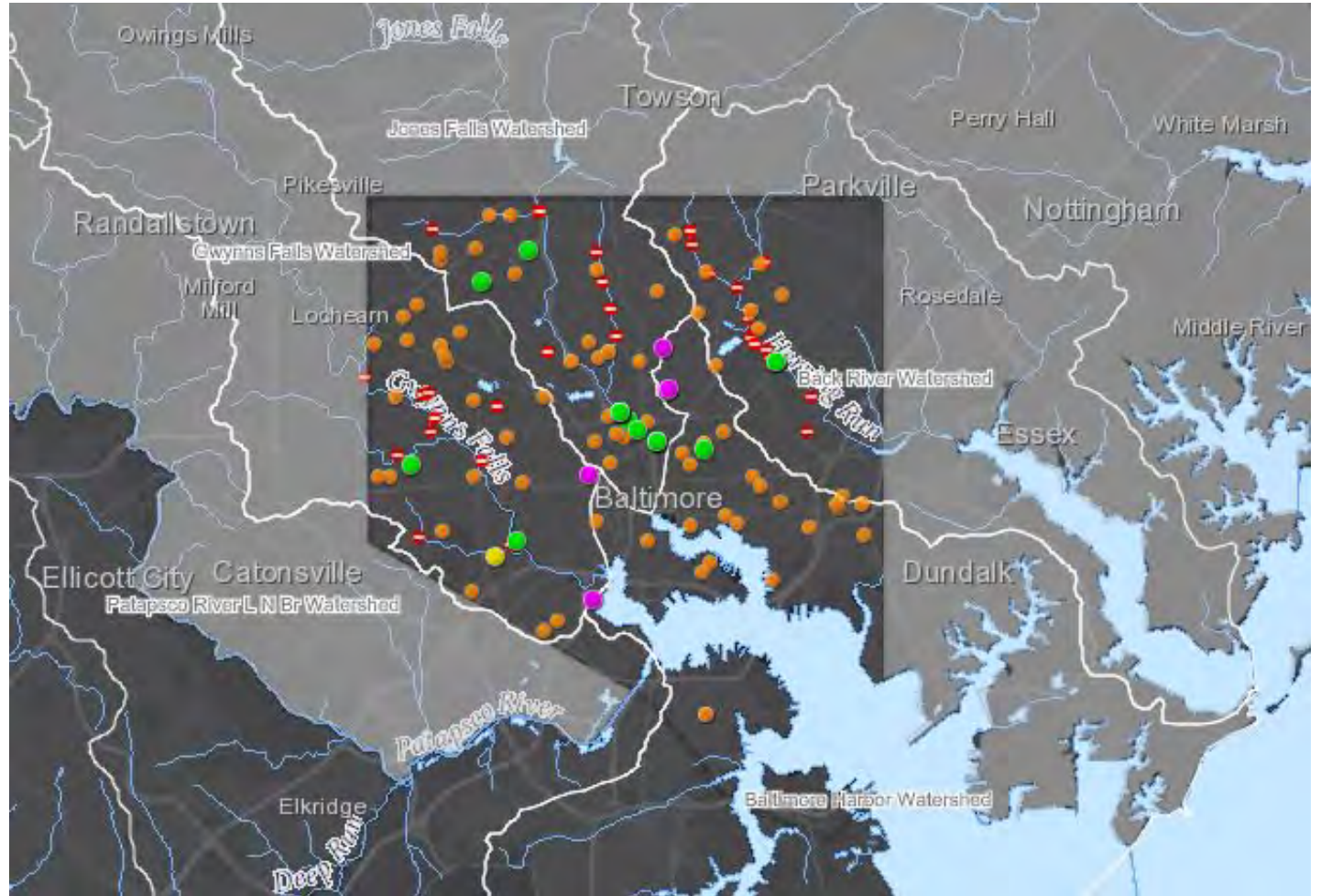
Source: Environmental Protection Agency. Retrieved from: <https://ejscreen.epa.gov/mapper/>

AIR POLLUTION

AIR TOXICS RESPIRATORY HAZARDS INDEX

SEWAGE

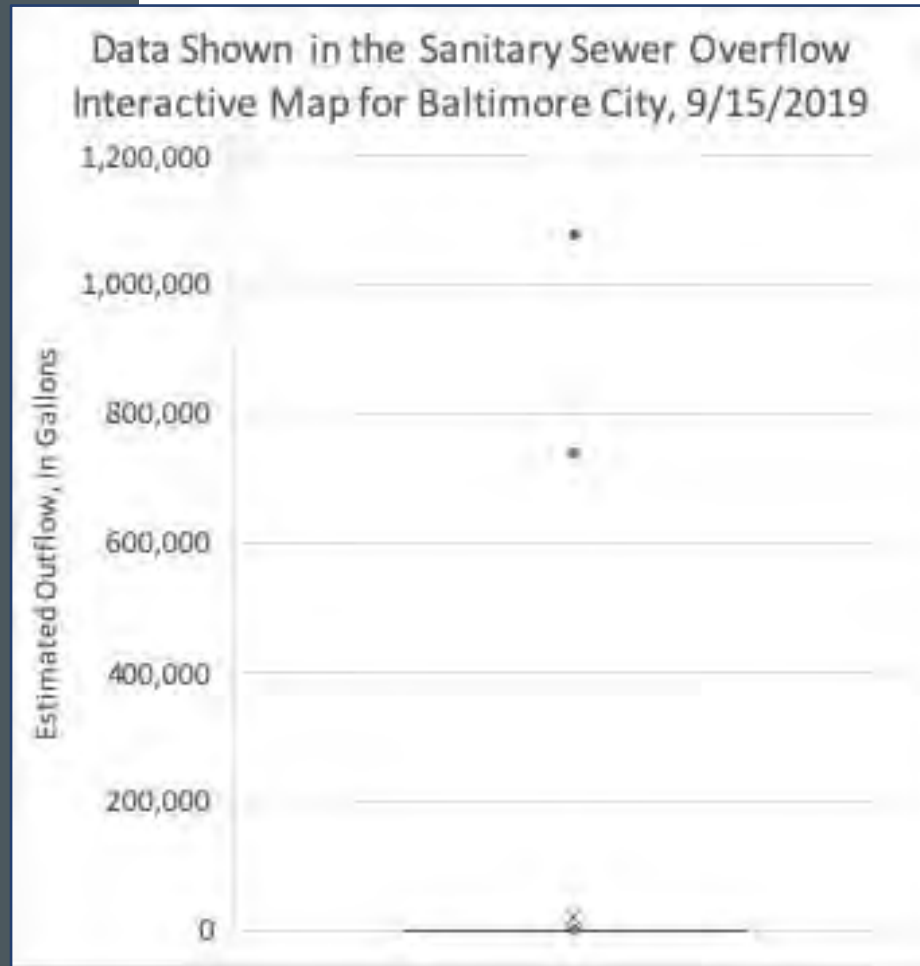
DPW MAP OF SANITARY SEWER
OVERFLOW PUBLIC NOTICES



Source: Baltimore City Department of Public Works. Retrieved
from: <https://baltimoredpw.maps.arcgis.com/apps/webappviewer/index.html?id=a0fccbcf78264aab91df8b6cf1466c32>

SEWAGE

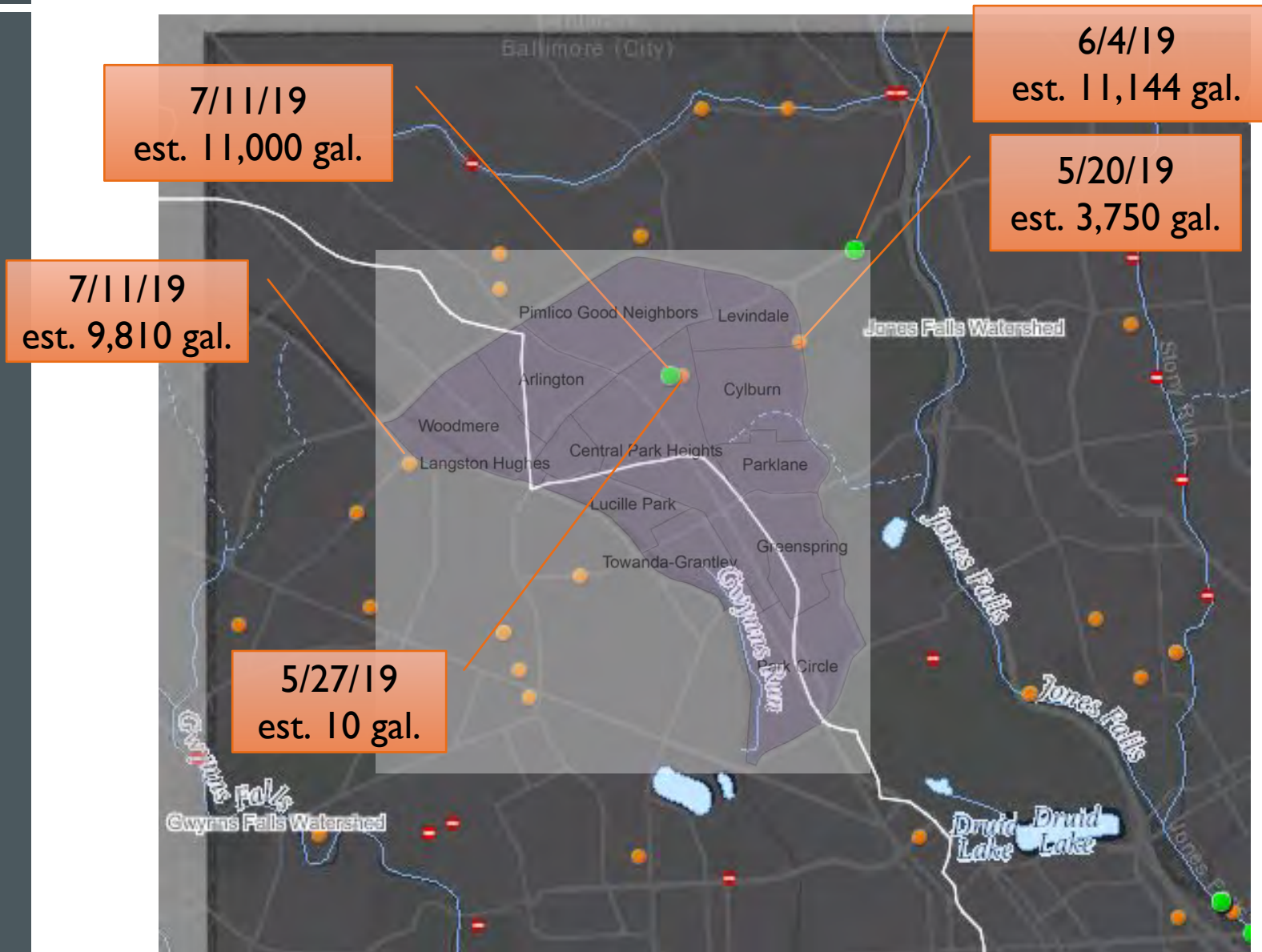
QUANTITY OF OVERFLOWS



Source: Baltimore City Department of Public Works. Retrieved from: <https://baltimorepw.maps.arcgis.com/apps/webappviewer/index.html?id=a0fccbcf78264aab91df8b6cf1466c32>

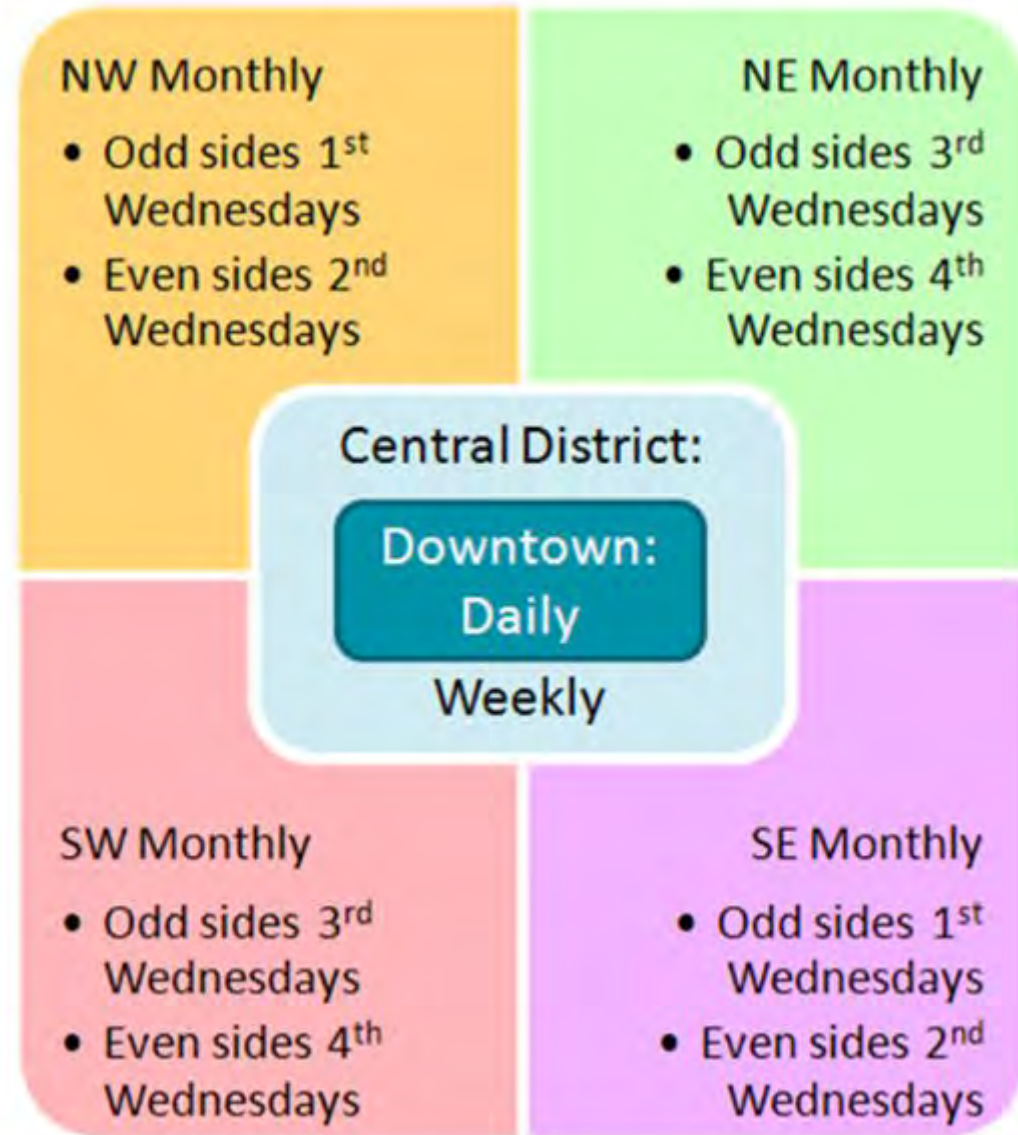
SEWAGE PARK HEIGHTS

GWYNNS FALLS AND JONES FALLS
WATERSHEDS



Source: Baltimore City Department of Public Works. Retrieved from: <https://baltimorepw.maps.arcgis.com/apps/webappviewer/index.html?id=a0fccbcf78264aab91df8b6cf1466c32>

SOLID WASTE SERVICES AND FACILITIES

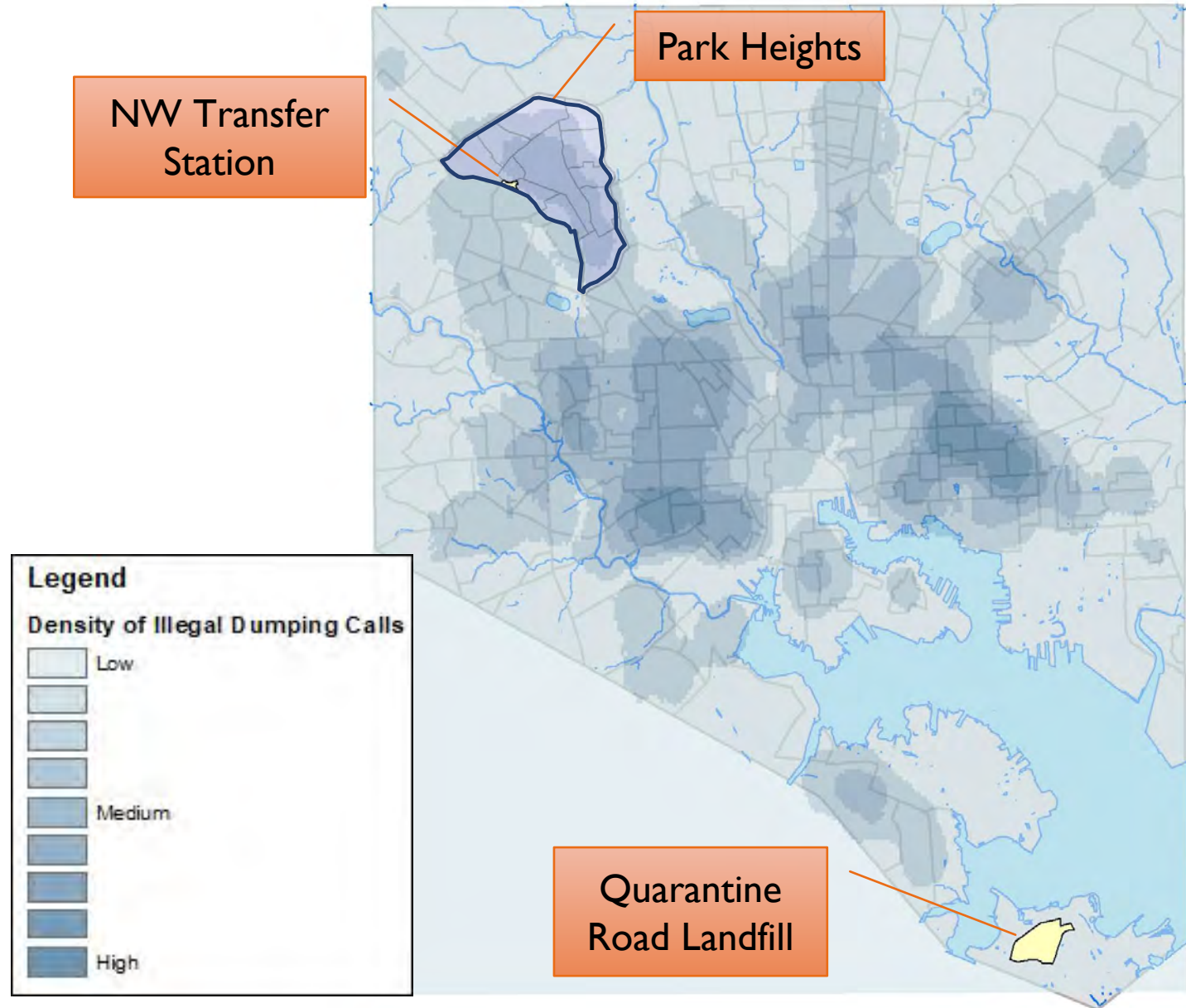


Source: Baltimore City Department of Public Works. Retrieved from: <https://baltimorepw.maps.arcgis.com/apps/webappviewer/index.html?id=a0fccbcf78264aab91df8b6cf1466c32>

TRASH

DENSITY MAP OF ILLEGAL DUMPING CALLS ACROSS BALTIMORE CITY

CREP 520/ARCH 418







Source: Baltimore City Open Data. Retrieved from:
<https://data.baltimorecity.gov/City-Services/311-Customer-Service-Requests/9agw-sxsr>

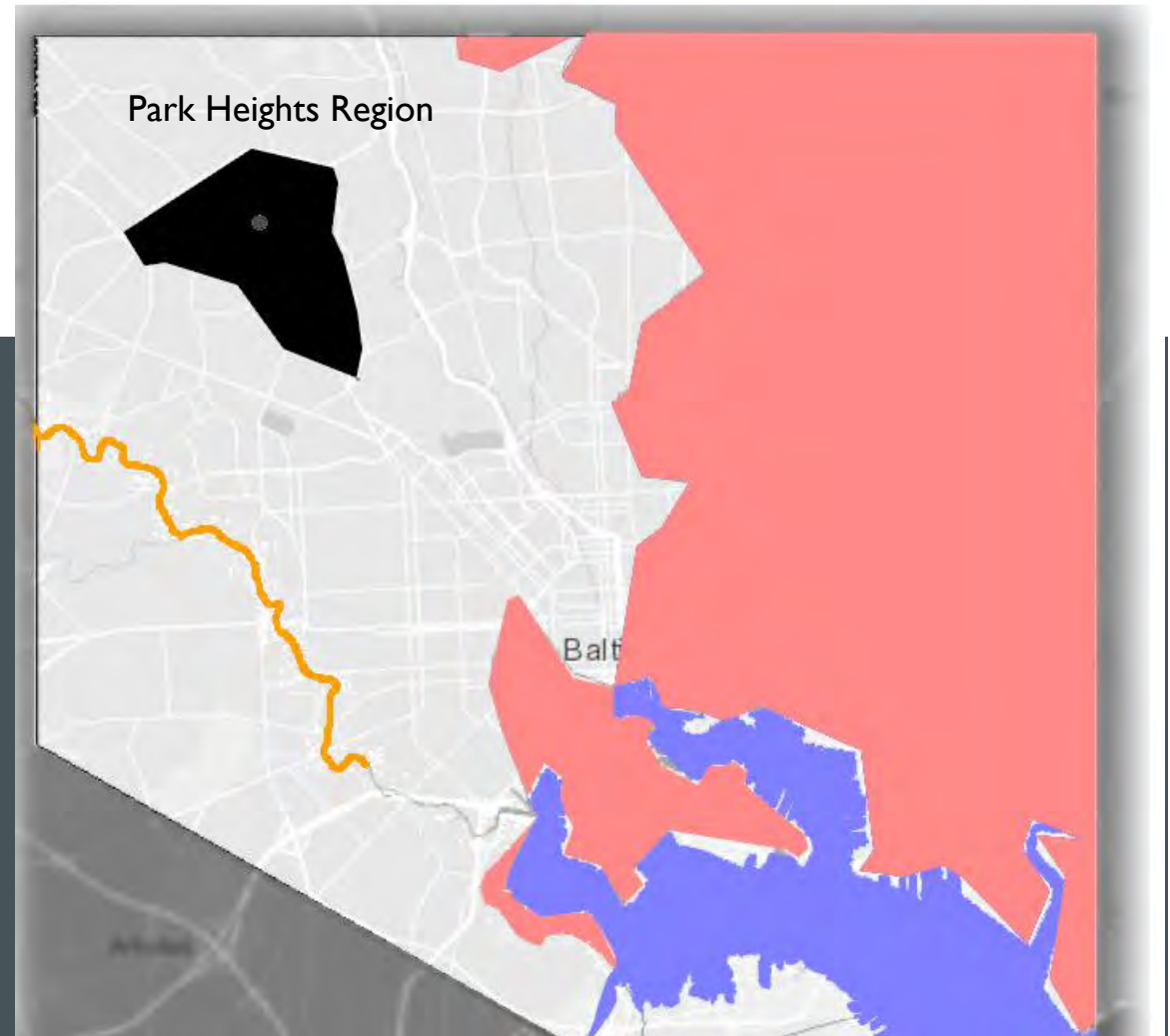
CHEMICALS (PCB)

POLYCHLORINATED BIPHENYL

- Polychlorinated biphenyl is an organic chlorine compound usually found in coolant fluids, which are commonly used by electrical members (transformers, capacitors, etc.)
- No longer produced but still found in the environment

Key:

-  Park Heights Region
-  Baltimore Harbor Embayment region
-  Baltimore Harbor Watershed region
-  Gwynns Falls River



TOXIC SITES

S&G Concrete Company 380 lb release into water

Parks Sausage

Hedwin Corporation

Pepsi Cola

Toxic Release Inventory System

TRI



▼ Superfund NPL Sites

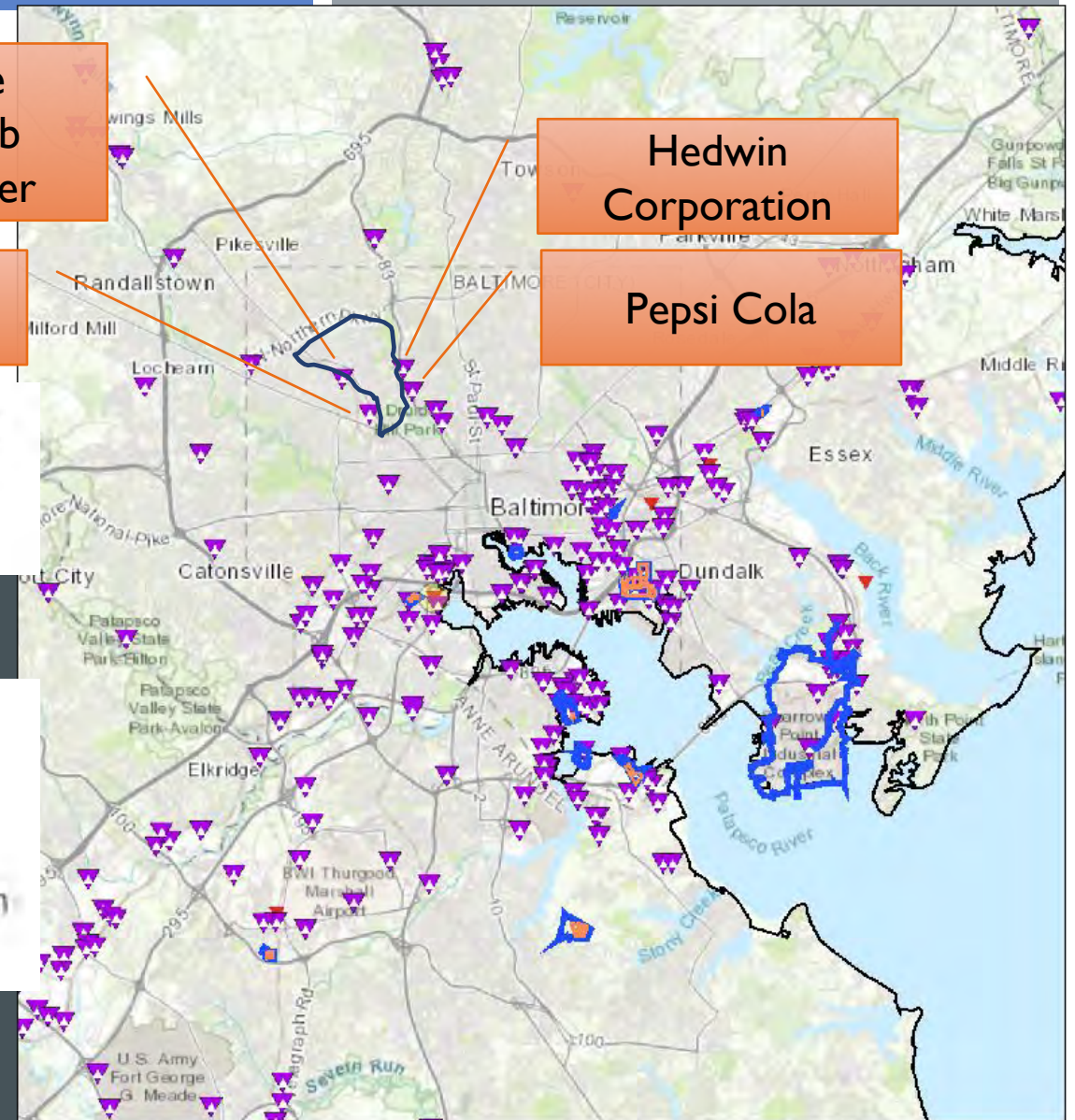
RCRA Corrective Action Site Boundaries - Polygons



RCRA Facility Boundary



RCRA Activity/Use Limitation Boundary



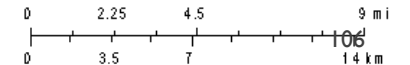
Source: US Environmental Protection Agency. Retrieved from: https://ofmpub.epa.gov/apex/cimc/?p=CIMC:MAP:0::NO::P71_IDSEARCH:SF_SITE_IDI0300289

September 15, 2019

1:255,391

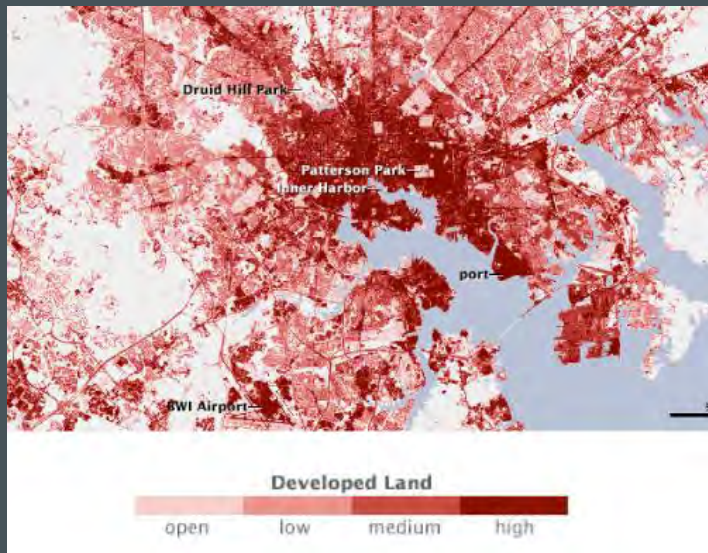
pointLayer

● Override 1



HEAT GAIN MAP

Parks Heights Region (Red)



* The Park Heights region has relatively medium to low amounts of urban heat islands due to the abundance of parks / open green space

GAS STATION LOCATIONS

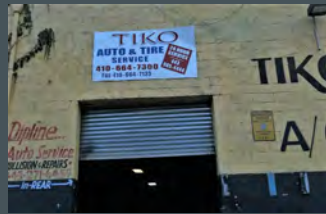
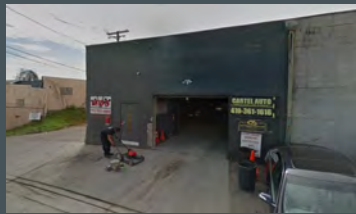
There are roughly 7 gas stations in Park Heights, these are potential areas for pollution.

Often times diesel fuel can leak when being transferred to a gas tank, which causes air pollution and soil pollution



INDUSTRIAL AREAS

- Located in Wabash Avenue (known as the Wabash Avenue Corridor), is a series of industrial businesses. Most of these businesses are auto shops, which are potential areas for air and soil pollution.



Case Studies



left to right: Renaissance Park, Chattanooga, TN; Canal Park, Washington, DC; Paddington, Sydney, Australia



JORDAN HENDRICKSON AND
KRIS MISAGE

CREP 520/ARCH 418



Canal Park

WASHINGTON DC

History of the Canal

- ▶ L'Enfant planned a canal connecting the Potomac and Anacostia Rivers
- ▶ Difficulty raising funds, finally begun in 1815
- ▶ Too shallow to support steamships, fairly useless
- ▶ By 1850s, full of sewage
- ▶ Drownings, cattle wander in
- ▶ Covered over in early 1900s



Canal Park:

Former brownfield, now a LEED Gold destination

Before



Source: OLIN

After



Source: OLIN

Amenities

- ▶ Open green space
- ▶ Public art
- ▶ Tree canopy
- ▶ Water scrim
- ▶ Benches with A/C outlets
- ▶ Small stage
- ▶ Restaurant
- ▶ Fountains/ice rink
- ▶ Light Cube
- ▶ Moveable furniture
- ▶ Geothermal heating/cooling
- ▶ Farmer's market



Source: Capital Riverfront BID

| | |
|--|---|
| Development Name: | Canal Park, Washington DC |
| Pre-Existing Site Condition | Former brownfield paved over as a school bus parking lot |
| Project Goal | Create a near zero-energy park that demonstrates modern sustainable strategies. |
| Indicators of Success + Lessons | LEED Gold, 28,000 annual visitors |
| Size | |
| Land (Acres) | 3 acres (full census tract 405 acres) |
| Total Development (SF) | 4,000 SF |
| Dwelling / Other Unit of Analysis | (2017 ACS data for full census tract) |
| Total # | 2730 (total is 2872, of which 142 are vacant) |
| Market # | 2730 – 626 = 2104 units |
| Affordable # | 626 units (estimate based on public housing and other recent development following inclusionary zoning) |
| Rental # | 2156 units |
| Homeowner # | 574 units |
| Density of Catchment Area | |
| Dwellings/Users per Acre | 6.74 dwellings per acre |
| Commercial Space | |
| SF | 1 million SF (capitol riverfront) |
| % of Total SF | (1 million/17,641,800 SF) 5.6% of total SF |
| Public Open Space | |
| SF | 479,160 SF |
| % of Total SF | 2.7% |
| Other Uses | |
| Use / SF | Federal buildings/5,353,524 SF or 30.35% |
| Use / SF | Baseball park/851,638 SF |
| Parking | |
| On-street # | Of approx. 80 blocks, only 4 don't allow street prkng |
| Surface lot #/SF | 15/1,237,000 SF |
| Parking Structure #/SF | 7-10 structures |

Case study data form

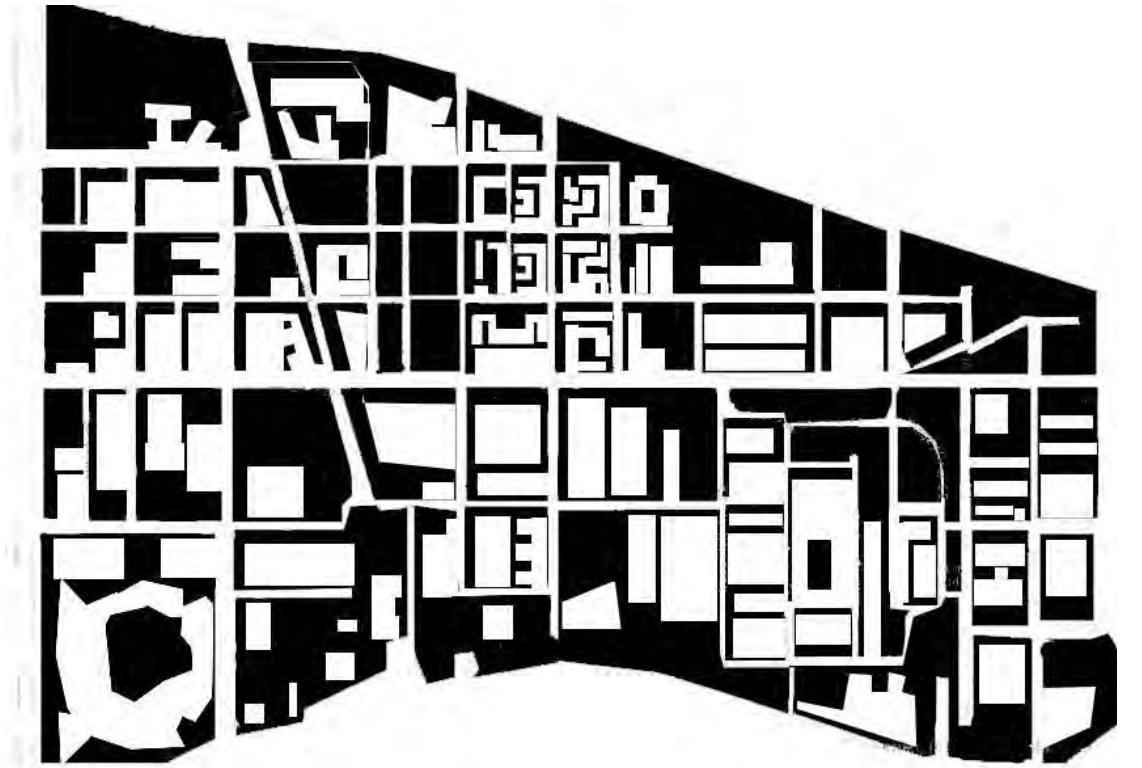
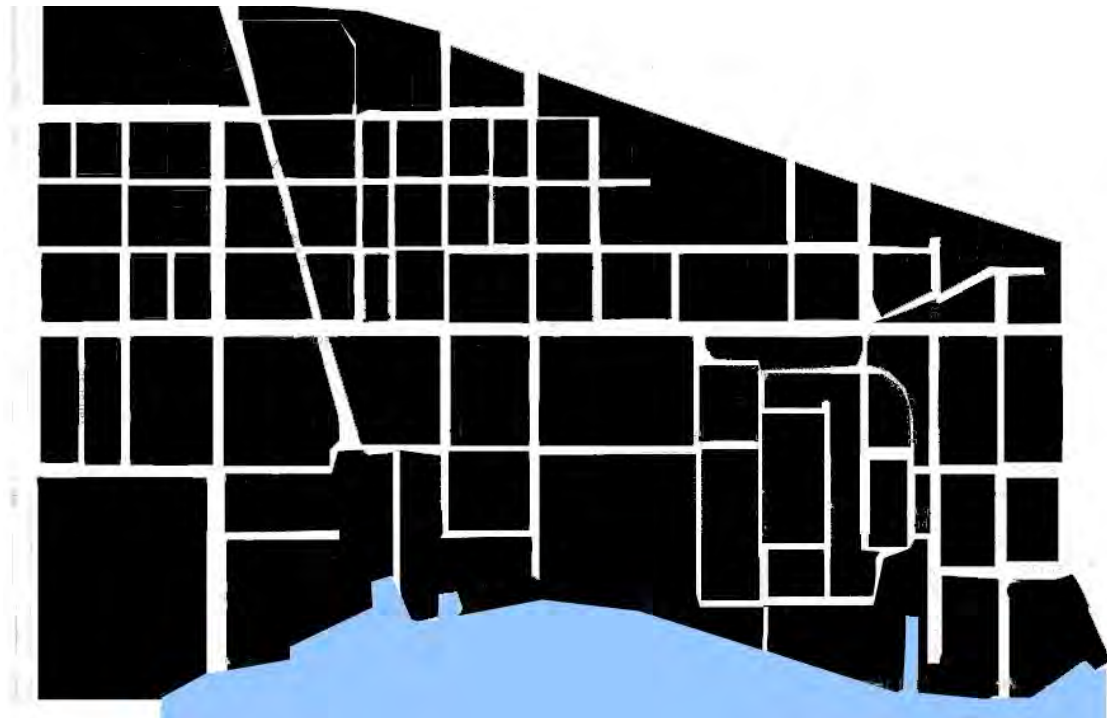
Catchment Area

- ▶ Census tract 72
- ▶ Bounded by South Capitol Street, Southeast-Southwest Freeway, and the Anacostia River
- ▶ Anchored by the Washington Navy Yard, formerly shipbuilding area, then manufacturing of U.S. naval ordinance until 1960s
- ▶ Site of Capitol Riverfront Business Improvement District (BID) dating from 2007





Figure Ground Studies





Census Tracts - 2010
□

Land Use - Existing

- Low Density Residential
- Low-Medium Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Transport, Communication, Utilities
- Industrial
- Mixed Use
- Institutional
- Federal Public
- Local Public
- Public, Quasi-Public, Institutional
- Parks and Open Spaces
- Parking
- Roads; Alleys; Median
- Transportation Right of Way
- Undetermined

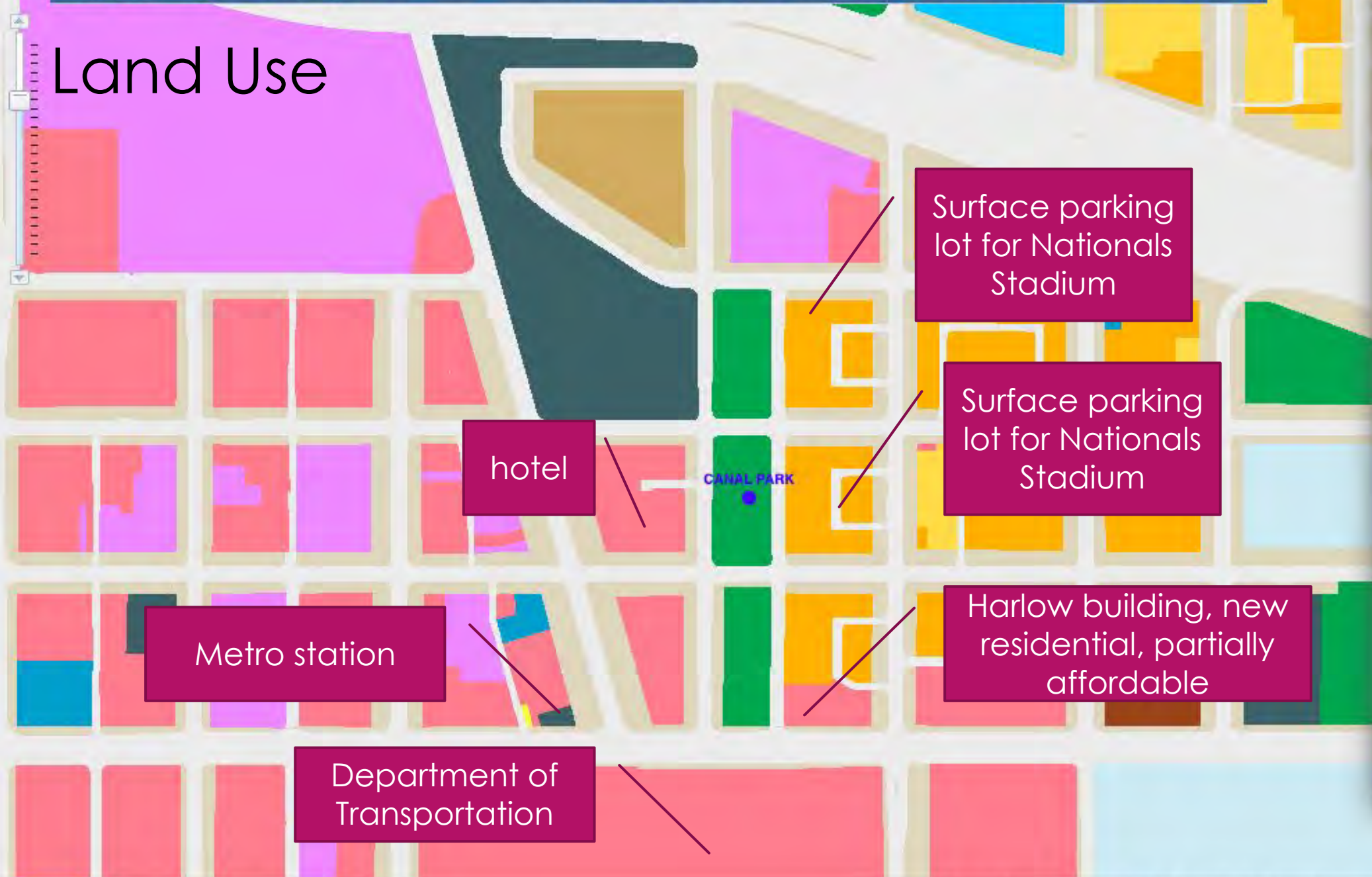
Land Use

Land Use

Legend

Land Use - Existing

- Low Density Residential
- Low-Medium Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Transport, Communication, Utilities
- Industrial
- Mixed Use
- Institutional
- Federal Public
- Local Public
- Public, Quasi-Public, Institutional
- Parks and Open Spaces
- Parking
- Roads; Alleys; Median
- Transportation Right of Way
- Undetermined
- Water



Metro station

hotel

Department of Transportation

Surface parking lot for Nationals Stadium

Surface parking lot for Nationals Stadium

Harlow building, new residential, partially affordable

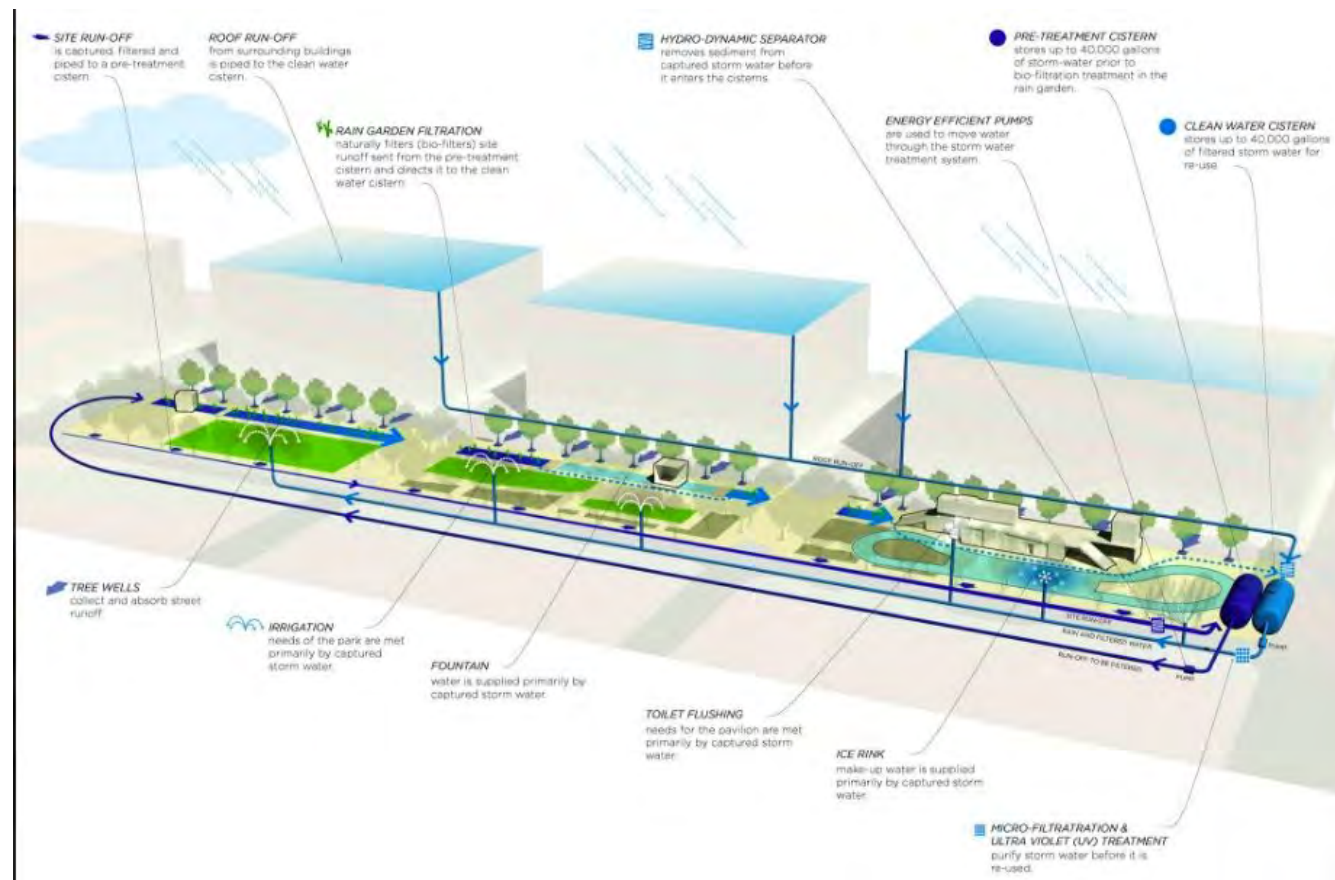


- Bioretention tree pits
- Narrowed street at same level as sidewalk (table-top) plus bump-outs
- Electric car charging stations
- Extensive tree canopy

Site usage

Sustainable features

- ▶ Linear rain garden (6,000 SF), 46 bioretention tree pits
- ▶ Captures stormwater from site plus neighboring buildings (about 3 million gallons annually)
- ▶ Captured water treated on site, (saves 866,000 gallons of potable water annually)
- ▶ Irrigation, fountain jets, and water scrim features use captured, treated stormwater
- ▶ Green roof
- ▶ Geothermal heating and cooling of southern-most pavilion
- ▶ Only organic treatments used on vegetation



Social performance

- ▶ 28,000 annual visitors, including 20,000 ice skaters and visitors to a three-day holiday market.
- ▶ Summer outdoor movie series attracts over 2,000 viewers.
- ▶ 94% of survey respondents indicate feeling safe in the park at night.
- ▶ 2014: 70% of respondents feel the surrounding neighborhood is safe, compared to only 6% in 2007.
- ▶ 18% decrease in vehicular speed through the park



142



Initiation and Project Cost

- ▶ Capitol Riverfront BID set up by mayor in 2007, beginning of large redevelopment
- ▶ Developer WC Smith formed a nonprofit and worked with others to acquire the site
- ▶ Public/private partnership
- ▶ Design competition focused on energy innovation and stormwater capture
- ▶ OLIN and STUDIOS Architecture
- ▶ Redesign based on more community input
- ▶ Completed 2012
- ▶ Final cost: \$20 million



Source: OLIN

Maintenance

- ▶ BID taxes hotels, vacant land, commercial space, and residential landowners (with 10 or more units). \$2 mill in revenue annually.
- ▶ BID Clean Team hires locally.
- ▶ Special events, skating fees, and rental fees cover 100% of maintenance costs of Canal Park.



Effect on the Neighborhood

- ▶ Capitol Riverfront BID major redevelopment
- ▶ Adds 9,000 residences, 1,200 hotel rooms, and 1 million SF of retail
- ▶ Canal Park 2012, Yards Park 2010

| Median Household Income | District of Columbia | Census Tract 72 |
|-------------------------|----------------------|-----------------|
| 2010 | \$58,526 | \$47,885 |
| 2017 | \$77,649 | \$109,605 |



Relevance for Park Heights

Public/Private Partnership

Developer formed a nonprofit and approached the city.

Design competition based on goals of the community, achieved very high environmental standard

Business Improvement District model attracts more development, includes long-term system for maintenance

Sustainability

Captures stormwater from adjacent buildings and reuses it onsite.

Maintenance costs are covered by revenue-generating uses.

Shade, geothermal heating/cooling, water features, and ice rink make the park comfortable/attractive year-round.

Multiple Uses

Different features appeal to different age groups.

Moveable furniture

Nighttime movies, daytime markets and events

Accessible, traffic calming across the park increases safety

Restaurant/Public restroom

Sources

- ▶ Carter, E. What's Left of the Washington City Canal? Retrieved from: <https://architectofthecapital.org/posts/2016/5/29/washington-city-canal>
- ▶ Capitol Riverfront Business Improvement District. Canal Park. Retrieved from: <https://www.capitolriverfront.org/canal-park>
- ▶ Landscape Architecture Series. Landscape Performance Series: Canal Park. Retrieved from: <https://www.landscapeperformance.org/case-study-briefs/canal-park>
- ▶ The Olin Studio. Washington Canal Park. Retrieved from: <https://www.theolinstudio.com/washington-canal-park>
- ▶ Williams, P.K. The ill fated Washington City Canal: filled in and paved over in 1871. Retrieved from: <http://househistoryman.blogspot.com/2013/10/the-ill-fated-washington-city-canal.html>



Renaissance Park Case Study

CREP 520 Fall 2019

Professor Kirchner

Devin Simmons

Marcus Scott

| | |
|--|---|
| Development Name: | Renaissance Park |
| Pre-Existing Site Condition | Pre-existing site conditions are that the soil was contaminated from heavy metals, cyanide, and other contaminants. The Capped waste cells where the manufacturer had disposed of this material were leaking contaminants into groundwater resources, creating contaminated groundwater. |
| Project Goal | Renaissance Park aimed to Create a Park/Open space with Waterfront redevelopment. The park was intentionally designed with ecological improvement at its core focus. |
| Indicators of Success + Lessons | The success of Renaissance park can be examined through a few different areas. The project was noted for its stimulation economic development and neighborhood reinvestment. Since 2005, \$55 million has been invested in two redevelopment projects adjacent to Renaissance Park. Five additional properties within 1/4 mile of the park were redeveloped between 2005 and 2013. There were many variables upstream variables going on that were beyond the scope of work for this project, making it unlikely that the site would have a significant improvement in the habitat score. There is a wetland system that was created to collect and clean runoff before release into the Tennessee. This is a major focal point of the park that now serves as an feature for neighboring new residential and mixed use developments. |
| Size | |
| Land (Acres) | 23.5 acre |
| Total Development (SF) | 1,001,880 Square Feet |
| | |
| Dwelling / Other Unit of Analysis | |
| Total # | 83,133 |
| Market # | |
| Affordable # | 4060 |
| Rental # | 32,519 |
| Homeowner # | 46,554 |
| | |
| Total Residential (SF) | |
| % of Total SF | |
| SF per Dwelling | |
| | |
| Density of Catchment Area | Explain in words and include graphic in Spread 2 |
| Dwellings/Users per Acre | 1,263.3 people per square mile |

| | |
|--------------------------|---------------------------------------|
| Dwellings/Users per Acre | 1,263.3 people per square mile |
| | |
| Commercial Space | |
| SF | |
| % of Total SF | |
| | |
| Public Open Space | |
| SF | 597,755 |
| % of Total SF | 76% |
| | |
| Other Uses | |
| Mixed Development / SF | 45,169 |
| Use / SF | |
| | |
| Parking | |
| On-street # | Not listed |
| Surface lot #/SF | 269 |
| Parking Structure #/SF | 73 |



Before



After

Pre-existing site conditions are that the soil was contaminated from heavy metals, cyanide, and other contaminants. The Capped waste cells where the manufacturer had disposed of this material were leaking contaminants into groundwater resources, creating contaminated groundwater.



RENAISSANCE PARK

- A Parking (typ)
- B Parcel Subdivision
- C Pavilion
- D Hill Landforms
- E Amphitheater
- F Constructed Wetland
- G Overlook
- H Plant Nursery
- I Bridge Blockhouse
- J Meig's Allee
- K Trail of Tears Pathway
- L North Market Branch Stream
- M Boat Ramp
- N Camp Contraband Picnic Area
- O Preserved Floodplain Forest (typ)

SITE PLAN



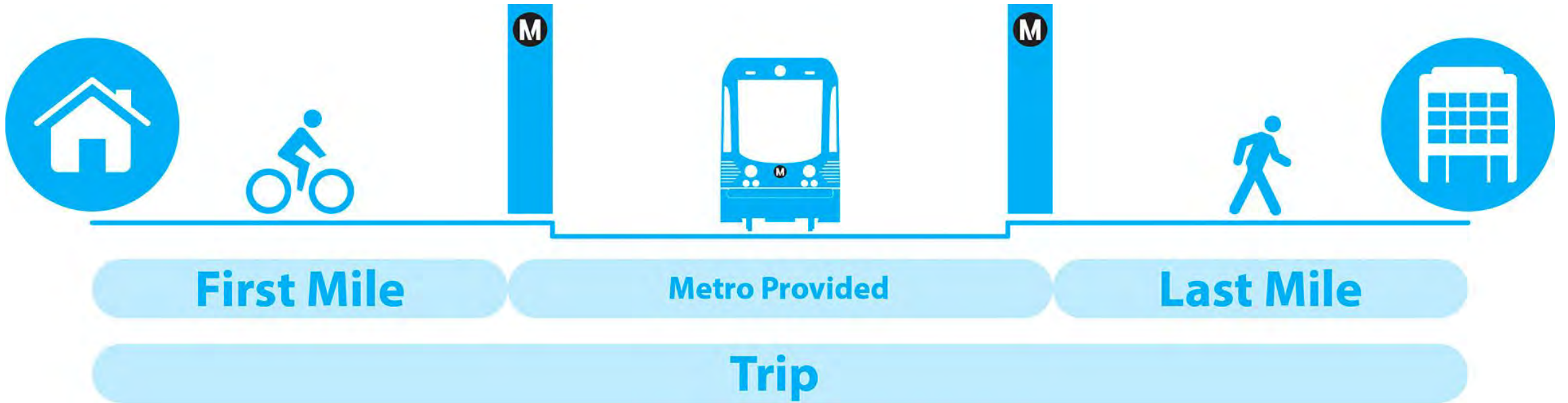
ONE NORTH SHORE
 Completed 2008
 \$41.5 Million Invested*
 203 Condominiums
 22,196 sf Retail

RENAISSANCE PARK
 Completed 2006
 \$8 million

BRIDGEVIEW ON NORTH SHORE
 Completed 2008
 \$13.5 Million Invested*
 37 Condominiums
 appx. 23,000 sf Retail







Case Study: Los Angeles First Last Mile Plan

Carla Hinson and Amber Nelson

Case Study Summary

| | |
|-----------------------------|--|
| PLAN TITLE | FIRST LAST MILE STRATEGIC PLAN AND PLANNING GUIDELINES |
| Plan Authors | Los Angeles County Metropolitan Transportation Authority + Southern California Association of Governments |
| Date of the Plan | March 2014 |
| Awards | 2015 National Planning Excellence Award, American Planning Association 2014 President's Award, Southern California Association of Governors |

Case Study Summary Continued

| PLAN TITLE | FIRST LAST MILE STRATEGIC PLAN AND PLANNING GUIDELINES |
|-------------------------------------|--|
| Pre-Existing Site Conditions | <ol style="list-style-type: none">1. Long blocks – making crossing conditions unsafe or route unnecessarily long2. Freeways – create “pedestrian islands”3. Maintenance – walkways are buckled and broken4. Safety and Security – high rate of pedestrian fatalities, personal security is a concern5. Legibility – poor wayfinding to stations6. ROW Allocation and Design – need more equitable use of space for multimodal users |
| Project Goal | Create a transit access strategy that expands the reach of transit through infrastructure improvements. Maximizes multi-modal benefits and efficiencies and ultimately increases ridership. |
| Indicators of Success | Increased ridership, as tracked and reported by Metro |

Four Key Phases in First/Last Mile site planning



Analyze Access Barriers and Strengths



Map Pathway Network and Recommend Improvements

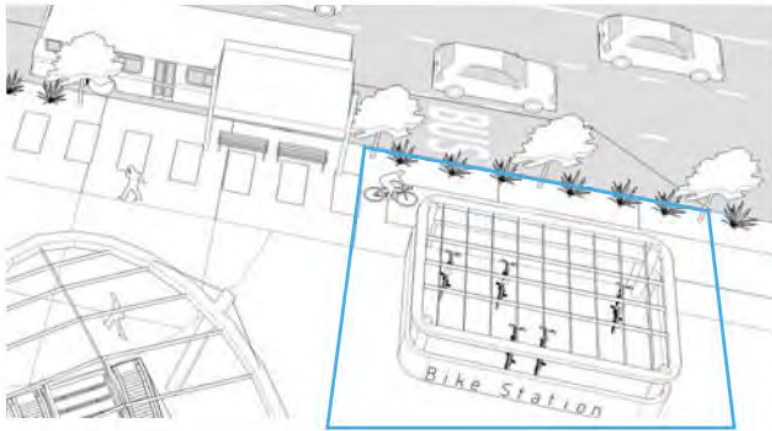


Refine the First/Last Mile Pathway Network Improvements



Developing Costs, Phasing and Funding Options

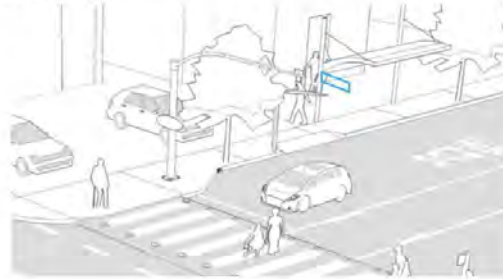
Bike Share and Bike Station



Scramble Crossings



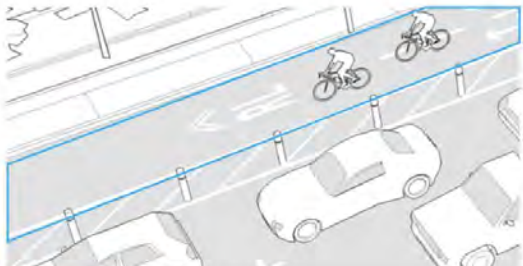
Time-to-Station Signage



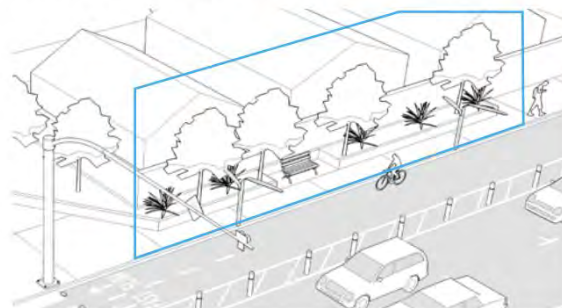
Pathway Improvements

1. Crossing Enhancements and Connections
2. Signage and Wayfinding
3. Safety and Comfort
4. Allocation of Street space
5. Plug-in Components

Rolling Lane



Landscaping and Shade



Case Study Focus: 103rd /Watts Station

- Medium density, medium centrality
- Transit dependent population
- 52,560 residents live within one mile of station
- Watts Towers: local folk art sculpture garden

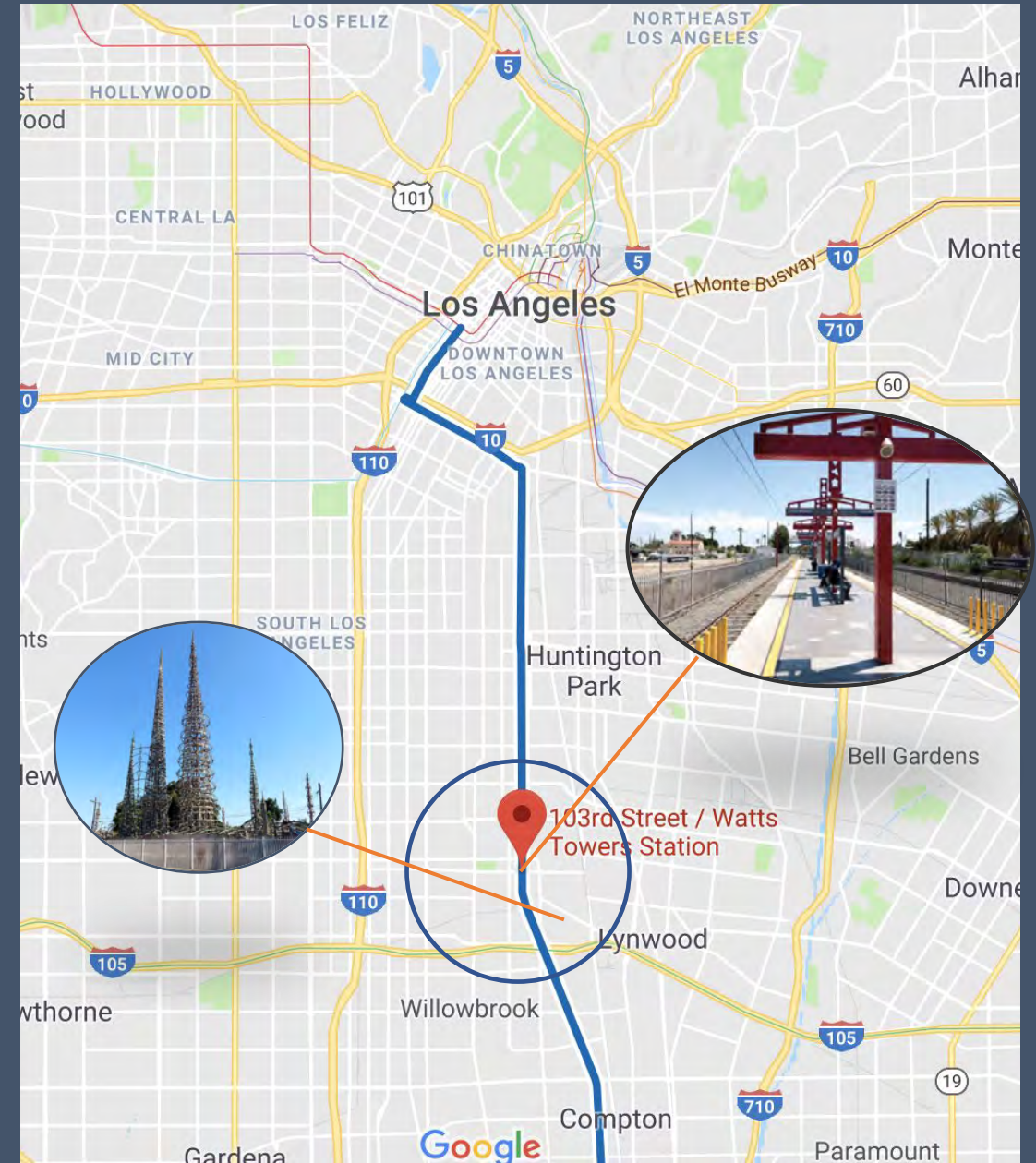


PHOTO: [Yaba Martirosyan / Flickr](#)

PHOTO: Blue Line Community Based First/Last Mile Plan

Step 1: Analyze Access Barriers and Strengths



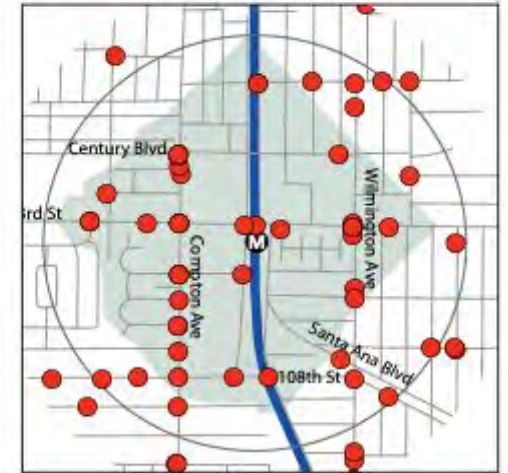
Figure ground of station area



High Vehicular Speeds



Key Transit Access Corridors



Collision Severity and Location



Land-Use Map



Bicycle Connections



Transit Connections

Step 1: Analyze Access Barriers and Strengths

103rd/Watts Existing Conditions:

Safety

- Buckling sidewalks
- Unsafe traffic speeds
- Wide arterials
- Lack of pedestrian lighting and buffers

Aesthetics

- Lack of amenities like shade and landscaping
- Abundant trash

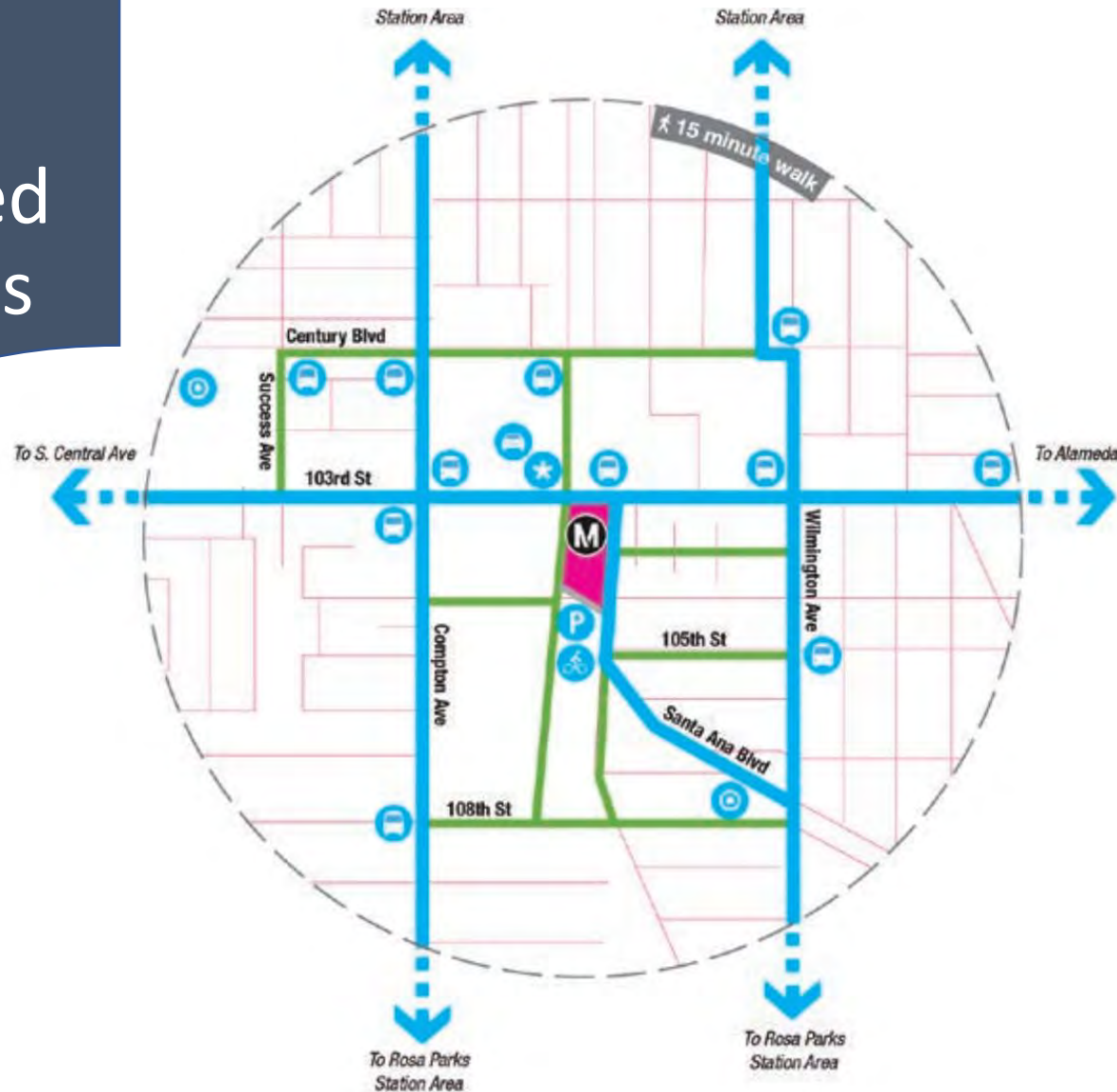
Accessibility

- Unclear transit mode transfer
- Lack of bicycle facilities
- Shortcuts not maintained and feel unsafe



Photos: Blue Line First Last Mile Plan

Step 2: Map Pathway Network Recommended Improvements



THE PATHWAY 103RD/WATTS

LEGEND

- Destination
- Parking
- Way Finding
- Bike Share
- Car Share
- Bus Stop
- Transit Plaza
- Pathway Collector
- Pathway Arterial
- Pathway Cut-Through
- To Regional Bike Network

Step 2: Map Pathway

Crossings Enhancements and Connections

- 1 Continental crosswalks
- 2 Mid-block and additional crossings
- 3 Cut-throughs (multi-modal pathway through pedestrian paseo)

Signage and Wayfinding

- 4 Signage
- 5 Medallion signage
- 6 Curb-edge banding

Safety and Comfort

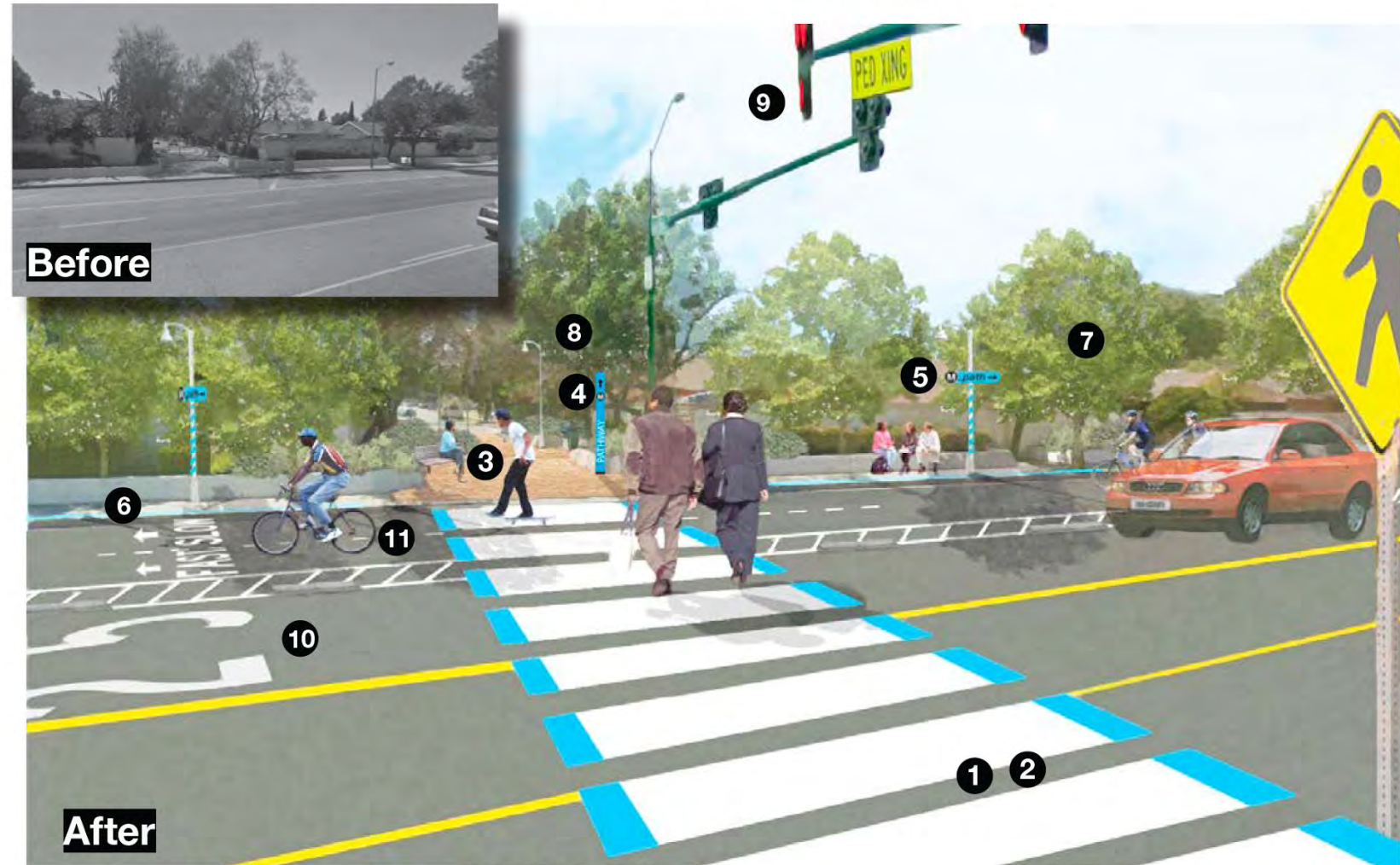
- 7 Landscaping/Shade
- 8 Lighting

Allocation of the Streetspace

- 9 Signal modification
- 10 Traffic calming
- 11 Rolling Lane (Buffered)

103rd/Watts Station, Location 1

103rd Place and Wilmington Avenue – Less intensive variation, non-separated Rolling Lane



Step 3: Refine station area improvements

Community Input: Infrastructure Improvements 103rd St/Watts Towers Station

Icon # of times mentioned
Improvement

Infrastructure Improvement Request Locations and Number of Requests



Legend

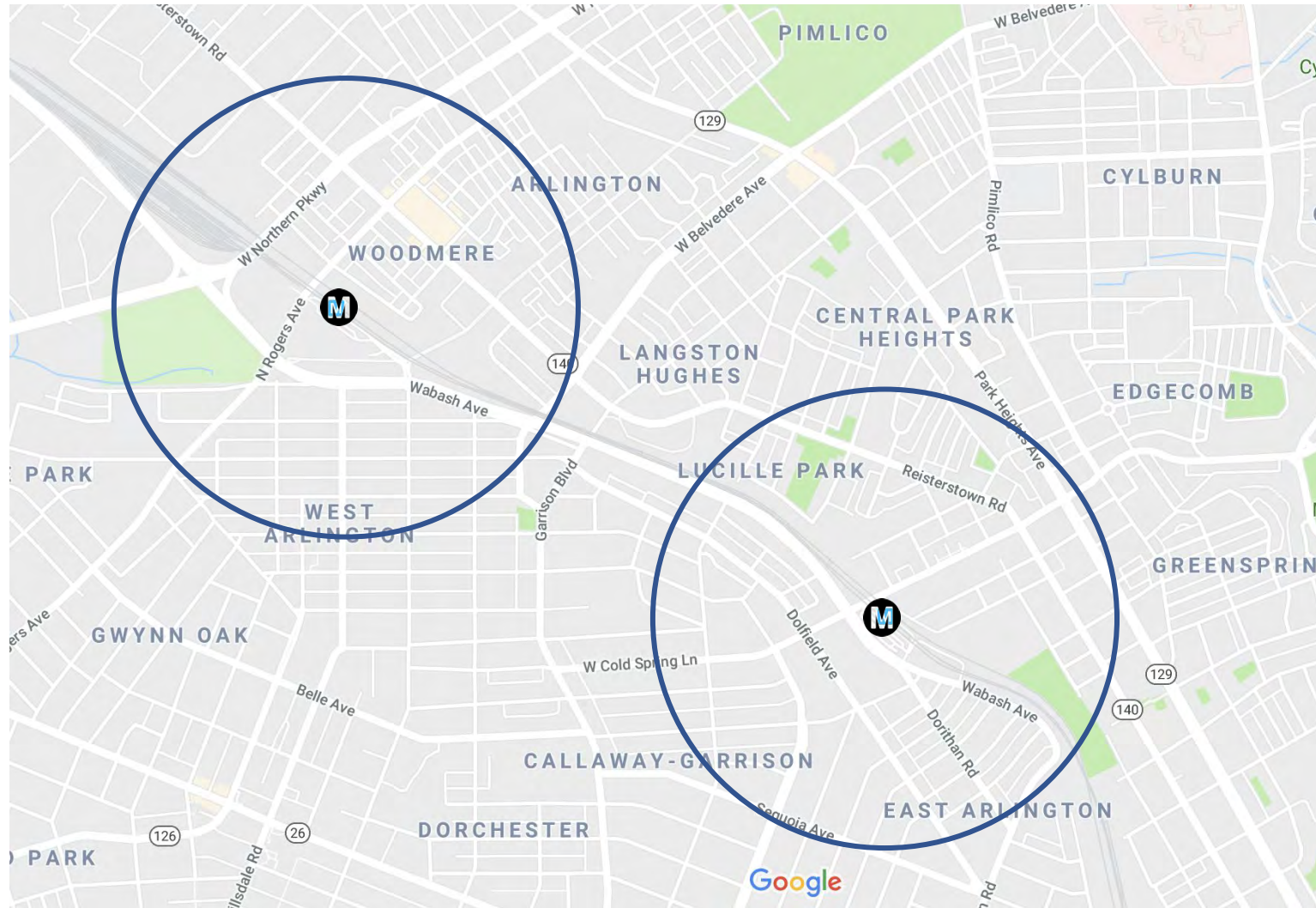


Step 4: Develop Costs, Funding, phasing

Project List 103rd St/Watts Towers Station

| Street | Location 1 (from or at) | Location 2 (to) | Improvement | # | Unit | Unit Cost | Total Cost |
|-------------------------------|----------------------------|--------------------|--------------------------|------|---------|--------------|-------------|
| Compton Ave ¹ | 96th St | 111th St | Bike Facility | 0.98 | mile(s) | \$1,215,000 | \$1,187,910 |
| Compton Ave ¹ | 96th St | 111th St | Lighting | 0.98 | mile(s) | \$252,000 | \$246,381 |
| Compton Ave ¹ | 96th St | 111th St | Landscaping | 0.98 | mile(s) | \$616,560 | \$602,813 |
| Wilmington Ave ^{1,2} | 97th St | 123rd St | Sidewalk Improvements | 1.89 | mile(s) | \$1,267,200 | \$2,388,753 |
| Wilmington Ave ^{1,2} | 97th St | 123rd St | Traffic Calming | 1.89 | mile(s) | \$212,400 | \$400,388 |
| Wilmington Ave ^{1,2} | 97th St | 123rd St | Bike Facility | 1.89 | mile(s) | \$1,215,000 | \$2,290,353 |
| Wilmington Ave ^{1,2} | 97th St | 123rd St | Lighting | 1.89 | mile(s) | \$252,000 | \$475,036 |
| Wilmington Ave ^{1,2} | 97th St | 123rd St | Landscaping | 1.89 | mile(s) | \$616,560 | \$1,162,255 |
| Wilmington Ave ^{1,2} | 97th St | 123rd St | Wayfinding | 1.89 | mile(s) | \$32,400 | \$61,076 |
| Wilmington Ave ^{1,2} | 97th St | 123rd St | Street Furniture | 1.89 | mile(s) | \$99,000 | \$186,621 |
| Willowbrook Ave ² | 103rd St | 110th St | Sidewalk Improvements | 0.57 | mile(s) | \$1,267,200 | \$725,192 |
| Willowbrook Ave ² | 103rd St | 110th St | Lighting | 0.57 | mile(s) | \$252,000 | \$144,214 |
| Willowbrook Ave ² | 103rd St | 110th St | Wayfinding | 0.57 | mile(s) | \$32,400 | \$18,542 |
| Willowbrook Ave ² | 103rd St | 110th St | Visual Enhancements | 0.57 | mile(s) | \$180,000 | \$103,010 |

Opportunities in Park Heights: Rogers Avenue and West Cold Spring Stations



- Use the First Last Mile methodology and tool kit to identify strengths and barriers at the Park Heights metro stations
- Recommend station area improvements



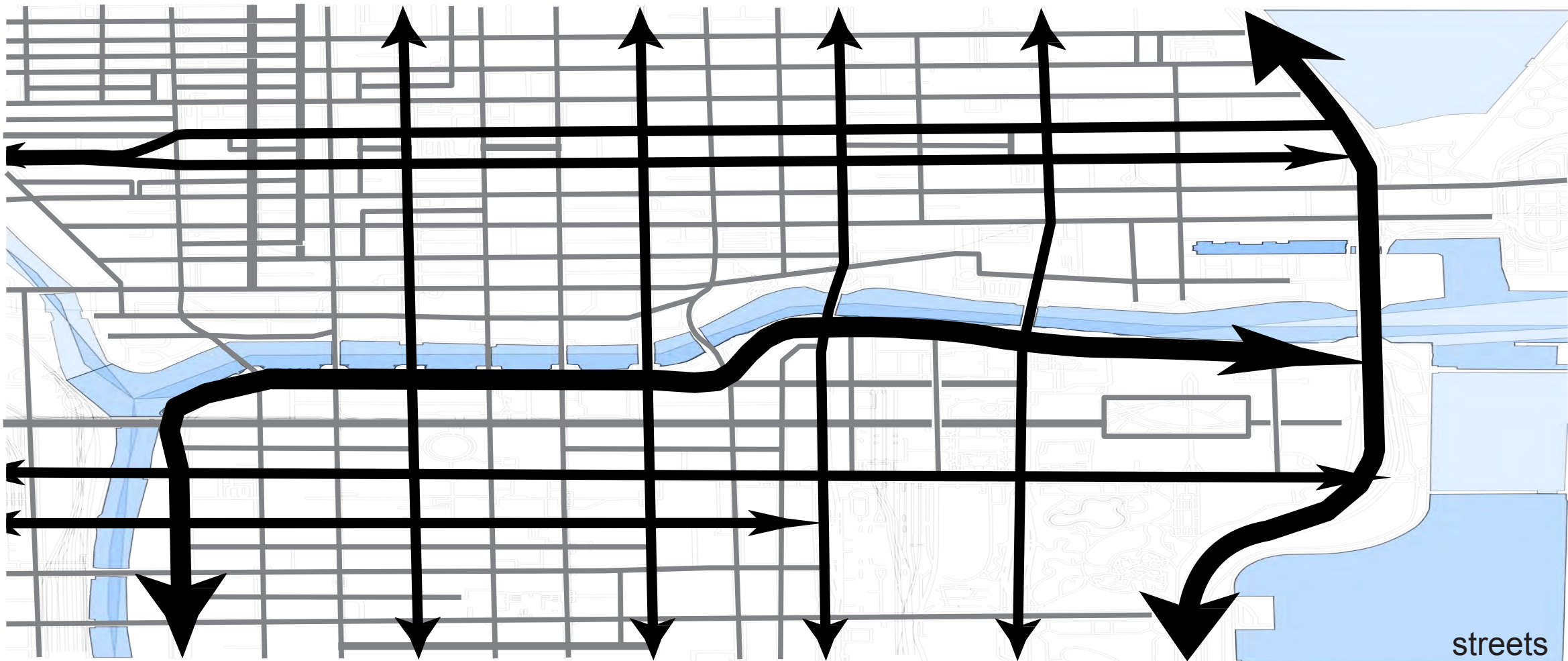
Chicago Riverwalk

Khalia Young, Micah Floyd
crep 520 and arch 418

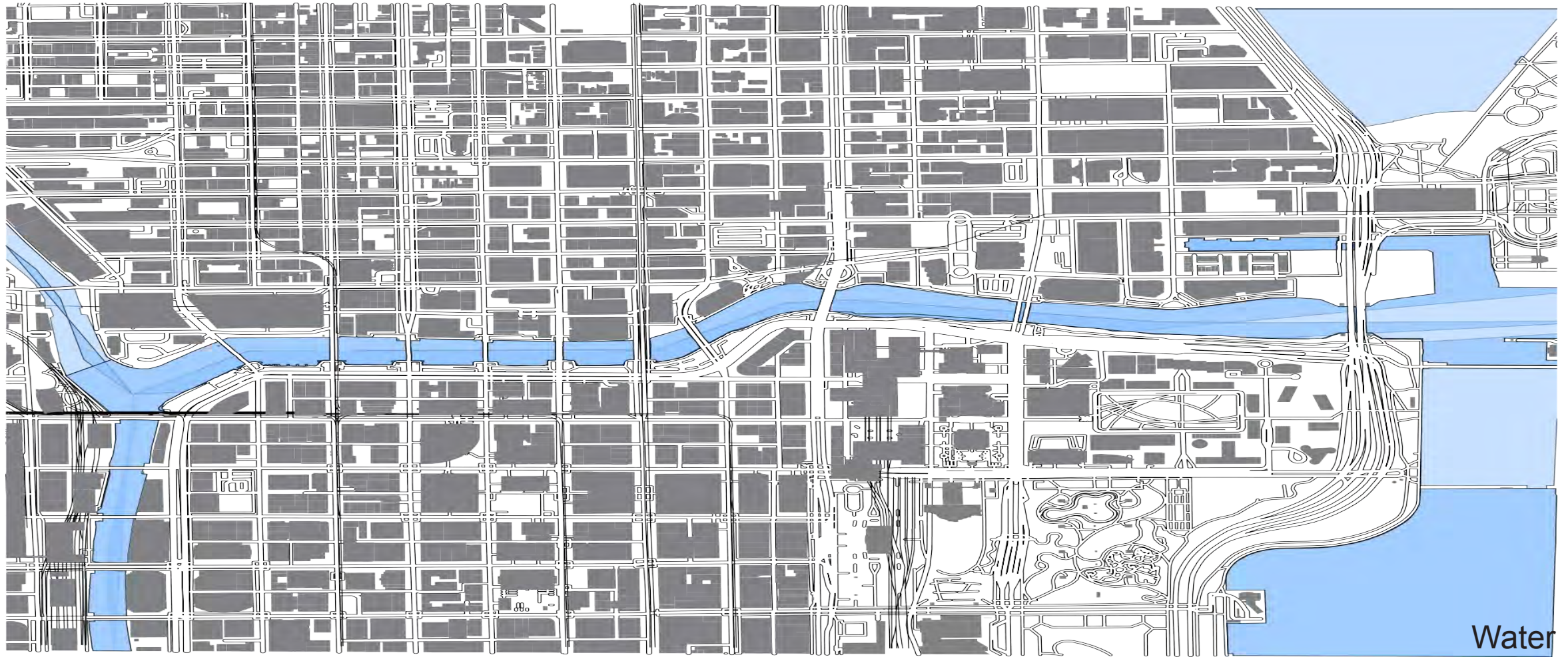


Figure ground



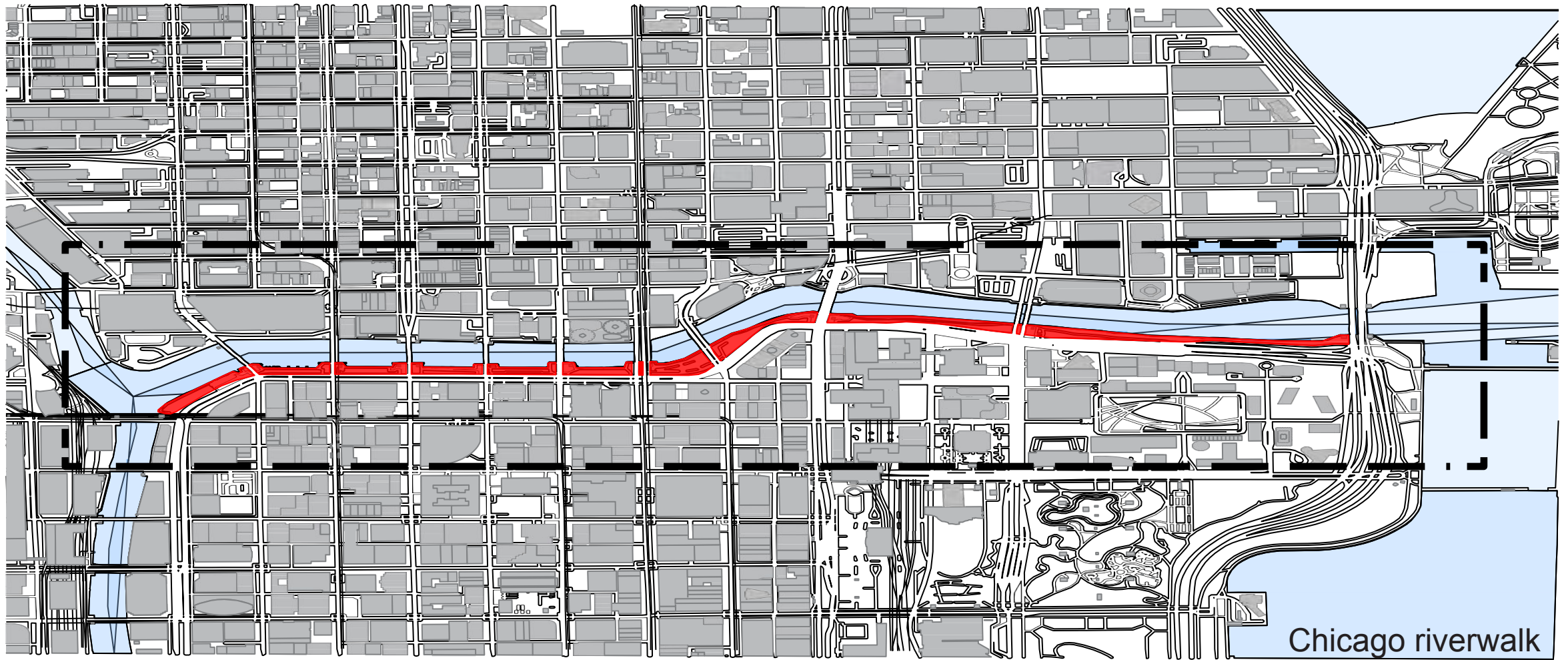


12 October 2019 | ARCH 418 | CREP 520
Case Study



12 October 2019 | ARCH 418 | CREP 520

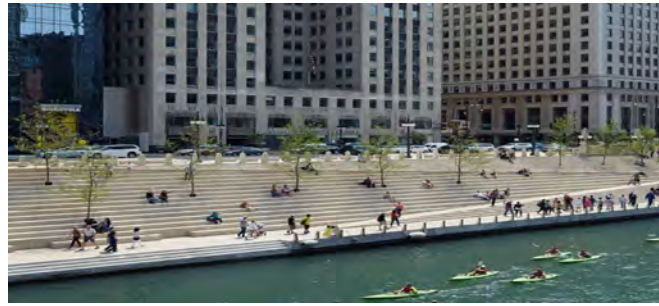
Case Study



12 October 2019 | ARCH 418 | CREP 520
Case Study



Phase
1



Phase
2



Phase
3



CASE STUDY Data Form

| | |
|--|---|
| Development Name: Chicago Riverwalk Main Branch Framework Plan | PROJECT NAME – Case Study Analysis |
| Pre-Existing Site Condition | <ul style="list-style-type: none"> - Has served multiple functions to benefit Chicago region - Provided essential water passage between Great Lakes and developing nation - Provided link between ship and rail logistics - Centerpiece engineering marvels ! accommodate the sanitary requirements of growing city |
| Project Goal | <ul style="list-style-type: none"> - Provide a continuous walkway from Lake Michigan to Lake Street along the water's edge to establish universal access between street and river levels, loading and storage spaces for businesses and landscape and hardscape improvements to attract people, plants, and animals to the river corridor |
| Indicators of Success + Lessons | <ul style="list-style-type: none"> - Establishment of water Taxis - Four Districts: The Confluence, Arcade District, Civic District, Market District |
| Size | |
| Land (Acres) | 3.5 acres |
| Total Development (SF) | |
| | |
| Dwelling / Other Unit of Analysis | |
| Total # | |
| Market # | |
| Affordable # | |
| Rental # | Doral Plaza (550 units) Plaza 400 (457 units) 405 N Wabash (567 units) |
| Homeowner # | |
| | |
| Total Residential (SF) | |
| % of Total SF | |
| SF per Dwelling | |
| | |



The Chicago River is one of this city's greatest assets. For generations, this river has served multiple functions to the benefit of the Chicago region. The river provided an essential water passage between the Great Lakes and a developing nation, provided the link between ship and rail logistics, and served as a focus of commerce and industry. The Chicago River was also the centerpiece of one of this nation's greatest engineering marvels, the reversal of its flow to accommodate the sanitary requirements of a growing city.

The function and character of the Chicago River has evolved many times to meet changing needs. This Main Branch Framework Plan identifies the next generation of physical improvements that can be implemented to enhance the experience of living, working and visiting Downtown Chicago.

| | |
|----------------------------------|--|
| Density of Catchment Area | |
| Dwellings/Users per Acre | |
| | |
| Commercial Space | Market District |
| SF | 47,500 estimated sq |
| % of Total SF | |
| | |
| Public Open Space | |
| SF | |
| % of Total SF | |
| | |
| Other Uses | |
| Use / SF | Civic District (16,200) |
| Use / SF | Arcade District (13,050) The Confluence District (13,500) |
| | |
| Parking | |
| On-street # | About 1,000 spots |
| Surface lot #/SF | |
| Parking Structure #/SF | |

CASE STUDY Data Form

| | | |
|---|---|---|
| Development Name: Chicago Riverwalk Phase 2 & 3 | | PROJECT NAME – Case Study Analysis |
| Pre-Existing Site Condition | <ul style="list-style-type: none"> - Small space, 20 ft below street level - Narrow strip of land between the highway arcade wall and the water - Path along river discontinuous | |
| Project Goal | <ul style="list-style-type: none"> - Reclaim Chicago River for the ecological, recreational and economic benefit of the city - Offer car free environment - Create diverse programming opportunities and integrate restaurants, boating, water features, floating wetlands and lots of seating - Provide critical new linkages to the city's existing open space system and allow pedestrian movement | |
| Indicators of Success + Lessons | <ul style="list-style-type: none"> - The use of TIFIA funding (transportation infrastructure finance and innovation act) - "Uniquely Chicagoan" – connecting and relating visually to Wacker Drive and the bridges through use of limestone and granite - Project cleaned once highly polluted river water - Location used to educate users about history, current use, and ecology of river - Installations that support aquatic life - Hosts opening day festival and weekly summer lectures - Offers continuity in the use of materials and flow of the walkway under each bridge - Linkages created to facilitate movement between lakeshore and river along the east-west corridor | |
| Size | | |
| | Land (Acres) | 3.5 acres |
| | Total Development (SF) | |
| | | |
| Dwelling / Other Unit of Analysis | | |
| | Total # | |
| | Market # | |
| | Affordable # | |
| | Rental # | |
| | Homeowner # | |

©Christian Phillips Photography



References

https://www.chicago.gov/content/dam/city/depts/zlup/Sustainable_Development/Publications/Chicago_River_Main_Branch_Framework_Plan/mainbranchframeworkplan.pdf

<http://www.rudybruneraward.org/wp-content/uploads/2017/01/05-Chicago-Riverwalk-Phases-2-3.pdf>

PADDINGTON RESERVOIR GARDENS

PADDINGTON, SYDNEY AUSTRALIA

KARA BROGDEN, IRENE WORSHAM CREP 521 PROFESSOR KIRCHNER

PADDINGTON RESERVOIR GARDENS

CASE STUDY Data Form

| | |
|---------------------------------|--|
| Development Name: | PADDINGTON RESERVOIR GARDENS |
| Pre-Existing Site Condition | Decommissioned water reservoir with sunken gardens and ponds and simple lawn covering the roof |
| Project Goal | Transform underutilized site into a modern urban park for public use |
| Total Project Cost | \$10 Million |
| Indicators of Success + Lessons | |
| Size | |
| Land (Acres) | .86 ac |
| Total Development (SF) | 37,670 sf |
| Density of Catchment Area | Entire Paddington Suburb |
| Dwellings/Users per Acre | 5,966 Dwelling Units |
| Commercial Space | |
| SF | |
| % of Total SF | |
| Public Open Space | |
| SF | |
| % of Total SF | |
| Other Uses | |
| Use / SF | |
| Use / SF | |
| Parking | |
| On-street # | |
| Surface lot #/SF | |
| Parking Structure #/SF | |



HISTORY & TIMELINE

- **1866 & 1878** - Reservoir originally built
- **1899** - Reservoir ceased operating and was “used as a government storage utility as as a petrol station”
- **1930** - Street level park was built above the chambers
- **1990** - First structural collapse occurred and the site was abandoned
- **2003** - Acquired by the City
- **2006** - Project Start Date
- **2009** - Project Completed



Image Source: JMD Design

PRE-EXISTING SITE CONDITIONS



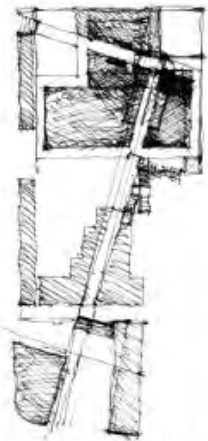
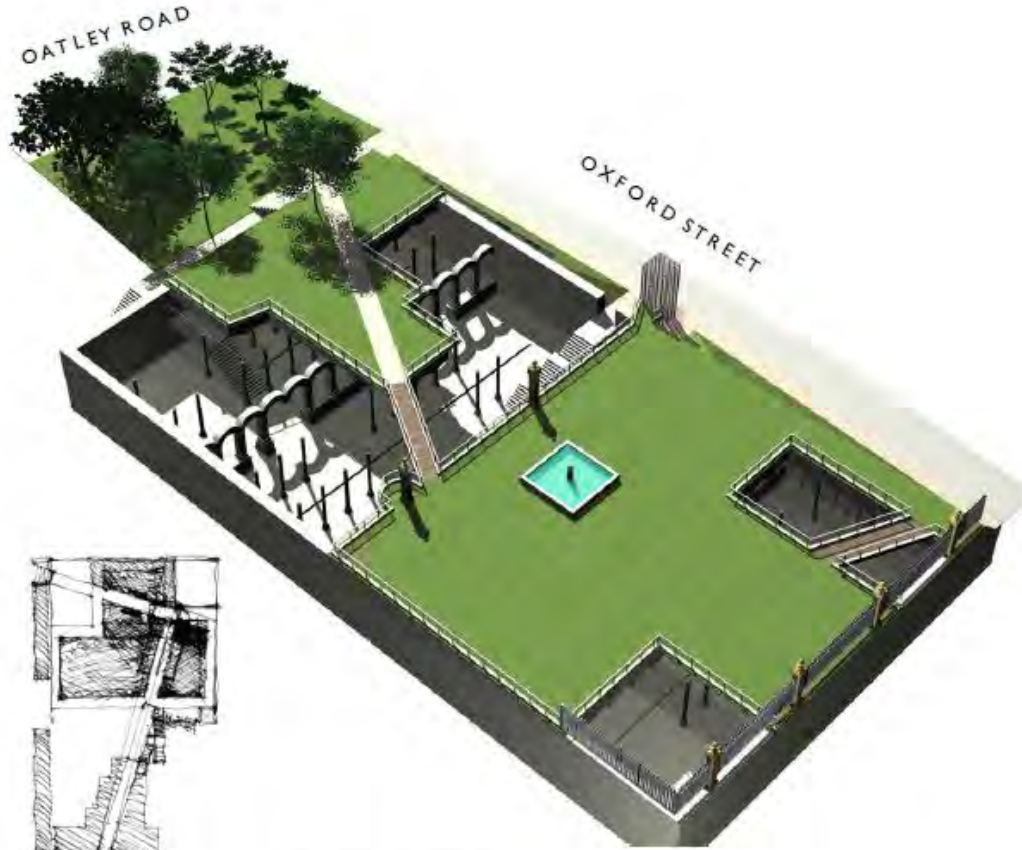
Unstable columns and structures underneath with a simple lawn covering as the roof .

EXISTING SITE CONDITIONS



https://www.wheretraveler.com/sites/default/files/images/0117_paddington_reservoir_gardens_jd.jpg

Perspective View



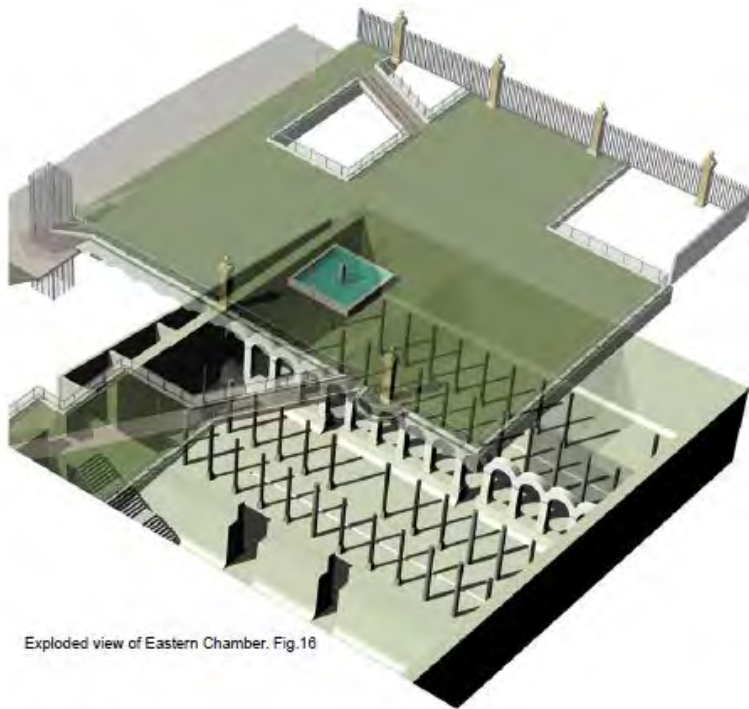
Concept sketch

3d view of proposal. Fig.10



Upper level 'The Reservoir' The Upper Park. Fig.11

Perspective View



Exploded view of Eastern Chamber. Fig.16



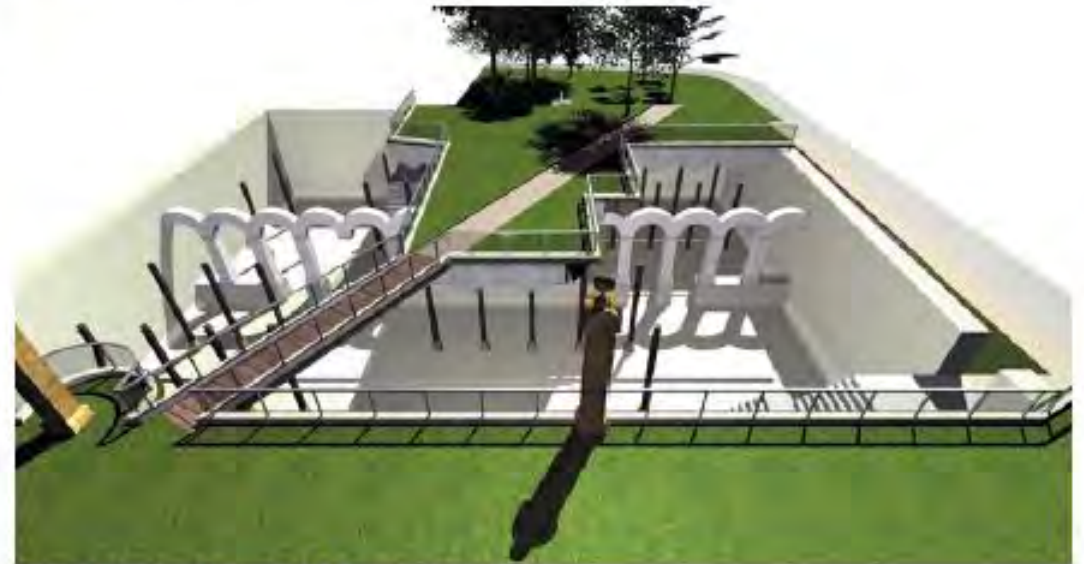
Upper level

Lower level

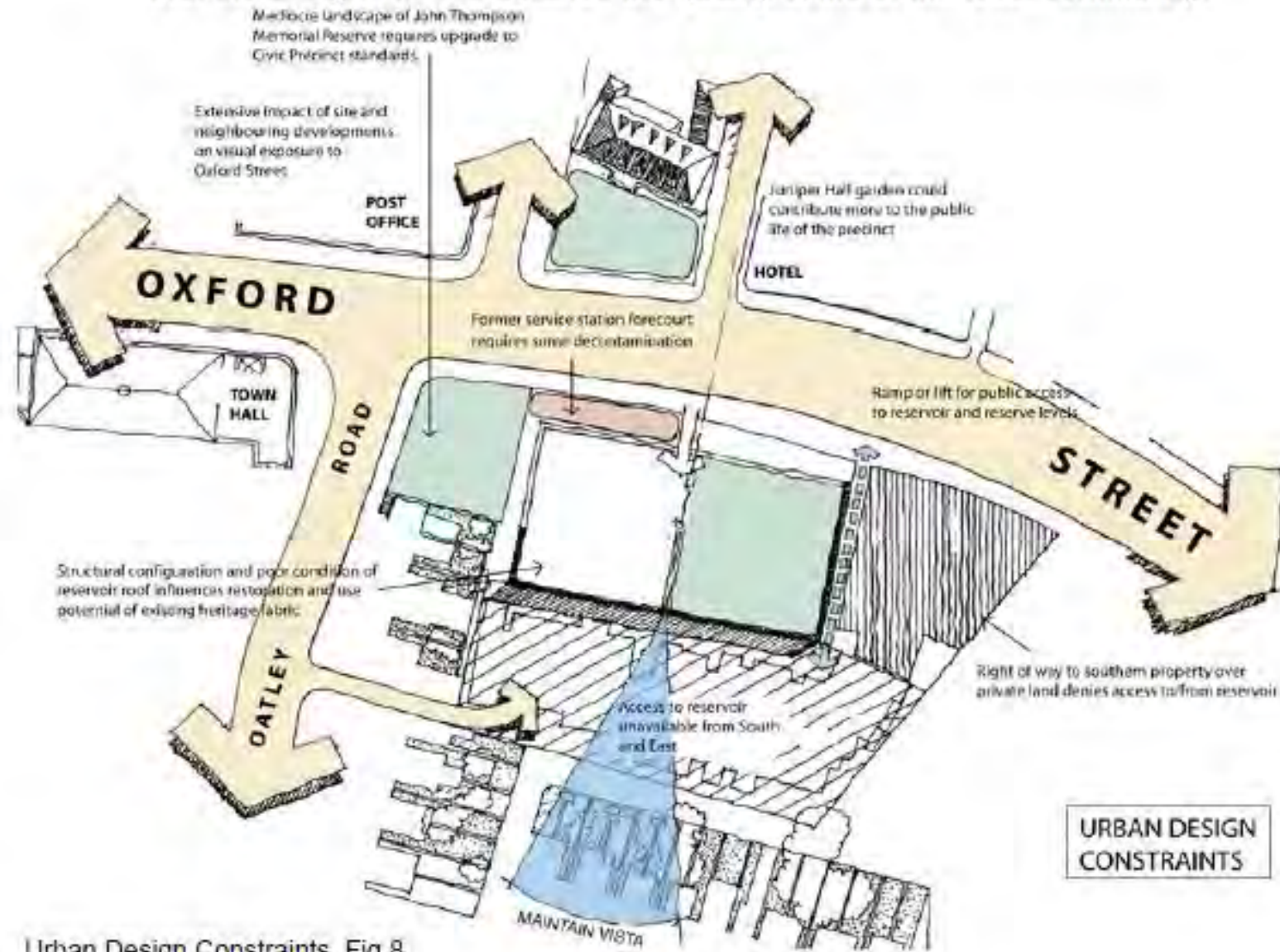


View into Eastern Reservoir Chamber from Western Chamber. Fig.17

4.5.3 The Sunken Garden (Western Chamber)



The sunken garden seen from the 'Upper Park'. Fig.14



Urban Design Constraints. Fig.8



Successes, Lessons, Connection to Park Heights

Successes

The Gardens have reactivated the neighboring streets and surrounding area, helping to revitalize local businesses which were suffering as the result of the development of a nearby regional retail mall.

Lessons

- The team successfully changed public opinion about converting a dangerous eyesore into an exciting and welcoming public space.
- Existing fabric and structure is effectively stabilized as a 'ruin'.
- Heritage elements are used to help unfold the experience of the space and to encourage subsequent visits for further discovery.
- Interpretation is integral to the reuse, which creatively informs the public about the site's past.

Relevance

An underutilized park was revitalized as an attraction for residents and tourists. The historic architecture of the site was incorporated into the new design. Pimlico Racetrack is a historical attraction which can be revitalized while drawing upon its history to reactivate the Park Heights neighborhood.

References

<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045149>

<https://www.caliper.com/glossary/what-is-a-catchment-area.htm>

<https://www.cityofsydney.nsw.gov.au/learn/research-and-statistics/the-city-at-a-glance>

<https://www.tzg.com.au/project/paddington-reservoir/>

Sydney Park: Water Re-Use Project

By: Conley Kinkead and Carl Williams











Pre-Existing Site Condition:

From 1893-1970, the site functioned as a brickworks plant. Between the 1940s and 1980s, the site was used as a local tip. The Sydney Park Water Re-Use Project broke ground in April 2013 and was completed in October 2015.



Project Goal:

The goal of this project was to transform a former industrial site into a park that functions as green public infrastructure, a recreational space for the community, and an environmental haven for various types of flora and fauna. The park features bio retention wetlands that capture and clean water from the Newtown area catchment, public art, meandering walking paths, and more.

Sydney Park Water Re-Use Project

The Sydney Park Water Re-use Project's success is demonstrated through its ability to attract visitors of all ages, pleasing design, and functionality of harvesting 850 million liters of storm water per year. This project demonstrates that industrial remediation can be celebrated through design that recalls a site's past with function that contributes to a community's sustainability. This project promotes playful interaction, exercise, and environmental innovation through water reclamation and park biodiversity. Additionally, the proximity of this park to Sydney's CBD, airport, and highway establishes the park as an area landmark while proving that green infrastructure can be educational, creative, and successful in its several working functions. The Sydney Water Re-Use Project works to achieve Sydney's goal of using reclaimed storm water to meet 10% of the city's potable water demand by 2030. The park has received several awards, including Good Design Awards Best in Class 2018; The American Architecture Prize Landscape Architecture of the Year Award (Platinum) 2016; and Australia Prize in Urban Design Award for Major Built Infrastructure 2016.

Potential Impact and Relevance for Park Heights

The Sydney Water Re-Use Project is a dynamic, award-winning project that has served to inspire many other parks and water reclamation efforts worldwide. The community of Park Heights could benefit from a similar project to aid in efforts to reclaim storm water or redirect water from the Jones Falls watershed that causes flooding in the Towanda neighborhood area. The recreational space that a park like the Sydney Water Re-Use Project creates would also be a welcome community asset that many Baltimore City residents would enjoy.

Park Heights has multiple parks and prior brownfields that could be repurposed for green space and water reclamation. Turning prior brownfields into a green infrastructure would strike at the heart of the people of Park Heights by turning once destructive and “dead” land into a flush, vibrant, renewable site. Furthermore, an innovative park like the Sydney Water Re-use Project would attract visitors to the area several months out of the year, potentially bringing more “eyes on the street” to improve safety concerns and patrons to local businesses.

With the revelation that Pimlico and Preakness are remaining in Park Heights and Park Heights is gaining control of said zone, income from Preakness could potentially be used to offset the costs of remediating the remaining (if any) brownfields into green spaces and then harvesting those greenspaces as water reclamation zones that help service Park Heights. A reclamation project that increases the amount of potable water for a community is likely to be quite popular, particularly if residents can find some relief from increasing water bills.

Areas of Park Heights that could be utilized for a park like the Sydney Water Re-Use Project are Hyde Park, Jack Paulsen Park, and the brownfield site at Reisterstown Road and Wylie Ave. As it stands the two parks are just unused fields and the brownfield is an unused concrete paved pad with existing parking lot to the east of it.

References

- Australian Bureau of Statistics, “2016 Census Erskineville - Alexandria (NSW).” Accessed September 30, 2019. https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/117031330
- Australian Bureau of Statistics, “2016 Census QuickStats St Peters (NSW).” Accessed September 30, 2019. https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC13644?opendocument
- City of Sydney. “Sydney Park wetlands.” Accessed September 29, 2019. <https://www.cityofsydney.nsw.gov.au/vision/better-infrastructure/parks-and-playgrounds/completed-projects/sydney-park-wetlands>
- Gardening Australia. “Wasteland to Wetland.” Accessed September 29, 2019. <https://www.abc.net.au/gardening/factsheets/wasteland-to-wetland/9440332>
- Good Design Australia, “Sydney Park Water Re-Use Project.” Accessed September 29, 2019. <https://good-design.org/projects/sydney-park-water-re-use-project/>
- Turf Design. “Sydney Park Water Re-Use Project.” Accessed September 29, 2019. <http://turfdesign.com/sydney-park-water-re-use-project/>

CASE STUDY Data Form – Conley Kinhead, Carl Williams

| | |
|--|--|
| Development Name: | SYDNEY PARK WATER RE-USE PROJECT |
| Pre-Existing Site Condition | From 1893-1970, the site functioned as a brickworks plant. Between the 1940s and 1980s, the site was used as a local tip. The Sydney Park Water Re-Use Project broke ground in April 2013 and was completed in October 2015. |
| Project Goal | The goal of this project was to transform a former industrial site into a park that functions as green public infrastructure, a recreational space for the community, and an environmental haven for various types of flora and fauna. The park features bioretention wetlands that capture and clean water from the Newtown area catchment, public art, meandering walking paths, and more. |
| Indicators of Success + Lessons | The Sydney Park Water Re-use Project's success is demonstrated through its ability to attract visitors of all ages, pleasing design, and functionality of harvesting 850 million liters of stormwater per year. This project demonstrates that industrial remediation can be celebrated through design that recalls a site's past with function that contributes to a community's sustainability. This project promotes playful interaction, exercise, and environmental innovation through water reclamation and park biodiversity. Additionally, the proximity of this park to Sydney's CBD, airport, and highway establishes the park as an area landmark while proving that green infrastructure can be educational, creative, and successful in its several working functions. The Sydney Water Re-Use Project works to achieve Sydney's goal of using reclaimed stormwater to meet 10% of the city's potable water demand by 2030. The park has received several awards, including Good Design Awards Best in Class 2018; The American Architecture Prize Landscape Architecture of the Year Award (Platinum) 2016; and Australia Prize in Urban Design Award for Major Built Infrastructure 2016. |
| Size | |
| Land (Acres) | 440 acres |
| Total Development (SF) | 19,166,400 |
| Dwelling / Other Unit of Analysis | |
| Total # | Not available |
| Market # | 9,786 |
| Affordable # | Not available |
| Rental # | 3,526 |
| Homeowner # | 3,997 |
| | |

| | |
|----------------------------------|--|
| Total Residential (SF) | |
| % of Total SF | |
| SF per Dwelling | |
| Density of Catchment Area | The areas of Erskineville and Alexandria comprise 1,068 acres. St. Peters is 418 acres. The total catchment area is 1,486 acres. Explain in words and include graphic in Spread 2 |
| Dwellings/Users per Acre | The total catchment area population is 19,495. There are 13 users per acre. |
| Commercial Space | |
| SF | |
| % of Total SF | |
| Public Open Space | |
| SF | |
| % of Total SF | |
| Other Uses | |
| Use / SF | |
| Use / SF | |
| Parking | |
| On-street # | |
| Surface lot #/SF | |
| Parking Structure #/SF | |

References:

Australian Bureau of Statistics, "2016 Census Erskineville - Alexandria (NSW)." Accessed September 30, 2019.
https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/117031330

CREP520 Planning Studio II -Fall 2019 2 | 3
 Australian Bureau of Statistics, "2016 Census QuickStats St Peters (NSW)." Accessed September 30, 2019.

References:

Australian Bureau of Statistics, "2016 Census Erskineville - Alexandria (NSW)." Accessed September 30, 2019.
https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/117_031330

Australian Bureau of Statistics, "2016 Census QuickStats St Peters (NSW)." Accessed September 30, 2019.
https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC_13644?opendocument

City of Sydney. "Sydney Park wetlands." Accessed September 29, 2019.
<https://www.cityofsydney.nsw.gov.au/vision/better-infrastructure/parks-and-playgrounds/completed-projects/sydney-park-wetlands>

Gardening Australia. "Wasteland to Wetland." Accessed September 29, 2019.
<https://www.abc.net.au/gardening/factsheets/wasteland-to-wetland/9440332>

Good Design Australia, "Sydney Park Water Re-Use Project." Accessed September 29, 2019.
<https://good-design.org/projects/sydney-park-water-re-use-project/>

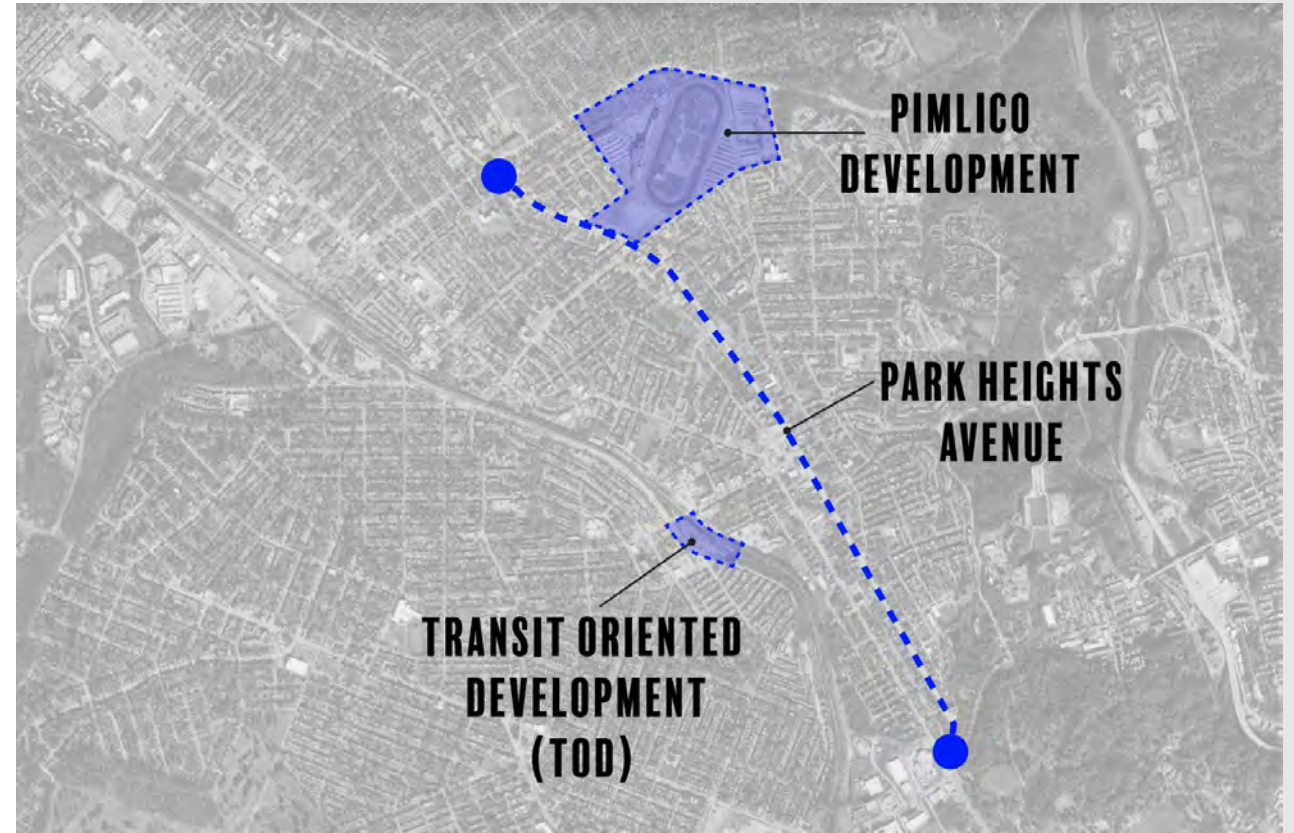
Turf Design. "Sydney Park Water Re-Use Project." Accessed September 29, 2019.
<http://turfdesign.com/sydney-park-water-re-use-project/>

Harvesting the Resources within: A Rising Park Heights

CREP 520 and ARCH 418

Instructor:

Dr. Samia Rab Kirchner



DISCLAIMER: The Morgan State University School of Architecture and Planning makes no warranties, express or implied, regarding the work performed by students participating in this studio. The community partners agree to indemnify and hold harmless the University against any claims arising out of partner's utilization, sale, or transfer in the whole or in part of materials developed by students in the School of Architecture and Planning. Efforts were made to ensure a quality product, but it is important to recognize that this Final Report illustrates student learning outcomes conceived primarily for academic purposes.

Contents:

1. Community Assets and Opportunities
2. Park Heights Avenue: a better boulevard
3. Park Heights TOD
4. The Heights at Pimlico



**PIMLICO
DEVELOPMENT**

**PARK HEIGHTS
AVENUE**

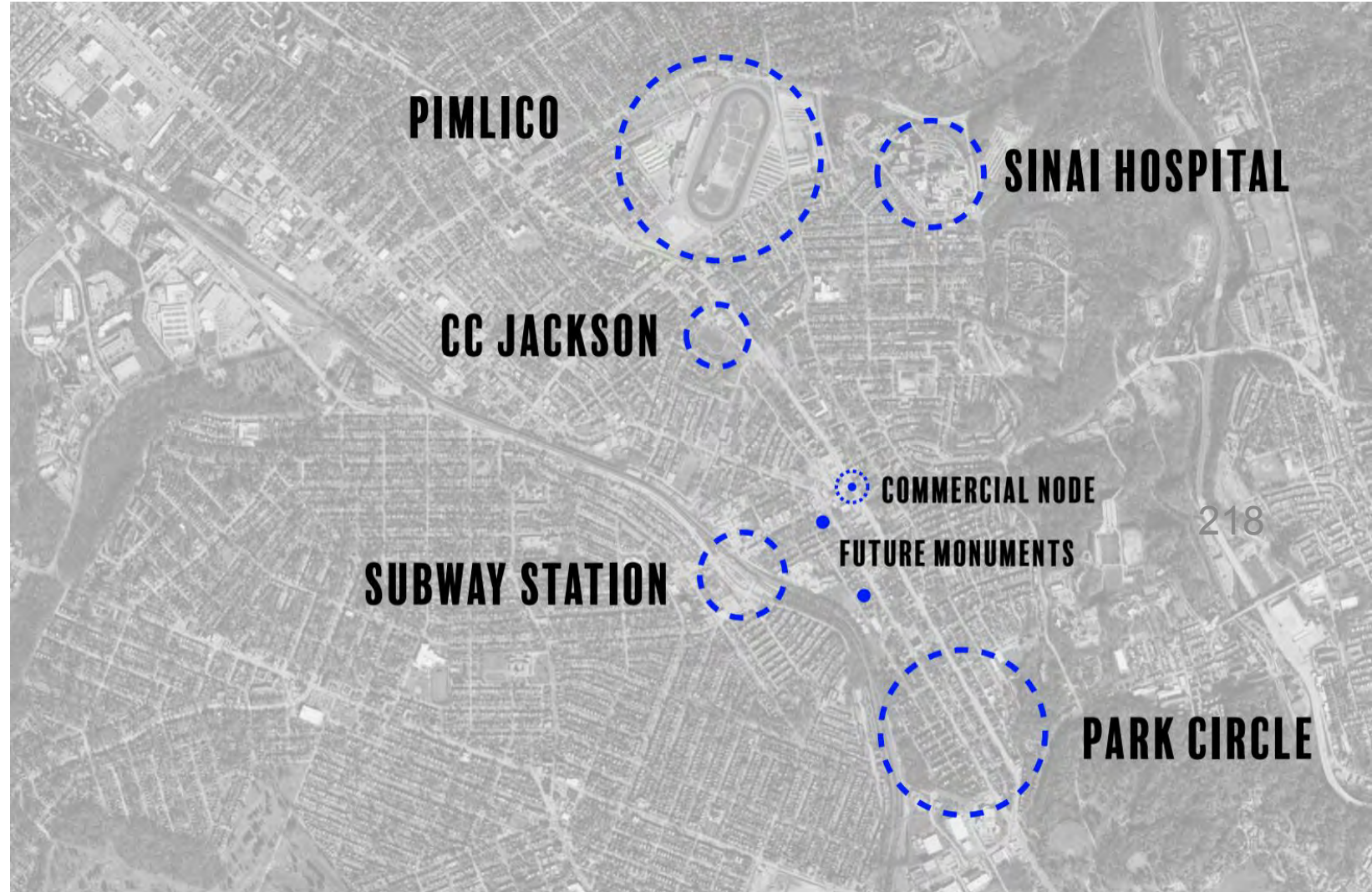
**TRANSIT ORIENTED
DEVELOPMENT
(TOD)**

Community Assets + Opportunities

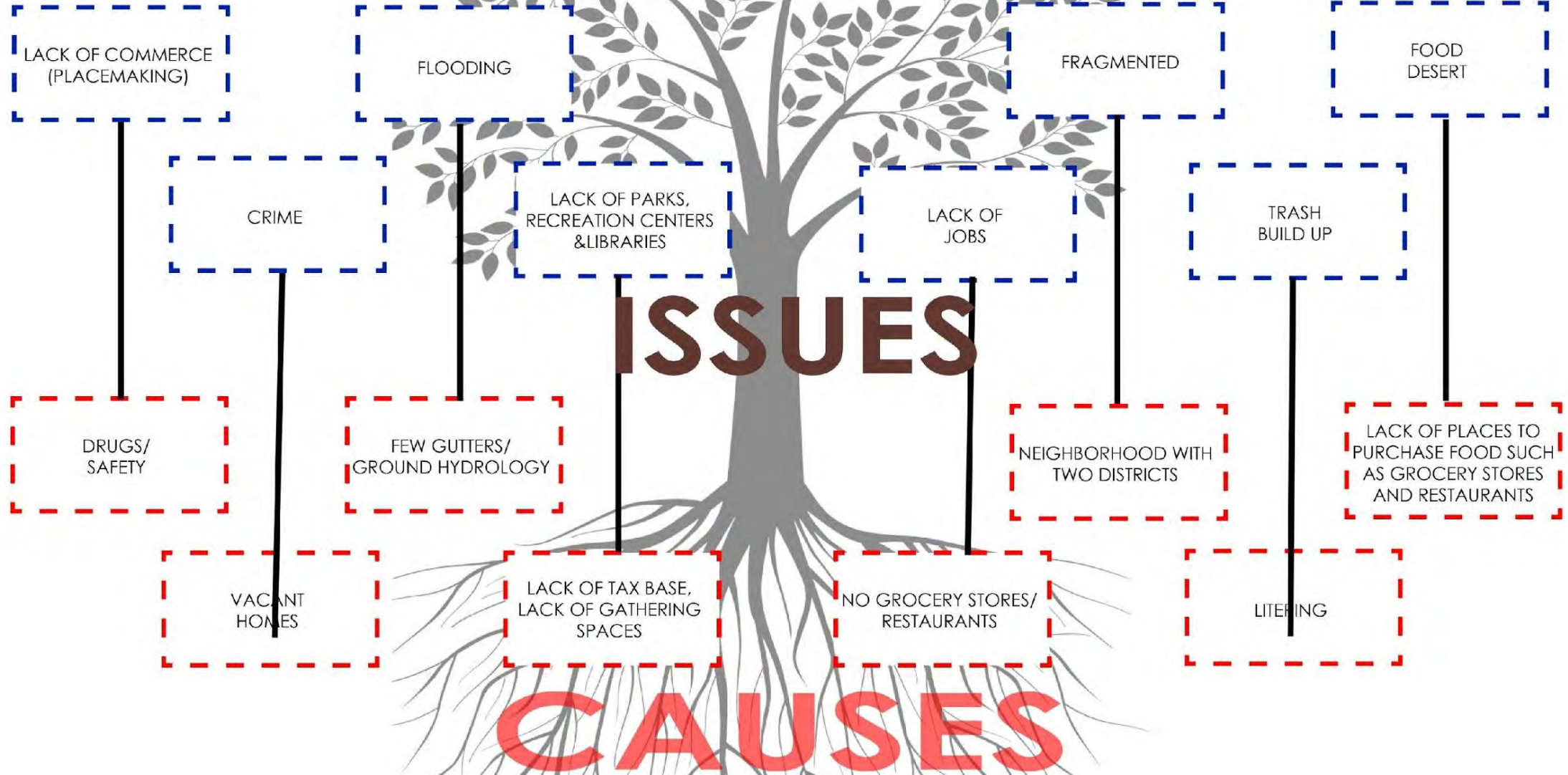
This plan draws its foundation from community input provided throughout the fall semester as well as a number of important community assets and institutions located in Park Heights. Our goal is to highlight and enhance these points of strength in the neighborhood to better connect the diverse neighborhoods of Park Heights to each other as well as connect the community of Park Heights to the city at large.

Robust transportation options, the Park Circle Historic District, and Pimlico were a few of the assets that community members identified as being important to them and worth preserving. Issues identified by residents are outlined in further detail on the next page, but a few principle concerns included lack of commercial options on Park Heights Avenue, local flooding, and the need to attract more residents as areas for improvement. Our strategies to address these opportunities and build on the assets include:

1. Park Heights Avenue: A better boulevard
2. Park Heights TOD
3. The Heights at Pimlico



OPPORTUNITIES



Project 1:

Park Heights Avenue: *a better boulevard*

Carla Hinson, Najahla Olumjii, Khalia Young, Amber Nelson, and Micah Floyd

The vision for Park Heights Avenue:

*A welcoming and **thriving commercial corridor** that is accessible to multimodal transit users and connects the communities of Park Heights.*

Implementation Strategies:

- Pursue Main Street Designation
- Implement DIY projects
- Create Gateway Signage
- Design a Boulevard/ Complete Street



Source: Ed Piskor, Artist

Strategy: Pursue Main Street Designation

To support the commercial revitalization and viability of Park Heights Avenue we recommended the creation of an organizational structure to steward and promote Park Heights Avenue as a designated main street from Shirley Avenue to Northern Parkway. Main street designation will provide the necessary organization to support a cohesive revitalization strategy, leverage financial and community resources, and create a link and central commercial asset for the neighborhoods of Park Heights.

Benefits of designating Park Heights a main street include access to funding and technical assistance and a strong network of local and national main street revitalization models. Main street revitalization strategies locally in Baltimore and in communities across the country are founded on a targeted plan that includes four points: economic vitality, design, promotion, and organization. This comprehensive strategy has been developed by Main Street America, which is a 35-year-old subsidiary of the National Trust for Historic Preservation. The figure to the left provides a summary of the four point approach to Main Street Revitalization.

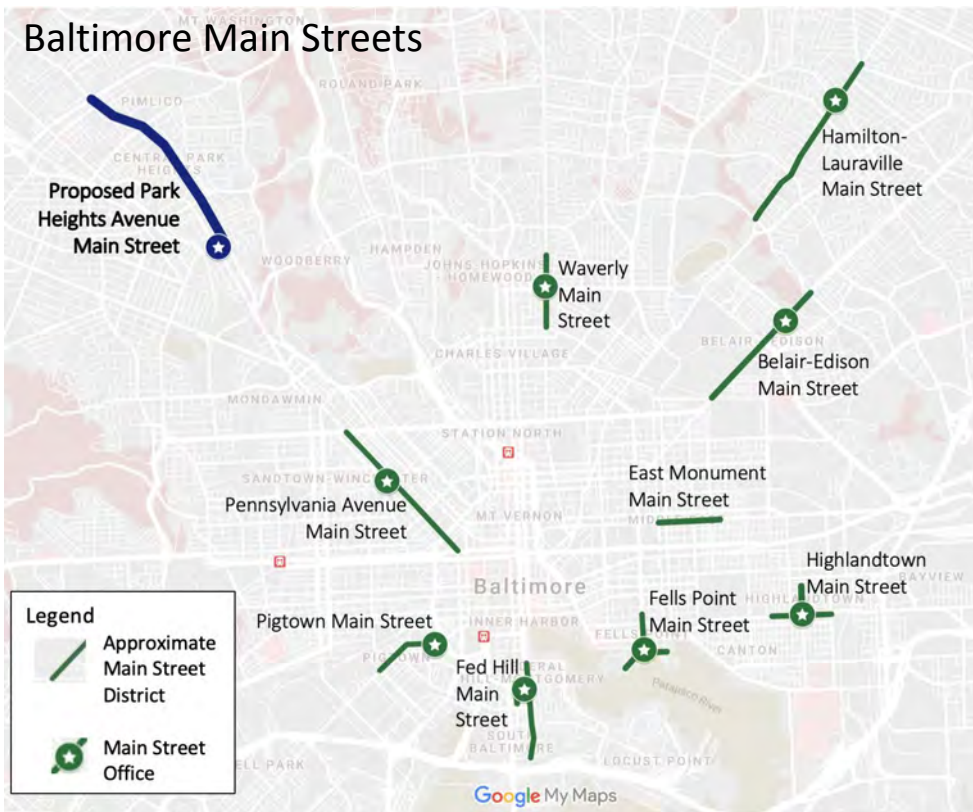
A successful Park Heights Main Street will be dependent on a strong coalition of partner organizations. Community partnerships should be leveraged to help guide the direction of the main street plan and align current revitalization strategies in the neighborhood. We recommend that Park Heights

Four Points of Main Street Revitalization



Source: Main Street America

Renaissance be the lead organization in this process and ideally either a current or new staff member would be designated the main street manager to help build the coalition and guide the strategy. The following table shows suggested partner organizations and their role in the main street revitalization strategy. While some main street programs are lead by an independent organization (such as Waverly Main Street or Hamilton-Lauraville Main Street), the organizational structure for Park Heights would be similar to the structure of Highlandtown Main Street which is managed by Southeast CDC or Belair-Edison Main Street which is managed by Belair-Edison Neighborhoods, Inc. In these communities, main street revitalization is one initiative within a community-based housing and community development non-profit. The map below shows existing main street districts and organizations in Baltimore as well as the proposed Park Heights district.



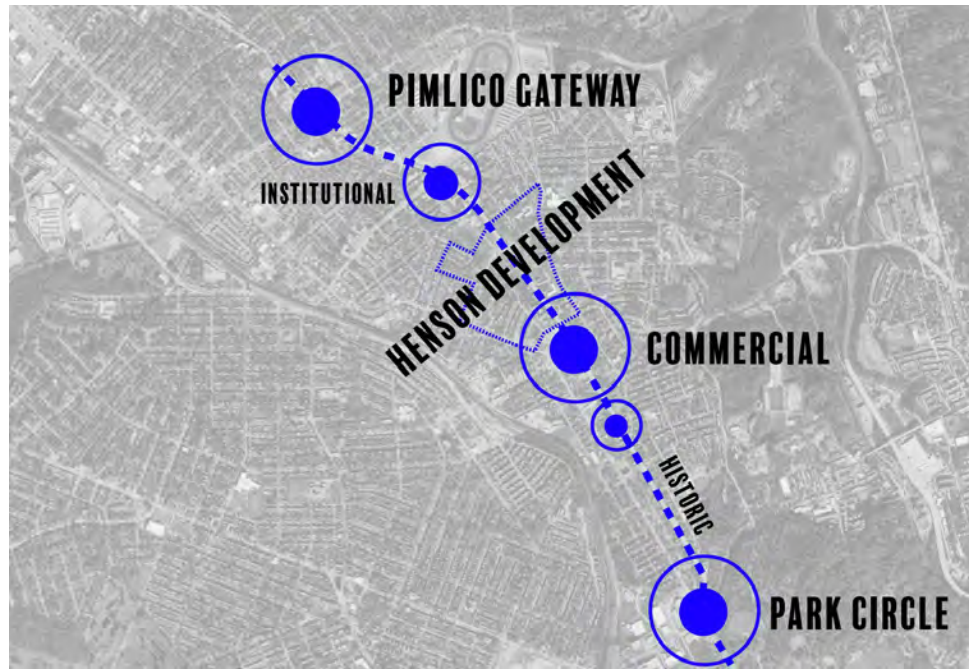
Park Heights Main Street Coalition

| Organization | Role | Website |
|---|---|---|
| Park Heights Renaissance | Lead Organization, hire a main street manager | http://boldnewheights.org/about/ |
| Mayor's office of Main Streets | Promotion, Local Network, Technical assistance, funding | https://mwbd.baltimorecity.gov/baltimore-main-streets |
| Pimlico Merchants Association | Liaison to small business owners | https://www.facebook.com/PimlicoMerchantsAssociation/ |
| Pimlico Community Development Authority | Plan alignment, funding | https://planning.baltimorecity.gov/about-pimlico-community-development-authority |
| Park Heights neighborhood organizations | Community input, ownership, and support | varied |
| Henson Development Company | Developer for the Park Heights Redevelopment area | http://www.hensondevelopmentco.com/ |
| Main Street America | National network, technical assistance, program design | https://www.mainstreet.org/home |

Park Heights Avenue Districts

Park Heights Avenue has diverse uses and building typologies and will thus require different revitalization strategies to support a thriving corridor. Four unique districts along Park Heights Avenue have been identified, three of which are within the proposed main street. Characteristics of those districts (listed south to north) are outlined in the following table.

The proposed Park Heights main street starts at the 4000 block of Park Heights Avenue at the intersection with Shirley Avenue and ends at the 5500 block where the avenue intersects with Northern Parkway. This two mile section of Park Heights Avenue was proposed due to the commercial use present in this area. The southern portion of Park Heights Avenue from Druid Park Drive to Shirley Avenue is the Park Circle Historic District which is primarily residential. Investment is needed in the Park Circle Historic District, but due to its lack of commercial use, main street strategies wouldn't be well targeted here.



Park Heights Districts: location and characteristics

| District Name | Location | Characteristics |
|---|---|---|
| Park Circle Historic District | Druid Park Drive to Shirley Avenue (3400-4000 blocks) | <ul style="list-style-type: none"> • On the National Register of Historic Places • Primarily residential use and not included in the main street district • High Vacancy along PH Avenue |
| Southern Commercial Zone | Shirley Avenue to Delaware Avenue (4000-4600 blocks) | <ul style="list-style-type: none"> • Commercial concentrated on west side of Park Heights Ave • Commercial buildings built c. 1960 • Wide sidewalks |
| Park Heights Redevelopment Area (RFP area) | Delaware Avenue to Oakley Avenue (4600-4900 blocks) | <ul style="list-style-type: none"> • Currently vacant • Redevelopment by Henson Development Company • New construction will include residential and commercial use • Projected Completion 2025 |
| Pimlico/ Institutional Gateway | Oakley Avenue to Northern Parkway (4900-5400 Blocks) | <ul style="list-style-type: none"> • Highest density of commercial use in Park Heights • Accessible to community institutions/resources (Sinai, Pimlico, CC Jackson Rec Center) • Transfer point for bus lines • Identified as “The Center” of the neighborhood during community focus groups |

Park Heights Avenue Districts



Above: commercial use lines both sides of Park Heights Avenue in the Pimlico/Institutional Gateway district.



Above: Vacant land in the RFP area that is slated for redevelopment.



Below: Residences on Park Heights in the Park Circle Historic District.



LEGEND

- Red:** Commercial use
- Blue:** Institutional Use
- Yellow:** Redevelopment area
- Brown:** Historic District
-  Future Enoch Pratt library
-  Park Heights Main Street

Strategy: DIY Plazas/ Pop-up Parks

DIY Urbanism is a bottom-up approach to planning and creative placemaking. Pop-up parks or plazas are a low-cost solution to create temporary community spaces that can invite community members to enjoy lingering on Park Heights avenue and reimagine an underused sidewalk or vacant lot as inviting community gathering spaces. DIY urbanism can be as simple as using colorful tape to make a hop-scotch board on the sidewalk to as involved as putting café furniture, turf grass, and planters on a section of the sidewalk or parking lane to create outdoor seating.

Four locations are proposed for a DIY pop-up. Two of the locations utilize vacant, grassy open space and the the other two pop-up locations would utilize the sidewalk outside of local businesses. On the following page there is a purchase list and pricing for each pop-up setting. Pop-ups could be implemented for a few weeks in each site during warmer months. If resources exist, it would be beneficial to record observations of how people are using the pop-up parks and plazas in order to identify which locations were most utilized and build a case for a permanent installation if successful.

Top Left: This is a pop-up park located in Athens, Greece. Tires and pallets are low-cost or recycled materials that could contribute to creating a park. The Towanda–Grantley neighborhood association received a grant in fall 2019 to upcycle tires into neighborhood signage.

Middle left: A DIY tic-tac-toe board is created using string and craft supplies. Yard games could be incorporated in Park Heights to help activate the space.

Bottom Left: Café seating temporarily replaces parking spots in San Francisco. In Park Heights a similar project could be maintained along a wide sidewalk instead of on the busy thoroughfare.



Source: Atenistas



Source: Evolve Media



225

Source: SPUR

Proposed DIY Locations

4300 Reisterstown Road – Pop-up park @ UYT Welcome Park

While not directly on Park Heights Avenue, 4300 Reisterstown is a well maintained vacant lot that is a future site for a newly funded project and a Upcycle Yourself Towanda (UYT) Tire Welcome sign. Seating or play areas could help to engage the community with the new monuments. Because it's already an adopted space in the community, it has the opportunity to be a welcoming and comfortable place that community members could embrace as a small park. If funds allow, the UYT grant could help to fund this project.

4910 Park Heights Avenue – Pop-up Park @ CC Jackson Rec Center

CC Jackson Rec Center is a strong community resource that's backside faces Park Heights avenue. This orientation makes this destination less inviting to users who are arriving via bus or walking from Park Heights Avenue. Creating a popup park in CC Jackson's backyard could serve to connect the rec center with Park Heights Avenue and help to soften the divide between the rec center and the community.

4900 Park Heights Avenue – Plaza @ SKK Coin Laundry

Directly next to CC Jackson Rec center is the SKK coin laundry. This site was identified because residents who use the laundromat are likely spending time inside waiting for their laundry to finish. During nicer weather, this could be a nice site to have outdoor seating where residents could enjoy the sites and sounds of the neighborhood.

Corner of Park Heights and Belvedere – Pop-up outdoor café

A Highly trafficked area, the corner of Park Heights Avenue and Belvedere is ripe for commercial revitalization. During community engagement sessions, residents commented that they would like a café or sit-down restaurant on Park Heights avenue. One way to experiment with this kind of establishment is to partner with a carry out restaurant and request permission to set up café seating on the sidewalk outside. Residents could enjoy a carryout meal on the sidewalk or have a place to sit down and people watch on Park Heights Avenue.

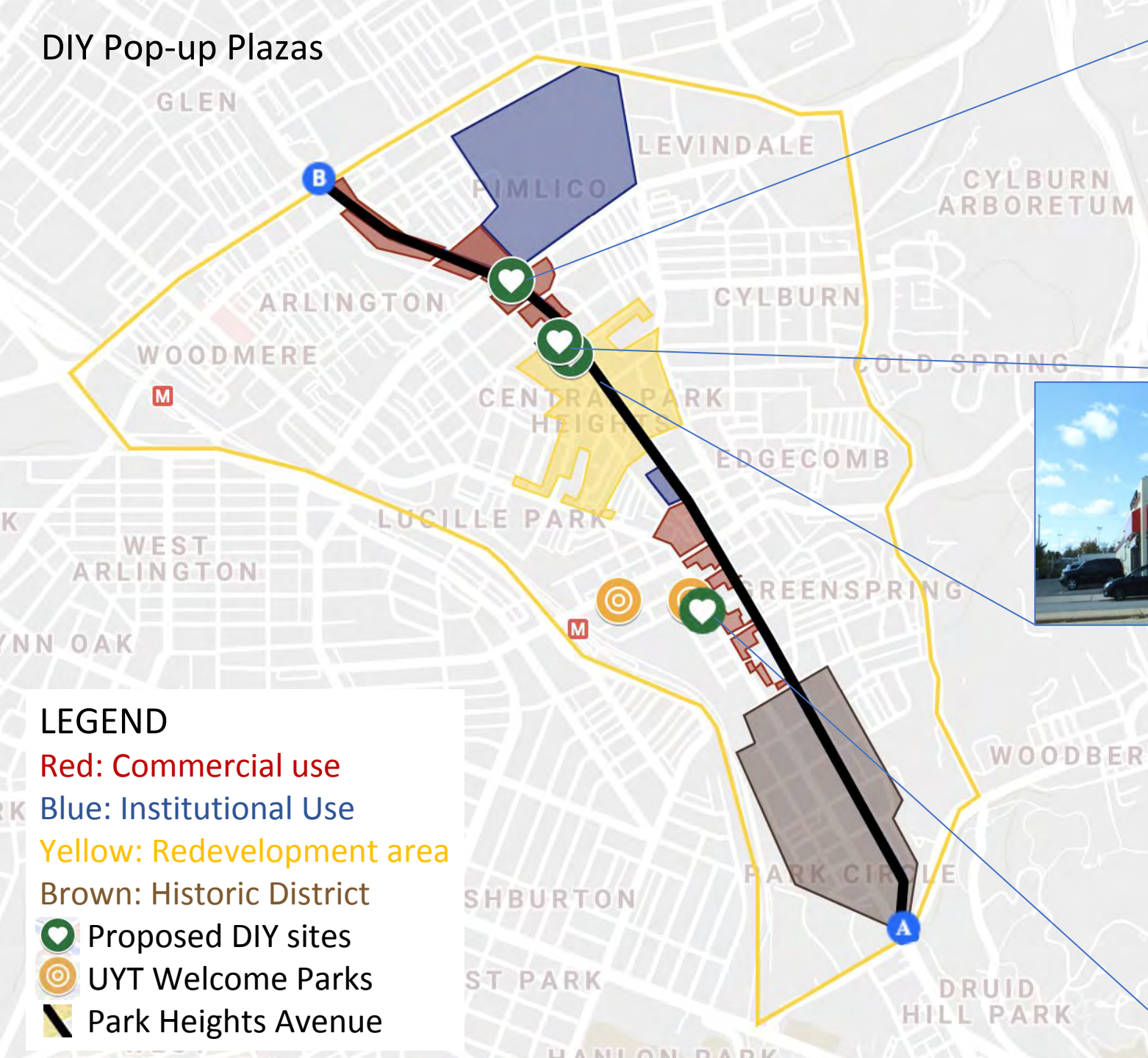
Pop-up Park Purchase List: \$150

| Item | Price per unit | Recommended number | Total price | Link to purchase/more information |
|-------------------------|----------------|--------------------|-------------|---|
| Recycled tires | 0 | 6 | 0 | Gathered from the Towanda Grantley Clean up |
| Supplies for yard games | varied | n/a | \$50 | https://www.creatingreallyawesomefunthings.com/diy-lawn-games/ |
| Outdoor Stool/table | \$19.99 | 2 | \$39.98 | https://www.ikea.com/us/en/p/t-ranaroe-stool-side-table-in-outdoor-red-10411421/ |
| Child's Chair | \$14.99 | 4 | \$59.96 | https://www.ikea.com/us/en/p/mammut-childrens-chair-indoor-outdoor-pink-80382321/ |

Pop-up Plaza Purchase List: \$375

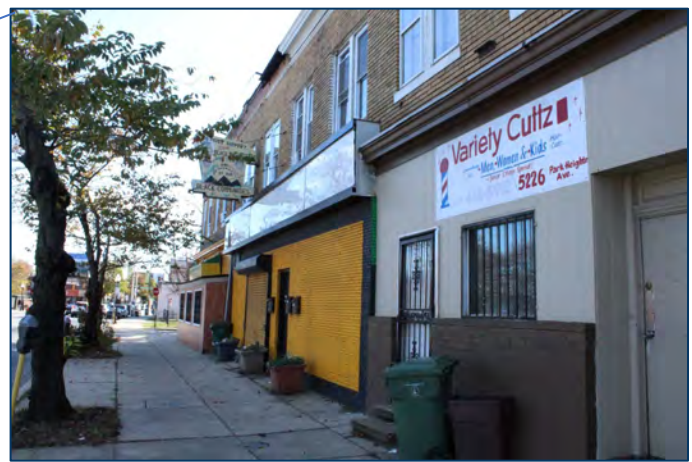
| Item | Price per unit | Recommended number | Total Price | Link to purchase |
|--------------------|----------------|--------------------|-------------|---|
| Outdoor decking | \$24.99 | 2 | \$49.98 | https://www.ikea.com/us/en/p/runnen-decking-outdoor-brown-stained-90234226/ |
| Café seating set | \$89.00 | 3 | \$267.00 | https://www.ikea.com/us/en/p/saltholmen-table-and-2-folding-chairs-outdoor-beige-s19183815/ |
| Additional Seats | 9.99 | 3 | \$29.97 | https://www.ikea.com/us/en/p/fejan-chair-outdoor-white-foldable-white-10255307/ |
| Security/Deterrent | 9.99 | 3 | \$29.97 | https://www.amazon.com/Security-Mounting-Strength-Resettable-Combination/dp/B07Y4Q47Z9/ref=sr_1_43?dchild=1&keywords=bike+locks&qid=1574713600&sr=8-43 |

DIY Pop-up Plazas

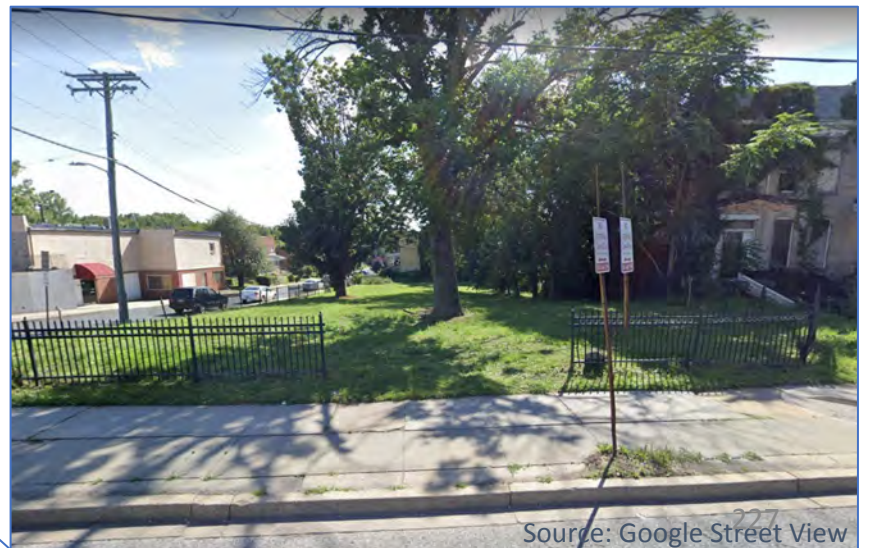


LEGEND

- Red: Commercial use
- Blue: Institutional Use
- Yellow: Redevelopment area
- Brown: Historic District
- Green Heart: Proposed DIY sites
- Orange Target: UYT Welcome Parks
- Black Line: Park Heights Avenue



Source: Google Street View



Source: Google Street View

Signage for Park Heights

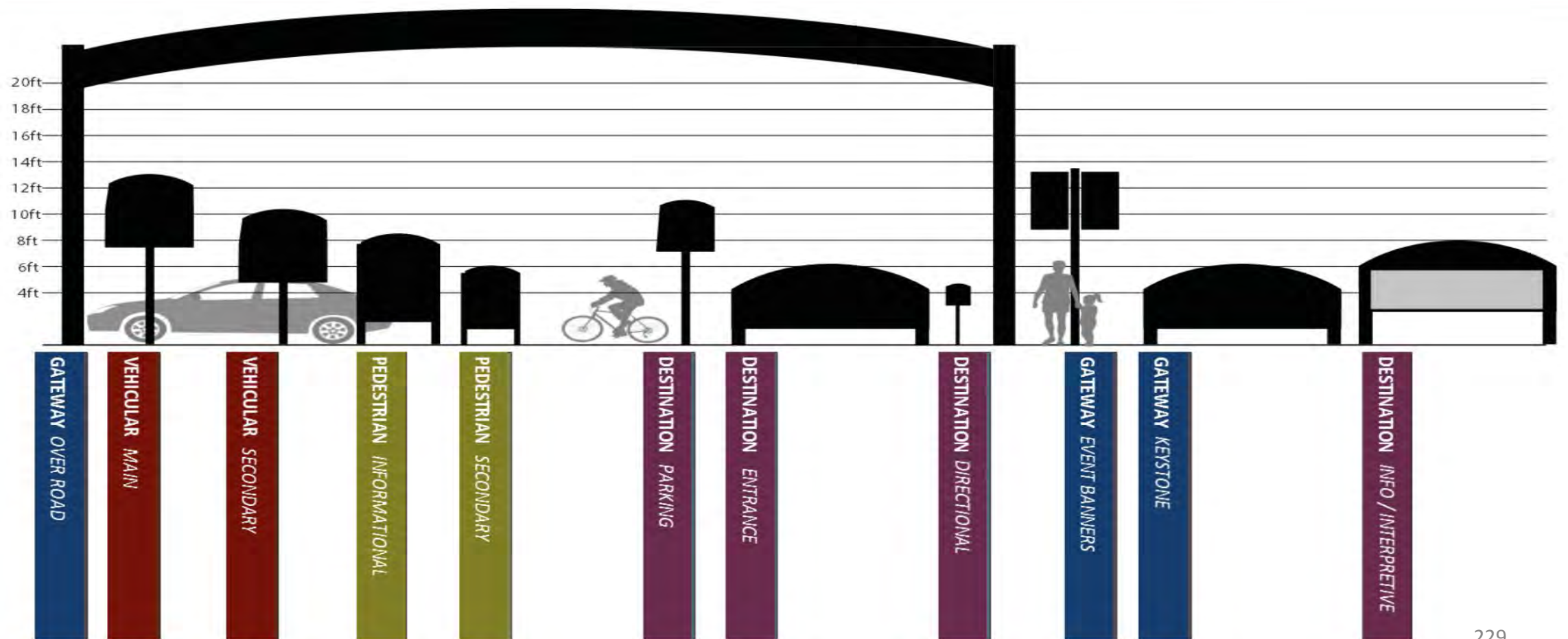
Signage is used as a traditional visual aid that includes the name of a facility, project, or lists community information. There are 3 benefits to signage: to enhance community aesthetics and promote safety, create a first impression for residents, guests and prospective buyers, and enhances the ease of mobility, quality of life, and property values through good wayfinding practices.

It is a tool to welcome visitors and other residents into the Park Heights community. It is proposed that signage is used to educate members on the Park Heights neighborhood and map important assets, organizations, and communities in the local area.

This proposal suggests that the content on the signage should include a brief Park Heights history, neighborhoods included in the Park Heights community, resources and organizations and a map of Park Heights.

Types of Signage

WAYFINDING SIGN PALETTE

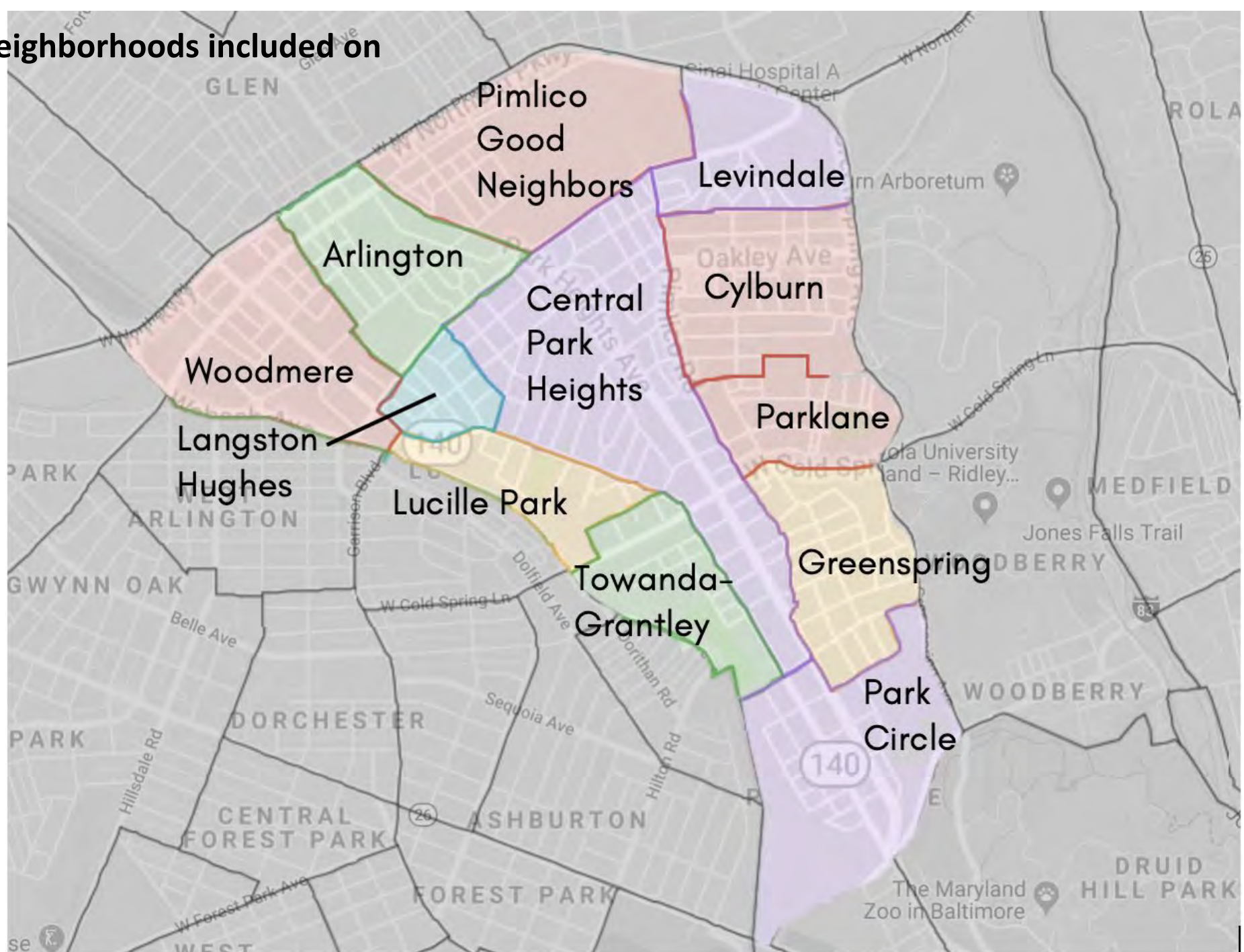


Wayfinding Descriptions

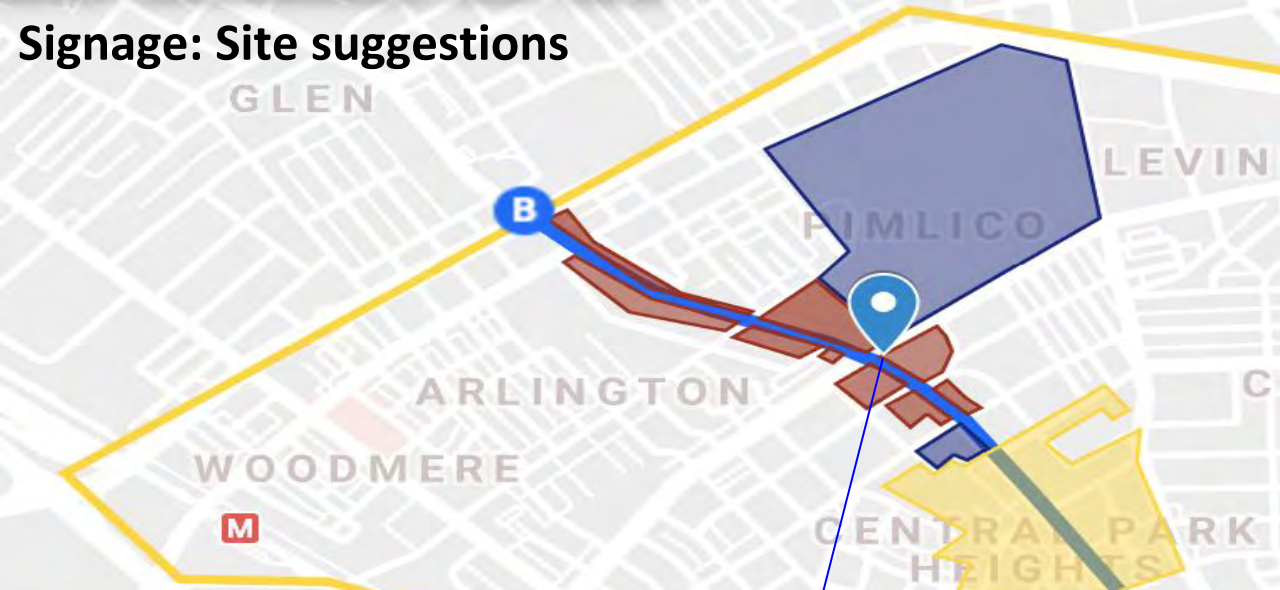
There are four types of signage designs. Gateway wayfinding indicates arrival and welcomes visitors. Vehicular wayfinding is meant to direct drivers to particular destinations and should include areas or institutions of general public interest. Pedestrian wayfinding should point pedestrians/bicyclists toward destinations of interest and list specific general categories of goods and services. Destination wayfinding includes informational/interpretive guidance. Examples are maps and regulations, information about the area (i.e. geology history, history of community, transportation, arts and culture, etc.)

Gateway and Destination wayfinding are suggested in the implementation of signage in Park Heights.

Park Heights neighborhoods included on signage:



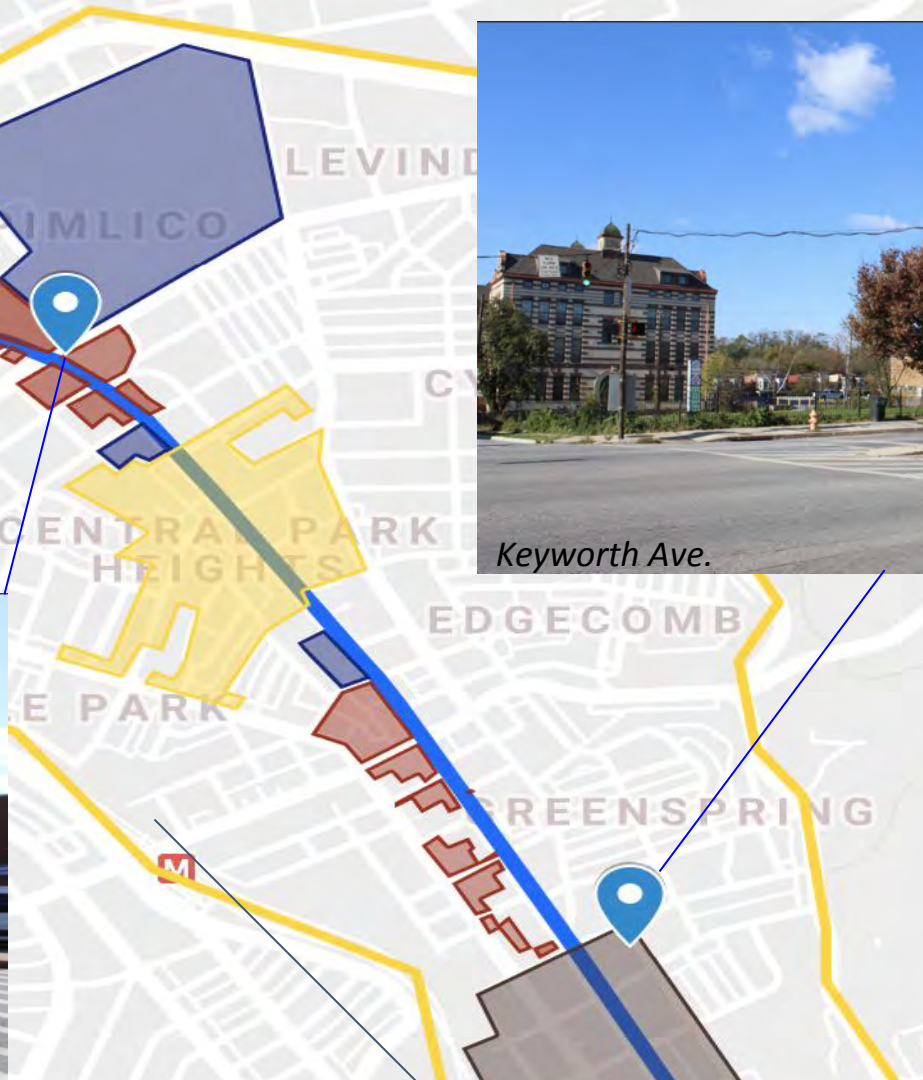
Signage: Site suggestions



Keyworth Ave.



Belvedere Ave. and Park Heights Ave.



Park Heights Ave. and Reisterstown Rd.

LEGEND

- Red: Commercial use
- Blue: Institutional Use
- Yellow: Redevelopment area
- Brown: Historic District

 **Proposed Signage Intersections**

Ideas/Examples



Implementation

Local government is responsible for signage system

Conduct an inventory of existing signs in your community

Identify community destinations

Develop a detailed schematic location plan/map

Work with consultants in order to refine or finalize designs

Phase in new signs and replace old signs as funding and opportunities arise

Funding options + Partnerships

Facade Improvement Grant - provides funds to make exterior improvements to commercial and industrial properties

The Baltimore Heritage Area Association - assist Neighborhoods with enhancing their quality of life through heritage tourism stewardship and become more visitor friendly

Maryland Heritage Authority - awards grants up to \$50,000 for non-capital projects

* Projected cost: \$3,000-5,000 (includes budget for paying historians and graphic designers for signage)

Baltimore City Department of
Transportation
Civic Works
Park Heights Renaissance

Complete Streets

In 2018, Baltimore passed Complete Streets law. The city has low vehicle access, 33 percent of residents do not own a car. The city also has high rates of vehicle crashes, pedestrian crashes, and pedestrian fatalities. This plan would encourage more pedestrian and bike activity, which would provide economic and environmental benefits.

Park Heights residents need complete, safe streets. 49.9 percent of households in Park Heights does not have access to a vehicle and 37 percent of residents use public transportation

Creating “Safe Streets”

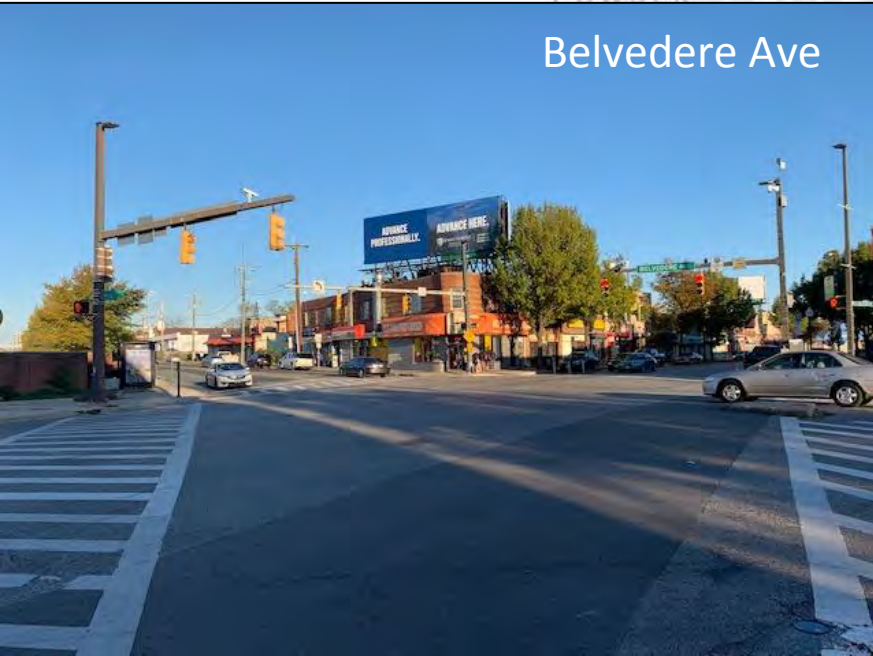
Many strategies can be employed to create safe streets in Park Heights. These include: enhancing, repainting or adding crosswalks to accommodate pedestrians. Standard “zebra” crosswalk designs can be used or street art and 3D crosswalk designs can be incorporated for added interest and safety. Various places such as Boston, Thailand and Iceland have found 3D crosswalks make drivers slow down and pay more attention. Medians can become pedestrian refuges for crossing in areas that either do not have a crosswalk or crossing wide roadways. Their purpose can be doubled by greening the median like converting it to a rain garden or bioswale. This would also help with flooding issues experienced in the area. Bump outs using reflective posts or paint can help to narrow the road and encourage slower driving and turns. Speed bumps also assist in slow vehicle traffic. To accommodate more modes of transit, bike lanes and bike racks should be installed.

These strategies can be implemented by encouraging community engagement. Creating a “Safe Streets Academy” would attract residents to participate in making their streets safer. A community survey about street safety concerns e.g. lack of crosswalks, excessive vehicle speeding etc. would collect data on where the hot spots or areas of concerns are like near schools or community centers. The survey data would be used to create a demonstration in various locations based on community concerns. The demonstrations and future improvements could be done using low cost or available materials such as paint or reflective posts.

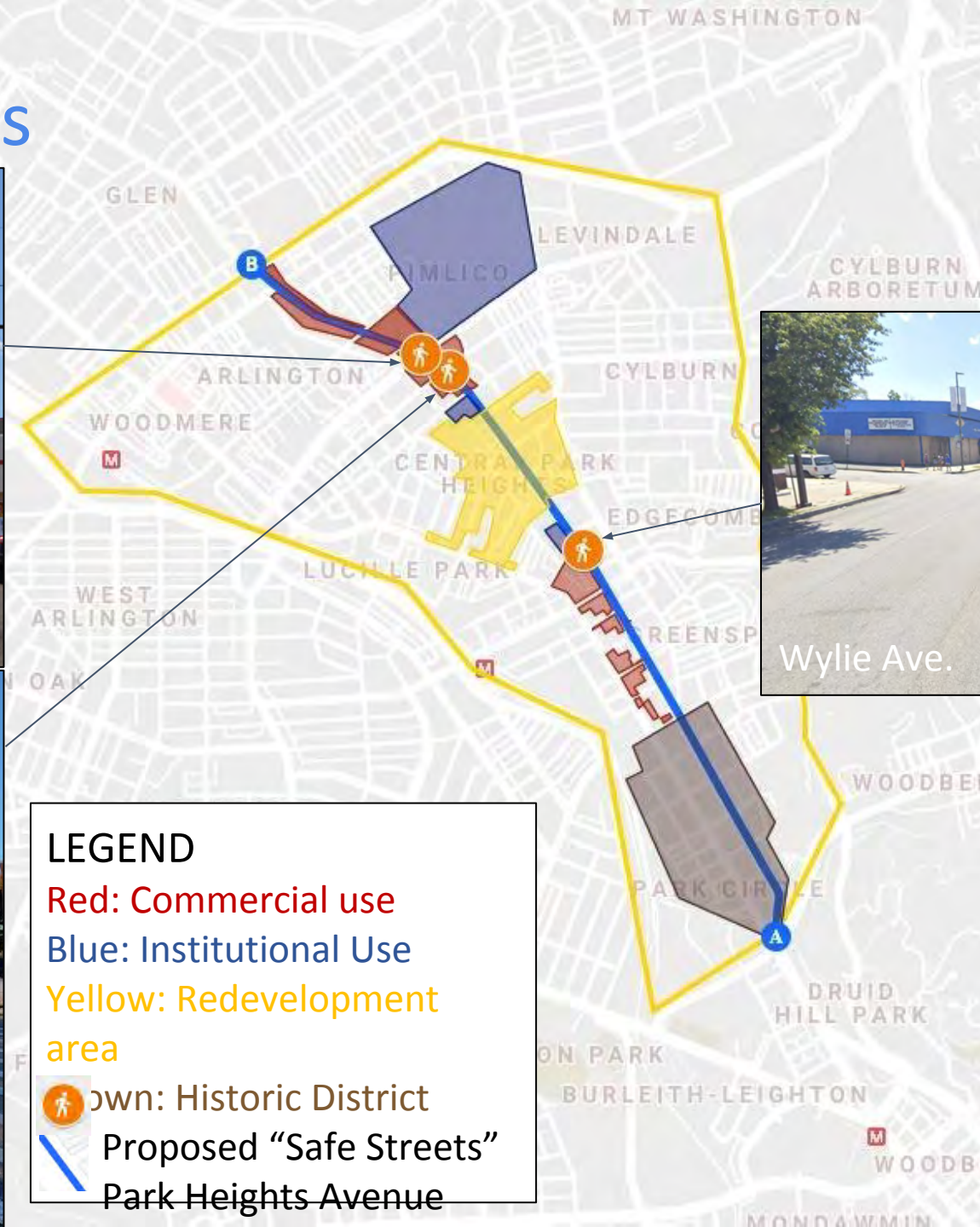
Suggested Locations



Spaulding Ave



Belvedere Ave



Wylie Ave.

LEGEND

- Red: Commercial use
- Blue: Institutional Use
- Yellow: Redevelopment area
- Orange icon: Historic District
- Blue line: Proposed "Safe Streets"
- Blue line: Park Heights Avenue

Examples

Top Right: A sample Complete Streets rendering that shows a range of possibilities including a bus only lane and protected bike lane. Source: <https://www.bikemore.net/news/new-complete-streets-policy-for-baltimore>



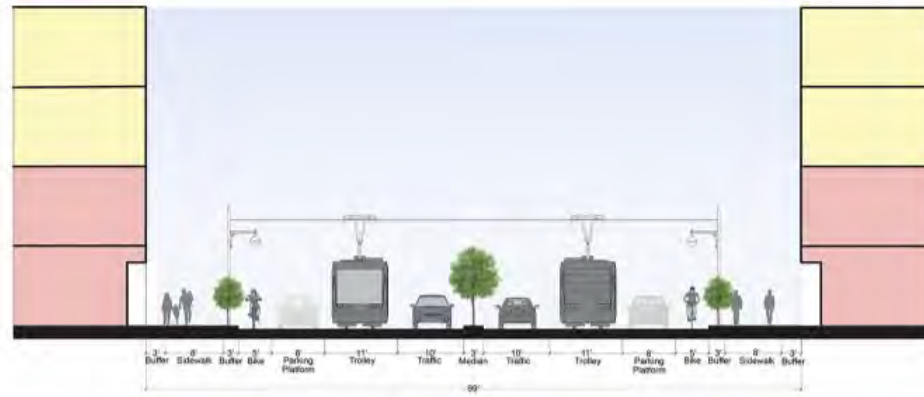
Right: A Complete Streets project in Lexington, KY that used community engagement and input to improve a dangerous intersection. Reflective posts, bump outs and new crosswalks were used to slow down and redirect vehicle traffic. Materials used were from city storage which kept costs low. Source: <https://smartgrowthamerica.org/lexington-ky-demonstration-project-bryan-avenue-intersections/>



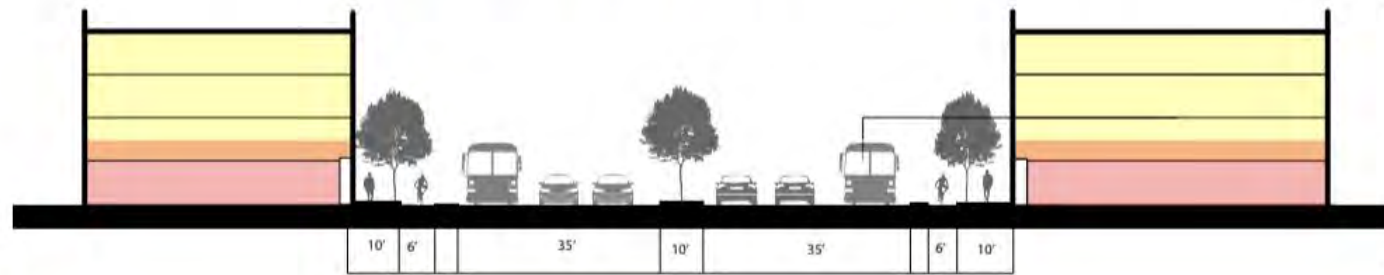
Top: Park Heights Ave and Reisterstown Rd shows a median with greenery, defined crosswalks, pedestrian crossing lights, and a cut out in the median for crossing.
Bottom Right: 3D crosswalk in Thailand. 3D crosswalks help slow down drivers by distorting their optics. Drivers are forced to stop and pay attention. Source: <https://news.cgtn.com/news/2019-11-29/Thailand-s-3D-illusion-zebra-crossings-M17c3UeAKs/index.html>



PARK HEIGHTS BOULEVARD



EXAMPLE 1



EXAMPLE 2



EXAMPLE 3

Phasing + Costs

Phase 1: Paint or repaint crosswalks

- Cost: \$300 - \$500

Phase 2: Create bump outs or narrow road using reflective posts

- Cost: \$ 3,000 - \$5,000

Phase 3: Greening the median or converting to bioswale

- Cost: Rain garden - \$3-\$5/sq ft
Bioswale - \$4,000/200 m²

Phase 4: Create bike lane

- Cost: \$5,000 - \$500,000/mile

Potential Partnerships + Funding

- Department of Transportation
- Park Heights Renaissance
- Bikemore
- Morgan State University City and Regional Planning program
- Baltimore City Department of Planning
- USDOT BUILD grant
- Bikes Belong Coalition grant program
- HUD Community Development Block Grant
- Baltimore City Capital Improvement Program

PARK HEIGHTS TOD

The background image shows a large, multi-level transit station structure. It features several concrete pillars supporting an elevated walkway or platform. The structure is built with a mix of concrete and glass. In the foreground, there is a paved area with white lane markings. To the right, a parking lot with several cars is visible, along with some trees and a utility pole. The sky is overcast.

ADAM KURESHI

MARCUS SCOTT

KEVIN JONES

DEVIN SIMMONS

Current site



Proposed Land Use Map



Transit Oriented Development Vision:

- The Park Heights TOD plan envisions the community with a new **mixed-use center** at the Metro station. The proposed plan would offer an opportunity to attract new jobs, retail services, green space, gathering areas, and residential choices to land existing around the Metro station.



Transit Oriented Development Vision:

- Our vision also incorporates **safe hydrology practices** in the Towanda region. As runoff and flooding has become an issue due to Vulcan construction site, elevation differences, and lack of drains; our vision seeks to eliminate the hydrology problems within the area.



Transit Oriented Development Vision:

Based on site analysis, research, and community engagements; we came up with a few different scenarios that we wanted to solve.



1. How do we make a connection for the Towanda Community to access TOD site?
2. What TOD can we create that will connect current residents and visitors of the Park Heights community?
3. Can TOD be used as an economic driver for the community?
4. How do we use TOD to promote walking, bicycling, and transit use?
5. What can we do to mitigate flooding

Benefits of TOD

- A **vibrant, diverse, pedestrian-scaled neighborhood** that integrates with the rest of the city.
- More walking and transit trips means reduced dependence on cars and **improves physical health**.
- **Increased mobility** choices for everyone, especially: low-income, students, and seniors.
- **Increased property values**. Adds choices for dining and shopping.
- Increases public safety



3D Model



3D Model



TOD Site in Portland, OR



Center Commons is a mixed-income, transit oriented development consisting of four apartment buildings and 26 townhouses. It includes 172 units of affordable housing for seniors, 60 affordable family units and 56 market rate units with onsite Day Care and Play area . Estimated Cost \$25.6 million

TOD examples- Liverpool waters

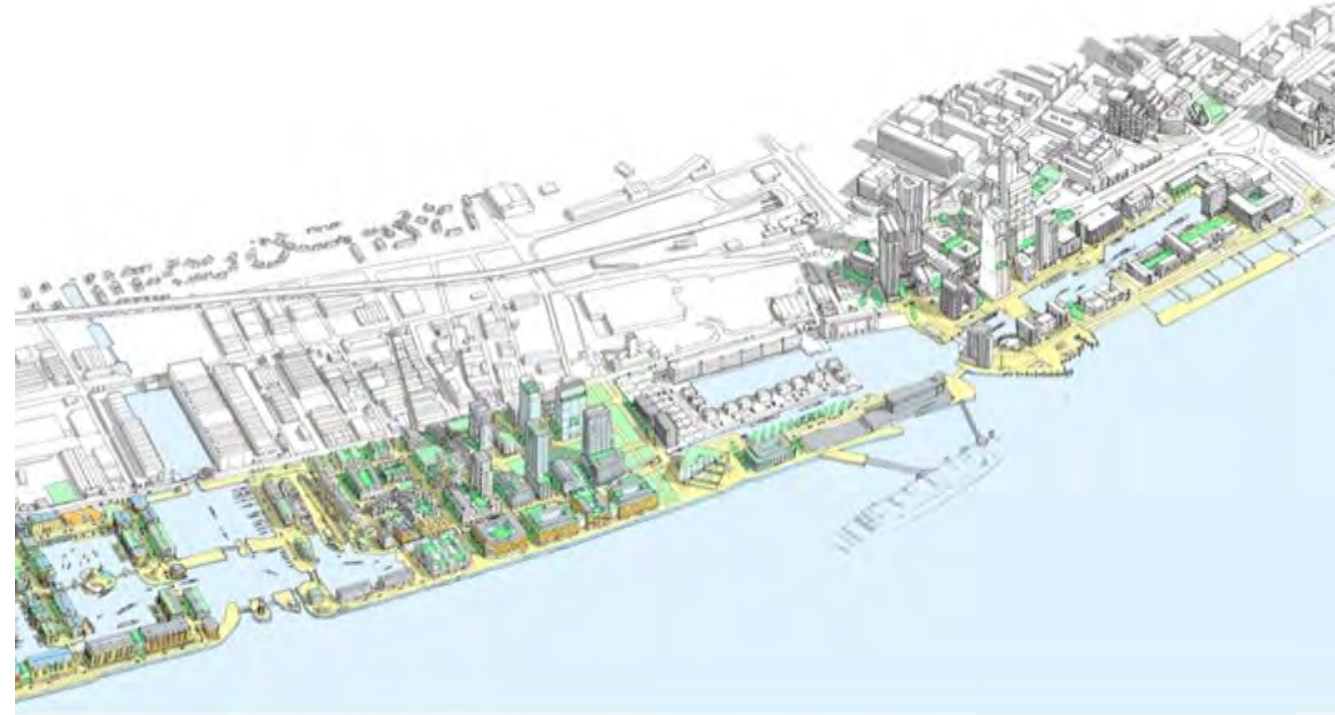
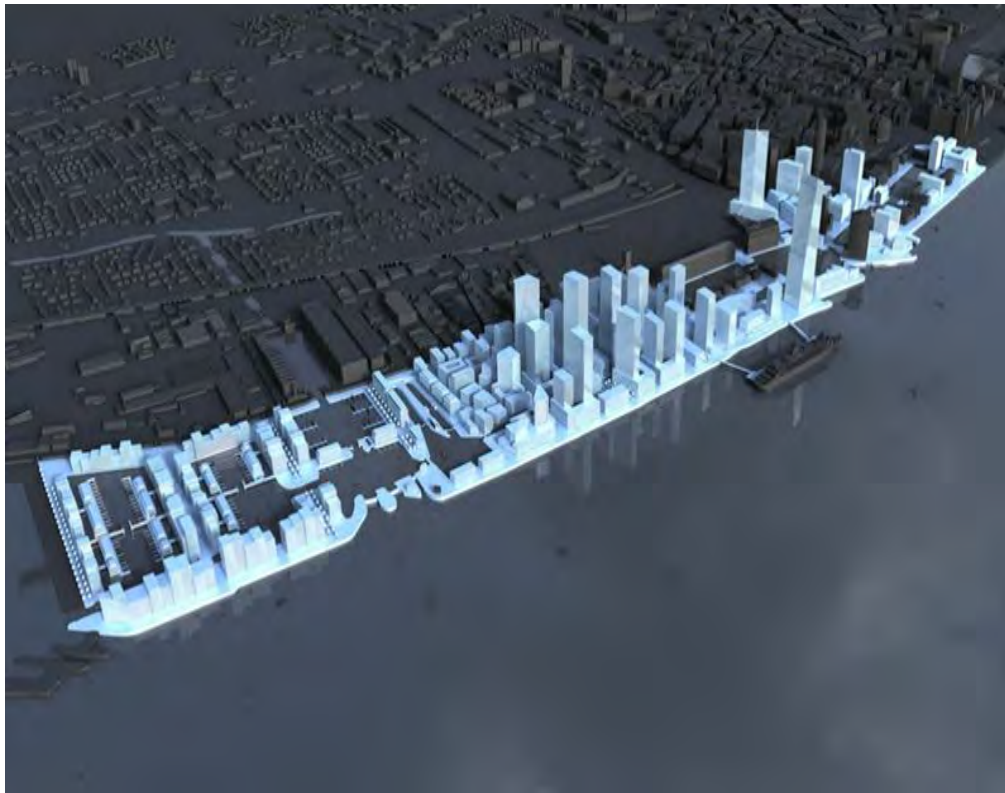
Development **combined amenities** so residents would have easy access to everything

- 2 million sq ft on 60 acres
- 9,000 apartments at 750,000+ sq ft
- Commercial Space- 315,000 sq ft
- Restaurant Space- 41,000 sq ft
- Shopping Space- 5,000 sq ft
- Hotel and conference space- 53,000 sq ft
- Open space- 33,299 sq ft
- 3,000 garage parking spaces



Liverpool Waters design

Liverpool Waters transformed the city and waterfront by as we aim to do in Park Heights by **connecting their development to the neighborhood and city as a whole.**



TOD example in Denver, CO



Market Place District at Mississippi & Broadway



Market Place Entrance at Broadway & Tennessee



Market Place Looking North



Market Place South Passageway

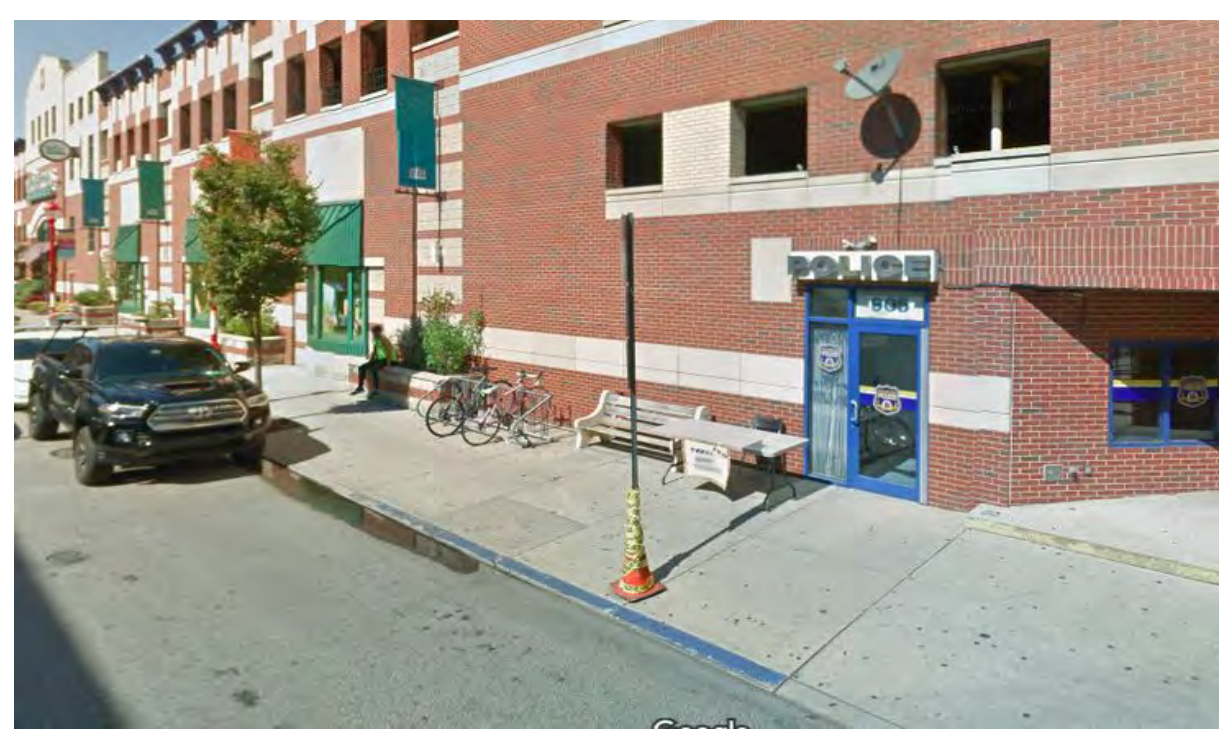
Retail:

- Small Boutiques
- Grocery Store
- Five and Below
- Day Care Center
- Cafe's



Police Mini Station:

- Provides Safety
- Helps Promote Bikeability
- Incorporated in the TOD design



Commercial:

- Office Space
- Day Care Center
- Entertainment
- Small Scale Restaurants and Eatery
- Community Center (Computer Lab, Career Placement, Youth Zone)
- Mini Police station



Community Gathering and Park Space:

- Parks and civic spaces are an important component of TODs, creating **public gathering and recreation places** that act as a meeting place for the community.
- For smaller TODs along bus corridors, **public open space** can be a small landscaped park or seating area where people might sit to eat lunch or rest.
- **Small parks and plazas** will be distributed throughout the TOD, including adjacent to the transit station.



Food Truck Park Gathering Space

Adding a food truck area where the bridge lets off will allow us to combine leisure and commercial, while engaging the community and allowing them a center area to relax and gather.



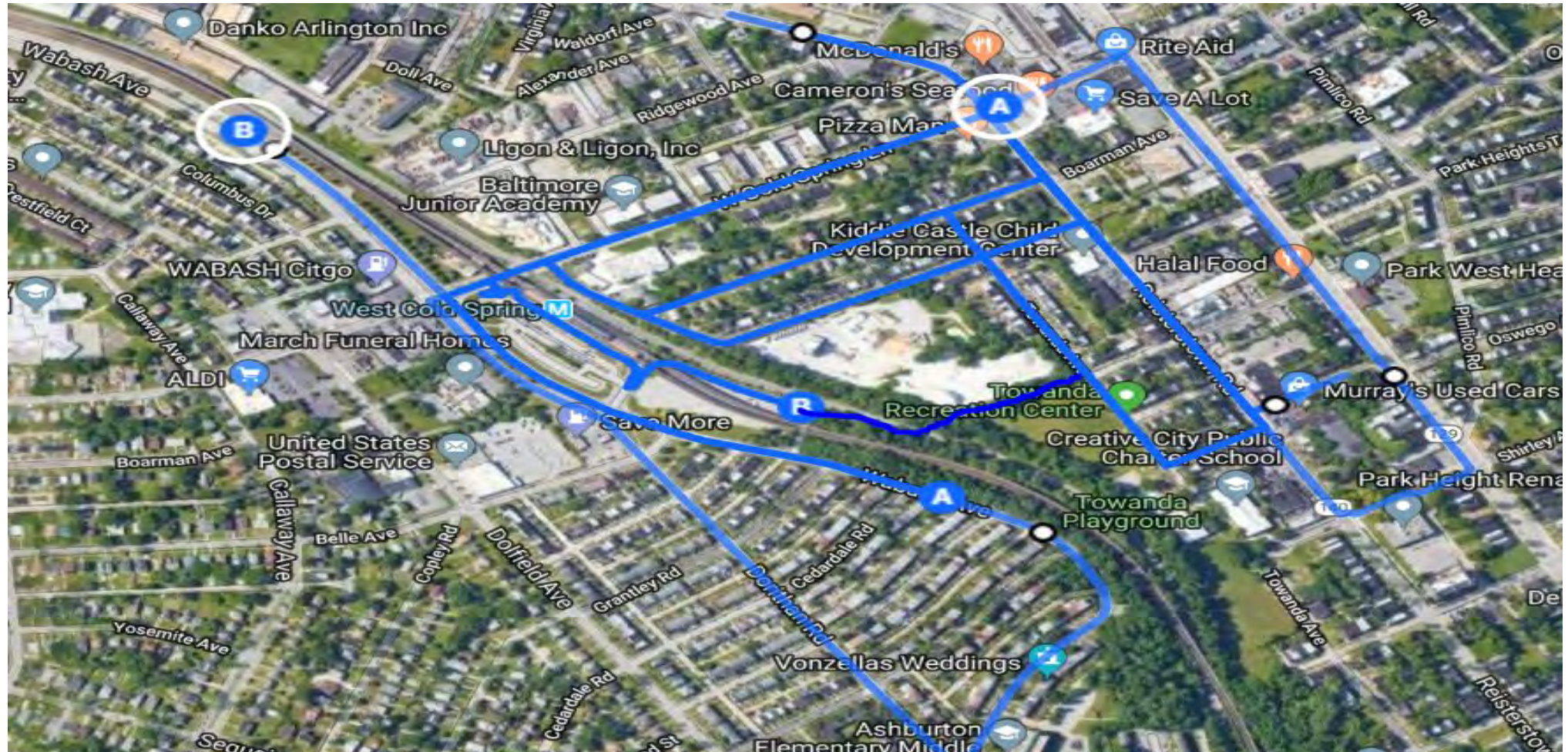
Pedestrian/Bicycle Access:

Pedestrian and Bicycle Improvements:

- To help **turn West Cold Spring into a vibrant TOD center.**
- Maintenance and **improvement of pedestrian amenities** to the site and in joining neighborhoods are key.
- To **encourage bicycle usage**, we propose additional racks throughout plan. We also propose designated bike lanes and access to the TOD.
- We also propose a connection passage that will have bike access.



Bike path map



Plans to Mitigate Flooding Issues

- Given the lack of drains in the Towanda region, adding more on decreased elevation spots such as Grantley Ave and Quantico Ave will help catch excess water and prevent it from flowing down into the neighborhood



Photo Credit: Credit: Pittsburgh Water and Sewer Authority

Daylighting Example of Homeland Duck Pond



Stormwater and Flood Mitigation

Renaissance Parks Use of Wetlands to the constructed wetland serves as both a beautiful viewing and relaxation point and as a fully functioning urban-runoff cleaning system for contaminated water.



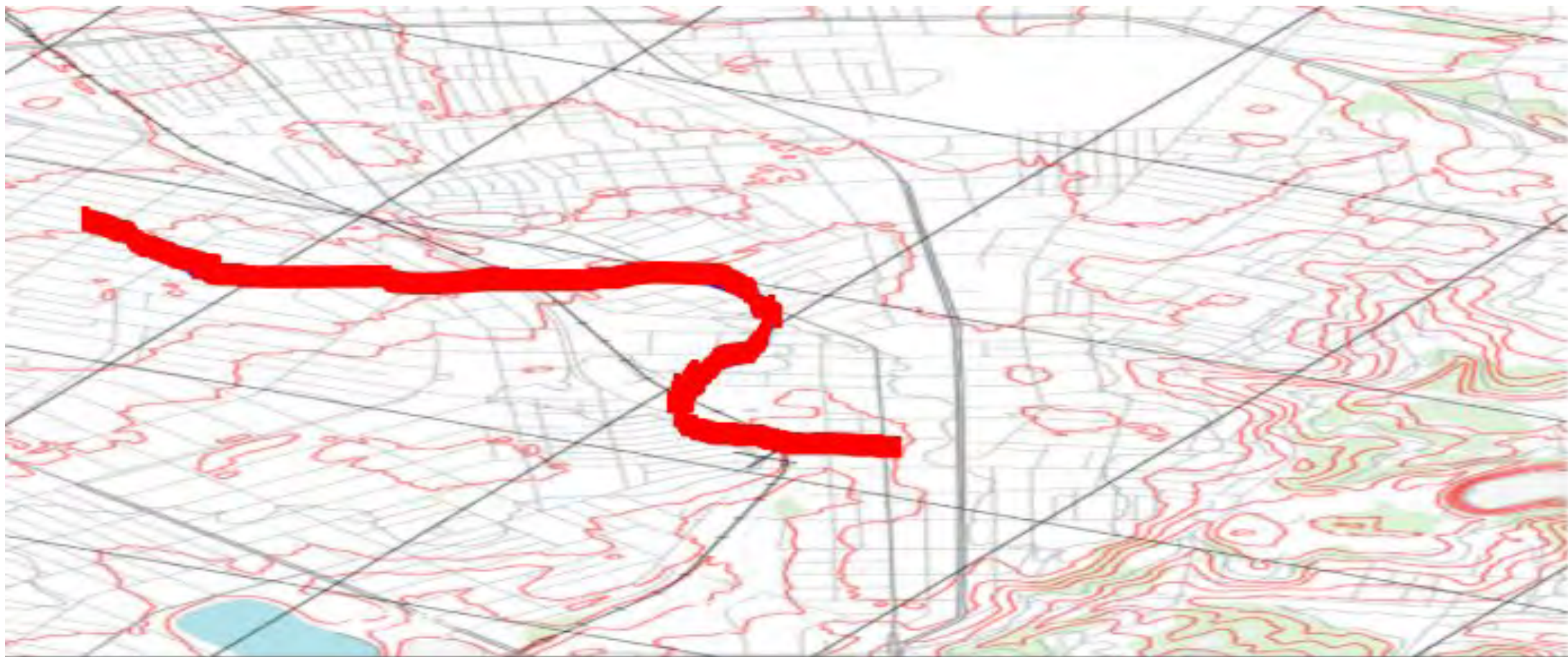
Stream map

Black - indicate embedded streams in Park Heights

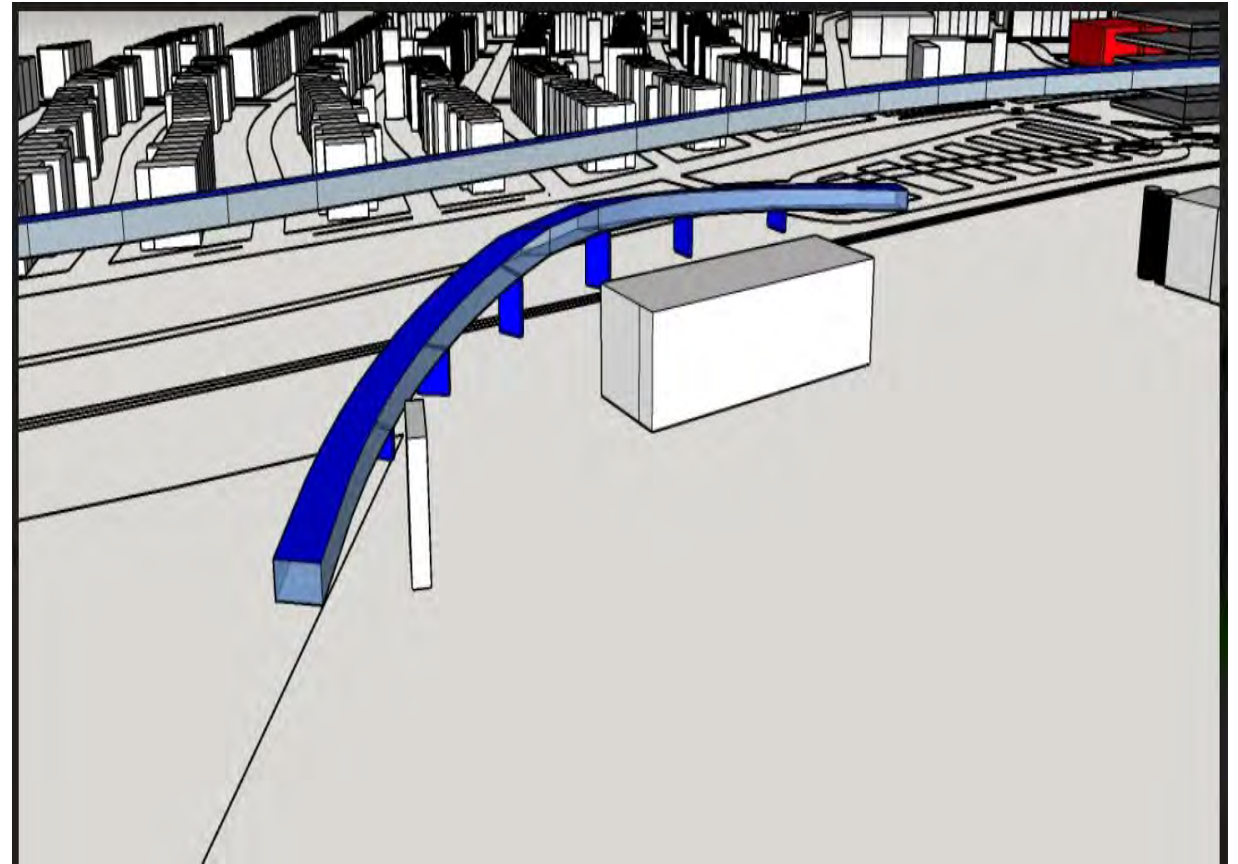
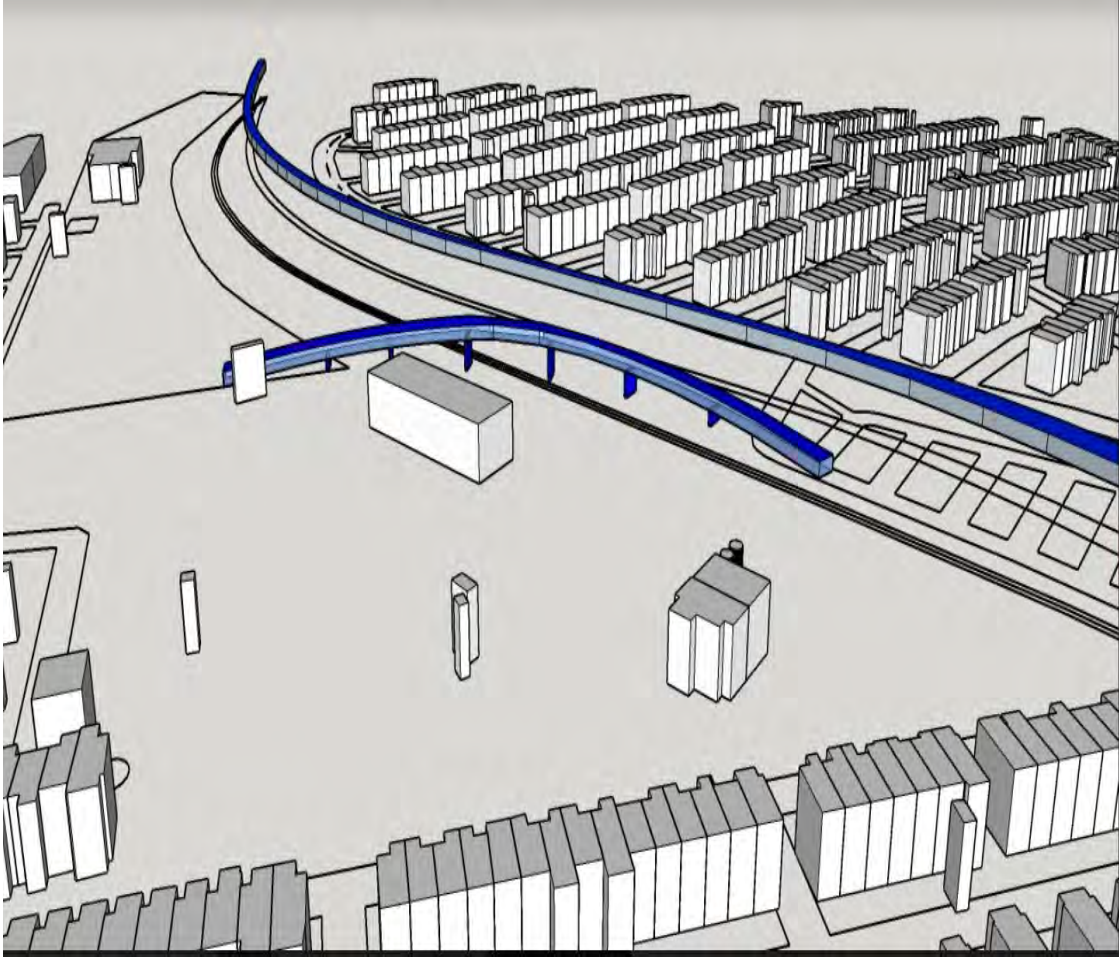
Red - indicates embedded streams near TOD site



Topography map



Neighborhood Connectivity by Bridge



Pedestrian Bridge Examples:

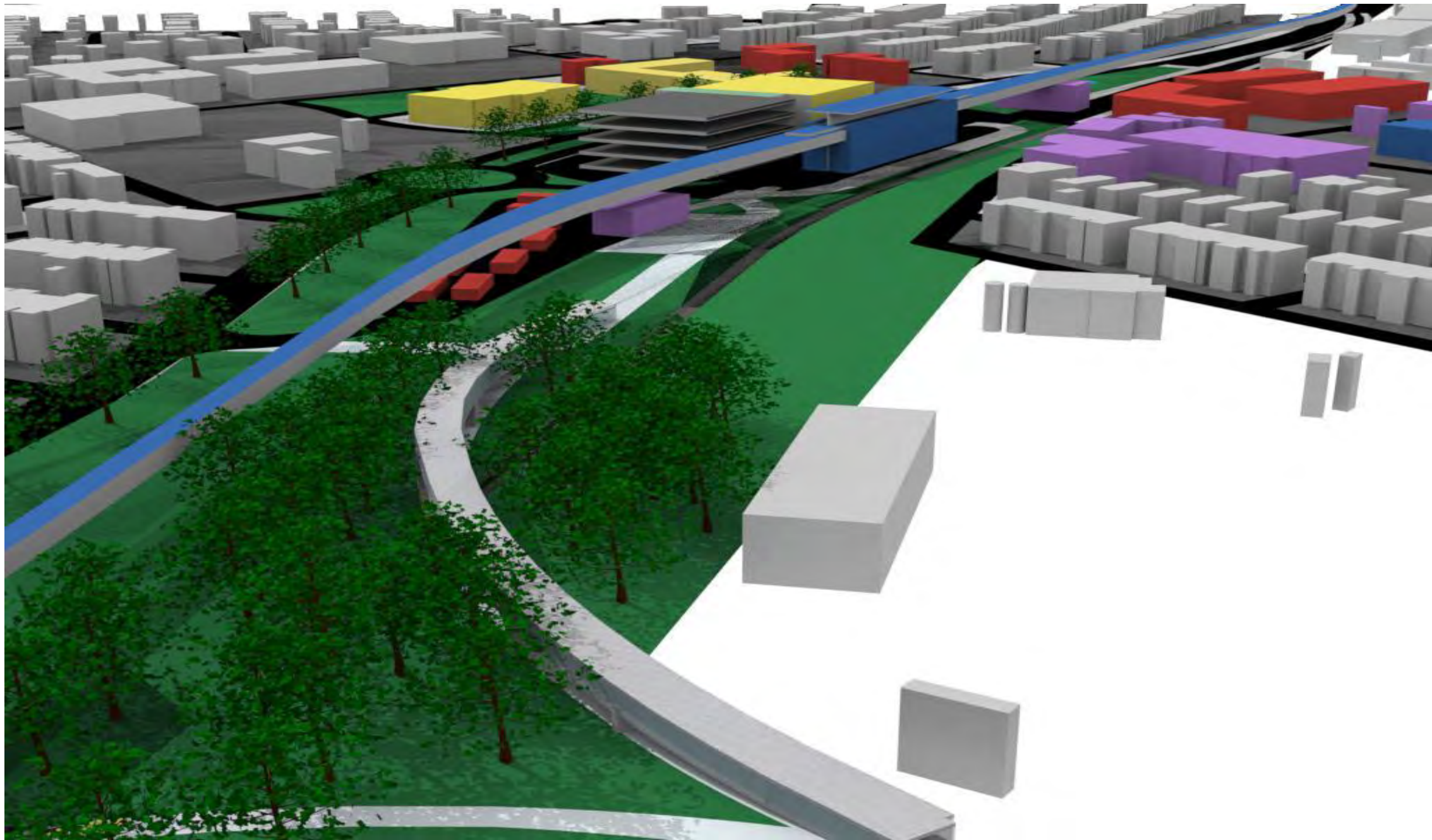


Westport pedestrian bridge

- The neighborhood of Westport is cut in half by I-295
- City installed a pedestrian bridge to connect the 2 sides of Westport



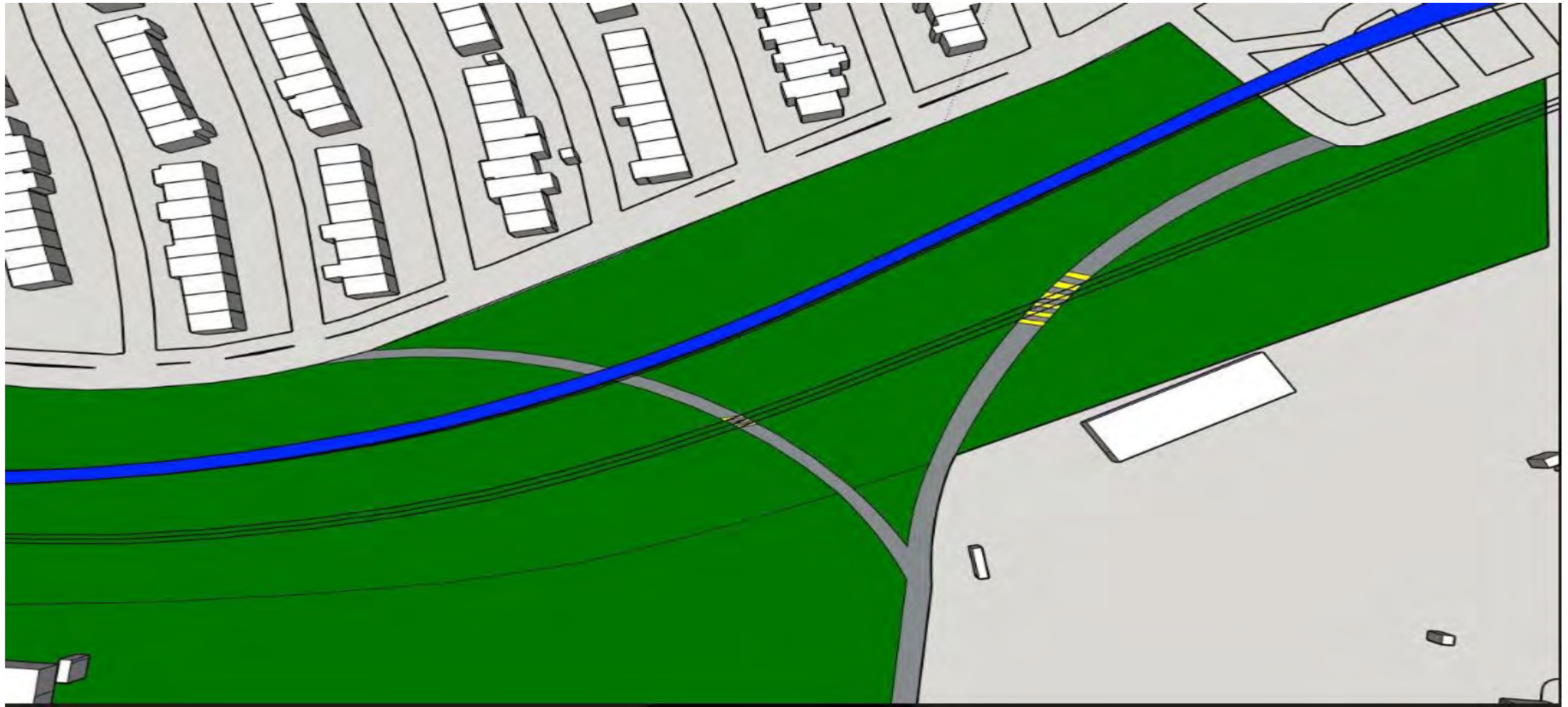




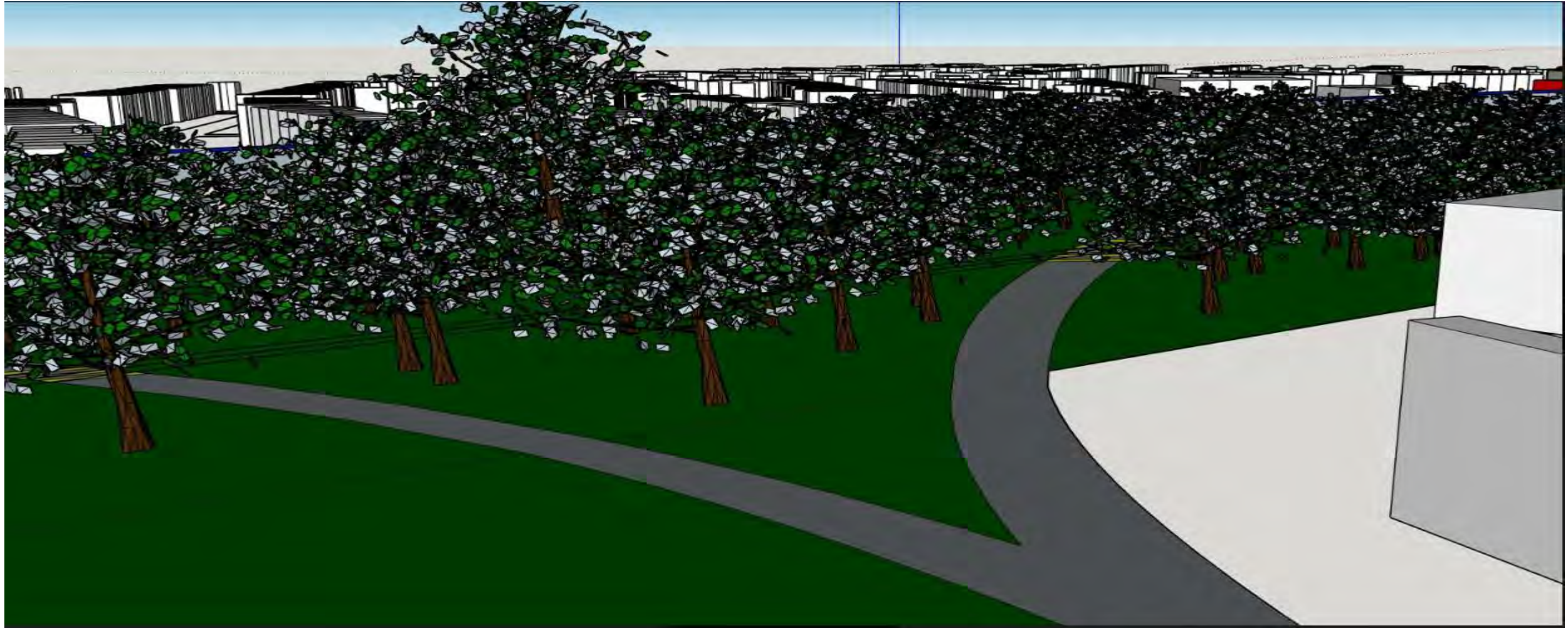
Walking Path Connectivity to TOD with Green Space



Neighborhood Connectivity by path



Incorporating trees and shrubs along walking trail leading to TOD connection.



Funding & Potential Partnerships

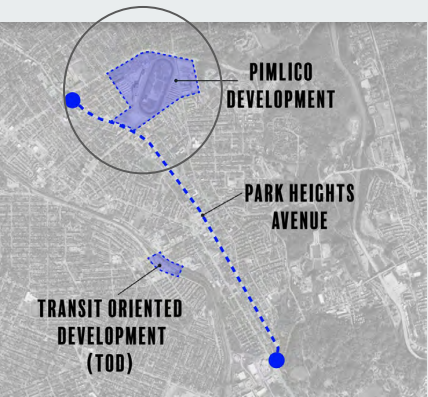
- MTA & Maryland DOT
- Enterprise - Development, Consulting and Finance
- Housing Credit Investments
- Housing Authority of Baltimore City
- Baltimore Development Corporation
- Park Heights Renaissance
- Maryland Department of Community and Housing Development
- Parks and People
- BikeMore
- Vulcan Materials Construction
- Comprehensive Flood Management Grant Program
- Maryland Emergency Management Agency - EMA Assistance
- Natural Resource Conservation Service- Emergency Watershed Protection Program



The Heights at Pimlico

Imagining Pimlico for Park Heights

Kara Brogden, Jordan Hendrickson, Conley Kinkead,
Kris Misage, Carl Williams, and Irene Worsham





Plan Overview

The goal of the Pimlico entertainment and recreation space is improved connection of the Park Heights neighborhoods by creating an inviting and interesting site with many points of access. We hope that Pimlico will be appealing to people of all ages (particularly current neighborhood residents) by including many features, such water scrim, water jets, bike paths, skate park, obstacles for climbing, chess tables, a museum, a restaurant, benches, attractive site for farmers market, and importantly, a robust stormwater management plan. The water infrastructure aspect will offer improved hydrology for Park Heights by capturing water at the highest point in the neighborhood.



History of Pimlico

Pimlico has been the site of horse racing almost continuously since 1870. Storied wins by Preakness, Seabiscuit, and Smarty Jones showcase the rich history of racing in Maryland.

Since 1998, Pimlico has hosted other entertainment, including top-bill acts at Virgin Festival and Moonrise. Weddings, conference, events, and parties regularly book the Maryland Jockey Club.

While uses like the Park Heights Family Reunion and

the farmers market draw locals, many residents avoid Preakness and feel it is a disruption.

In 2016, a study was commissioned to determine if Preakness should stay at Pimlico or move to Laurel Park. In 2019, Baltimore City Mayor Jack Young made an agreement with owner Stronach Group to keep Preakness at Pimlico, allowing them to lease the site for two months a year. What follows is an analysis of uses for the Pimlico site, including temporary use for horse racing.

Existing Site



Land Use around Pimlico

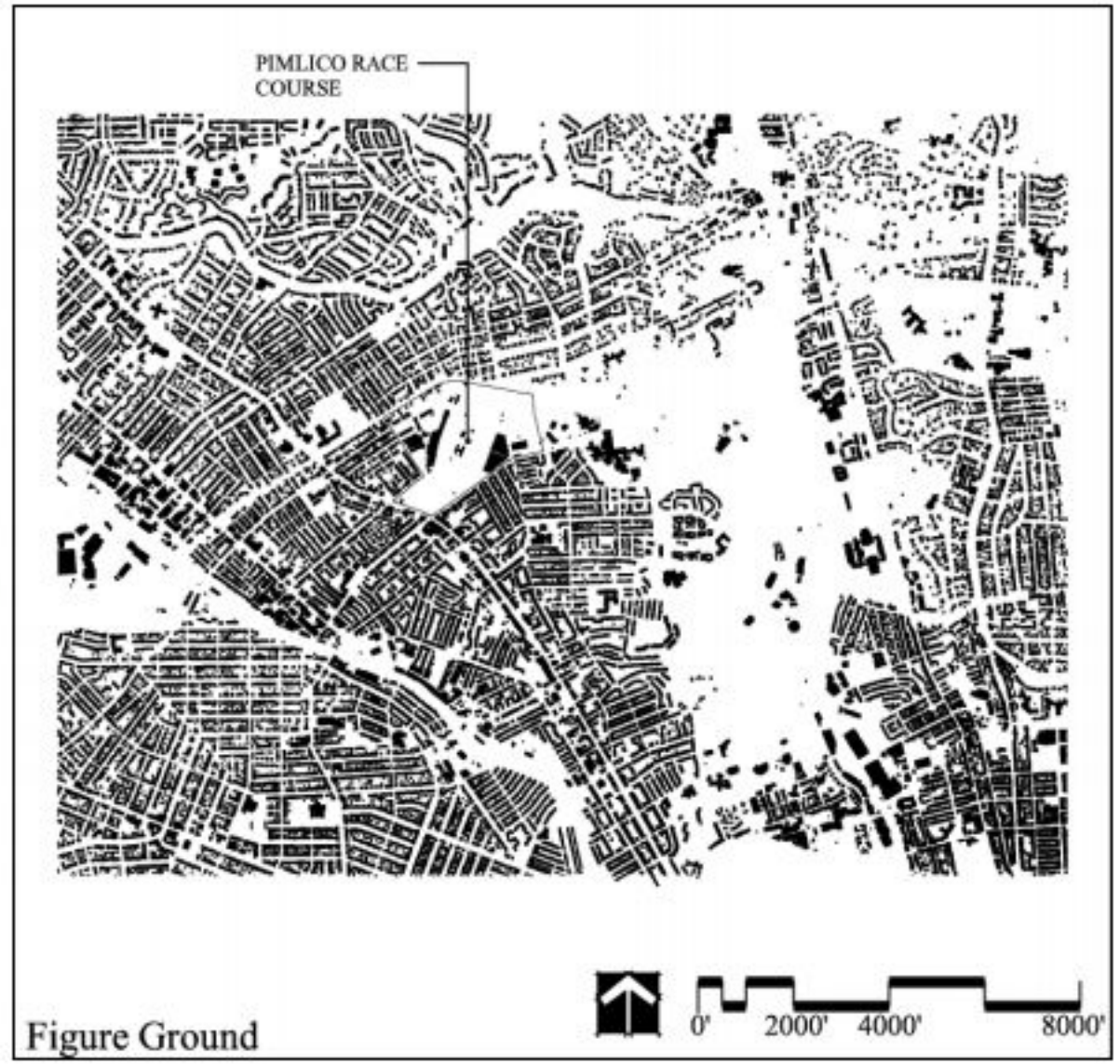
- The majority of use is residential.
- LifeBridge Health's Sinai Hospital has a large site to the east of Pimlico.
- The commercial strip along Park Heights Ave and Belvedere includes take-out food establishments, a liquor store, a day care center, and a storage facility.
- The commercial block on Park Heights south of Hayward appears to have multiple vacant storefronts.
- Pimlico site is bounded by fencing.



Existing Site



Figure Grounds



Source: UMD



Community Context

Community engagement sessions highlighted key challenges in Park Heights. Long-time residents remember a prideful past, but are troubled now by crime, vacant lots, the loss of good-paying jobs, and the avenues functioning as a way out of the city. Residents lamented the loss of gathering spaces for all ages in the community, remembering walking up Park Heights Avenue to go to the movies or the drugstore. In contrast, young people today often stay indoors, playing video games or texting friends.

Residents also pointed out the crime in the area, noting that Belvedere Avenue is a particular hotspot. They reflected on how when good-paying jobs were more plentiful, crime was less prevalent. In addition, residents were concerned about frequent flooding and sewer backups in parts of the neighborhood. Finally, only one resident indicated regular visits to Cylburn Arboretum. Although that is a beautiful facility, it is not well used by Park Heights residents.



Vision

The vision for the Pimlico site as The Heights is an attempt to harvest and support resources already existing in the community. These resources include the history of the site as a recreation and event location, the rich cultural mixture of the surrounding neighborhoods through history, the resilient community efforts already at work, the strong community partners in the area, and the natural resources of height, water, and sun.

The vision of The Heights plan is a central, inclusive park and recreation space that instills local pride, supports and uplifts nearby residents in multiple ways, while continuing to attract visitors from far and wide.

As noted on the next page, this park aims to address many of the concerns cited by residents attending the community engagement sessions.



Problem & Solution Tree

| Problem | Solution |
|-----------------------------|--|
| Lack of Placemaking | A place in the neighborhood that residents are proud of and feel connected to; a place that contributes to Park Heights' identity positively |
| Flooding | Water catchment at highest point in the neighborhood |
| Lack of Parks & Rec Centers | BMX track, park, observation tower |
| Neighborhood Fragmented | Community area that appeals to many different residents, physical connectivity between neighborhood areas |
| No Gathering Place | Open space in park, observation tower |
| Lack of Jobs | Culinary and construction training = economic development, commercial kitchen, event space |

Intervention Suitability Analysis Diagram

Based on the ParkServe tool from The Trust for Public Land, this area is suitable for parkland as it addresses populations not currently within walking distance of a park.

Populations served:

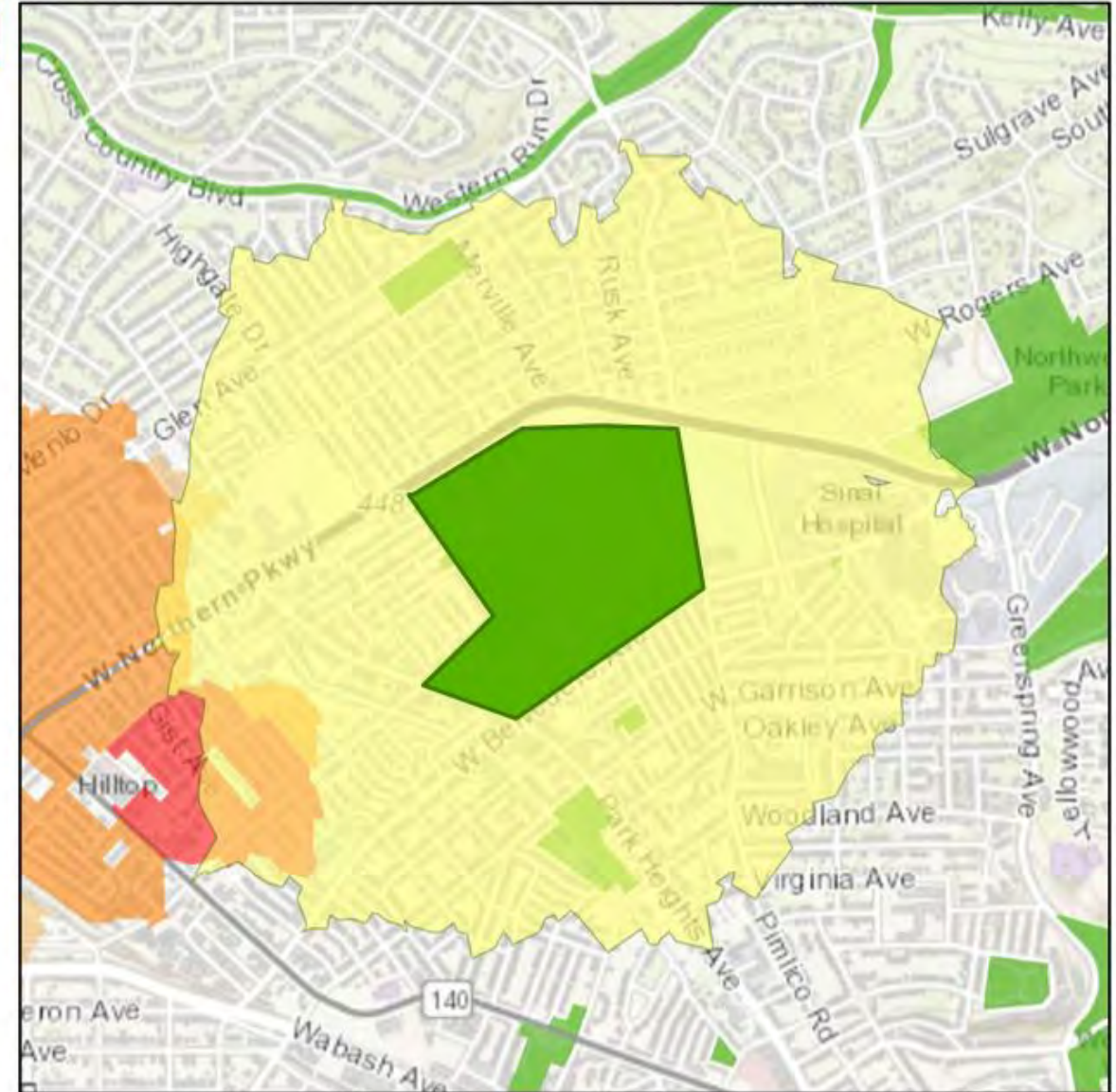
2,826 children (under 20)

6,561 adults (ages 20-64)

2,489 seniors (ages 65+)

Legend

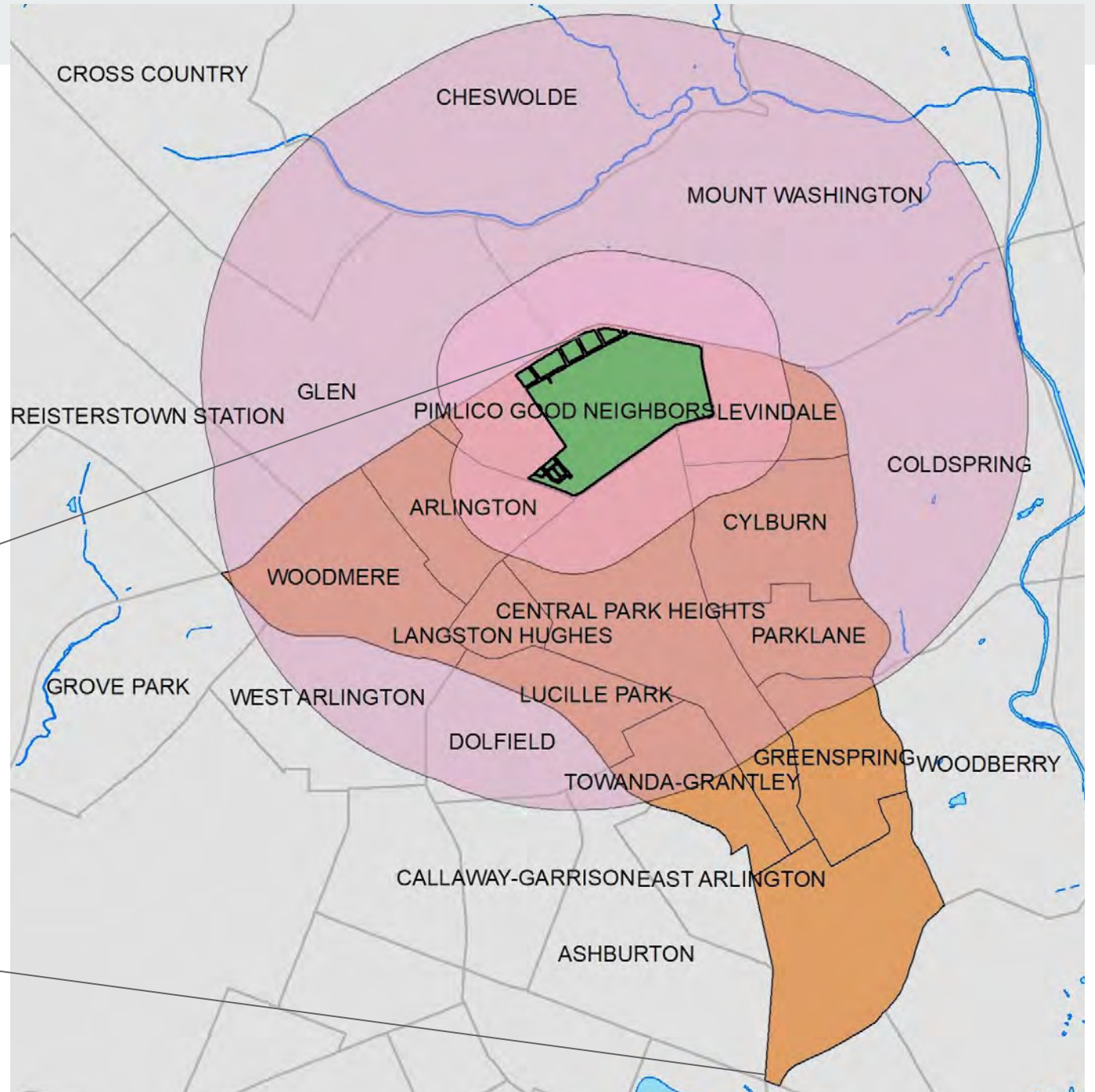
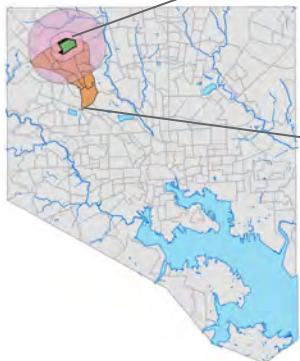
-  City Boundary
-  Project Area
-  Project Service Area
-  Parks
- Park Need**
-  High
-  Moderate To High
-  Moderate



Location



A new multi-use park within the Pimlico site would be within one-quarter mile of seven neighborhoods, and within 1 mile of 26 neighborhoods.





Preserving a Strength of Park Heights

The vision of a multi-use park and event site has the potential to become a major amenity for the area.

Therefore, a foundational step in this vision is to prevent neighbors being priced out by rising property values resulting from the new development, as has occurred next to parks like the Highline, Atlanta's Beltline, Chicago's 606, and Canal Park in Washington, DC. Already, almost half of Park Heights residents near Pimlico pay over 30% of their income for housing (BNIA, 2017), and thus do not live in affordable housing.

To that end, Park Heights Renaissance, the Baltimore Housing Roundtable, and others can move to establish a community land trust (CLT) in the vicinity of The Heights. The Baltimore City Affordable Housing Trust Fund will dedicate some funds to CLTs, allowing those entities to purchase land rights, enabling homeowners and potentially renters to continue at affordable rates. Any margin of rising property values is then reinvested into the CLT, not transformed into higher selling prices. Although this strategy takes time and funding, it is a strong demonstrated commitment to the neighborhood.



Connectivity Comparison

The 2018 Maryland Stadium Authority-commissioned report from Populous proposed a number of improvements to the Pimlico site, including rotating the track parallel to Belvedere Avenue and effectively encircling it with new residential, commercial, and retail (see next page).

In contrast, the Heights plan preserves the track orientation and opens it up to local residents. The new walking/biking trail around the track will be visible and accessible from Northern Parkway and Belvedere

Avenue. The natural gateway to the site from Park Heights, the intersection of Park Heights and Belvedere, becomes an inviting all-ages park space, bordered by a police substation, that draws residents in. This is highlighted by the gateway signage at this intersection incorporated by the better boulevard. Opening the site to Park Heights residents for everyday recreational and workforce uses is a more efficient, inclusive, and neighborhood-enhancing use of the space.

Connectivity Comparison Images



Source: Populous

Populous Plan



The Heights Plan

Proposed Site Map

INDEX

BUILDINGS:

- 1) Multipurpose Clubhouse
- 2) Construction Training
- 3) Commercial Kitchen
- 4) Museum w/ Rear Parking
- 5) BMX/Skate Park
- 6) Concert Stage
- 7) Police Substation, Youth Village, Art Center
- 8) Storm Water Reclamation
- 9) Observation Tower
- 10) Statue
- 11) Multipurpose Fields

COLOR PALLETTE:

-  Green Space
-  Water Space
-  Pimlico Buildings
-  Residential Buildings
-  Walkway
-  Parking
-  Track





Proposed Site Uses

The Heights proposal, like the Populous plan, improves the site for Preakness and other horse racing for two months of the year, while adding everyday uses for the surrounding community.

The racing components will be partly permanent (updated clubhouse and track, observation tower) and partly temporary (additional seating, suites, improved infield section). A construction/reclamation training facility onsite serves as a base for setup and takedown of the temporary facilities.

Likewise, the culinary training facility can contribute to improved racing and concert/special event conditions.

Much of the existing surface parking will be converted to open space. Two parking structures will be added for more efficient land use with rooftop solar and stormwater harvesting.

Land Use & Zoning



Existing Conditions

Land Use - Commercial

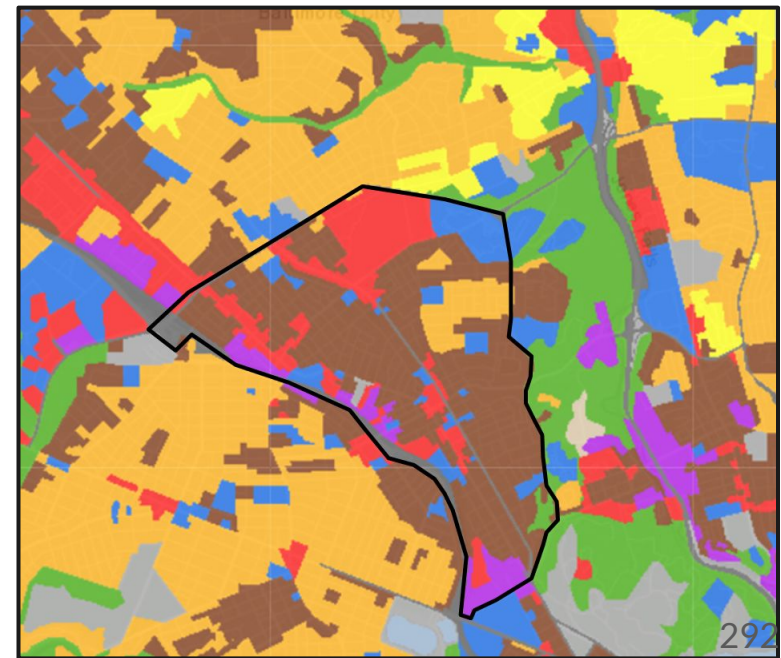
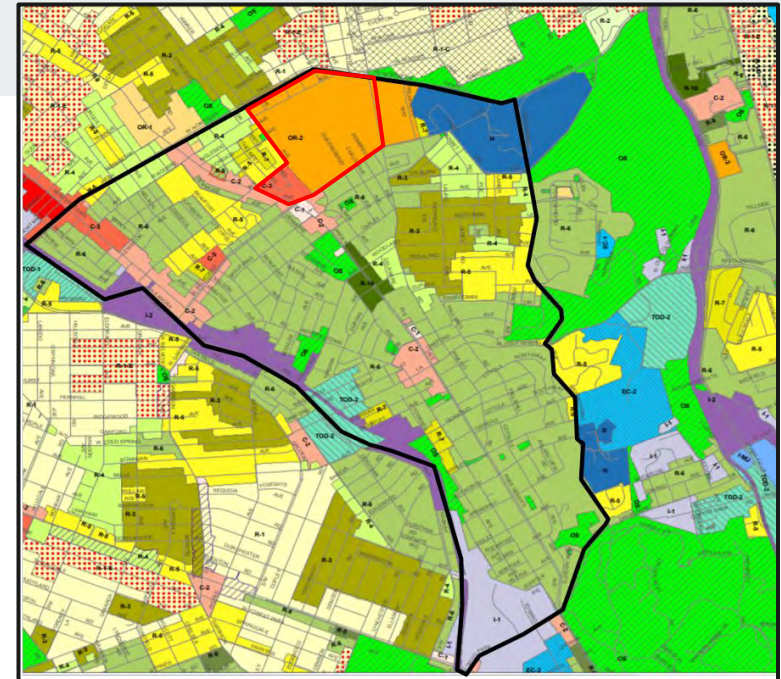
Zoning - Office Residential (OR-2) & Commercial (C-3)



Proposed Conditions

Land Use - Commercial

Zoning - Open Space (OS) & Commercial (C-2)



Site Plan Concept: Community Uses



The Heights plan includes numerous everyday uses for the Pimlico site, that can continue year-round with minor disruption for horse racing and major events.

The Cyan colored path indicates Pedestrian and Bike routes. These routes interlace throughout the south west of the site and run along West Belvedere Avenue. The route also moves around the race track, allowing for recreational exercise in an area of better air quality than Druid Hill Park.

Furthermore, the site includes a BMX and Skate Park which is open to the community, as well as multiple sports fields, a concert space, an observation tower, a Youth Village providing human services for Park Heights young people, and culinary and construction training facilities.

Observation Tower



Many cities have iconic observation towers, serving as a source of civic pride and a symbol of urban regeneration. The Eiffel Tower, the Seattle Space Needle, Canton Tower in Ghangzhou, China, the Reunion Tower in Dallas, and the Kuwait Towers in Kuwait City are all renown examples.

An observation tower at the Pimlico Site should connect to cultural themes present in the neighborhood, and be a visible marker for the area. Possible themes include:

- Park, as The Heights is an accessible, visible Park in Park Heights



Vertical forest tower, symbol of the park

Observation Tower

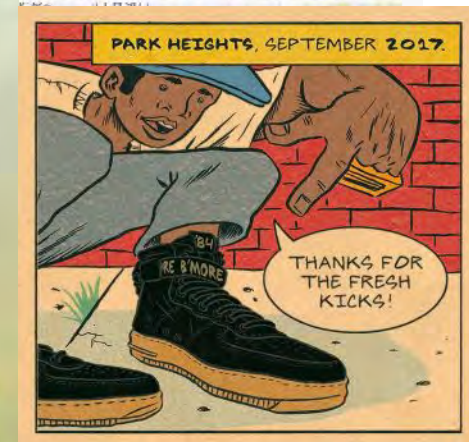
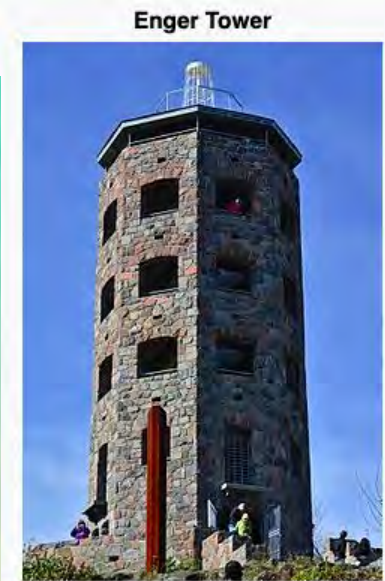


Possible themes, con't:

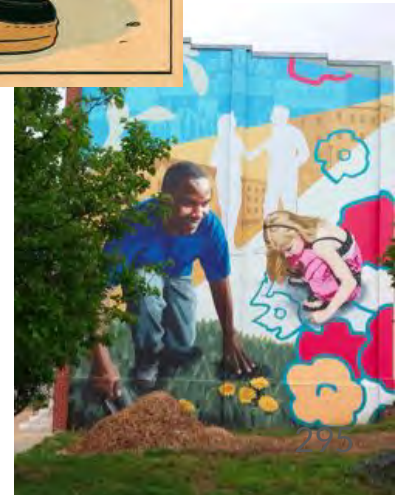
- Of the neighborhoods, as the tower will be near the neighborhoods museum
- Transformation/Diversity, as Park Heights connects different cultures, traditionally has been a place of pride for cultural expression



This observation tower in Jerusalem intertwines three arms, symbolizing the three religions that have holy sites and residents in the city. The symbolism of the arms supporting each other is a visual reminder of the diversity of the city.



“Of the neighborhood” can be symbolized with materials, like reclaimed bricks and wood from residential demolitions, or a facade covered with murals representing the area.



Clubhouse/Event Space

The Maryland Jockey Club is already a destination space for high-end recreation, events, weddings, and conferences. Updating the space and facilities brings it to the next level for serving the greater Baltimore community.



Altmanbldg.com "The Altman Building"



KDCarchitects.com "Lake Toxaway country club"



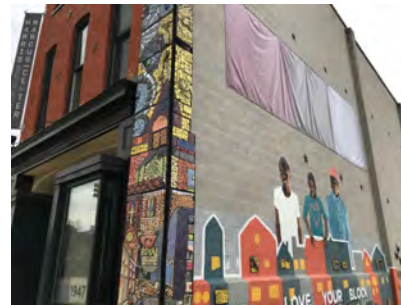
NBWW.COM "Grove XXIII Clubhous"

Cultural Center: A People's Museum of Baltimore Neighborhoods

- A place to celebrate Baltimore folk and neighborhood culture
- Collaborative exhibits, oral histories, local art
- Archive of stoop stories and out-of-the-blocks podcasts



Trendhunter.com "All american museum building"



healthaffairs.org



nextcity.org





Training Facilities

Culinary

- Staffing/concept for park restaurant
- Part of Youth Village concept
- Commercial kitchen

Construction

- Staffing/training for build/demo of temporary uses onsite
- Warehouse space for reclaimed materials



<https://www.pgcc.edu/> " Culinary Arts Center"



<http://ewddlacity.com/> " Los Angeles hospitality training academy"

Sisters Saving the City Youth Village

Services

- Mentoring/counseling
- Conflict resolution
- Health clinic
- Arts and entertainment center
- Job training in renewable energy



Sources: Harriman.com, JLG architects, Kathryn Scott/Your Hub



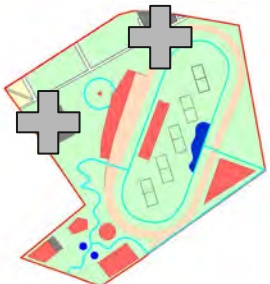
Parking Garages



The existing parking at the site includes 4,700 spaces between pavement and grass surface lots. Constructing two garages allows for more efficient use of land and allows for solar and stormwater capture.

While the garages will not replace all of the existing parking, The Heights plan encourages biking and walking from the surrounding neighborhoods. In addition, it is suggested that robust shuttle services are employed on event days for transportation from the Baltimore Metro and the Light Rail and that transit riders to the events are given steep discounts.

Additionally, rideshare vehicles should be directed to a specific location, perhaps along Belvedere Avenue, and taxis to a different location, to facilitate circulation.



Green Plan



Within the Red Dashed and Dotted Line, our idea is to reclaim a majority of the site that is currently paved to instead make it a Green Space.

We want to turn Pimlico Park into a majority Green Space that is aesthetically pleasing to the community and those who desire to interact with the site.



Ideally, the site would host native trees, shrubs, and other entourage to compliment the site. To the left are some precedent images.

Park

The Pimlico space is large enough to create a multi-use park at the natural gateway for neighborhood into the pimlico space: Park Heights and Belvedere Avenues. Park features will include a restaurant, a rain garden, walking/biking path, water jets and scrim (about two inches of running in a basin, appropriate for cooling, toddler and infant water play), chess tables, and native water-efficient plants.

The park site also functions as part of the stormwater system for capture, treatment, and reuse, allowing for harvested water to irrigate the vegetation and service the water features.



Architectmagazine.com "robinson nature center"



Planetizen " Mary Elizabeth branch park"



Archdaily.com " Utopia Arkitekter Designs Apartment Block with Rooftop Park for Stockholm"



Park



Restaurant space, benches, chess tables, space for farmers market/events, shade



Park

The park is envisioned as an all-ages recreation space, bordered by a police mini substation near the entrance to the park. The biking/walking track, restaurant, improved space for the existing farmers market, and opportunities for shade can be attractive to police for recreation and interacting with the community, enhancing the community feel of the neighborhood.



BMX track/Skate park/ Climbing hill/Trail

- Reuse asphalt from surface lots
- Connect to green space
- Incorporate local art
- Biking/walking trail winds around park and racetrack

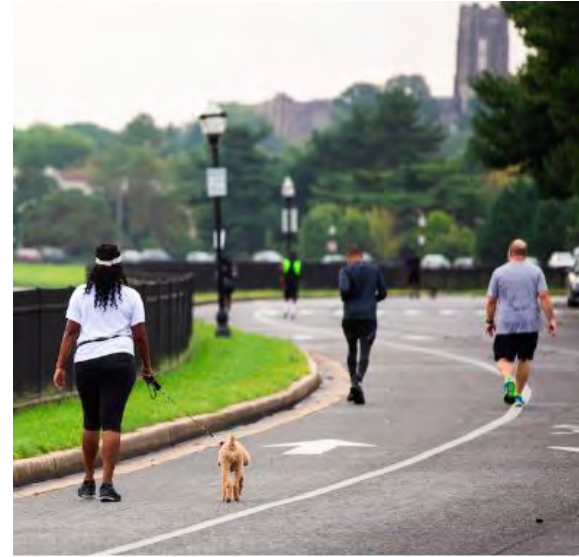


Photo by Side A Photography





Park versus New Residential

In contrast to the Populous plan, The Heights does not include new residential on the site. Rather, the aim is to support the existing community versus drawing in new high-end residential that will cut off the race track from the neighborhood.

New residential development is already coming to Park Heights through the NHP/Henson Development/Marenberg Enterprises, Inc. development in Central Park Heights. That will result in 210 multi-family units and 78 single-family homes.

In addition, the TOD site at Cold Spring Metro is potentially a better location for housing. Finally, the plan's inclusion of a construction training facility, focused on reclamation of building materials and temporary construction, can spur resources in the community toward rehab of existing structures. This support of existing residents within their homes can contribute to the effort against the rising tide of vacant housing units in the area.

Site Plan Concept: Preakness and Event Use



During the time that Preakness or other wide scale events are scheduled to happen, the track will be given solely to said event. For the event, the Clubhouse, Concert Space, and Track and the Track Interior would be given over to said event to be utilized for their purpose.

Temporary seating, luxury suites, food tents, and infield viewing areas will be constructed for the Preakness event.

Concert Space

- Existing - Non racing events
 - Pimlico race track is known as the original US site for Virgin Festival from 2006 to 2008.
 - First was held on September 23rd 2006, featuring bands The Killers, Red Hot Chili Peppers, and The Who.
 - In 2017 it was a two-day festival and featured The Police, the Beastie Boys, The Smashing Pumpkins, and Velvet Revolver.
 - Name was altered to Virgin Mobile Festival after returning to Pimlico on August 9-10th.



Concert Space

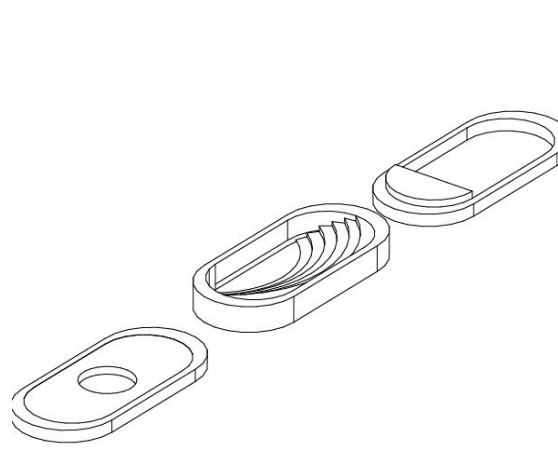
- Existing - Non racing events
 - Since 2014, Pimlico Race Course has been home to Moonrise (festival)
 - An electronic dance music festival featuring artists such as Above & Beyond, Bassnectar, and Kaskade.



Concert Space



- Given Space
 - Total meeting space = 40,000 sq. ft.
 - Seating capacity = 1,500
 - Meeting rooms = 8
 - Private Space = 38,124 sq. ft.
- Things to Consider
 - Capacity
 - Stage storage
 - Seating
 - Views
 - Transportation
 - Food



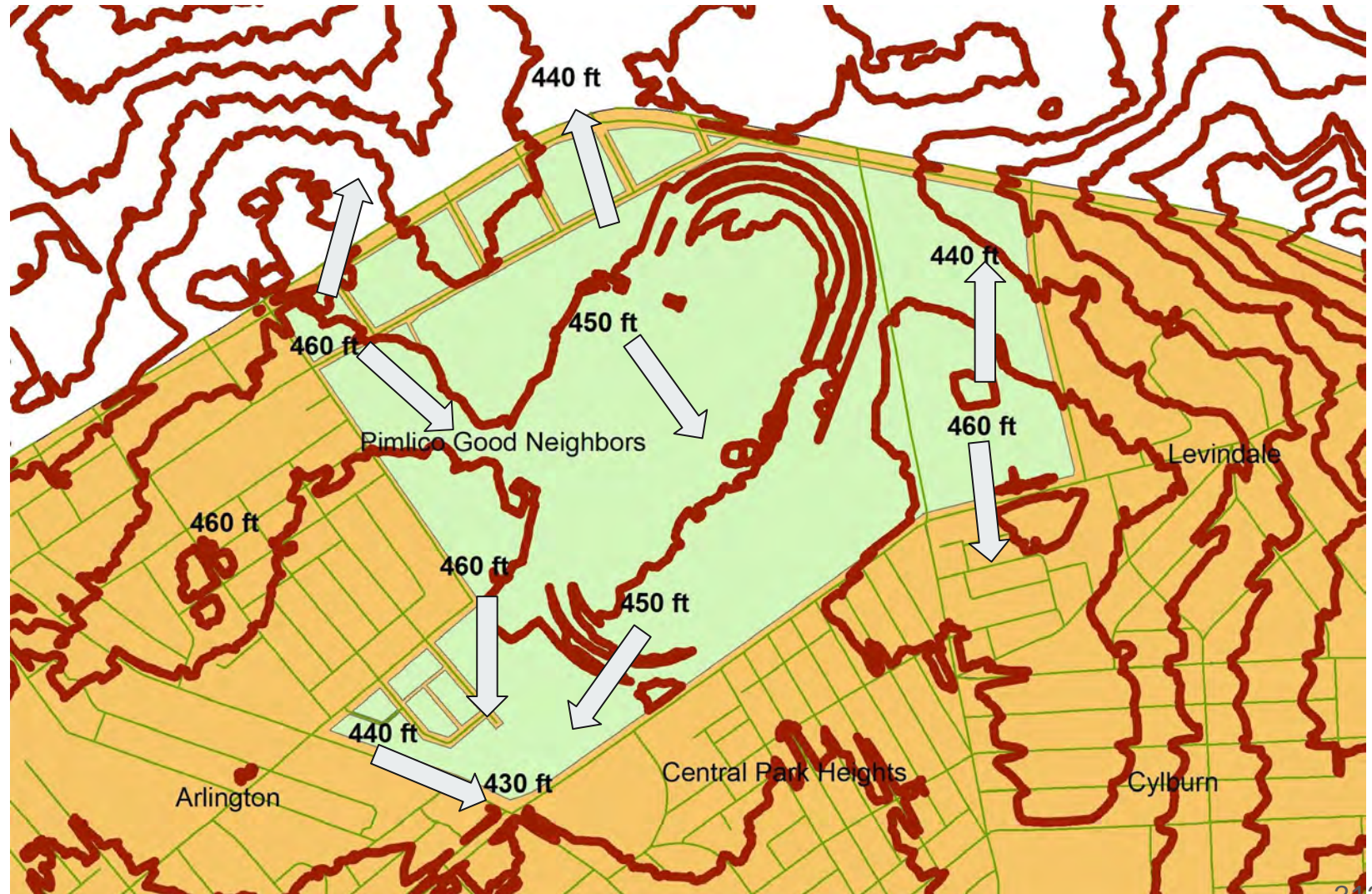
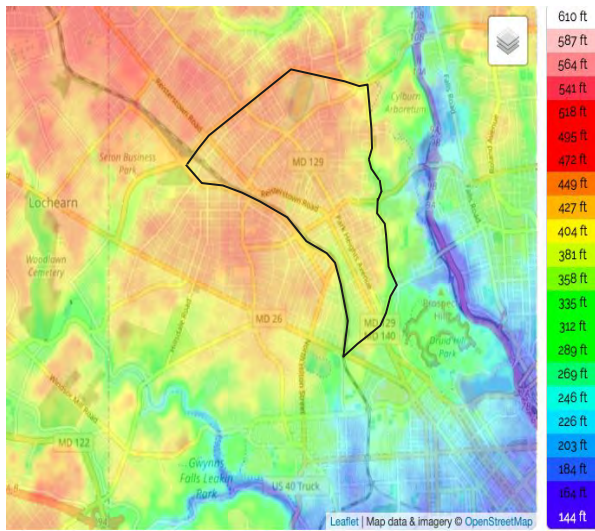
Existing Impervious Surface

- 73 acres impervious
- 42 acres green space (strip along Northern Parkway plus infield)
- 63% impervious across the whole site



Contours/Water Flow

- Highest elevation: 462 ft in NW corner; lowest elevation: 428 ft in SW.
- Water drains east and south to Gywnns Falls, west to Jones Falls.
- Given elevation and nearby stormwater sewage overflows, good site for stormwater harvesting



Pervious Surface/Blue Plan



Proposed

- Preserve/improve northern edge, infield, and park as pervious
- Estimate: 50% pervious
- Catchment/overflow spaces in infield and in the park area
- Part of full stormwater system of catchment, treatment, use for irrigation, water features, and gray water on site



Site Plan Concept: Stormwater System



The section at the North - North West of the site is designated for water harvesting from the ground and the sky. Every other building on site north and west of the track will also be used for water harvesting.

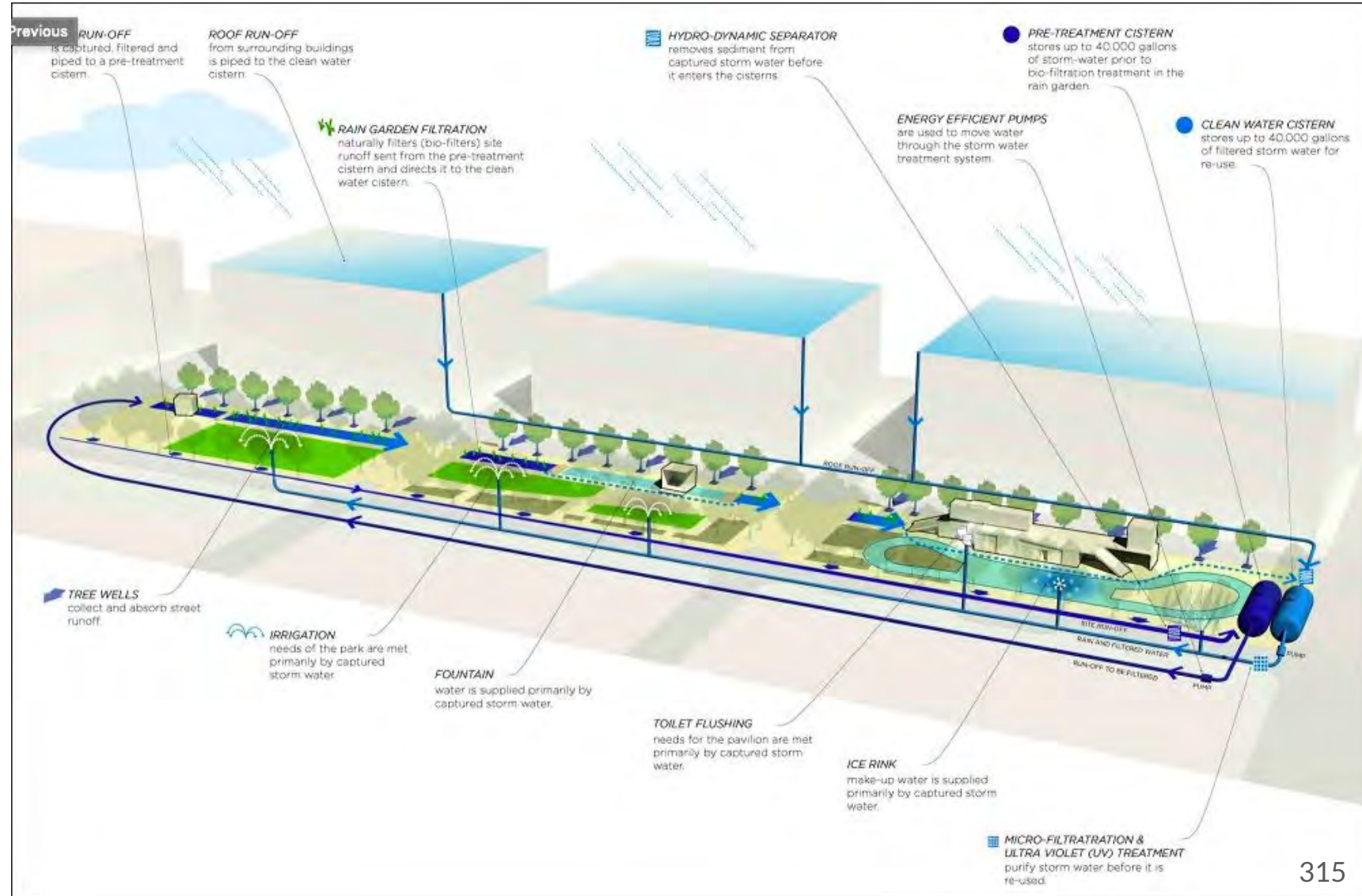
Water reclamation when done properly with the amount of space allocated for collection has the possibility of making the site net zero or better for water use. This means Pimlico Park would be self sustainable in water consumption, and may have the opportunity to sell collected water back to Baltimore or supplying free water to income-challenged residents of Park Heights.

Water use on the site will come from harvested water. This is to include; water used in buildings through toilets and sinks, ponds, fountains, water scrim, and irrigation of the vegetation.

Site Plan Concept: Stormwater System

Referenced is a sample system from Canal Park, Washington DC. This system includes two cisterns to capture from roof runoff and bioswales. The stormwater is treated in a rain garden and UV filter system. The treated water is used for irrigation, fountain, and scrim systems, plus gray water uses onsite. This system has the capacity to harvest over 90% of the water needs of the site, thus reducing burden on city infrastructure and wasting potable water for non-drinking uses.

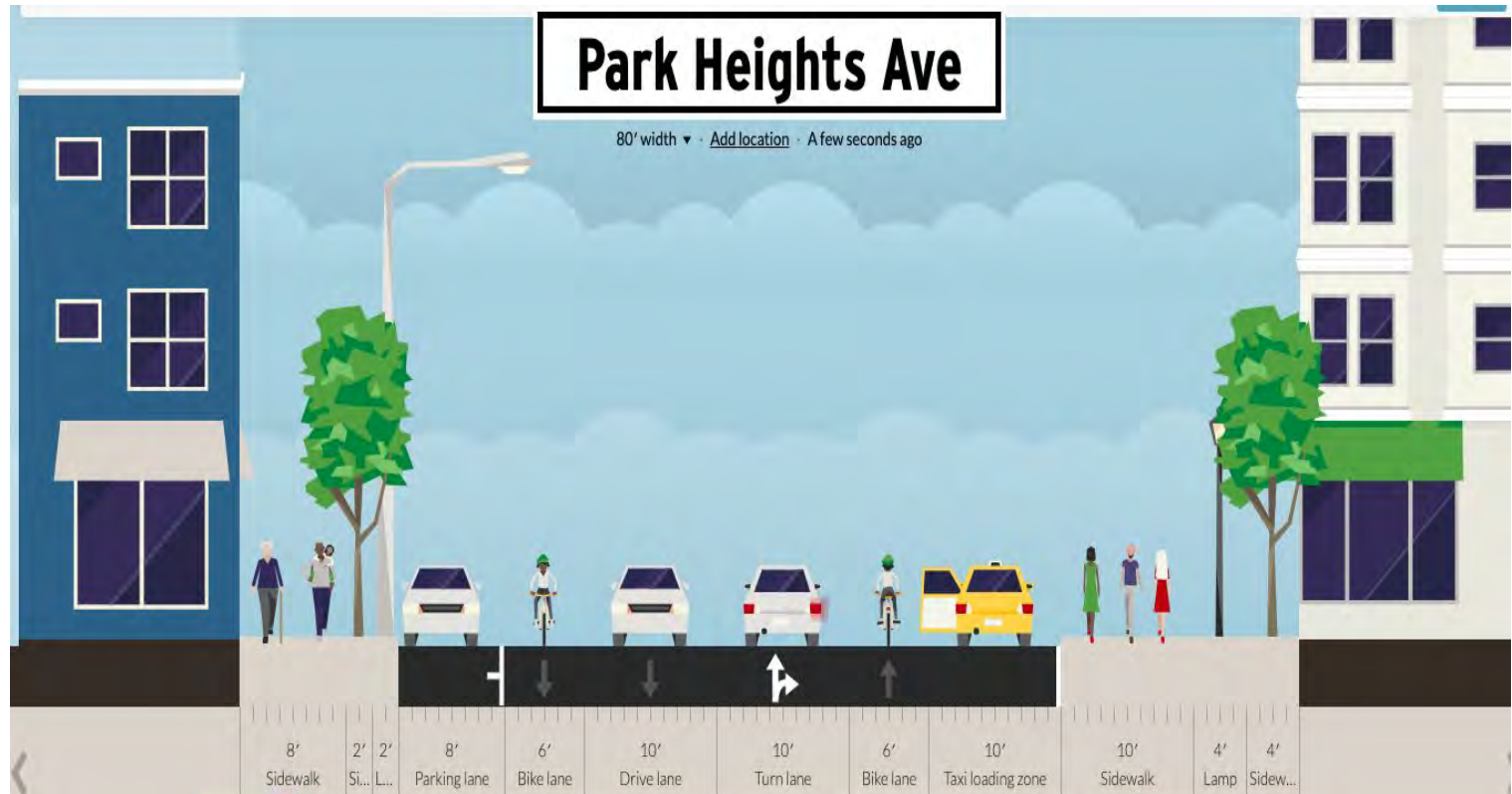
Source: Olin



Proposed Street Typologies

Street section, park heights and belvedere, source: Streetmix

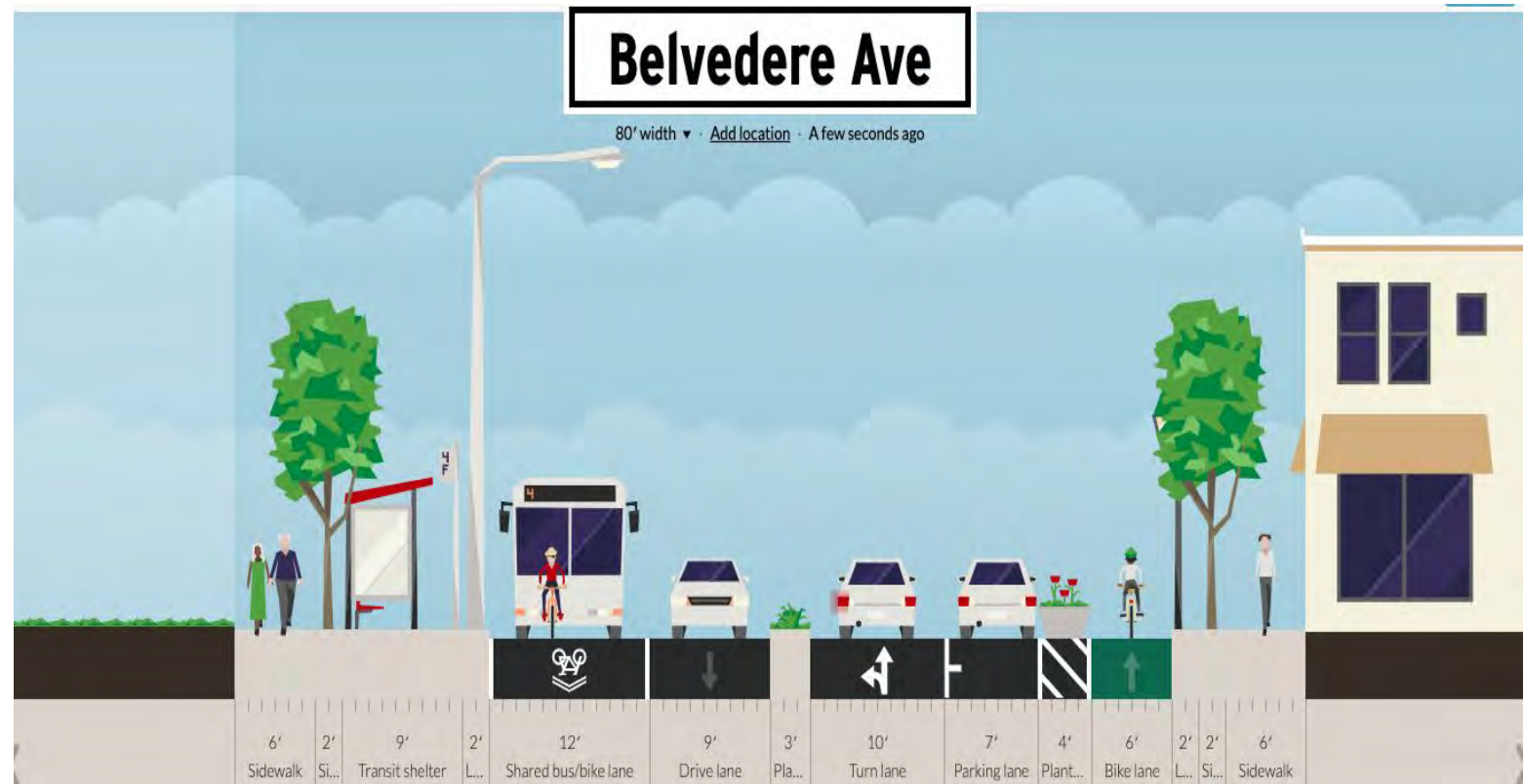
- **Multiple Lanes**
 - This allows less congestion with traffic and also allows more vehicles such as taxis, ubers, etc. to drop off riders in front of their desired destination.
 - Also promotes street parking
- **ADA Sidewalks**
 - Providing the space needed for pedestrians as well as having ADA space as well as accessibility.



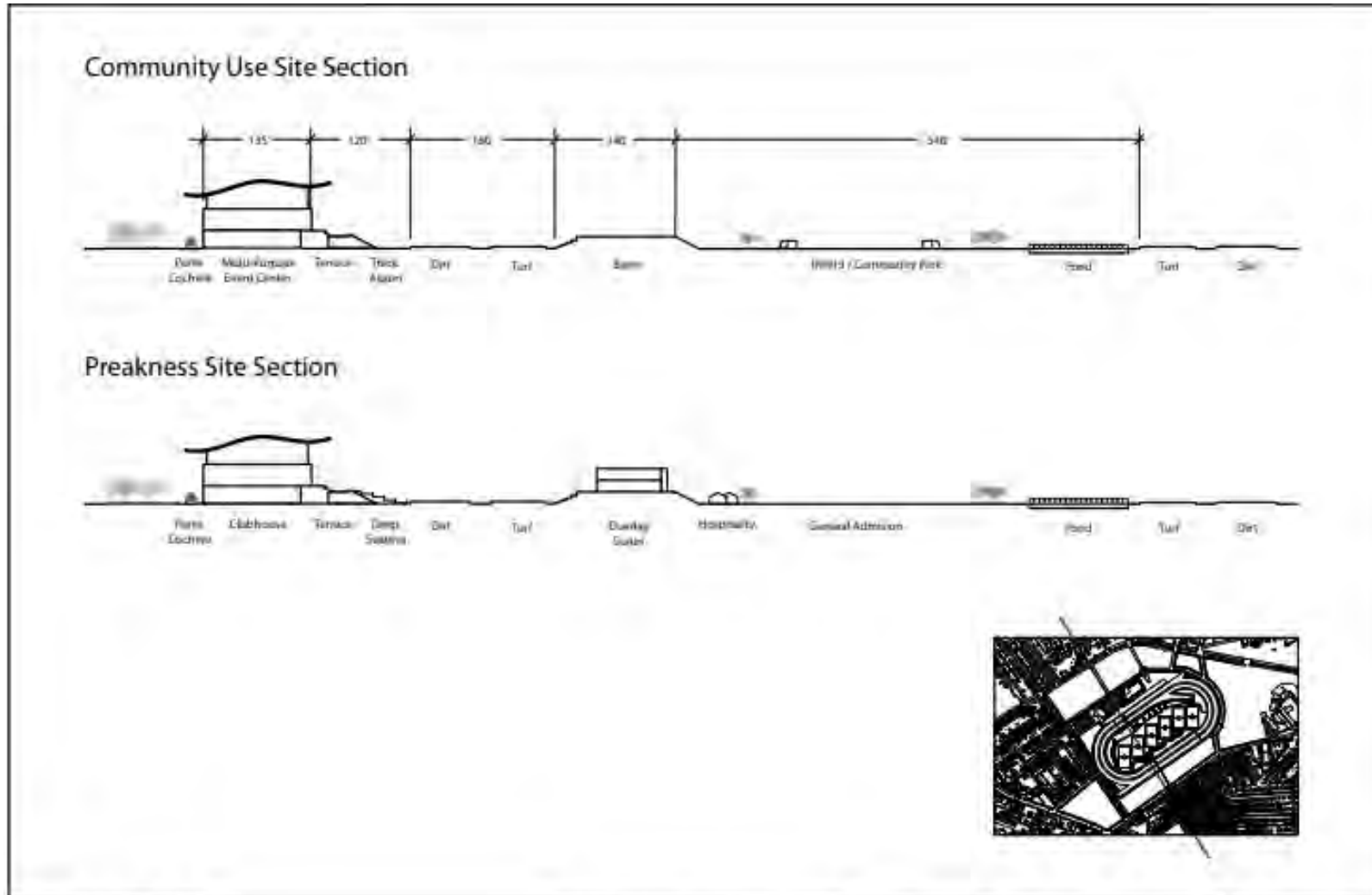
Proposed Street Typologies

Street section, park heights and belvedere, source: Streetmix

- More Green Space
 - With this set up more green space has come into play. Not only for the space with no given site but as medians to separate the bike lane from the remaining traffic as well as the different direction traffic.
- Wider Sidewalks
 - Providing the space needed for pedestrians as well as having ADA space as well as accessibility.
 - Bus stop included for the bus lane that is not interfering with walking pedestrians.



Section Diagrams



Existing Connectivity



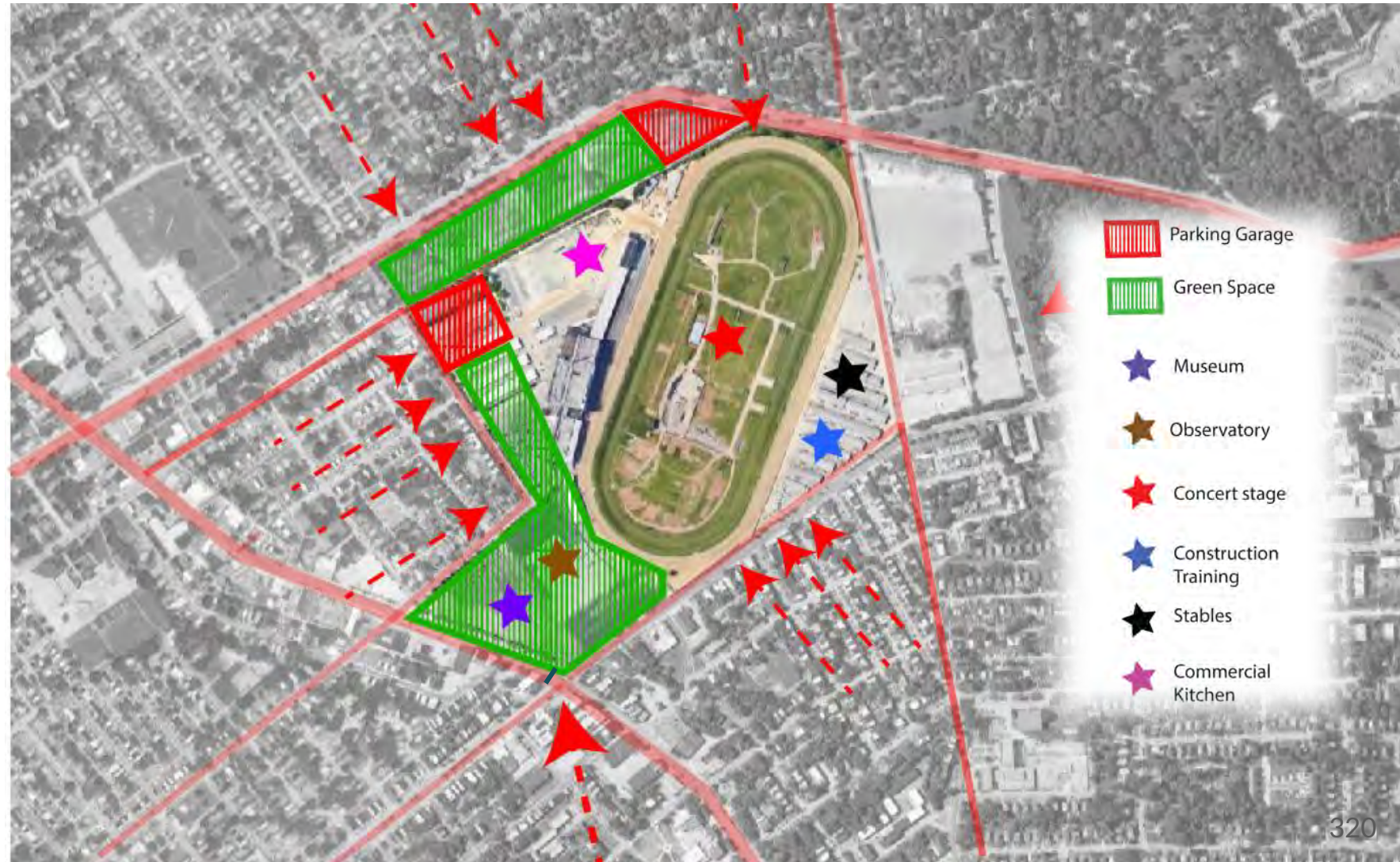
Vehicular Entry



Major Roads and Highways

Urban Connectivity/Grey Plan

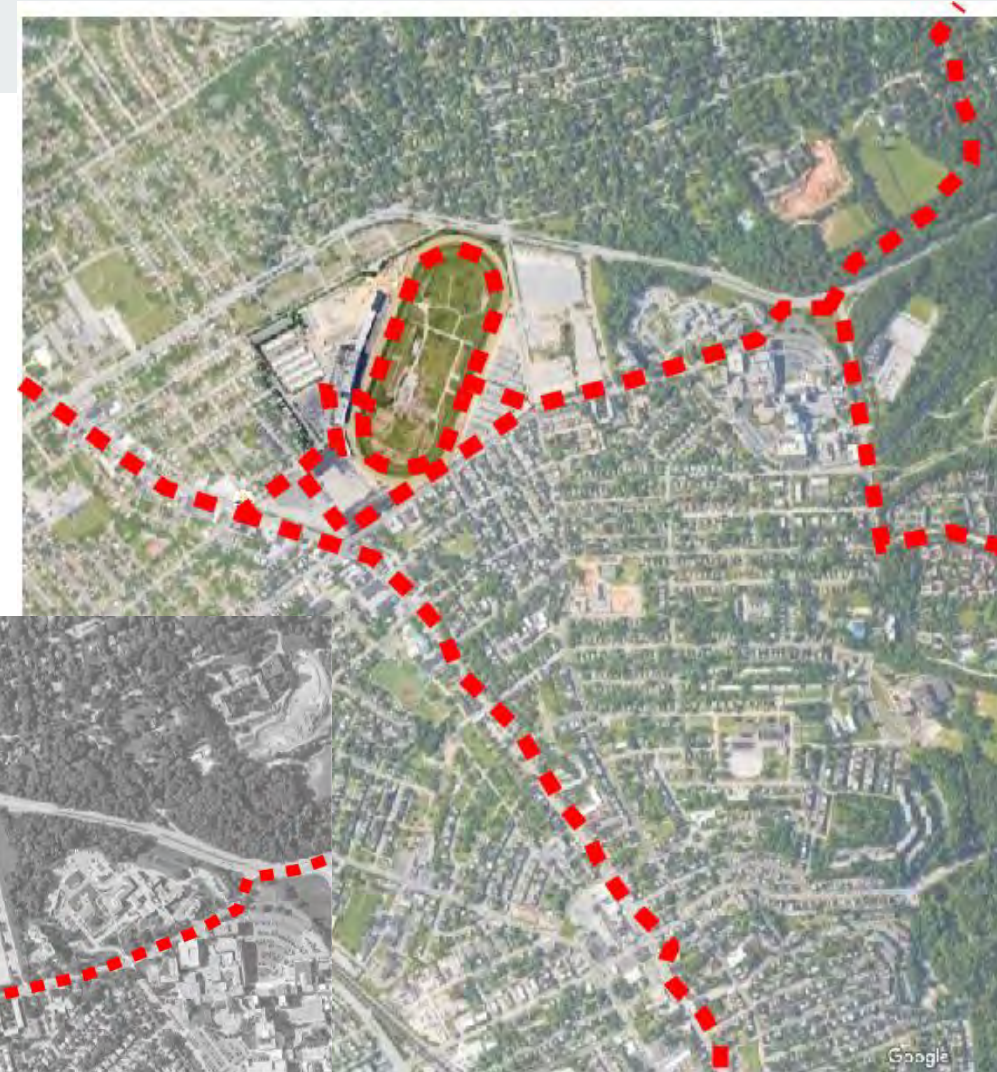
- Visual connection to track preserved, enhanced by biking/walking track
- Pedestrian access to Park space from many directions
- Main entry to recreation site is the natural gateway of Park Heights and Belvedere, in direct conversation with the neighborhood
- Connects with boulevard gateway signage
- Cars enter from Northern Parkway



Bike Connectivity

The Heights at Pimlico allows for increasing connectivity for bike travel in particular, as the bike and walking trail through the park and around the track connects on the west side with the Complete Streets project along Park Heights Avenue, and connects on the east side with the existing Jones Falls Bike Trail.

This connection addresses a resident concern that trails bypass Park Heights to serve more affluent communities. With the new trail connection, bikers can ride from the race track to downtown within 30 minutes.



Timeline/Implementation Phases



| | |
|-----------------------|--|
| <p>Year 1</p> | <p>Establish community land trust Clubhouse update and concert space within track Parking structures Park site, biking/walking path, police mini substation</p> |
| <p>Year 3</p> | <p>Observation tower, bmx track, climbing hill Stormwater system Construction and culinary training facilities Youth Village</p> |
| <p>Year 5</p> | <p>Museum Demonstration site for stormwater capture and energy efficiency</p> |
| <p>Year 10</p> | <p>Better incorporation with Glen, Mount Washington, and Sinai Expansion of Youth Village Establishment of significant annual events</p> |

Cost Estimate & Financing

| Construction Sources & Uses | |
|--|---|
| Casino Funds | “The proposed Pimlico and Laurel projects will be paid for entirely with funds already dedicated to the racing industry.” Baltimore Sun |
| Advantage Maryland (MEDAAF) | Infrastructure |
| Local Government Infrastructure Financing | Park/Open Space |
| Environmental Protection Agency | Stormwater System and Solar Energy |
| Seed Community Development Anchor Institution Fund | Museum Development |

Estimated \$300 - \$350 Mil Total Cost

Revenues



| Revenue Sources |
|---|
| Potential Bond Revenue & Casino Subsidies |
| Concerts & Major Events |
| Water Harvesting & Distribution |
| Commercial Lease Revenue (Commercial Kitchen, Training Facilities, & Event Space) |
| Parking Garage Income |

Capital Improvement Project Analysis

The following table indicates, from an equity standpoint, neighborhoods surrounding the Pimlico site could make a case for increased capital improvement monies to support The Heights development.

Three-year average CIP allocations by community:

| Neighborhood | FY14-16 total per capita | FY15-17 total per capita | FY16-18 total per capita | FY17-19 total per capita | FY18-20 total per capita |
|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Baltimore City | \$497.99 | \$402.44 | \$637.46 | \$576.42 | \$637.57 |
| Pimlico/Arlington/Hilltop | \$185.55 | \$195.94 | \$273.37 | \$193.54 | \$276.75 |
| Southern Park Heights | \$481.78 | \$545.39 | \$581.77 | \$519.14 | \$506.43 |

Source: Baltimore Neighborhood Indicators Alliance, Equity Analysis of Baltimore City's Capital Improvement Plan, FY2014-FY 2020

Partnerships

- Park Heights Renaissance
- Sinai Hospital/Lifebridge Health
- Stronach Group
- Towanda-Grantley Neighborhood Association



Green Infrastructure/Stormwater Management System:

- Living Classrooms
- Parks & People Foundation
- The Arlington Green Team from Arlington Elementary



Partnerships, cont'd.

Observation tower:

- Details and Deconstruction
- Brick + Board

Workforce Development & Human Services

- Humanim
- Brick + Board
- City Seeds
- Project Jumpstart
- Sisters Saving the City

Museum:

- Baltimore Heritage
- Maryland Historical Society
- WYPR
- 92Q
- Wide Angle Media



Acknowledgements

We would like to thank our Park Heights community partners, all community members who participated in the community engagement activities, as well as super jury participants who provided thoughtful feedback to improve the plan.



PIMLICO
DEVELOPMENT

PARK HEIGHTS
AVENUE

TRANSIT ORIENTED
DEVELOPMENT
(TOD)