



# INSPIRE

Investing in Neighborhoods and Schools to Promote  
Improvement, Revitalization, and Excellence

## *Govans Elementary School INSPIRE Plan*



Scheduled Baltimore City Planning  
Commission review, 2023 December 21

Last updated 2023 December 19

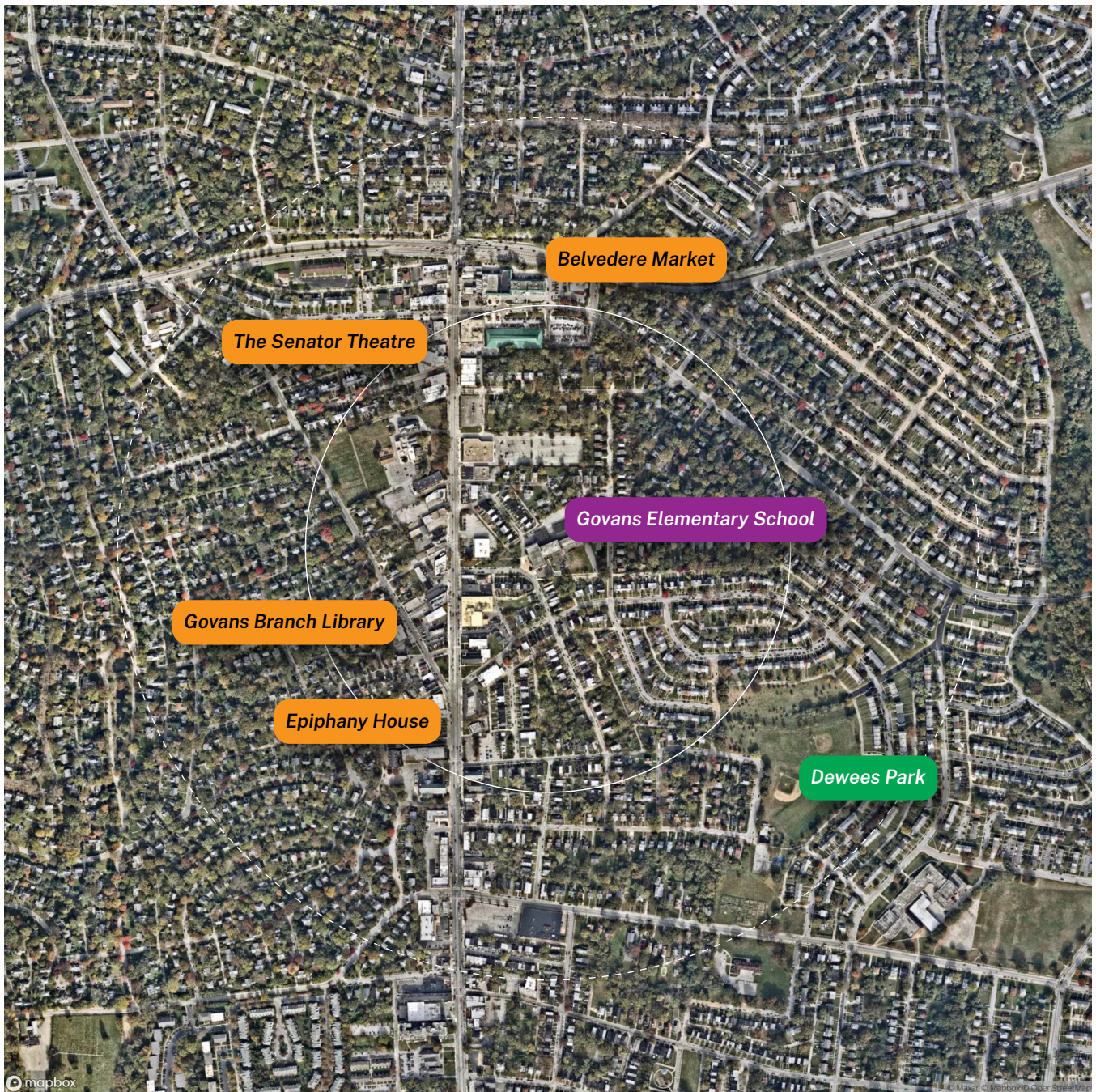
# ***Executive Summary***

The Govans Elementary School INSPIRE Plan is a resource for city agencies and community partners to work together with residents, institutions, and organizations to improve the quality of life, health, and economic vitality of the Govans area.

Every INSPIRE plan developed by the City of Baltimore’s Department of Planning shares the same key goals: to invest in regional housing and market-strengthening opportunities; to improve public safety; to create networks of connection and access; to create opportunities for health and wellness; to improve sanitation and create environmentally sustainable neighborhoods. The INSPIRE program is based on the idea that strong schools make strong neighborhoods, and in turn, strong neighborhoods make strong schools.

For the Govans Elementary School INSPIRE area, city staff identified primary walking routes around the school building and implemented sidewalk repairs, new crosswalks, and other route improvements before the new school building opened in 2021. The COVID-19 pandemic delayed the process of completing this recommendation report. In 2022 renewed program staffing enabled the Department to re-engage community partners and develop the recommendations in this plan.

The Govans Elementary School INSPIRE Plan describes fourteen strategies based on resident input to inform the city’s approach to achieving program goals. Within each strategy, the plan recommends actions for agency staff and community partners to implement moving forward following adoption by the Planning Commission. This plan is scheduled for consideration by the Baltimore City Planning Commission in December 2023.



**FIGURE 1.** Govans ES INSPIRE Area and area landmarks. Base map courtesy Mapbox.

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# Introduction

## Letter from the Director

Greetings,

It is with great pleasure that I share the Govans Elementary School INSPIRE Plan. I want to express sincere thanks to the many residents and community stakeholders who played a role in shaping this plan for their commitment to working in partnership with Baltimore City to make their neighborhood a great place to live. INSPIRE plans are created through a collaboration with many stakeholder partners including neighborhood residents, organizations, anchor institutions, and City agencies. Together, we are maximizing impact around modernized school buildings and making a positive difference in neighborhoods surrounding each new 21st Century school.

Every division of the Department of Planning has been involved either in developing the INSPIRE plan or in supporting the 21st Century School process. From offering urban design, architecture, and landscape design expertise, to identifying opportunities to increase access to neighborhood institutions, our team has been committed to working with others to develop the highest quality INSPIRE recommendations to strengthen the connection between each school and its surrounding neighborhood.

Our commitment doesn't end with the adoption of this document. INSPIRE plans provide a roadmap for achieving longer-term goals around housing, environmental sustainability, safety, sanitation, transportation, and health. We will continue to work with our partners—public agencies, institutions, businesses, non-profits, philanthropy, neighborhood organizations and residents—to achieve holistic progress towards community aspirations. New and improved school facilities improve quality of life for existing students and families and serve as catalysts for attracting new residents to Baltimore neighborhoods. INSPIRE plans like this aim to capture that potential and create a guide toward future improvements. We welcome new ideas and partnerships to help us achieve this goal and are grateful to the many collaborators who helped inform this plan.

Sincerely,

Chris Ryer  
Director, Department of Planning  
City of Baltimore



## About the 21st Century Schools Program

The 21st Century School Buildings Program began in Fall 2010, when community organizations, education advocacy groups, the Baltimore City Public School System, and other stakeholders built a coalition of support for legislation and funding to modernize Baltimore’s public schools. The promise of replaced and renovated schools is meant to help transform student opportunities and achievement and help revitalize neighborhoods.

The Baltimore City Public School System Construction and Revitalization Act of 2013 resulted in a partnership between the City of Baltimore, the State of Maryland, and Baltimore City Public Schools, financing a program that is leveraging \$60 million per year to provide approximately \$1 billion in bond proceeds for school construction issued by the Maryland Stadium Authority. Additionally, the City of Baltimore, Baltimore City Public Schools, the Interagency Committee on Public School Construction, and the Maryland Stadium Authority are partnering through a Memorandum of Understanding to manage and oversee this plan. School construction is typically funded by municipalities and states on a project-by-project basis. Alternative financing for school construction for the Program allowed Baltimore City Public Schools to speed up significantly renovating or replacing more than two dozen school buildings over a seven-year period.

The 21st Century School Buildings Program is supporting excellence in teaching and learning with flexible and adaptable spaces, learning areas designed for interaction and collaboration, and technology-equipped classrooms, which enables students to meet today’s—and tomorrow’s—high standards and will provide communities with a shared public resource to enrich their neighborhoods. Baltimore City will benefit for years to come from this historic effort to provide the healthy, safe, efficient, and modern school buildings all children deserve.

Learn more about 21st Century Schools Building Program at [baltimore21stcenturyschools.org](http://baltimore21stcenturyschools.org).

## About the INSPIRE program

Each modernized 21st Century School represents tens of millions of dollars of public investment into the neighborhood it serves. To leverage this investment, and to enhance the connection between the schools and the surrounding neighborhoods, the Department of Planning launched a new program called INSPIRE, which stands for Investing in Neighborhoods and Schools to Promote Improvement, Revitalization, and Excellence.

Learn more about INSPIRE Program at [planning.baltimorecity.gov/planning-inspire](http://planning.baltimorecity.gov/planning-inspire).





## Acknowledgements

The planning process for the Govans Elementary School INSPIRE area started in 2018, but this document builds on a decade of organizing and planning by Govans area residents. The York Road Partnership was a key member of the Baltimore Education Coalition that advocated for the creation of 21st Century Schools program. Thank you to area residents and stakeholders who participated in meetings, workshops, and community walks to share their ideas and experiences and offer support for the community around Govans Elementary School.

Special thanks to Dan Pontious and Donna Blackwell of the York Road Partnership, Nichole Battle of the Govans Ecumenical Development Corporation (GEDCO), the Poonam Prasad of Govans Branch of the Enoch Pratt Library, Jamia Ellis and Coach Dennard Green at the Dewees Recreation Center, Gia Grier-McGinnis of Loyola University Maryland's York Road Initiative, and members of local neighborhood associations such as Mid-Govans Community Association, Woodbourne-McCabe Neighborhood Association, and Belvedere Improvement Association who participated in the planning process. A special thank you to Govans Elementary School's Community School Coordinator, Sandi McFadden, for her support throughout the entirety of the planning process and serving as a trusted community liaison in both the school and community. Further appreciation goes to school administrators Principal Bernarda Kwaw and Assistant Principal Victoria Jennings at Govans Elementary for their dedication to building bridges between the school and surrounding community. Many thanks to the parents, teachers, and school staff who participated in the planning process.

Gratitude should also be extended to our partner City agencies, whose staff helped to develop this plan including the Baltimore City Department of Recreation and Parks, the Baltimore City Department of Transportation, the Baltimore City Public School System, Baltimore City Department of Housing and Community Development, and Baltimore Development Corporation. We would also like to express special appreciation to the Fourth District Council Office of Councilman Mark Conway and his staff, David Pontious, Meredith Riley, and Keith Holt for being thought partners in this process.

Jaffa Batya Weiss, INSPIRE planner, and Marie McSweeney Anderson, Northern District Planner continued the planning process between 2022 and 2023 to revise and update the plan with assistance from Eli Pousson, INSPIRE Planner. The team built upon previously completed work conducted by former INSPIRE planners thanks to Mary Colleen Buettner, Jennifer Leonard, and former Northern District planner Reni Lawal.



**Photo 1.** *Native flowers growing outside the newly constructed Govans Elementary School building.*

# About the *INSPIRE* Planning Process

## Outreach and engagement

Initial outreach to the community began in late 2018. Following a pause due to the COVID-19 pandemic, Department of Planning staff reengaged residents and the school community in 2022 to follow up on and solidify draft recommendations.

During the first year of the COVID-19 pandemic in 2020, outreach for the INSPIRE slowed for many areas as program staff worked to support the city's emergency relief programs and worked to reengage community partners online. For the community at Govans Elementary School, focus shifted to virtual schooling and other pandemic-related challenges. By mid-2022, as schools opened and students returned, the Department of Planning created opportunities to restart community engagement while maintaining COVID safety precautions as necessary.

Since reengagement in 2022, the Department of Planning staff worked with community members, school administration, Govans area partners, and other agencies to guide the development of the final INSPIRE plan. Input from residents and members of the school community were essential to updating recommendations in a post-pandemic context, identifying additional key areas of concern, and opportunities for continued improvement. The York Road Partnership (YRP) was a critical partner in their holistic role as an advocate for the INSPIRE planning process and as an organization helping Implement many of the actions identified in the planning process. Reengagement would have been much more difficult without the continued role of Sandi McFadden as Govans Elementary School's Community School Coordinator who helped provide context and continuity to the planning process.



**Photo 2.** October 2022 community walk hosted by DOP staff with Govans students, parents, neighborhood leaders, recreation center staff, and representatives from York Road Partnership and Loyola University.



**Photo 3.** Community providing feedback on early draft of the recommendation report, 2023 July 17.

**TABLE 1. Outreach and engagement activities, 2018 to 2023. The COVID-19 pandemic interrupted the engagement process and led Department staff to pause outreach activities between spring 2020 and early fall 2022.**

DATE	ACTIVITY	DESCRIPTION
NOVEMBER 2018	INSPIRE Launch meeting with Govans PTO	Initial outreach by INSPIRE program staff.
MARCH 2019	Govans INSPIRE Presentation at York Road Partnership	
SEPTEMBER 2022	Re-engagement Kickoff Presentation to Govans PTO and at 2022 Back-to-School night	Renewed outreach sought to update initial observations following the COVID-19 Pandemic.
OCTOBER 2022	Govans Community Walk	Residents shared community concerns with DOP staff.
NOVEMBER 2022	Community Visioning Sessions	Two community visioning sessions were held with a mix of residents, school staff, and area stakeholders to development the draft recommendation report.
DECEMBER 2022 - MARCH 2023	Research, feedback, drafting strategies	DOP staff developed the first draft of goals and strategies for community review and feedback.
APRIL 2023	Community feedback session	Based on the proposed strategies, residents and school community members made proposals for the first draft of the recommendation report.
JUNE –JULY 2023	Draft Recommendation Report published and distributed for review and comments	The first draft of the completed recommendations report was presented for community feedback and reviewed in a session at the Enoch Pratt Library Govans Branch.

## Community project

The Department of Planning has invested in the INSPIRE plan through funding public installations in partnership with the Baltimore Office of Promotion and the Arts and Loyola University to support the Art@Work Program. This program helped to fund public mural art at the Dewees Park Recreation Center and the Family Dollar building (5313 York Road) facing north on Woodbourne Avenue. Twenty local youth were employed through this program to work with two professional artists, Iandry Randriamandroso and S. Rasheem. Additional funds may be available. Department of Planning is looking into the option for further improvements to the area around Lortz Lane to complement the investment by Loyola University using Federal earmark funds.

# About the *INSPIRE* Area

## Overview

Govans Elementary School is located along the east side of York Road tucked back off Campbell Lane, a one-way street leading into the neighborhood. While the school is technically located within the Belvedere neighborhood statistical area, the school is most closely aligned with the Mid-Govans neighborhood, a primarily residential community where most of the school families reside. As such, many of the recommendations found in this plan are targeted to the Mid-Govans community.

The quarter-mile INSPIRE planning area also includes Belvedere, Mid-Govans, and parts of Homeland, Rosebank, and Woodbourne-McCabe. The half-mile planning area intersects with several additional neighborhood statistical areas including Lake Evesham, Evesham Park, Lake Walker, Chinquapin Park, and Cameron Village. This larger area also includes the York Road commercial corridor from Homeland Avenue to Lake Avenue.

Notable commercial properties include Belvedere Square Shopping Center, Staples, Family Dollar, The Senator Theatre, the Homeland Shopping Center. Notable church and school properties include Govans Presbyterian Church, Huber Memorial Church, St. Mary's of the Assumption Catholic Church, Tunbridge Public Charter School, and Faith Triumph Ministries. Other public and non-profit amenities for this area include the Northern Community Action Center, Govans Manor Apartments, Epiphany House Senior Apartments, GEDCO CARES Food Pantry and Career Connection.



**Photo 4.** Distinctive wood shingle frame house at 5601 Govane Avenue in Mid-Govans built in 1870, 2018 March 12.



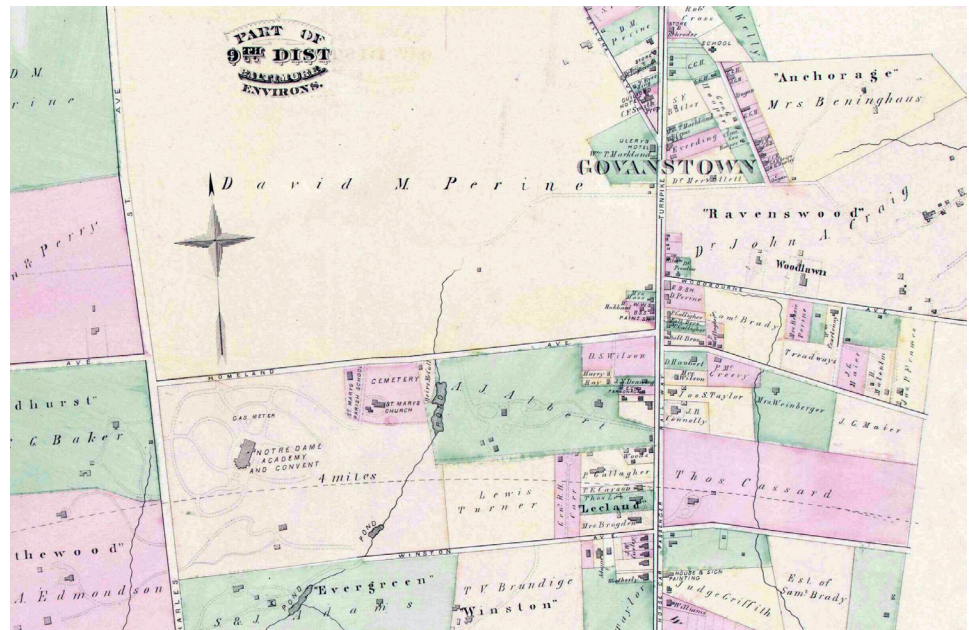
**Photo 6.** Baltimore “Love” mural north side of Belvedere Veterinary Clinic near Belvedere Square.



**Photo 5.** The Senator Theatre, 2023 October 13.

## Area History

Originally known as Govanstown, the Govans area began as a crossroads village near the present-day intersection of York Road and Bellona Avenue. York Road is one of the region’s oldest roads, appearing on maps from the mid-to-late 1700s. Established in 1783, Govans is named after one of the earliest residents, William Govans, who moved to the area in 1750. In *Govans: Village and Suburb*, local historian John Brain explains how the “rutted dirt road” from York, Pennsylvania to Baltimore City improved between the 18th and 19th century. Govanstown grew to include hotels, stables, blacksmiths, and houses on both sides of the busy toll road.



**FIGURE 2.** Excerpt of Plate T from *City Atlas of Baltimore Maryland and Environs (1876)* showing Govanstown. Courtesy Maryland State Archives.

Several of these mid-19th century buildings have survived through the present. The Govanstown Hotel or Ulerly’s Hotel is now Epiphany House, a senior services housing community. A historic grocery store stands the corner of York Road and Campbell Lane and a few early frame houses are found at the intersection of Bellona Avenue and Lortz Lane.

York Road was also served by an omnibus as early as 1844 and by an early horse-drawn streetcar in 1863. Electric streetcars started in the 1890s and soon connected Catonsville, Baltimore City, and Towson. Fees from tolls (collected in part at a toll booth at Rossiter Avenue) paid to maintain and improve the street but, as the city grew,

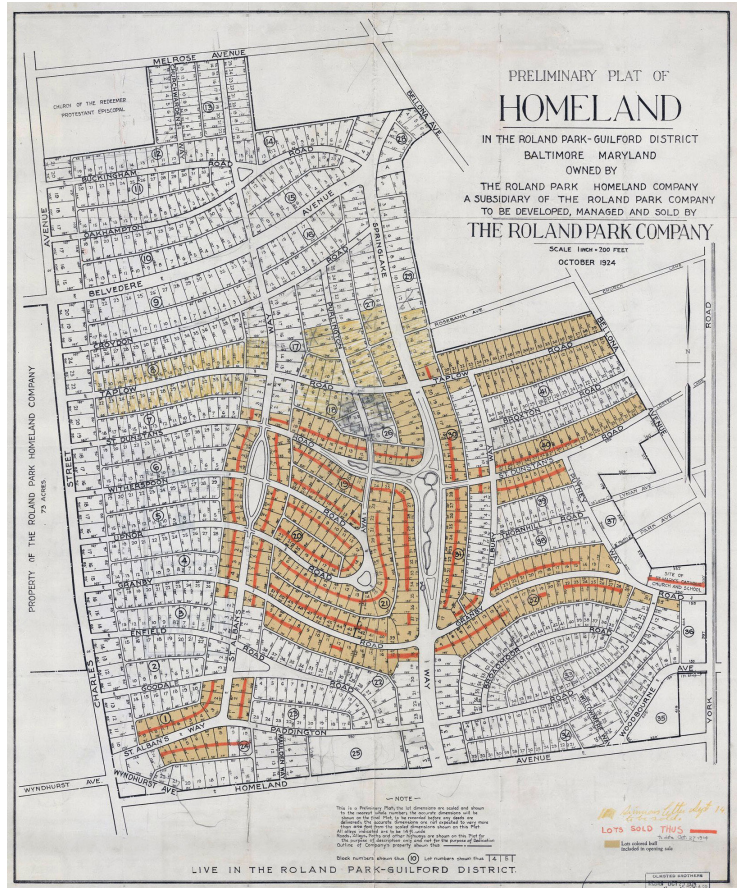
the need for a free public street became clear. In the early 20th century, the toll road was sold to the State Road Commission.

Streetcar service and, later, growing access to the automobile supported a new period of development in the early 20th century when builders turned the area's old country estates into new neighborhoods. In 1918, Baltimore City annexed a large area of Baltimore County north of the city, including Govans and the former Perine estate soon to be developed as Homeland.

Homeland, along with Roland Park, Guilford, Homeland, and Original Northwood, was developed by the Roland Park Company (RPC). In Homeland, work in 1924 began to lay the roadways and public spaces with the guidance of the Olmsted brothers.

The company established (and helped popularize) racial covenants that restricted sales and occupancy to White households only. From 1924 to 1948, home buyers in RPC developments had to abide by deed restrictions outlining: "At no time shall the land included in said tract or any part thereof, or any building erected thereon, be occupied by any negro or person of negro extraction. This prohibition, however, is not intended to include occupancy by a negro domestic servant." These racial deed restrictions were broadly adopted by private developers across the country following a 1926 Supreme Court case upholding the use of racial deed restrictions. In 1948, the Supreme Court case of *Shelley v. Kraemer* reversed the 1926 decision making these deed restrictions illegal, but tools such as discriminatory mortgage lending, insurance, and racial bias in home appraisals continue to affect racial disparities in wealth generation to today.

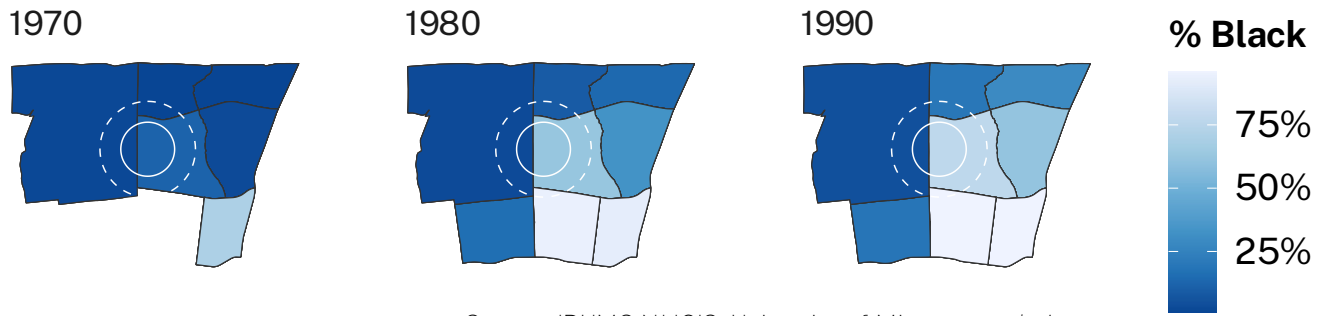
The development of the suburbs also changed the character of Govans from a more rural outpost to an important retail and community center in the 20th century. While York Road had always played an important role in local commerce, the suburban growth



**FIGURE 3.** Preliminary Plat of Homeland for the Roland Park Company, 1924 Oct. Courtesy NPS Frederick Law Olmsted National Historic Site.



**Photo 7.** View north on York Road towards St. Mary's Church showing the Homeland Shopping Center near Woodbourne Avenue, 1963. Courtesy David Pirmann.



Source: IPUMS NHGIS, University of Minnesota, [nhgis.org](http://nhgis.org)

included the developed of new theaters, taverns, and more. The Hochschild Kohn Department Store and Hess Shoes buildings built on Belvedere Avenue in the 1940s helped anchor the growing business district. Smaller shopping centers were constructed to the south on both sides of York Road at the same time.

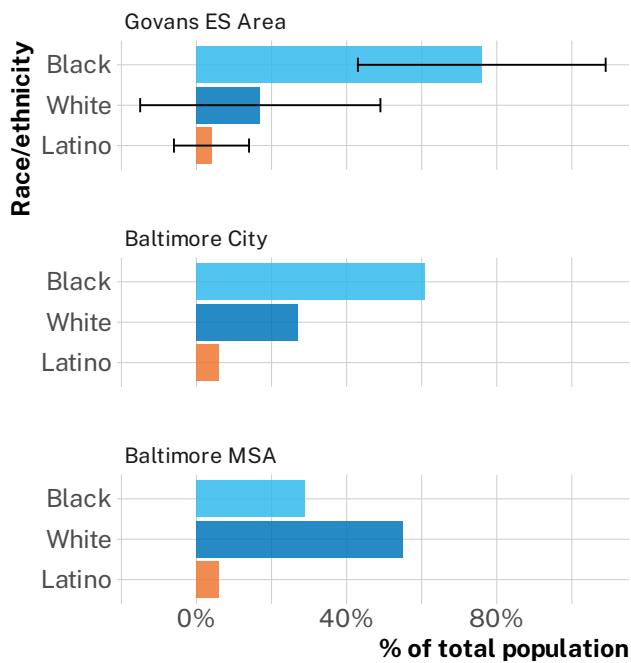
**FIGURE 4.** Changes in Black population as share of total population in U.S. Census tracts overlapping the Govans ES INSPIRE area, 1970-1990. Source: IPUMS NHGIS, University of Minnesota, [nhgis.org](http://nhgis.org).

During the period of 1960 to 1970, the Govans area, especially the neighborhoods to the east side of York Road experienced a dramatic transition of white to predominately Black residents. Blockbusting, a predatory real estate practice of encouraging white residents to sell property for lower than the assessed value and re-selling to residents of color at higher than assessed value, was a practice utilized in Baltimore City. In what is now known as the Woodbourne-McCabe community, two people were indicted for blockbusting practices in 1969<sup>1</sup>. Govans area leadership around this time sought to prevent blockbusting practices by working with real estate leaders<sup>2</sup>. NECO (Northeast Community Organization) was one of the leading organizations working to combat blockbusting practices in the communities to the east of York Road<sup>3</sup>. The outskirts of Baltimore City, which included Govans, transitioned during the 1960s and 1970s while neighborhoods closer to the downtown center shifted demographics in the 1940s and 1950s.

#### GOVANS ES AREA LANDMARKS & HISTORIC DISTRICTS

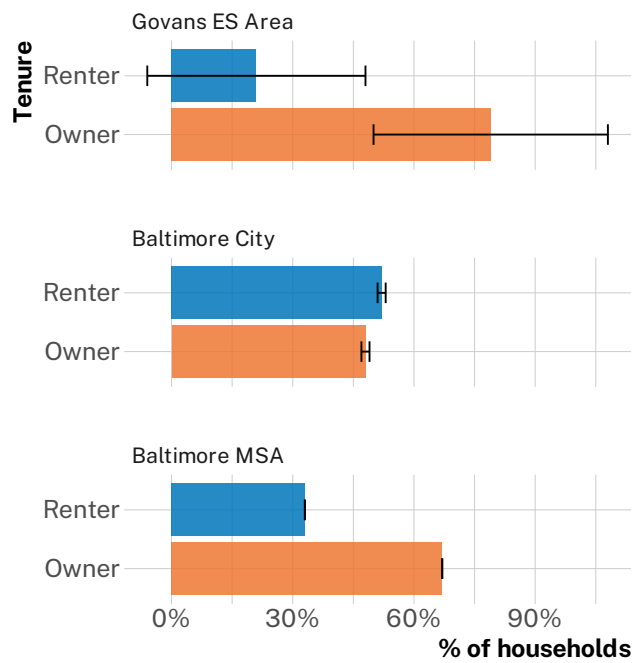
The area around Govans Elementary School is home to a few designated historic landmarks and districts. Homeland, Radnor Winston, Lake Evesham, and Cedarcroft areas are all designated as National Register Historic Districts. The former Hochschild, Kohn Belvedere Department Store and Hess Shoes Store (at the corner of York Road and Belvedere Avenue), The Senator Theatre, the Gallagher Mansion and Tivoli (historically home to Enoch Pratt and Charles S. Abell) are all individually listed on the National Register.

1 Fitzgerald, G. A. (1969, Jun 27). Two Indicted for Govans Canvassing. *The Sun*.  
 2 Blockbusting Antidote Set. (1969, Jul 18). *The Sun*.  
 3 Jones, Carleton. (1972, Oct 22). "Dual market" challenged. *The Sun*.



Source: 2017-2021 ACS 5-year Estimates, Table B03002.

**FIGURE 5.** Race and ethnicity as share of total population for INSPIRE area, Baltimore City and metro area.



Source: 2017-2021 ACS 5-year Estimates, Table B25003.

**FIGURE 6.** Households by tenure status for INSPIRE area, Baltimore City and metro area.

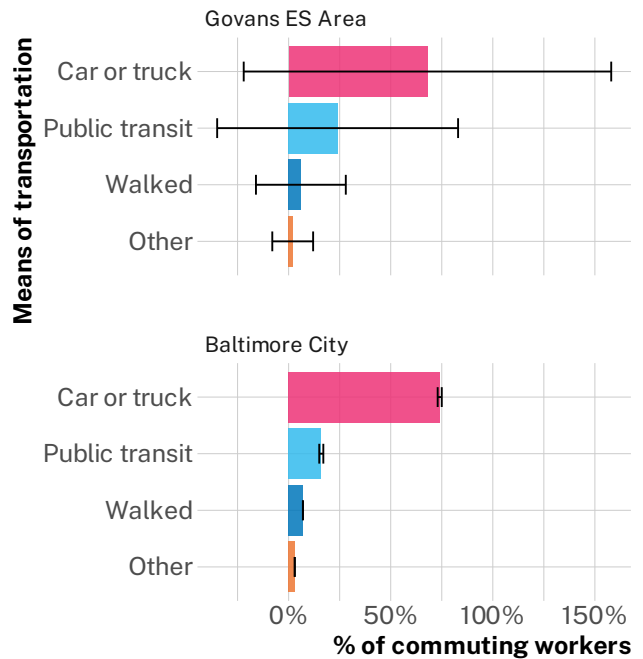
## Area Demographics

For some characteristics, the demographics of the Govans ES INSPIRE area are a close match to the broader population of Baltimore City. An estimated 61 percent of the population is Black and 28 percent White—nearly identical the city overall. However, demographics west of York Road and east of York Road are dramatically different reflecting the continued legacy of racial segregation in Homeland and other north Baltimore neighborhoods.

Before 1950s, few Black residents lived on either side of York Road in this section of north Baltimore. The neighborhoods on the east side of York Road experienced a large shift in racial demographics from the 1960s into the early 1970s<sup>4</sup>. In 1960 the Black population increased from about 4,100 to 15,800 and the white population decreased from 32,400 to 22,400<sup>5</sup>. Since the 1990s, Black residents have made up more than three-quarters of the population east of

<sup>4</sup> “Seeking ‘stability’ in integrating locations,” Jones, Carleton. Oct 29, 1972; *The Sun*.

<sup>5</sup> “Blacks, Whites Found Leaving Inner City”, Barbash, Fred. (18, 30, 1971; : *The Sun*.



Source: 2017-2021 ACS 5-year Estimates, Table B08134.

**FIGURE 7.** Commuting workers age 16 or older by means of transportation for INSPIRE area and Baltimore City.



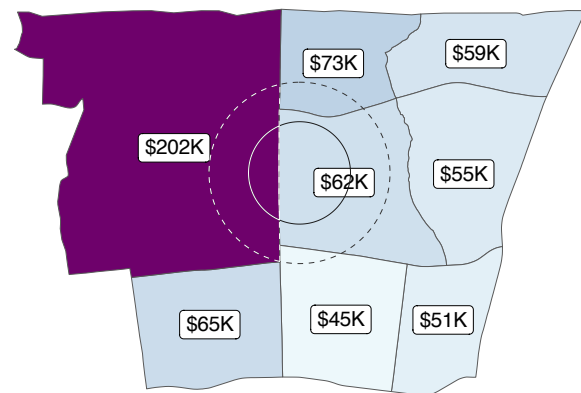
York Road while remaining a disproportionately small share west of York Road.

**TABLE 2.** Key characteristics of INSPIRE area, Baltimore City, and Baltimore metro area. Source: 2017-2021 ACS 5-year Estimates, Tables B01003, B19013, and B25003.

	TOTAL POPULATION	TENURE	MEDIAN HOUSEHOLD INCOME
Govans ES Area	7,940 ± 1,652	2,729 ± 383	\$145,680 ± \$41,871
Baltimore City	592,211	244,893 ± 1,599	\$54,124 ± \$806
Baltimore MSA	2,837,237	1,087,833 ± 2,761	\$87,513 ± \$741

In other ways, the population of the Govans ES INSPIRE Area is quite different from the broader city. A larger share of residents is employed (65 percent compared to 57 percent) and a smaller share is out of the labor force (32 percent compared to 38 percent). The area’s median household income is over \$145,000 per year—more than double the Baltimore City median income and 60 percent higher than the median income for the Baltimore metro area. This area overview, however, is skewed by the relative affluence of the Homeland area compared to the city overall and other tracts within the area. For example, the Census tract containing Homeland has a median household income of around \$202,000 compared to incomes ranging from \$45K to the tract at the southern end of the planning area to \$73K at the northern end. Similarly, around 40 percent of residents ages 25 or older have completed a Bachelor’s degree or higher reflecting the area’s proximity to Loyola University and higher levels of educational attainment in some parts of the planning area.

**FIGURE 8.** Median household income by Census tract in the Govans ES INSPIRE Area.



Source: 2017-2021 ACS 5-year Estimates, Table B19013.

**UNDERSTANDING AMERICAN COMMUNITY SURVEY ESTIMATES**

This description of area demographics is based on estimates American Community Survey (ACS) 5-year estimates for tracts touching the half-mile area around the school. Data from these Census tracts (2712, 2708.05, 2708.04, and 2710.02) have been weighted based on the share of occupied housing units counted in the 2020 Decennial U.S. Census within each tract.

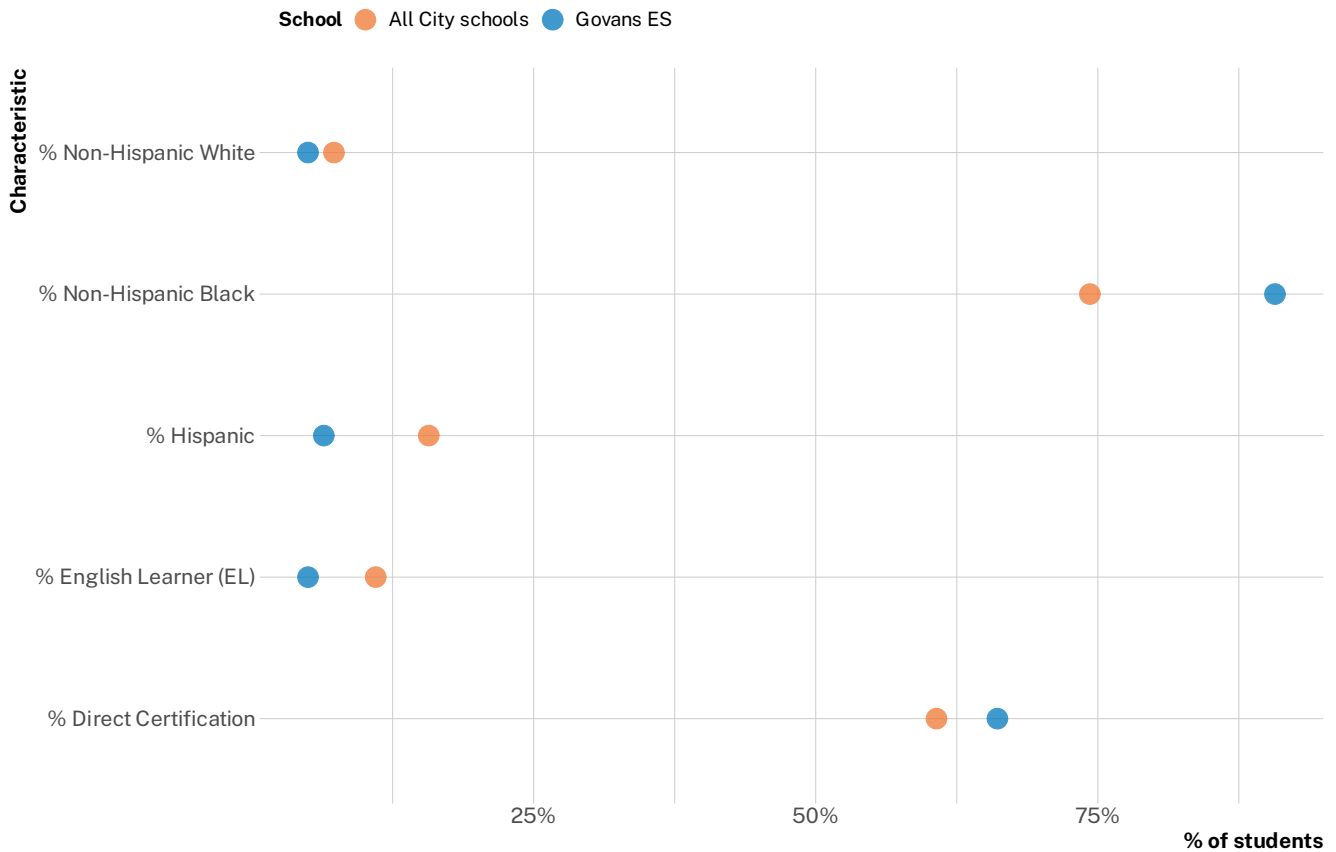
The American Community Survey provides estimates about the area population and housing not exact counts and estimates for smaller areas always include a margin of error. Caution is required when interpreting ACS data for a smaller-sized are such the Govans ES INSPIRE planning area. For some variables, the margin of error may be larger than the variable itself—making comparison between groups difficult.

**TABLE 3. Total population by race/ethnicity for INSPIRE area, Baltimore City, and Baltimore metro area. Source: 2017-2021 ACS 5-year Estimates, Tables B01003, B19013, and B25003.**

RACE/ ETHNICITY	GOVANS ES AREA		BALTIMORE CITY		BALTIMORE MSA	
	EST.	% SHARE	EST.	% SHARE	EST.	% SHARE
White	2,256 ± 744	28% ± 7%	161,960 ± 630	27%	1,568,689 ± 1,983	55%
Black	4,863 ± 1,467	61% ± 13%	360,899 ± 1,245	61%	812,681 ± 3,072	29%
Latino	348 ± 357	4% ± 4%	33,246	6%	176,143	6%

**TABLE 4. Employment and workforce participation for INSPIRE area and Baltimore City. Source: 2017-2021 ACS 5-year Estimates, Table B23025.**

CATEGORY	GOVANS ES AREA		BALTIMORE CITY	
	EST.	% SHARE	EST.	% SHARE
Employed	4,176 ± 1,013	65% ± 5%	276,972 ± 2,871	57% ± 1%
Unemployed	205 ± 221	3% ± 3%	22,274 ± 1,257	5% ± 0%
Not in labor force	2,020 ± 704	32% ± 8%	183,410 ± 2,896	38% ± 1%



**FIGURE 9.** Demographics for Govans ES students compared to Baltimore City Public Schools overall. Source: BCPSS SY2122.

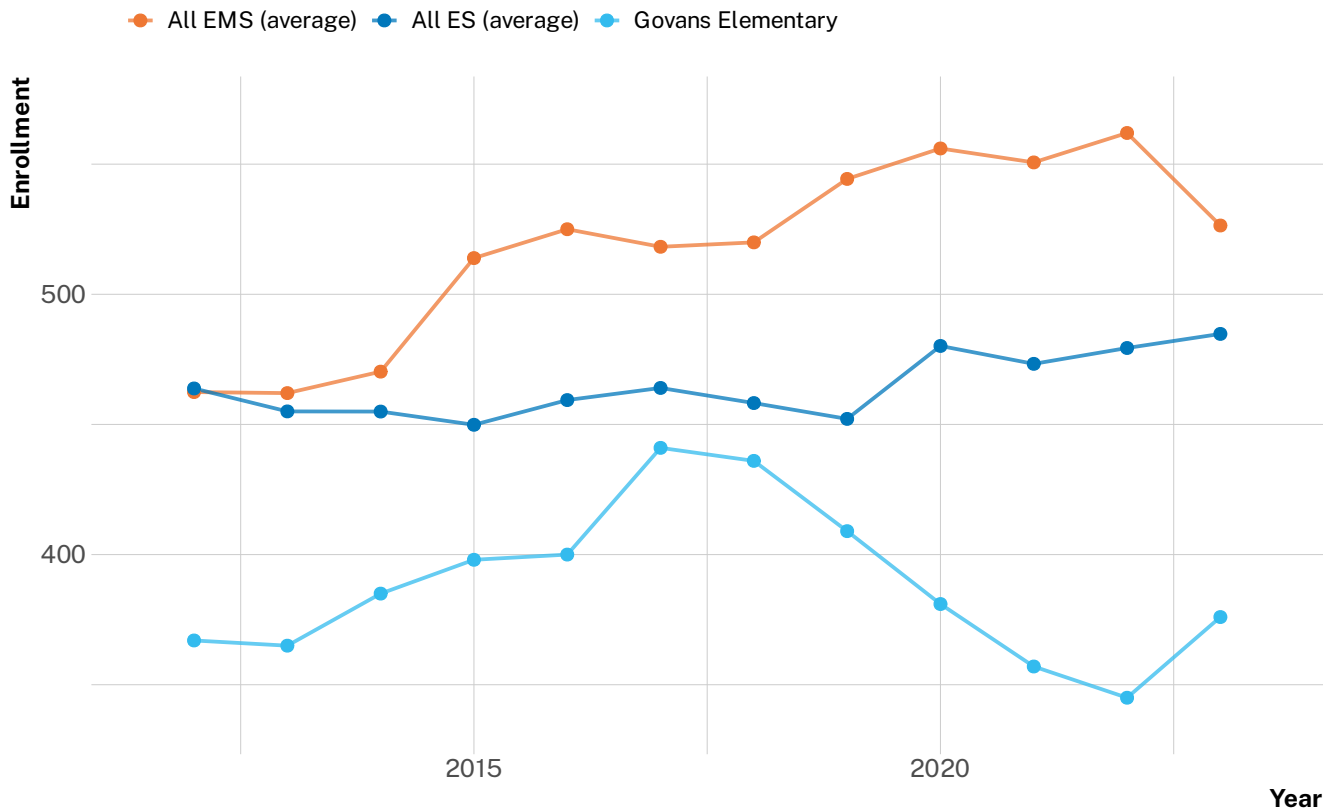
## Area Schools

The site of the current Govans Elementary School has been home to a school for area children since the late 19th century. In 1881, a school building was constructed in the location of the current school, just off York Road at Campbell Lane and Govane Avenue. In the early 20th century, according to Baltimore City documentation, a pair of two-story, two-classroom brick buildings were constructed on the same site.

In 1930, due to a growing student population, city schools built several large additions, including a wing that could hold 400 students and a large gymnasium in the back; Mayor Broening laid the cornerstone of this addition, which was commemorated by a plaque on the school. In 1951, it was reported that another one-story addition was added to the back of the school to accommodate the additional growth experienced in the northern section of Baltimore City. Thirty years later, in 1981 a final addition was placed on the front of the school building for administrative offices. The historic buildings were replaced by the current school in 2021.

Today, Govans Elementary is a diverse community with a vision to provide students with safe and nurturing environment where students can reach their fullest potential. The school hosts an annual International Day to highlight the many cultures represented within the school community. In prior years, International Day celebrations have included a focus on Yemeni, Jamaican, Nigerian, Guatemalan, Chilean, Senegalese, and Filipino cultures.

As of fall 2023, there are 376 students enrolled at Govans Elementary. Enrollment declined between 2017 and 2022 likely due to the combination of the 21st Century School building construction process and the COVID-19 pandemic. Govans Elementary School has similar demographics to Baltimore City Public schools overall as illustrates in the accompanying figure.



Source: Maryland State Department of Education (MSDE)

**FIGURE 10.** Govans ES enrollment compared to average Baltimore City elementary and elementary/middle school enrollment, 2012 to 2023. Source: Maryland State Department of Education.

## Area Conditions

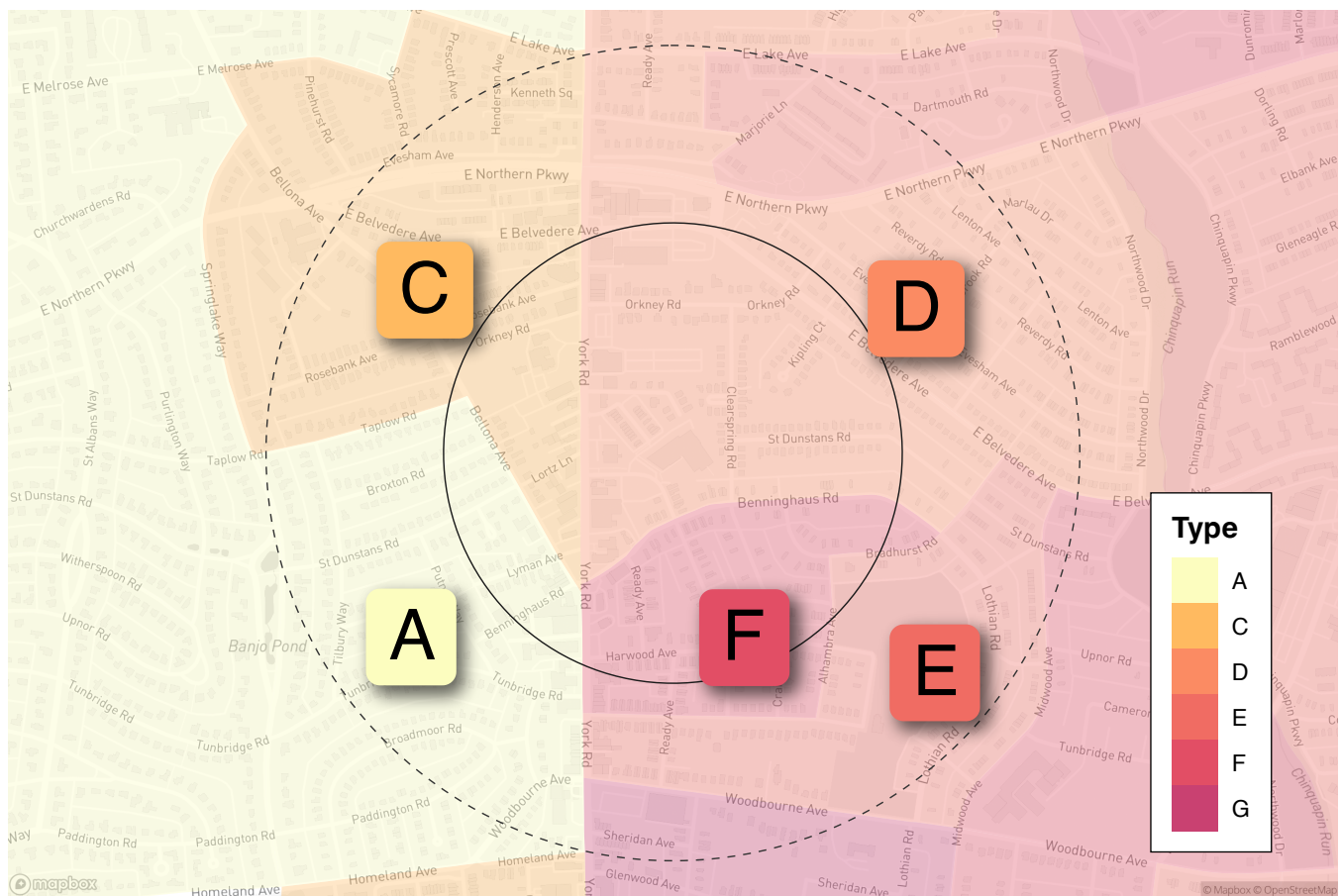
### EXISTING HOUSING AND LAND USE

The area around Govans has a variety of housing options, including detached units, attached rowhomes, and small apartment complexes. The Belvedere neighborhood statistical area has a higher proportion of owners to renters (84 percent to 16 percent, respectively) than the neighboring communities. It should be noted that all neighborhoods intersected by the quarter-mile radius have a homeownership rate of at least 50 percent. Govans ownership rates exceed both Baltimore City and the surrounding metro area. The Govans area also has a lower rate of renters than Baltimore City as a whole.

#### WHAT IS A MIDDLE NEIGHBORHOOD?

The National Community Stabilization Trust (NCST) defines middle neighborhoods as: “a category of neighborhoods that are neither clearly healthy and thriving, nor overtly distressed. Millions of middle and working-class families in cities and suburbs across the nation call middle neighborhoods home.” Based on the city’s 2017 Housing Typology, 146 middle neighborhoods can be categorized as middle neighborhoods. As part of the [Baltimore City Middle Neighborhoods Strategy](#), twenty-six neighborhoods, including several along the York Road corridor from Mid-Govans to Wilson Park have been targeted for strategic funding opportunities.

According to the 2017 Housing Market Typology, the majority of the Govans INSPIRE area is classified as Market Category D, which indicates a community in in the Middle Market category. These areas have median sales



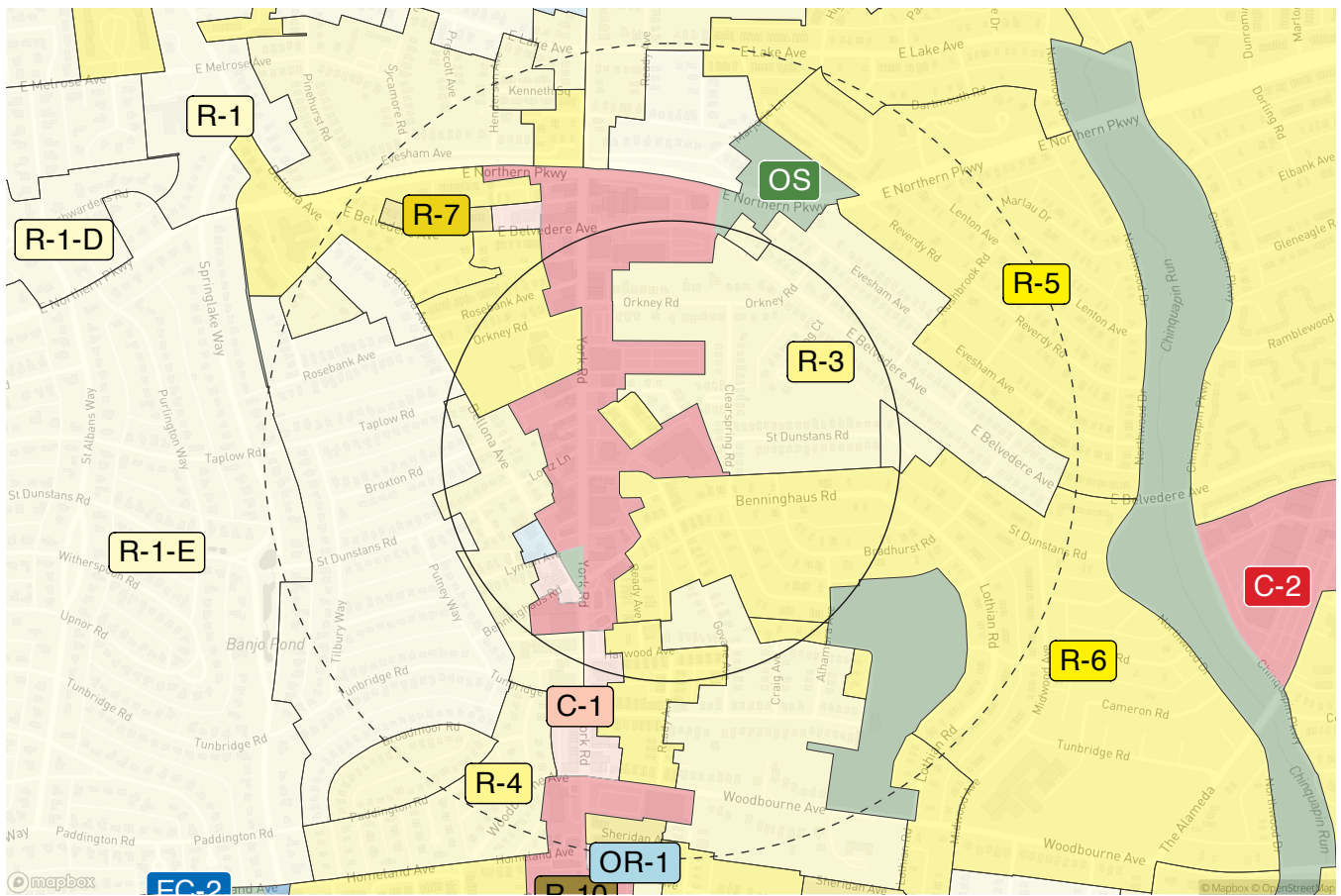
**FIGURE 11. Housing Market Typology (2023) categories for Govans ES INSPIRE Area. Source: DHCD.**

values above the Baltimore City average and high homeownership rates; however, these areas experience higher foreclosure rates when compared to higher-value market categories. Recommended interventions are generally geared toward code enforcement to convert vacant buildings to rehabbed units as soon as possible. The estimated vacancy rate for the Govans area is 12 percent, lower than Baltimore City’s 17 percent. The 2023 Housing Market Typology (see map above) shows a similar pattern.

**TABLE 5. Housing unit by occupancy status for INSPIRE Area and Baltimore City. Source: 2017-2021 ACS 5-year Estimates, Table B25002.**

CATEGORY	GOVANS ES AREA		BALTIMORE CITY	
	EST.	% SHARE	EST.	% SHARE
All units	3,055 ± 344	—	293,718 ± 785	—
Occupied	2,729 ± 383	89% ± 7%	244,893 ± 1,599	83% ± 0%
Vacant	326 ± 195	11% ± 6%	48,825 ± 1,298	17% ± 0%

Ongoing work by the York Road Partnership’s Housing and Neighborhood Revitalization Committee has made strides to decrease the number of vacant properties in the area through partnership with Community Development Services and the Baltimore City Department of Housing and Community Development. While the catchment area for York Road Partnership includes more neighborhoods than those targeted in this plan, this demonstrates effective collaboration towards reducing the number of vacant buildings in these already strong neighborhoods.



**FIGURE 12.** Existing zoning categories for Govans ES INSPIRE Area. Source: Baltimore Department of Planning.

## Public Safety and Sanitation

Participants in the INSPIRE Planning process reported feeling an overall sense of safety in their neighborhood. Residents reported the closeness of neighbors as a key feature of enjoying life in the community.

Based on [data from the Baltimore City Police Department](#), the Northern police district, which includes the Govans INSPIRE area, has the second lowest number of violent crimes and property crimes within the City. Citywide, the number of property crimes has increased, which may reflect some concerns residents may have. Community action and advocacy groups report strong relationships with the Northern District Police Department with community liaisons regularly attending neighborhood meetings to listen to resident concerns.

People selling and buying illicit drug along York Road has been a persistent issue, but has evidently improved in recent years. Concern over drugs may deter some residents from spending time on the corridor but, for many area residents, York Road is a regular social destination for sitting, chatting with neighbors, waiting for the bus, and shopping. A related area of concern for residents has been the number of drug treatment centers locating in the corridor. Despite pushback, treatment centers are allowed to locate in commercially zoned areas under current regulations. Focusing on educating and partner with organizations can help break stigma associated with substance use and addiction while also enhancing feelings of safety.

Residents shared concerns about the condition of vacant buildings in the area, including accumulating trash and high weeds at multiple properties. The entirety of the neighborhood statistical areas to the east of York Road are designated streamlined code enforcement areas by the Baltimore City Department of Housing and Community Development. Streamlined code enforcement areas are neighborhoods in the middle market that have more occupied homes than vacant ones and where the city can cite property owners or put vacant homes into receivership.

## Transportation

Based on Maryland State Highway Administration traffic counts, more than 15,000 vehicles pass through York Road between Winston Avenue and Bellona Avenue on an average day. Around two in three commuters who live in the area drive to work in a car or truck and more than nine in ten households have access to at least one vehicle.

**TABLE 6.** Household vehicle access for INSPIRE Area and Baltimore City. 2017-2021 ACS 5-year Estimates, Table B08201.

VEHICLE ACCESS	INSPIRE AREA	BALTIMORE CITY
No vehicle available	9% ± 10%	27% ± 1%
1 vehicle available	36% ± 12%	42% ± 1%
2 vehicles available	42% ± 9%	24% ± 1%
3 vehicles available	11% ± 6%	5% ± 0%

Northern Parkway and Woodbourne Avenue are two major east-west corridors within the half mile area. Transit services and stops in the area include:

- the CityLink Red bus (multiple stops on York Rd.)
- Local 52 bus (multiple stops on York Rd.)
- the Local 30 bus line (Rogers Ave – Hollander Ridge) (one stop at East Belvedere Ave. and Clearspring Rd.)
- Local 33 line (Mt Washington Station – Overlea) (multiple stops on E. Northern Pkwy.)

York Road is critically important to local transit. The Maryland Department of Transportation Maryland Transit

Administration (MDOT MTA) bus service carries more riders by bus on York Road every day than almost any other bus service corridor in the region. The MTA CityLink Red provides high frequency service between the University of Maryland Transit Center and the Towson Town Center, scheduled to run every nine minutes during weekday peak hours and every 12 minutes during daytime hours. The LocalLink 52 route provides service between Greenmount North and Timonium during the morning and afternoon peak periods on weekdays and weekends.

There are often people walking in the area, especially near Loyola University and in the commercial blocks near Belvedere Square. Residents report that crossing outside of marked crosswalks is common. This observation suggests that additional signalized crosswalks and median refuge islands could improve pedestrian safety along the corridor.

The 2015 Baltimore City Bike Master Plan identified both E. Belvedere Avenue and Woodbourne Avenue as proposed main biking routes where a buffered bike lane or cycle track may be an appropriate addition. The plan recommended consideration of a bicycle boulevard treatment with bike-friendly speed humps on neighborhood routes including Springlake Way, Melrose Avenue, and Lake Avenue. The 2017 Separated Bike Lane Network plan identified a long-term opportunities near the planning area to install supporting bicycle facilities on Wyndhurst Avenue and Woodbourne Avenue to connect proposed protected routes on Roland Avenue and The Alameda. Due to the limited implementation of both plans, at present there are no protected bicycle facilities in the area. People biking in the area typically ride on the sidewalk on larger streets or follow indirect routes to reduce time on higher-speed streets.

## YORK ROAD TRAFFIC STUDY

Building on the 2015 York Road Corridor Vision and Action Plan, the Maryland Legislature appropriated funding in 2019 to study the York Road corridor and consider reconfiguring the street to meet needs of all roadway users. The Baltimore City Department of Transportation and RK&K completed the study and initial design concepts in fall 2023.



**FIGURE 13.** *Rendering illustrating proposed improvements at York Rd. and Bellona Ave. Source: Baltimore City DOT.*

The study outlined three concepts:

- **Concept 1:** Preserve existing curb lines and designate the outer lane as a bus only lane during peak hours (southbound in the morning and northbound in the evenings). This would keep two lanes in both directions but preserve the outer lane for busses and bikes during peak hours. The center lane or a median would also be present.
- **Concept 2:** Remove the outside curb lane to increase the width of the sidewalk or dedicate to on-street parking where necessary. This would reduce the lanes of traffic from two lanes to one in both directions but keep a central median.
- **Concept 3 (Hybrid):** This concept combines the ideas in Concepts 1 and 2 to create separate bus lanes only where there is significant traffic congestion on the corridor, called queue jumps. This would still allow for increased sidewalks or parking, while allowing transit times to be less affected than having only one lane in either direction.

The study makes additional recommendations for improvements to landscaping, amenities, and roadway alignments to improve the pedestrian experience as well as roadway safety. This study helped to inform some of the recommendations listed in this plan.



## Recreation and Open Spaces

One of the largest parks in the INSPIRE area is **Dewees Park**, located off Ivanhoe Avenue in the Mid-Govans area. Created in 1948, Dewees Park is a fourteen-acre green space named in honor of former City Councilmember Walter J. Dewees. The park and its on-site recreation center serve as a destination for area neighbors. Park amenities include sports fields, a playground, and ample open green space.

In 2014, the Neighborhood Design Center (NDC) worked in partnership with neighbors to create a Master Plan for Dewees Park that identified opportunities for the expansion of activities and amenities to create a more robust, inclusive space for all community members.



**FIGURE 14.** Recommendations from the 2014 Dewees Park Master Planning Process. Source: Dewees Park Master Plan.

Some accomplishments from the plan include new park infrastructure, such as the rain garden installed in 2016, the painting of the recreation center exterior in 2019, and the planting of fruit-bearing trees by the Baltimore Orchard Project. The Master Plan has additional recommendations for increasing access and enjoyment of the park, such as increasing programming for seniors and additional infrastructure such as a new basketball court and exercise equipment. Currently there are plans to implement portions of the Master Plan, including a new playground, memorial garden, and walking trail.

Other parks and open spaces in the area include:

- **Evesham Park:** A four-acre park spanning both sides of Northern Parkway. The northern section of the park has open green space, seating, a concert platform, volleyball courts, and a basketball court. The southern section of the park is connected to the northern section by a pedestrian bridge over Northern Parkway. The southern space includes the Belvedere Tot Lot. Both areas are underutilized and in need of improvements.
- **Chinquapin Park:** Chinquapin Run is a major north south running stream valley park to the east of York Road. The southern portion ends at Perring Parkway by the Morgan State University campus and the northern portion begins at Lake Avenue in the Lake Walker neighborhood. Other amenities include a basketball court and baseball diamond on the south side of Northern Parkway near Northwood Drive and a playground on the north side of Northern Parkway.
- **Alhambra Park:** A neighborhood park with a large greenspace, play structure, and picnic pavilion on Alhambra Avenue bordered by McCabe Avenue to the south and Glenwood Avenue to the north. This park has undergone improvements over the past several years and the city recently renamed the park playground in honor of local neighborhood advocate, Phyllis Gilmore.
- **Bellona Triangle:** A public green space situated at the intersection York Road, Bellona Avenue, and Lyman Avenue features a World War II Memorial and a neighborhood gateway sign for the Govanstowne area.
- **Lakes at Homeland:** The Lakes at Homeland are located within the Homeland neighborhood statistical area and are used as a passive greenspace for nearby residents.

## Existing Plans

The Govans INSPIRE area is included in three published community plans: the York Road Community Strategic Neighborhood Action Plan, an Urban Land Institute Technical Assistance Panel report on York Road, and the York Road Corridor Vision and Action Plan.

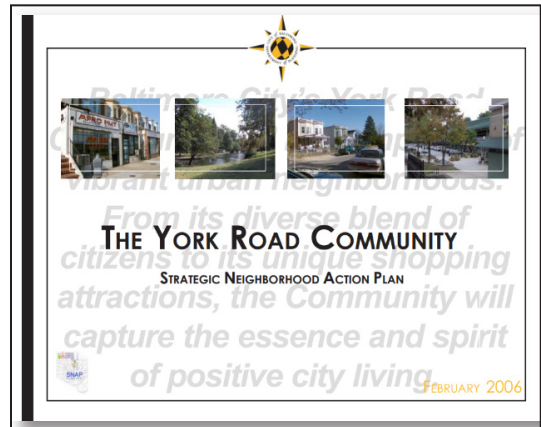
In the development of the recommendation report later in this document, the Department of Planning closely reviewed the existing planning documents that pertain to the York Road Corridor and used them as tools in the prioritization of recommendations within the INSPIRE area.

### *York Road Community Strategic Neighborhood Action Plan (2006)*

In 2002, former mayor Martin O'Malley launched the Strategic Neighborhood Action Plan (SNAP) program to develop comprehensive plans for neighborhood clusters throughout the city, including one based around the York Road corridor. The plan analyzes the impact of area assets and opportunities to resolve issues to achieve maximum positive impact on the community. The York Road Community SNAP was adopted by Planning Commission February 2006.

Plan focus areas included:

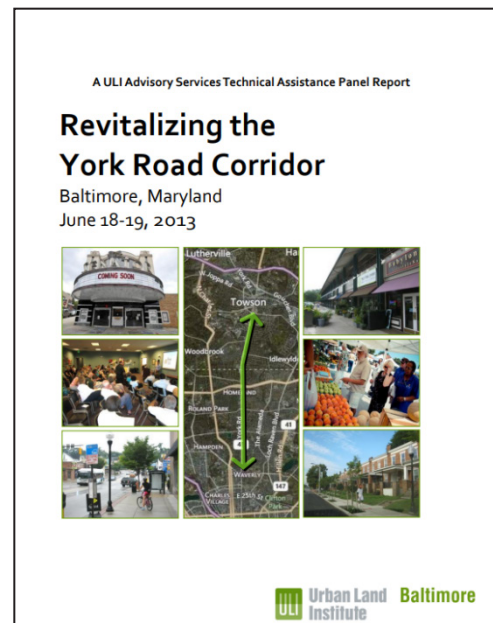
- Housing and Neighborhood Revitalization
- Commercial Revitalization
- Open Space and Recreation
- Transportation, Streetscapes, and Gateway
- Public Safety
- Public Services and Infrastructure
- Community Building



The York Road Partnership's current active Committees reflect the plan focus areas and are tasked with the implementation of the long-term work. Some of the recommendations found in the 2006 report are reflected in this current INSPIRE plan. In developing this plan's recommendation, staff sought to maintain focus on lasting issues where work is still needed while still building on area successes since the completion of the 2006 report.

### *Revitalizing the York Road Corridor: A ULI Advisory Services Technical Assistance Panel Report (2013)*

The Baltimore chapter of the Urban Land Institute (ULI) produced a Technical Assistance Panel (TAP) **report in 2013**. The study grew out of a 2012 effort by the City of Baltimore and community partners interested in the future of the York Road Commercial Corridor. It provides guidance on several regional land use and real estate opportunities and captures the interest of



local institutions of higher education to connect and collaborate beyond campus boundaries.

The report divides York Road (from E. 39th Street to in Baltimore City to Towsontown Boulevard in Baltimore County) into four key nodes:

- The Southern Gateway Node
- The College and Neighborhood Node
- The Entertainment Node
- The Northern Gateway Node

Overall recommendations from the report included:

- Create “Main Street” Environment to Improve and Attract Commercial Uses
- Meet the Demand for Basic Services
- Address Destabilizing Elements
- Pursue Mixed-Use and Co-Located Uses
- Grow Universities’ Presence
- Improve Transit Hubs
- Learn from Good Examples on the Corridor
- Correct Poor Examples on the Corridor

Govans Elementary School is in the area designated The Entertainment Node, or Govans Main Street Zone 1. Specific recommendations for this area focus on the creation of a family-serving business corridor with a mix of day and night activity and establishment of a transit hub to meet transportation needs. Important sites of focus in this plan are also included in this plan including the Bellona Triangle and the Verizon Building.

This plan coined the term of the “York Road zipper” which is a term that is colloquially used and is found in the follow up York Road Corridor Vision and Action Plan, which seeks to create the future of the commercial corridor as a space that brings residents together rather than a historic marker of division. This two-day planning process and resulting TAP Report set the stage for the later planning for the larger York Road Corridor Vision and Action Plan.

### *The York Road Corridor Vision and Action Plan (2015)*

The **York Road Corridor Vision and Action Plan** was published in 2015 as a tool for strengthening the York Road corridor’s role as an anchor in the northern region of Baltimore City and building on the 2013 ULI report. The plan is organized around three topic areas:

- Market Assessment and Economic Development;
- Transportation, Public Realm & Infrastructure;
- Private Realm Improvements

This plan breaks the corridor into three different sections. Govans Elementary falls within the “North Gateway” Zone 3. Action initiatives for this zone include:

- Targeting site specific façade, signage, and site/parking



improvements through public/private grant matches

- Identifying greenspace creation and urban reforestation-tree planting opportunities to increase the Corridor's tree canopy
- Focusing on York Road deferred maintenance streetscape improvements

The plan also describes a vision for improvements and redevelopment projects including:

- Govans Five Points Triangle Redevelopment (York & Bellona Ave.)
- Commercial Service & Professional Office Parking Improvements (5800 block of York Rd.)
- Govans Elementary School Entry and Park (5801 York Rd.)
- Staples Site Redevelopment (5835 York Rd.)
- Restaurant and Professional Office Cluster
- Belvedere Avenue Shared Parking Improvements and Agreements (5800-5900 blocks of York Rd.)
- The North Gateway at York Rd. and Northern Parkway

The recommendations focus on urban design and developing strategies for optimizing commercial spaces along York Road, including the portion that intersects the INSPIRE area. Improvements that are recommended include façade and streetscape improvements, public art installation, and cultivating opportunities for new and local businesses to thrive.

#### **WHAT IS A BUSINESS IMPROVEMENT DISTRICT?**

As part of the 2015 York Road Vision and Action Plan, the first recommendation was to create a Business Improvement District for the York Road commercial corridor. A Business Improvement District (BID) is a defined area within which businesses are required to pay an additional tax to fund projects within the district's boundaries. The BID can also draw on other funding streams. The services provided by a BID are intended to enhance existing city services; services can be related to marketing, events, maintenance, promotions, streetscape improvements, safety, and tenant and developer recruitment. In Baltimore, there are several BIDs, including Downtown Partnership, Waterfront Partnership, and Midtown Benefits District.

An initial campaign to establish a BID in 2019 failed. However, in 2023, a new vote saw over 80 percent of property owners supporting the creation of the York Road Business Improvement District. The BID Authority is now in the process of starting work and a vote will be taken every four years to reestablish the BID authority.

# About the *INSPIRE* Plan Recommendations

## Summary

The following recommendations are organized around INSPIRE program goals and a set of recommended strategies and actions specific to this planning area. City agencies (including HCD, DOT, BCRP, and DOP) are expected to lead implementation on some of these actions. Govans community organizations, Govans Elementary School staff, and nonprofit partners such as the York Road Partnership are being asked to work with agencies in leading implementation on several other actions.

The strategies and actions included in this plan focus primarily on the immediate area around Govans Elementary School, with several action items focused on the residential area and park spaces surrounding the school. For the area around the school, this plan highlights safety and transportation issues, including the need for improved lighting, and safe pedestrian transit networks. In the surrounding residential area, the plan seeks to manage building vacancy and stabilizing the existing housing market with repair work and by addressing code violations. The plan also supports improvements to existing open spaces such as Dewees Park.

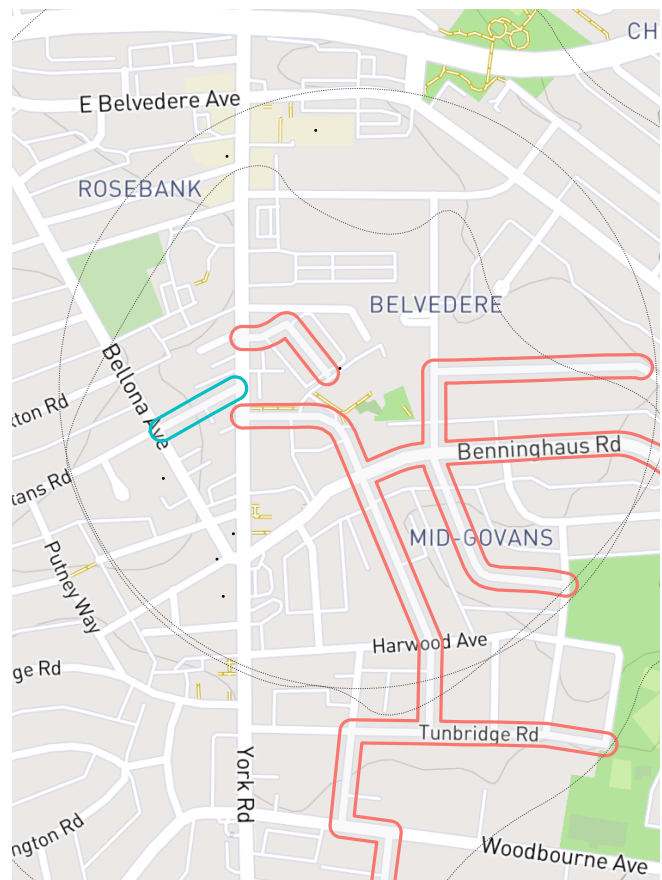
The recommendations presented in the following section complement the primary walking routes. Some recommendations are related to more than one goal but are listed in the most closely related section of the plan and implementation table.

## Primary Walking Route Improvements

Cultivating safe and accessible pedestrian paths of connection between the school and surrounding community is an essential part of the INSPIRE program. All INSPIRE plans include improvements along the primary walking routes. Routes that have been designated as primary walking routes were prioritized for streetscape repairs to improve safety and accessibility.

Using student address data from Baltimore City Public Schools, DOP staff mapped the location of students enrolled at Govans Elementary School and worked with community stakeholders, school staff and leadership, and the Department of Transportation to identify the main routes that students use to get to and from the school within the quarter-mile planning area. The Mid-Govans 2017 [Safe Paths to School report](#) also helped to identify area priorities.

The following streets were designated as Primary Walking Routes:



- 5800 block of Halwyn Avenue off York Road
- 500 block of Campbell Lane off York Road, continuing onto Govane Avenue to Tunbridge Road
- 600-800 blocks of Benninghaus Road between Govane Avenue and Bradhurst Road
- 600 block of Saint Dunstons Road
- 600 block of Tunbridge Road between Ready Avenue and Dewees Park
- 5400 block of Ready Avenue between Tunbridge Road and Woodbourne Avenue
- 600 block of Woodbourne Avenue between the two ends of Ready Avenue

Improvements made along the primary walking routes included:

- Bringing sidewalks up to a safe and standard condition
- Updating of 16 crosswalks at 8 intersections
- Assessing need for repairs of ADA ramps at intersections
- Pruning and planting street trees

# Goals, Strategies, and Actions

NUMBER	STRATEGY
<b>Invest in Housing and Market-Strengthening Development Opportunities</b>	
1.1	Support residents in maintaining, improving, and promoting area homes and homeownership
1.2	Support vacant building rehabilitation in Mid-Govans and Woodbourne-McCabe.
<b>Create Connectivity and Access</b>	
2.3	Improve area street lighting
2.4	Improve pedestrian comfort and safety adjacent to Govans Elementary School
2.5	Enhance safety of students traveling the neighborhood
2.6	Cultivate leadership and support capacity building for the Mid-Govans Community Association
<b>Enhance Opportunities for Health and Wellness</b>	
3.7	Strengthen partnerships between Govans Elementary School and Dewees Recreation Center and Park
3.8	Expand programming for teens and young adults to create more opportunities for safe gathering and socializing
3.9	Increase the number and variety of community programs available for area residents of all ages
3.10	Implement the Dewees Park Master Plan
<b>Create an Environmentally Sustainable Neighborhood</b>	
4.11	Expand tree planting and volunteer stewardship in the area
4.12	Improve maintenance and sanitation in public spaces near Dewees Park and Govans Elementary School
<b>Promote Opportunities for Wealth Building and Economic Development</b>	
5.13	Explore opportunities for entrepreneurial engagement along the York Road corridor
5.14	Complete place-making projects along the York Road corridor to promote investment

# 1. Invest in Housing and Market-Strengthening Development Opportunities

## 1.1. Support residents in maintaining, improving, and promoting area homes and homeownership

### 1.1.1. Market low interest loan programs for home repairs and “curb appeal” improvements to Govans area residents.

Time frame: Medium

Partners: Mid-Govans Assoc., WMNA, Healthy Neighborhoods, NHS, YRP, Rebuilding Together Baltimore

Around half of area homes are over seventy years old. Maintenance costs for these aging buildings increase with age. Both low and moderate-income households struggle to cover the cost of home repairs. Grants for home repairs through Baltimore City or local nonprofit organizations typically limit eligibility to households earning fifty to eighty percent of the Area Median Income (AMI). Some working residents may earn too much to qualify for assistance and are still unable to afford more expensive repairs.

Organizations such as Neighborhood Housing Services (NHS) and Healthy Neighborhoods offer low-interest loans for home renovation work for qualified candidates, including recent homebuyers. Healthy Neighborhoods recently expanded services, including low-interest mortgages and home repair loans, to more neighborhoods east of York Road, including Mid-Govans and Woodbourne-McCabe. Residents may be able to take out small, low-interest loans for home improvements. Education about these opportunities and having residents share their experiences about the process during enrollment workshops or neighborhood association presentations can increase trust in the organization and engage new people who may not be aware of the services.

#### **PROGRAMMING OPPORTUNITY: DIY HOME REPAIR SKILL SHARING**

The Middle Neighborhoods Community of Practice has shared community-led repair classes and skill sharing as one way to increase knowledge and DIY improvements in neighborhoods. For example, the Home Repair Resource Center (HRRC) in northeast Ohio started as a community-based organization run by and for women offering free or cheap classes on home repair. The organization grew to serve all people, recruited professional contractors as educators, and expanded to include tool library along with housing counseling and foreclosure prevention services. This model could be adapted by Rebuilding Together Baltimore is a Govans-based organization with experience in the home repair field and partnerships with trusted professional contractors. Seeking funding or partnerships to increase DIY repairs might be a good short term and low-cost solution to improving exteriors and retaining neighborhood value.

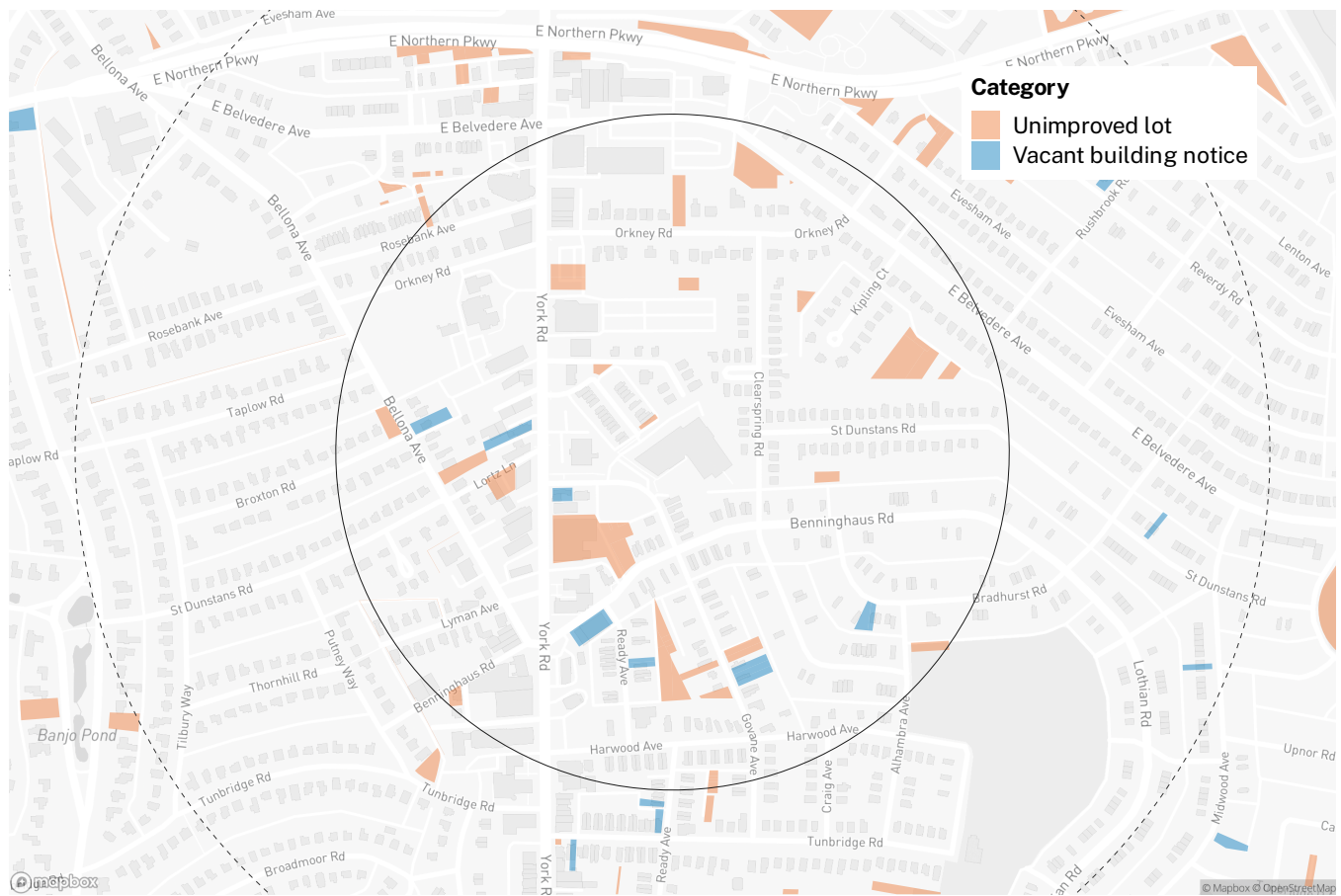
### 1.1.2. Continue to promote public and non-profit home repair grants and services to qualifying Govans area residents.

Time frame: Medium

Partners: YRP, GEDCO, Baltimore DHCD, Civic Works, Rebuilding Together Baltimore

York Road Partnership (YRP) has hosted workshops to connect residents with resources for home repair and improvement in partnership with Baltimore City Department of Housing and Community Development’s Office of





**FIGURE 15.** Vacant and unimproved property in Govans ES INSPIRE Area. Source: Baltimore DHCD.

Homeownership and Housing Preservation, Civic Works, and Rebuilding Together Baltimore. Some examples of these programs include public supports like the Baltimore DHCD LIGHT program and non-profit services such as the HUBS (Housing Upgrades to Benefit Seniors) Program. Organize additional targeted workshops focused on seniors, legacy, and low-income residents to expand resident access and knowledge of grants, low-interest loans, and technical assistance. Continued advocacy with Baltimore DHCD to share residents who are unable to access the programs will help identify barriers to services.

Support vacant building rehabilitation in Mid-Govans and Woodbourne-McCabe.

**1.1.3. Support the York Road Partnership’s strategies for managing vacant building inventory within the area.**

Time frame: Medium

Partners: YRP Housing and Neighborhood Revitalization Committee, Baltimore DHCD, Habitat for Humanity, private investment

Baltimore City DHCD should continue work with the York Road Partnership Housing and Neighborhood Revitalization committee to address vacant housing in the area. YRP already maintains a database of vacant buildings and, with support from funders, could provide resources to support stabilization and rehabilitation.

There are few open vacant building notices (VBNs) in the INSPIRE area overall, however, there are several blocks that could be targeted including:

- 5200, 5300, and 5600 blocks of Ready Avenue
- 5600 block of Govane Avenue
- 500 block of Sheridan Avenue
- 500 block of Woodbourne Avenue
- 500 block of Tunbridge Road

Focusing on the areas with concentrated numbers of VBNs has been effective for the YRP Housing committee. The committee has worked with DHCD staff to reduce vacant properties on several blocks. For example, on the 500 block of Tunbridge Road, builders recently rehabbed six vacant buildings targeted by the committee's work. The committee and Community Wealth Builders completed a housing survey completed in 2018 of neighborhoods directly to the east of York Road from Mid-Govans to Wilson Park. Tracking the status of unoccupied properties that may be designated with a vacant building notice is also an important role for this group.

Ongoing work is coordinated through bi-annual meetings between the committee and Baltimore City DHCD where residents seek updates on code enforcement activities, help identify opportunities for receivership, and check-in on the progress of targeted properties. Ongoing collaboration with city partners and housing focused organizations such as Habitat for Humanity are critical to future success.

#### **1.1.4. Build relationships with small developers to increase interest in Govans area development opportunities.**

Time frame: Medium

Partners: YRP Housing and Neighborhood Revitalization Committee, Mid-Govans Assoc., private developers

Communities that cultivate relationships with local property developers can have an opportunity to advocate for resources that provide maximum benefit to residents. This can include improved housing stock, public community resources, like park infrastructure, and facilities for small businesses to start and thrive. Developers are interested in ensuring a return on capital. With a strong housing market and access to a commercial corridor with varied amenities, the Govans area is attractive for new investment. The only issue is the low number of vacant housing stock available in the area. Matchmaking or direct communication with developers will be important to creating opportunities for rehab.

Representatives from the Mid-Govans Community Association and the York Road Partnership's Housing and Neighborhood Revitalization Committee can strategize around how to build relationships with regional developers who are interested in filling development needs.

Ideas to support this goal include

- hosting a social for developers interested in the Govans area
- creating a list of developers to share real estate opportunities with
- inviting developers currently working the area to community meetings
- touring recently rehabbed properties in the area
- seeking out developers who work on similar housing stock in different communities

Longer-term potential partners could include Small Developers Collective and Invest York Road to help identify new developer partners and sites available.

### **1.1.5. Ensure legacy residents and seniors have access to estate planning to prevent vacancy and grow generational wealth.**

Time frame: Medium

Partners: YRP, Mid-Govans Assoc., WMNA, MVLS

With a large number older residents in the area, estate planning is essential for long-term neighborhood stability. Without a plan, properties can get tied up in title issues. Families may abandon homes if they do not know or agree who owns the property after the owner's death. Programs like "My Home, My Deed, My Legacy" from the Maryland Volunteer Lawyers Service (MVLS) can be utilized to ensure that current area homeowners can gain the most financial benefit from the sale of their home or passing it on to future generations.

Ideas to support this goal include:

- targeting outreach to legacy residents through direct mailers with more information about services available
- hosting specific workshops for seniors and legacy homeowners in partnership with organizations who do this work,
- and hosting a clinic day where volunteer lawyers can work with residents who need this service.

## **2. Create Connectivity and Access**

### **2.2. Improve area street lighting**

#### **2.2.6. Install additional streetlights based on the recent Department of Transportation survey of area lighting conditions.**

Time frame: Short

Partners: DOT, DOP, Mid-Govans Assoc., WMNA

Residents raised concerns about the need for more lighting on several streets in the area. Baltimore City Department of Transportation assessed the INSPIRE Area in January of 2023 and recommended upgrading lights on the 500 block of Halwyn Ave. and 600 block of Saint Dunstons Rd. Department of Planning staff should work with DOT to support implementation of these recommended lighting improvements.

Residents can also support improved lighting through café lighting installations or a front porch light campaign sponsored by local community associations to encourage residents keep porch lights on during the evening. Some neighborhoods have applied for grant funding to complete café lighting projects or to fund light bulbs for porch-lights.

### **2.3. Improve pedestrian comfort and safety adjacent to Govans Elementary School**

#### **2.3.7. Develop safe east-west routes for walking on Lyman Avenue and Lortz Lane.**

Time frame: Long

Partners: Loyola University, YRP, DOT, DOP, local merchants and property owners, BG&E, York Corridor BID

Throughout the community engagement process a major theme was connection across York Road to the commercial and institutional amenities along the corridor. Improvements are needed to increase connection to amenities and to create a safer walking environment for children and families.

The 2023 York Road transportation study (described in detail in the prior section on transportation) recommended changes for this area including:

- Developing a pedestrian pathway along Lortz Lane between York Rd. and Bellona Ave. to improve safety for students walking to the Govans branch of the Enoch Pratt Free Library. Coordination with Baltimore Gas & Electric is required to navigate shared use of the space around the local substation.
- Transitioning Bellona Triangle to a T-shaped intersection at York Rd. Currently, it is a dangerous Y shaped intersection. This would create a stronger visual understanding of traffic flow, create more direct pathways for pedestrians, and increase public space for a plaza at the Bellona Triangle.

Community partners such as the York Road Partnership and Loyola University can support these projects by applying for funding and assisting with administrative oversight where needed. Partners Loyola University, Govans Elementary, the 4th District Council Office, YRP, DOP, DOT, and now, the York Corridor BID have been working together towards pedestrian level improvements for Lortz Lane and future planning for public space activation since summer 2022. In the future, agencies should also work together to evaluate how to prioritize funding in the long term for capital investments to increase pedestrian safety.

## **2.4. Enhance safety of students traveling the neighborhood**

### **2.4.8. Establish a “walking school bus” program to improve safety for students travelling from school to home or to after-school programs.**

Time frame: Short

Partners: Community orgs., Govans ES, EPFL Govans Branch, Dewees Recreation Center

Morning drop-off and afternoon pick-up at Govans Elementary School can be hectic: double parking, congestion, and illegal parking are persistent concerns. More students walking to school could help, but many families may be concerned about pedestrian safety on York Road and surrounding streets. Dewees Recreation Center is almost a half-mile walk from Govans ES and walking to the Govans branch of the Enoch Pratt Free Library requires crossing York Road and Bellona Avenue.

One option to increase safety and comfort for students walking to school is to create a “walking school bus.” Baltimore City, as well as other cities across the country, have organized walking school bus programs to make the walk to school safe and fun for students. Neighborhood or school adult volunteers have a designated meeting place on school grounds or in locations throughout the neighborhood where children meet the adults and then traverse to school or back home. For children who live in the neighborhood adjacent to school, this could be a great benefit for working parents to ensure children stay safe on the way to and from school.

Establishing this program through the school ensure comfortable passage between the school and other community assets for everyone. Additionally, grant funds could be sought and allocated to compensate a parent or teacher for this additional responsibility. Alternately, smaller, and less formal walking school busses can be organized by connecting parents who live in the neighborhood.

### **2.4.9. Invest in infrastructure to improve the experience for pedestrians and transit riders along York Road**

Time frame: Long



Partners: MTA, DOP, York Corridor BID, DOT

**Photo 8.** *The Design for Distance program helped to establish new outdoor dining and shopping spaces for restaurants during the COVID-19 pandemic. Many are still in use by restaurants to create a welcoming environment for residents and visitors on York Road.*

Throughout community engagement, participants expressed a need for nicer pedestrian level amenities on York Road to help improve safety and comfort for walking, shopping, dining, and transit. The last comprehensive streetscape for York Road was implemented in 2012. Through this process, important changes were made such as increasing the number of trees, demarcating crosswalks, repaving the roadway, and improving sidewalks. Further advocacy is needed to continue investment in public and private amenities to create comfort and a sense of place.

At multiple stops along the York Road Corridor within the INSPIRE area, there are no shelters in place for protection from the elements. Public transit shelters are a helpful amenity for transit riders and can help lend to a sense of safety at stops.

Based on guidance from the Maryland Transit Administration’s [Bus Stop Design Guide](#), the agency should evaluate the following stops along York Road for the possible installation of new bus shelters:

- 5835 York Road (northbound), by Staples
- York Road and Lortz Lane (northbound and southbound)
- York Road and Benninghaus Road (northbound), by the Carroll Fuel Station
- York Road and Harwood (northbound), near Tunbridge School & St. Mary’s Church

Additionally, removal of concrete sidewalk and parking meters in favor of installation of street trees should be further evaluated for the east side 5600-5700 blocks of York Road where there are currently none.

The Baltimore City Department of Transportation recently completed a York Road Transportation Study. The

MTA North-South Corridor Study is considering York Road as one of multiple alternatives for a possible north-south route from Towson to Downtown. Through collaborative efforts between city, state, and Govans based partners, long term advocacy is needed to ensure that these recommendations come to fruition to create a walkable and safe pedestrian experience. The York Corridor BID could coordinate funding for private level improvements such as outdoor dining, landscaping, and lighting.

## **2.5. Cultivate leadership and support capacity building for the Mid-Govans Community Association**

### **2.5.10. Increase new neighborhood residents to the Mid-Govans Association and develop pathways for volunteer leadership.**

Time frame: Medium

Partners: Mid-Govans Assoc., Govans community

Mid-Govans Community Association is a strong and well-organized neighborhood association with several longtime homeowners on the board. There are new residents moving into the neighborhood and new faces have been joining community meetings. A campaign to increase participation in the association will build the next generation of community leaders and support ongoing strength of the neighborhood through sharing culture and resources. This campaign can also include succession planning for entering and exiting membership into leadership positions. Ideas include a “meet your neighbor” door knocking campaign, community walks, porch parties, or social events like a cookout at the park. Reinvigorating Mid-Govans Community Association’s social media presence and growing the number of people engaged online can help share information to new generations of residents.

## **3. Enhance Opportunities for Health and Wellness**

### **3.6. Strengthen partnerships between Govans Elementary School and Dewees Recreation Center and Park**

#### **3.6.11. Cross-promote activities at Govans Elementary School and the Dewees Recreation Center to encourage broader community participation.**

Time frame: Short

Partners: BCRP, Govans ES, Friends of Dewees, Dewees Recreation Center

Many of the children who attend the afterschool program at Dewees Recreation Center are students at Govans Elementary School, but since the pandemic, the Center has been experiencing decreased participation from neighborhood children. Promotion of activities such as the afterschool programming, after school activities, and clubs will be important to increase neighborhood participation. School and recreation center administrators should consider joint programming to display collaboration and trust for parents and families.

One recent example of a successful program partnership is the Dewees Sports Clinic Day. In spring 2023, the Friends of Dewees which is made up of representatives from the Mid-Govans community, York Road Partnership Public Spaces & Greening, Loyola University, BCRP, and Govans ES, worked together to host a sports clinic day for youth. Promoted through the school and recreation center, around forty youth attended and participated in clinics to learn about three different sports. Recreation center staff also participated in the Govans ES “Peek at Your Seat” Day and Back to School events to share information about the after-school program at Dewees.

### **3.7. Expand programming for teens and young adults to create more opportunities for safe gathering and socializing**

#### **3.7.12. Create more activities and spaces geared toward supporting the needs of opportunity youth.**

Time frame: Short

Partners: YRP, Loyola University, BOPA

Teens and young adults ages of 16 to 21 who are disconnected from school and work, a group known as “opportunity youth,” make up a large share of young people in Baltimore City. According the [Maryland Governor’s Office for Children](#), nearly 18,000 young people in Baltimore City are in this category. Based on Loyola University’s 2018 Govans Pulse Survey, area residents identified opportunities for youth as one of two top priorities (alongside improved safety).

Over the past several years, Loyola University has worked intermittently to engage opportunity youth in workforce development and leadership development programming. In partnership with Baltimore Office of Promotion and the Arts (BOPA) and Department of Planning, Loyola was the partner organization to manage Art@Work, which hired area youth between the ages of 14-21 to work with professional mural artists to paint a mural during the 6-week YouthWorks Summer Internship program. Forty youth have participated in this program since 2018. Additionally, with Federal Earmark funding, Loyola University is supporting two organizations on opportunity youth-focused programming: My Father’s Plan and Woodbourne-McCabe Neighborhood Association.

York Road Partnership has intermittently identified a focus on youth, especially opportunity youth, as a priority. However, no concrete steps to engage local teens and young adults in leadership roles to support event planning and have representation in decision-making have been accomplished. An organizational champion for the area needs to be identified to focus on this priority.

One possible model is the [No Boundaries Youth Organizers](#) (NbYO) leadership program focused on providing community organizing, professional, and life skills to central west Baltimore youth ages 13 to 19. Another is the Central Baltimore Partnership and their focus on youth and families included in the group’s 2017 [Front and Center Equity Plan](#). YRP or another identified champion for this work may wish to embark on planning process to identify actions and goals as a follow up to the Loyola Pulse Survey.

### **3.8. Increase the number and variety of community programs available for area residents of all ages**

#### **3.8.13. Survey residents and school community members to learn more about the interest in programming at the Dewees Park Recreation Center.**

Time frame: Short

Partners: YRP, Mid-Govans Assoc., BCRP

The Dewees Recreation Center was closed for activities during most of the pandemic but provided emergency food resources during the initial wave. This created a gap in generations of neighborhood youth and families who viewed the Center as a secondary safe space where youth could play and socialize. When the reopening occurred, the long-term Recreation Center Director was moved to a different Center. Dewees now has new and engaged leadership and a new opportunity for programming and relationship building is available. Utilization rates of

the center are not at pre-pandemic levels, and families still have not returned for a variety of reasons: lack of knowledge of the new leadership, lack of communication and marketing about what programming is available, and feeling the Center doesn't meet the community's need. A survey of community members from both sides of the York Road Corridor, with particular focus on youth, teens, and seniors, regarding the desired variety of future activities they would like to see happen at Dewees Park Recreation Center is needed.

### 3.9. Implement the Dewees Park Master Plan

#### 3.9.14. Expand capacity of Friends of Dewees to advocate for and fund future development.

Time frame: Long

Partners: BCRP, Friends of Dewees

When Baltimore City proposed closing the Dewees Park Recreation Center in 2011, residents and community leaders from the York Road Partnership, Loyola University, and the Mid-Govans community rallied to keep the facility open. Since 2012, the Friends of Dewees group has been active in varying capacities for the promotion of capital improvements and programming at the recreation center. In the beginning, the Friends group was supported through capacity of a series of AmeriCorps members, but the group is now mainly volunteer supported. In 2014, the Friends worked with the Neighborhood Design Center to prepare a [Conceptual Master Plan](#). The Friends group has consistently advocated for implementation of pieces of the plan and impending projects include installation of a new playground and tot lot, construction of a walking trail around the park, and installation of a memorial garden.

The future of the Dewees Recreation Center remains uncertain. The 1950s building has a damaged roof but there is currently no capital funding budgeted for repairs. Formalizing the Friends of Dewees as an organization by creating bylaws and exploring incorporation as a non-profit organization (or identification of a fiscal sponsor) could make the group more competitive for grant funding and more effective in raising funding for future improvements to the park and recreation center.

## 4. Create an Environmentally Sustainable Neighborhood

### 4.10. Expand tree planting and volunteer stewardship in the area

#### 4.10.15. Increase area tree canopy and provide community education on street tree stewardship.

Time frame: Medium

Partners: York Road Partnership's Public Spaces & Greening Committee, BCRP, Baltimore Tree Trust

According to the [2018 Baltimore Street Tree Inventory](#), there is a disparity in the number of street trees between the east and west sides of York Road. The streets around Govans Elementary School (especially St. Dunstons Rd., Benninghaus Rd., and Harwood Ave.) have noticeable fewer street trees than other sections of the planning area. Fewer street trees mean more intense heat on the block during summer months. There are opportunities for planting street trees, including along designated primary walking routes for Govans Elementary School. This creates an opportunity for community members to:



- Understand the street tree planting process and support long-term care and stewardship,
- Coordinate with BCRP Forestry staff to kick-start planting project ideas through the TreeBaltimore program
- Request street tree to ensure tree removal and pruning needs are addressed

Community participation in tree species and location selection can bolster the sense of community ownership. Annually, the York Road Partnership’s Public Spaces & Greening Committee inventories street trees on the York Road commercial corridor and works with the BCRP Department of Forestry for removal and replacement, or new street tree installation. Additionally, developing ongoing relationships with Tree Baltimore and the Baltimore Tree Trust can help residents connect with trained volunteer TreeKeepers and make sure tree planting projects are well-planned and executed to support sustainable growth of the tree canopy.

#### **4.10.16. Improve maintenance of pocket parks and other small open spaces.**

Time frame: Medium

Partners: BCRP, York Corridor BID

Smaller parklet spaces, such as the green space at the Bellona Triangle, do not get the same level of attention for community supported maintenance as larger spaces, such as Dewees Park. Volunteer groups like the York Road Partnership Public Spaces & Greening Committee with the support of Loyola University students and volunteer groups are mainly responsible for the upkeep and maintenance until the newly formed York Corridor Business Improvement District begins clean and green programming. Targeted maintenance efforts are needed to both resolve cleanliness and increase the knowledge about the history of green spaces in the community, such as at Evesham Park.

### **4.11. Improve maintenance and sanitation in public spaces near Dewees Park and Govans Elementary School**

#### **4.11.17. Promote use of 311 service and code enforcement requests to address ongoing violations in the area.**

Time frame: Short

Partners: 4th District Council Office, YRP, Baltimore DHCD, DPW, Community orgs.

311 service requests in Baltimore City come in two forms: the standard phone number system and a mobile app for online reporting. Oftentimes when residents come to City Agencies with an issue, the first question from the agency is: “Did you put in a 311 request?” While this can be frustrating for residents, Baltimore 311 is an essential tool for agency staff and residents to monitor the status of requests, maintaining accountability, and track how much time it takes to resolve different types of requests. Additionally, City agencies can track the number of requests for a certain location to identify recurring or persistent issues related to transportation, code enforcement, or sanitation.

Providing training to community members in how to use the Baltimore 311 service and follow-up effectively on requests can help residents directly address infrastructure and maintenance issues in the area. Working together to track and monitor service requests can also support accountability and transparency for City agencies.

## 5. Promote Opportunities for Wealth Building and Economic Development

### 5.12. Explore opportunities for entrepreneurial engagement along the York Road corridor

#### 5.12.18. Explore the opportunity to establish a co-working space on York Road.

Time frame: Long

Partners: YRP, Loyola University YRI, Govans community, York Corridor BID

Co-working spaces in Baltimore, such as Open Works and the Impact Hub, offer affordable spaces and shared resources for local entrepreneurs and innovators. York Road lacks central, accessible meeting spaces south of Belvedere Square. Co-working spaces can serve as a hub for local startups to connect with other small businesses, nonprofits, and creative professionals while also providing space for community or private events.

On York Road, there are several vacant or underutilized commercial and office buildings where a co-working space could be a new use. Buildings that could potentially be adapted for this new use include the Verizon Building (5711 York Road), the automotive service building (5602 York Road) next to the Accelerator Space, and the commercially zoned storefronts on the 5700 block of Bellona Avenue. Partners in this endeavor can include York Road Partnership, Loyola University's York Road Initiative, and the York Corridor Business Improvement District.

#### 5.12.19. Expand access for local entrepreneurs to showcase local businesses.

Time frame: Medium

Partners: Loyola University, York Road Partnership's Business Engagement Committee, BDC, DOP, York Corridor BID, local entrepreneurs

Because establishing brick and mortar storefronts is prohibitive due to cost and available space, creating pop-up events in the community creates venues for local entrepreneurs to sell their wares and build a customer base before committing to a storefront.

Pop-up events can be centerpieces of community gatherings. The [Govans Farmers Market](#) has worked with small local entrepreneurs in the past and six vendors have gone on to open brick and mortar storefronts; however, none of the vendors chose the Govans area to open their business. A network of support for pop-up events can come from partnerships with groups like the York Road Partnership's Business Engagement Committee, Loyola University, and the York Corridor BID, as well as from agencies like the BDC and DOP. In addition, the York Corridor BID will be working to help local small and micro-businesses gain access to storefront property use; this will include short term building licensing and longer-term leasing. This network can support a rich pipeline of entrepreneurs in Baltimore.

In addition, [Invest York Road](#) is already working on a campaign to acquire a community-managed commercial space. Once this property is in hand and established, the pop-up events could help build a pipeline of local entrepreneurs interested in leasing part of the new facility.

**5.13. Complete place-making projects along the York Road corridor to promote investment**

**5.13.20. Promote storefront façade improvements on York Road in partnership with the York Corridor Business Improvement District and Baltimore Development Corporation.**

Time frame: Short

Partners: York Corridor BID, BDC

A commercial corridor with an exceptional amount of automotive and pedestrian traffic, this segment of the York Road Corridor is home to multiple active and growing businesses with products and services that range from food to entertainment to banking, among others. Exterior conditions of commercial facades are a critical component of area placemaking, and façade improvements can boost curb appeal of local businesses. Loyola University’s York Road Initiative started this work in 2019 with improvements at Murry’s Family Food (5413 York Road) and has continued work in the 5400-5700 block with one-time funding through a federal earmark designation in 2022. The York Corridor BID authority should work collaboratively with interested business owners and partner with other agencies such as the Baltimore Development Corporation (BDC) to provide capacity support and expertise for best practices.

**FUNDING OPPORTUNITY: BALTIMORE REGIONAL NEIGHBORHOOD INITIATIVE (2023)**

As a certified member of the Sustainable Communities program through the Maryland Department of Housing and Community Development, approved Baltimore City community development organizations are eligible to apply for funding through the Baltimore Regional Neighborhood Initiative (BRNI). BRNI funding is intended for both capital and operating costs associated with community projects. There is a specific strategy in Baltimore City’s application that calls for the leveraging of city projects to promote revitalization and economic competitiveness; INSPIRE was cited as an applicable program, and GEDCO (Govans Ecumenical Development Corporation) is the designated Community Development Organization (CDO) that can apply for BRNI funding for area projects. Annually the York Road Partnership gathers project ideas and utilizes metrics to determine which projects will be a part of the BRNI funding ask.

**5.13.21. Update and expand branded wayfinding signage to connect visitors to community resources and facilities.**

Time frame: Medium/Long

Partners: York Corridor BID, Maryland DHCD, BDC, NDC

One of the ways to highlight neighborhood assets and culture is through branded signage and directional wayfinding signs. Wayfinding signs can include maps, historical facts, and other features that celebrate a sense of place in an area, while directing community members and visitors to resources such as parks, commercial areas, and public facilities. Currently there are several out of date “New York Road” signs from the last major re-brand of the corridor as well as some “Bmore Bird” branded banners that are almost a decade old. Additional signage can connect people to neighborhood amenities and cultural institutions, such as The Senator Theatre, Govans Library, Loyola University, Notre Dame of Maryland University, and others.

The York Corridor Business Improvement District is tasked with funding corridor wide improvements from

Northern Parkway to 43rd Street, including navigation and placemaking tools. Outreach to Main Streets organizations and other Business Improvement Districts to learn the processes they utilized for signage is recommended, as well as additional experts from organizations such as the Neighborhood Design Center (NDC) and the Baltimore Development Corporation. Potential funding sources for capital improvements include the Maryland Department of Housing and Community Development’s Sustainable Communities program.

### **5.13.22. Inventory opportunities for public art installation and restoration.**

Time frame: Medium/Long

Partners: Loyola University Studio Arts Program, DOP, York Corridor BID, BOPA

Public art installations are helpful placemaking tools that can instill a sense of community pride in an area. The existing murals painted by Iandry Randriamandroso in 2014 and 2022 along York Road corridor has added a beautiful and colorful element to the corridor. Govans Elementary has had a previous success restoring the 1980 sculpture by Stan Edmister, “Of Course Culture Horse,” in the front of the school; the design of the project was led by Billy Friebele, a professor at Loyola University, and Michael Sferlazza, an art teacher at Govans Elementary School. Cultivating a resident-led effort for location and content selection can help make the area a more attractive place to live and visit.

The Baltimore Office of Promotion & the Arts (BOPA) has been a previous partner with the greater York Road community through its *Art@Work* program and has worked alongside the INSPIRE program to offer opportunities for area youth to be employed in the development and implementation of public artwork. In addition, BID leadership has expressed that public art for the York Corridor is a priority.

Potential locations for new murals could include:

- on the south facing side of Dollar General facing Govans Elementary School
- a temporary façade on the former Favorite’s Pub at 5804 York Road until a new business is installed
- the street facing façade of the Staples at 5835 York Road
- the south side Verizon Building (5711 York Road)
- the south side 5600 York Road
- the south side of the 5501 York Road

Proactive steps to identify and educate property owners who are interested in public art on their facades can occur even without access to funding sources.

# ***Plan Implementation***

## **Summary**

Across Baltimore City, Department of Planning and city agency staff are working to support the implementation of INSPIRE plans. We look forward to continuing work with community members as we seek to turn the ideas in this plan into reality.

City agencies have already made some funding and staffing commitments for actions identified in this plan. The Department of Planning expects that the city and state existing investment in 21st Century School Buildings builds support for additional investment by public agencies and partner organizations in this and other INSPIRE areas. However, any action that requires capital funding through Baltimore City's [Capital Improvement Program](#) or other new resources may not move forward until funding is identified.

For each action described in the prior section, the implementation tables include a potential time frame and appropriate lead and supporting agencies or organizations. As implementation moves forward and funding is committed to any action, the implementation table should be updated with the additional information on the status, funding availability, cost estimates, or other relevant information related to the individual actions. The Department of Planning, city agencies, community stakeholders, and others can refer to these tables to hold one another accountable to the implementation of this plan.

# Implementation Tables

## 1. Invest in Housing and Market-Strengthening Development Opportunities

#	RECOMMENDATION	LEAD	PARTNERS	TIMEFRAME
<b>SUPPORT RESIDENTS IN MAINTAINING, IMPROVING, AND PROMOTING AREA HOMES AND HOMEOWNERSHIP</b>				
1.1.1	Market low interest loan programs for home repairs and “curb appeal” improvements to Govans area residents.	YRP Housing & Neighborhood Revitalization Cmte.	Mid-Govans Assoc., WMNA, Healthy Neighborhoods, NHS,	Medium
1.1.2	Continue to promote public and non-profit home repair grants and services to qualifying Govans area residents.	YRP Housing & Neighborhood Revitalization Cmte.	Baltimore DHCD, GEDCO, Civic Works, Rebuilding Together Baltimore	Medium
<b>SUPPORT VACANT BUILDING REHABILITATION IN MID-GOVANS AND WOODBOURNE-MCCABE.</b>				
1.2.3	Support the York Road Partnership’s strategies for managing vacant building inventory within the area.	YRP Housing & Neighborhood Revitalization Cmte.	Baltimore DHCD, Community Development Services, private investment	Medium
1.2.4	Build relationships with small developers to increase interest in Govans area development opportunities.	YRP Housing & Neighborhood Revitalization Cmte.	YRP Housing and Neighborhood Revitalization Committee, Mid-Govans Assoc., private developers, Baltimore DHCD	Medium
1.2.5	Ensure legacy residents and seniors have access to estate planning to prevent vacancy and grow generational wealth.	YRP Housing & Neighborhood Revitalization Cmte.	Mid-Govans Assoc., WMNA, MVLS, DOP	Medium

## 2. Create Connectivity and Access

#	RECOMMENDATION	LEAD	PARTNERS	TIMEFRAME
<b>IMPROVE AREA STREET LIGHTING</b>				
2.3.6	Install additional streetlights based on the recent Department of Transportation survey of area lighting conditions.	DOT	DOP, Mid-Govans Assoc.	Short
<b>IMPROVE PEDESTRIAN COMFORT AND SAFETY ADJACENT TO GOVANS ELEMENTARY SCHOOL</b>				
2.4.7	Develop safe east-west routes for walking on Lyman Avenue and Lortz Lane.	DOT/ DOP	York Corridor BID, YRP, Loyola University, local merchants and property owners, BG&E	Long
<b>ENHANCE SAFETY OF STUDENTS TRAVELING THE NEIGHBORHOOD</b>				
2.5.8	Establish a “walking school bus” program to improve safety for students travelling from school to home or to after-school programs.	Govans ES	EPFL Govans Branch, Dewees Recreation Center, Community orgs.	Short
2.5.9	Invest in infrastructure to improve the experience for pedestrians and transit riders along York Road	MTA/ DOT	York Corridor BID, YRP, DOP	Long
<b>CULTIVATE LEADERSHIP AND SUPPORT CAPACITY BUILDING FOR THE MID-GOVANS COMMUNITY ASSOCIATION</b>				
2.6.10	Increase new neighborhood residents to the Mid-Govans Association and develop pathways for volunteer leadership.	Mid- Govans Assoc.	Govans community	Medium

### 3. Enhance Opportunities for Health and Wellness

#	RECOMMENDATION	LEAD	PARTNERS	TIMEFRAME
<b>STRENGTHEN PARTNERSHIPS BETWEEN GOVANS ELEMENTARY SCHOOL AND DEWEES RECREATION CENTER AND PARK</b>				
3.7.11	Cross-promote activities at Govans Elementary School and the Dewees Recreation Center to encourage broader community participation.	Govans ES/ Deweese Rec Center	Friends of Dewees, BCRP	Short
<b>EXPAND PROGRAMMING FOR TEENS AND YOUNG ADULTS TO CREATE MORE OPPORTUNITIES FOR SAFE GATHERING AND SOCIALIZING</b>				
3.8.12	Create more activities and spaces geared toward supporting the needs of opportunity youth.	YRP	Loyola University, BOPA	Short
<b>INCREASE THE NUMBER AND VARIETY OF COMMUNITY PROGRAMS AVAILABLE FOR AREA RESIDENTS OF ALL AGES</b>				
3.9.13	Survey residents and school community members to learn more about the interest in programming at the Dewees Park Recreation Center.	BCRP	Friends of Dewees, Mid-Govans Assoc., YRP	Short
<b>IMPLEMENT THE DEWEES PARK MASTER PLAN</b>				
3.10.14	Expand capacity of Friends of Dewees to advocate for and fund future development.	Friends of Dewees	BCRP, YRP	Long

### 4. Create an Environmentally Sustainable and Clean Neighborhood

#	RECOMMENDATION	LEAD	PARTNERS	TIMEFRAME
<b>EXPAND TREE PLANTING AND VOLUNTEER STEWARDSHIP IN THE AREA</b>				
4.11.15	Increase area tree canopy and provide community education on street tree stewardship.	YRP Public Spaces & Greening Cmte.	BCRP, Baltimore Tree Trust, Tree Baltimore	Medium
4.11.16	Improve maintenance of pocket parks and other small open spaces.	York Corridor BID	BCRP, YRP Public Spaces and Greening Committee, Loyola University	Medium
<b>IMPROVE MAINTENANCE AND SANITATION IN PUBLIC SPACES NEAR DEWEES PARK AND GOVANS ELEMENTARY SCHOOL</b>				
4.12.17	Promote use of 311 service and code enforcement requests to address ongoing violations in the area.	4th District Council Office	YRP, Baltimore DHCD, DPW, Community orgs.	Short



## 5. Promote Opportunities for Wealth Building and Economic Development

#	RECOMMENDATION	LEAD	PARTNERS	TIMEFRAME
<b>EXPLORE OPPORTUNITIES FOR ENTREPRENEURIAL ENGAGEMENT ALONG THE YORK ROAD CORRIDOR</b>				
5.13.18	Explore the opportunity to establish a co-working space on York Road.	York Corridor BID	YRP, Loyola University, Govans community	Long
5.13.19	Expand access for local entrepreneurs to showcase local businesses.	York Corridor BID	Local entrepreneurs, BDC, YRP Business Engagement Committee, Loyola University, DOP	Medium
<b>COMPLETE PLACE-MAKING PROJECTS ALONG THE YORK ROAD CORRIDOR TO PROMOTE INVESTMENT</b>				
5.14.20	Promote storefront façade improvements on York Road in partnership with the York Corridor Business Improvement District and Baltimore Development Corporation.	York Corridor BID	BDC	Short
5.14.21	Update and expand branded wayfinding signage to connect visitors to community resources and facilities.	York Corridor BID	BDC, NDC, Maryland DHCD	Medium/ Long
5.14.22	Inventory opportunities for public art installation and restoration.	York Corridor BID	BOPA, Loyola University, DOP	Medium/ Long

# Updates