



INSPIRE

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

Medfield Heights ES INSPIRE Area Plan



Last updated 2024 October 10

Executive Summary

The Medfield Heights Elementary School INSPIRE plan is a tool for city agencies and community partners to work together with residents, institutions, and organizations to improve the quality of life, health, and mobility in the Medfield Heights community.

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; and to create environmentally sustainable neighborhoods. The INSPIRE program is based on the concept that strong schools make strong neighborhoods, and in turn, strong neighborhoods make strong schools.

In order to meet these goals, the Department of Planning engaged the surrounding communities to learn more about the experiences of living in the area. Engagement primarily focused on the Medfield neighborhood, but also included Hampden, Hoes Heights, and Heathbrook. Community engagement activities such as community walks and a data gallery provided helpful feedback as INSPIRE program staff developed recommendations.

In concert with public engagement, INSPIRE program staff worked with the Department of Transportation and City Schools student data to identify primary walking routes which resulted in sidewalk repairs and new cross-walks before the new school building opened on January 6, 2021. Community leaders, neighborhood associations, parents, and school staff have been important partners in ensuring the recommendations included in this plan are well informed and representative of the school and community's needs.

The Medfield Heights Elementary School INSPIRE plan describes multiple strategies based on community input. Within each strategy, the plan recommends actions for agency staff and community partners to implement. Following adoption by the Planning Commission, Department of Planning and community leaders will work towards plan enactment, supporting the visions of this plan becoming reality.

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Introduction

Letter from the Director

Greetings,

It is with great pleasure that I share the Medfield Heights 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, businesses, and developers; the philanthropic community; anchor institutions; City agencies; and more. Together, we are maximizing the impact around the modernized schools being built around Baltimore so that there will be a noticeable difference in the neighborhood surrounding the new 21st Century facility.



Every division of the Department of Planning is involved either in developing our INSPIRE plans or in supporting the 21st Century School planning process. From offering urban design, architecture, and landscape design expertise, to identifying opportunities to increase access to healthy food or to secure funding resources for community greenspace, our team has been committed to working with others to develop the highest-quality school facilities and INSPIRE recommendations that strengthen the connection between each school and its surrounding neighborhood.



Our commitment doesn't end with the completion of this plan. Each INSPIRE plan is 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 the community's aspirations. New and improved school facilities both improve quality of life for existing students and families and serve as catalysts for attracting new residents to Baltimore neighborhoods. INSPIRE plans like this one aim to capture that potential.

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 of 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 that will 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.

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. This program focuses on the neighborhoods immediately surrounding each of the modernized schools that are part of the 21st Century program.

Learn more about INSPIRE Program at planning.baltimorecity.gov/planning-inspire.



Acknowledgements

The planning process for the Medfield Heights Elementary School INSPIRE plan began in 2019. Due to the COVID-19 pandemic beginning in 2020, community engagement stalled temporarily before reengagement began in January of 2023. The Department of Planning thanks 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 Medfield Heights Elementary School.

The Department of Planning would like to extend special thanks to the leadership and membership of the area neighborhood associations as key partners during this planning process. In particular, we would like to acknowledge Jaclyn Paul, Liz Hoey, and Mark Bernal of the Medfield Community Association, Lydia Wilson of the Hoes Heights Improvement Association, Jennifer Jarvis of the Heathbrook Community Association, and Tim Cervi from Hampden Community Council. The Department also extends their appreciation to Medfield Heights Elementary School's leadership, staff, and families for participating in this process. In particular, the guidance and participation of Principal O'Neill, Community School Coordinator Lilianna Mischke, and PTO President Latarsha Bryant.

Thank you also to 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 the Department of Public Works. We would also like to express special appreciation to the Office of Councilman James Torrence and his staff for being thought partners in this process.

Jaffa Batya Weiss, INSPIRE planner, and Marie McSweeney Anderson, Northern District Planner continued the planning process between 2023 and 2024 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 Mary Colleen Buettner and Jennifer Leonard, as well as former Northern District planner Reni Lawal.



Area rowhomes on W. 42nd St.



Medfield Heights Elementary School entrance

About the *INSPIRE* Planning Process

Summary

The Medfield Heights Elementary School INSPIRE Plan covers the half-mile area around the school building, equivalent to approximately a ten-minute walk from the facility. The recommendations in this plan are located within the half-mile area around the school. Focusing on a limited geographic area allows INSPIRE plans to concentrate impact around the school so that development and investments support the school as a community resource and can expand further into the neighborhood in the future. For each school area, the INSPIRE program uses a three-stage process where planners:

- **Listen** to residents and school community members to gather information on the area
- **Create** recommendations based on community and city agency feedback, and
- **Deliver** a plan based on feedback and ideas from the community.

Outreach and engagement

Outreach and engagement activities, 2022 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
June 13, 2019	INSPIRE Kickoff Presentation	Delivery of the launch presentation for the INSPIRE program at Medfield Heights
January 10, 2023	Medfield Community Association INSPIRE Presentation	Reintroduction and outline of the INSPIRE process; status of the selected community project of a sidewalk installation
January 12, 2023	Medfield Heights PTO INSPIRE Presentation	Reintroduction and outline of the INSPIRE process; status of the selected community project of a sidewalk installation
March 13, 2023	Medfield Community INSPIRE Presentation	Kick off meeting for the Medfield INSPIRE process, shared information about upcoming community walk
March 20, 2023	Medfield INSPIRE Walk: Northern Area	Walked through the northern portion of the neighborhood to focus on input around traffic calming strategies
May 16, 2023	Medfield INSPIRE Walk: Southern Area	Walked through the southern portion of the neighborhood to focus on input around traffic calming strategies
September 9, 2023	Medfest	Tabled at the community-based event to share INSPIRE information and gather community input.
September 13, 2023	Medfield Heights Back to School Night	Shared information with School parents, teachers, and administrators inviting participation into the INSPIRE process
October 5, 2023	Medfield Community Visioning Session	Met with representatives from the PTO, MCA, and School to complete a SWOT Analysis

DATE	ACTIVITY	DESCRIPTION
February 13, 2024	Medfield Community Association meeting	Met with Board leaders to share information about the timeline for 2024 and unveil an online survey tool for recommendations.
February 26, 2024	Medfield Community Association evening walk	INSPIRE joined the Community Wellness committee’s monthly evening walk to discuss infrastructure and pedestrian safety
April 4, 2024	Community Data Gallery	INSPIRE developed posters with graphics, maps, and relevant community data and hosted an in-person feedback and input session
May 20, 2024	Draft Recommendations Feedback	Met with community leaders to gather feedback and input on the initial round of drafted recommendations
October 20204	Final Community Presentation	Final presentation and feedback session for completed draft before presentation to the Planning Commission

Community Project

The Department of Planning has funded a community-selected project from one of the INSPIRE recommendations included in this plan. Prior to the completion of the Medfield Heights Elementary School INSPIRE plan, community consensus was reached about the importance of creating a safe pathway between the school building and the Medfield Recreation Center. There will be a new sidewalk installed along Wood Heights Avenue between the school and recreation center to provide safer pedestrian access, especially for students.



About the *INSPIRE* Area

Overview

Medfield Heights Elementary School is located along Buchanan Avenue between Wood Heights Avenue and Roland Heights Avenue. The quarter mile INSPIRE planning area is situated almost entirely in the Medfield neighborhood statistical area and is closely aligned with this community. The half-mile planning area intersects with surrounding neighborhoods, including Hoes Heights, Hampden, Woodbery, Roland Park, Cross Keys, Keswick, and Coldspring. For this plan, the INSPIRE team also engaged the communities of Heathbrook and Rolden, as both are zoned to Medfield Heights Elementary School and share community resources. The surrounding area is primarily residential bounded by arterial roads and commercial corridors and has some historical educational and industrial uses.

Area History

The historical roots of Medfield, like those of many of the northernmost neighborhoods of Baltimore, lay in the country. However, despite its proximity to Cross Keys, the historically rural neighbor to the north, and Hampden, the working-class mill neighborhood to the south, the story of Medfield’s development is regionally unique—one that intersects with the history of middle-class suburban development during the twentieth century.

For much of its history, the area of the Jones Falls valley where Medfield is situated was known for agriculture, with farming beginning in the 18th century. By 1818, the Maryland legislature had authorized the construction of the Falls turnpike (Falls Road), which improved farmers’ connections markets in Baltimore. Soon mills, taking advantage of the river’s hydropower potential, began to replace farms along the Jones Falls. Flour mills were among the first, eventually replaced by mills producing cotton duck, a heavy material used for ship sails, tents, and mail bags as outlined in “The Baltimore Book: New Views of Local History.”¹ Continued advancements in transportation, particularly the Baltimore and Susquehanna Railroad (1831), precipitated further regional growth. Yet, even as adjacent neighborhoods like Hampden developed into a hub of working-class housing as more workers of the Woodberry mills settled in the neighborhood, the area north of 41st Street and west of Falls Road remained distinctly rural.² One of the only institutions there was Medfield Academy, an elite boys’ school, that Dr. John S. Prentiss (a major landowner in the region) ran during the mid-19th century.

Aside from the school and farm buildings, the only major business enterprise northeast of the mills was situated just past what is now Cold Spring Lane, the northernmost boundary of Medfield. The Melvale Distillery, owned and operated by John T. Cummings, began in the 1880s and by 1910 was the highest producer of Maryland Rye Whiskey.³

The city of Baltimore expanded its boundaries in 1888, incorporating Hampden, but most of the Medfield area remained in Baltimore County until the last city annexation in 1918. In the interim, Medfield’s development began to take shape. In 1908, Fanny A. Prentiss sold a large tract of land to F. M. Jencks. Even though the only

1 Maryland Transportation Transformed, 1800-1900,” State Highway Administration, Maryland Department of Transportation, <https://roads.maryland.gov/OPPEN/II-TRANS.pdf>; Bill Harvey, “Hampden-Woodberry: Baltimore’s Mill Villages,” in *The Baltimore Book: New Views of Local History*, Elizabeth Fee, Linda Shopes, Linda Zeidman, eds. (Philadelphia: Temple University Press, 1991), 43-44.

2 Lydia Belknap, “Medfield Heights Elementary School,” (September 1981), Commission for Historic and Architecture Preservation Archives, Department of Planning, Baltimore City.

3 James H. Bready, “Maryland Rye: A Whiskey the Nation Long Fancied—But Now Has Let Vanish,” *Maryland Historical Magazine* (Maryland Historical Society, Winter 1990): 370.

structures noted on the parcel were farm buildings and a mansion, a streetcar line running to and from downtown Baltimore extended up to the property.

Streetcar lines were critically important for the development of residential areas in the late 19th and early 20th century.⁴ Prior to the rise of the automobile, the development of inner ring suburban enclaves designed for white, middle-class residents required public transportation to get white-collar workers to and from city centers. Yet, even while the neighborhood took advantage of the city's public transportation, it received other infrastructure elements through private means, notably by receiving water through the Roland Park Company—the major residential developer on the east side of Falls Road.

Five years after the initial sale, Jencks sold fifty acres of the property to the Kenwood Land Company in 1913. Development began with the construction of a 100-foot avenue, beginning at Falls Road and running northwest through the parcel. Referred to as Melvale Heights, the first area to be platted was between Cloverdale Avenue (present La Plata Avenue) and Melvale Road.⁵

Residential construction began slowly, mostly along Grandview Avenue, as noted in the 1951 Sanborn Fire Insurance Map. A majority of the houses were brick or concrete rowhouses, with a smattering of single dwellings along Buchanan and Grandview. The uneven pace of development led to a variety of architectural styles including two-story rowhouses with front porches and older frame houses of varying size. The density of rowhouse construction was strongest towards the southern edge of the neighborhood bordering Hampden. Indeed, this boundary has been the most contested as the line where Hampden ends, and Medfield begins has moved between 40th and 42nd streets over the years. As with the housing in bordering Hampden, the residences on this edge of the neighborhood featured a mix of 2-story brick and concrete block houses. Some of the larger dwellings had detached garages, signaling the emergence of car culture.⁶

By the time that Melvale Heights, soon to be Medfield, began to develop there was a marked change in rowhouse construction. “Daylight” or “Sunlight” rowhouses, the architectural style that came to dominate new construction in Baltimore's northern suburbs, began in 1913. By increasing the standard house widths from 12-16 feet to 20-21 feet, builders were able to ensure that every room had a window, a feature that gave the style its signature name. Spurred by the popularity of suburban developments of detached cottages with wide front porches surrounded by lawns that were becoming increasingly accessible and affordable to white, middle-class home buyers, the daylight style became how rowhouse builders were able to remain competitive to homebuyers. Not only were these houses wider than the traditional rowhouse, but they were also less deep, which enabled them to be fronted by a grassy lawn—the ubiquitous feature of suburban living.⁷

Along with adopting new architectural styles, the new developments also differed from older neighborhoods in terms of zoning. Rather than including a mix of residential and commercial functions, many of the new neighborhoods of the late teens and early twenties had a D classification, meaning that they were almost exclusively residential. Gone were the interspersed corner stores common in Baltimore's older neighborhoods as these new developments concentrated commercial establishments in defined areas. This was another feature of suburban planning that was increasingly influencing urban design. Within these developments, rather than walking to shops, residents had to take transportation or, increasingly, drive to do their shopping, thus ushering in the era of

4 “MADISON HOTEL SOLD: FORMER GORDON HOUSE PURCHASED BY PHILADELPHIANS MR. JENCKS BUYS MEDFIELD PLANS NEW DEVELOPMENT ON FALLS ROAD SOUTH OF ROLAND PARK--MR. SHIRLEY TO BUILD 30 HOUSES,” *The Baltimore Sun* (12 August 1908).

5 MR. JENCKS SELLS LAND: FIFTY ACRES ADJOINING MEDFIELD IS BEING DEVELOPED, *The Baltimore Sun* (3 November 1913); *Atlas of Baltimore County, Maryland* (Philadelphia: G W Bomley, 1915), Plate X15, Johns Hopkins University Archives, Baltimore, MD.

6 Sanborn Fire Insurance Map from Baltimore, *Independent Cities, Maryland*, Vol. 6 (1928–1950): 679–86, Library of Congress Geography and Map Division Washington, D.C. http://hdl.loc.gov/loc.gmd/g3844bm.g3844bm_g03573195006; Belknap, “Medfield Heights Elementary School.”

7 Mary Ellen Hayward and Charles Belfoure, *The Baltimore Rowhouse* (New York: Princeton Architectural Press, 1999), 130–31, 138.

the automobile that came to define suburbanism—and urbanism—during the 20th century.⁸

The Medfield neighborhood continued to grow during the 1920s and 30s but new construction ebbed during the Second World War. The postwar years proved to be a boon for housing construction in Medfield with even more brick rowhouses constructed from the mid-1940s to late 1950s.⁹ As the neighborhood grew, so too did its need for public services including an elementary school. As with municipalities across the country, Baltimore saw a marked increase in elementary school construction during the mid-1950s to accommodate the explosive population growth of school-age children of the Baby Boom generation. In 1952, the city requested proposals from architects to design a new elementary school—Medfield Heights Elementary. The *Baltimore Sun* outlined that the project slowly moved forward, with Mayor D’Alessandro leading the official groundbreaking for the school, designed by John Carroll Dunn, on June 10, 1955; the school opening took place the following year. According to Baltimore City Schools, 10 modular classrooms were added to the site in 1970, almost doubling the number of classrooms.

All areas of Medfield grew over the course of the 20th century except for the western boundary, which is marked by steep terrain as the land gives way to the Jones Falls Expressway. However, development would come to that area during the later years of the 20th with the construction of more multifamily housing units. Residential construction continued well into the 21st century, made possible by a significant industrial loss. In 2014, the Hedwin Corporation, an employee-owned plastics manufacturer on Roland Heights Avenue that employed over 300 workers, was sold at a bankruptcy auction for \$22.2 million. *The Baltimore Sun* reported that the new owners decided to move the company and the land that had belonged to the manufacturer was redeveloped into new housing along Roland Heights and La Plata avenues.

8 Hayward and Belfoure, *The Baltimore Rowhouse*, 152-53, 155.

9 Harvey, “Hampden-Woodberry: Baltimore’s Mill Villages,” 44.

Area Demographics and Data

In comparing demographics between the Medfield Heights Elementary School INPSIRE area and the wider city and metropolitan statistical area (MSA) of Baltimore, there are some notable contrasts. In comparison with Baltimore City as a whole, the population of the Medfield Heights INSPIRE area is predominantly White (nearly 65 percent, in comparison to only 25 percent of Baltimore City). Compared to the wider metropolitan statistical area, the INSPIRE area has a higher proportion of White residents and a significantly lower proportion of Black residents (under 10 percent compared to nearly 30 percent in the MSA). All three geographies have a small proportion of Latino residents (less than 10 percent).

The share of children, working-age adults, and elder residents in the area is similar to the share for Baltimore City. However, the Medfield Heights area has a higher median income than both Baltimore City and the MSA, and a higher proportion of residents with a bachelor’s degree or higher than Baltimore City. The community area also has a higher rate of employment and a lower rate of unemployment than both the City and MSA.

TABLE 1. Key demographics in Medfield Heights ES Area compared to Baltimore City and MSA.

	TOTAL POPULATION	HOUSEHOLDS	MEDIAN HOUSEHOLD INCOME
Medfield Heights ES Area	3,850 ± 892	2,079 ± 394	\$103,636 ± \$51,439
Baltimore City	592,211	244,893 ± 1,599	\$54,124 ± \$806
Baltimore MSA	2,837,237	1,087,833 ± 2,761	\$87,513 ± \$741

SOURCE: 2017-2021 ACS 5-YEAR ESTIMATES, TABLES B01003, B19013, AND B25003.

Since 1970, the population of Medfield has gradually declined with a slight plateau since 2010, while the number of households has been slightly increasing. School enrollment peaked in 2014 with nearly 430 students. Due to renovations from the 21st Century School Buildings Program, enrollment has fluctuated (similar to other 21st Century Schools), but since reopening has steadied around 420 students.

The Medfield community has slightly fewer renters and slightly more homeowners in comparison to the City. However, the larger MSA surpasses both areas in homeownership and has overall fewer renters. It can be noted that both the Medfield community and Baltimore City have comparable rates of residents moving in before the year 2000 and between 2000 and 2017; Medfield has a slightly higher percentage of residents moving into their homes since 2018 than the City.

Area means of transportation for the surrounding community and larger city and MSA yields a mix of results. Excluding workers who work entirely remotely from home, the share of community area commuters who drive is similar to the share for Baltimore City overall. A higher proportion of City residents commute with public transportation and a higher proportion of Medfield Heights area residents commute by walking, an indication of the area’s overall walkability. This may also contribute to total vehicle ownership rates. Compared to Baltimore City, fewer INSPIRE community area households have no vehicle and fewer have three or more; most households have only one vehicle.

Medfield Heights Elementary School has a non-Hispanic White student population that is slightly larger than the non-Hispanic Black student population. The school has proportionally fewer Hispanic students than the City at large, but both have comparable numbers of English Learner (EL) students. It should also be noted that the Medfield community is home to a population of families from Nepal; Medfield Heights Elementary School works to accommodate Nepali-speaking families with Nepali language markers on key features of the school interior.

TABLE 2. Employment, INSPIRE Area in Comparison to Baltimore City and Baltimore MSA

CATEGORY	MEDFIELD HEIGHTS ES AREA		BALTIMORE CITY		BALTIMORE MSA	
	EST.	% SHARE	EST.	% SHARE	EST.	% SHARE
Employed	2,442 ± 532	74% ± 23%	276,972 ± 2,871	57% ± 1%	1,427,183 ± 5,689	63% ± 0%
Unemployed	41 ± 125	1% ± 4%	22,274 ± 1,257	5% ± 0%	76,778 ± 2,362	3% ± 0%
Not in labor force	835 ± 513	25% ± 14%	183,410 ± 2,896	38% ± 1%	758,335 ± 5,883	33% ± 0%

SOURCE: 2017-2021 ACS 5-YEAR ESTIMATES, TABLE B23025.

Existing Housing and Land Use

The area surrounding Medfield Heights Elementary School has a variety of housing options, including attached duplexes, detached units, and small apartment complexes.

Most of the Medfield Heights Elementary School INSPIRE area is zoned for residential use. The quarter-mile radius primarily includes zoning categories R-5, R-6, and R-7. All accommodate detached and semidetached dwellings, rowhouses, and multi-family developments, as well as some limited non-residential uses. The quarter-mile radius also includes commercial zoning C-2 along the Falls Road/West Cold Spring Lane retail corridor, as well as industrial mixed-use zoning category I-MU; this includes some commercial and residential usage adjacent to the Jones Falls Expressway. The half-mile radius around Medfield Heights Elementary School contains additional residential and light industrial-use zoning, including along the West 41st Street corridor. The half-mile radius also includes Open Space designations.

According to Baltimore City’s 2023 Housing Market Typology, the area is coded with Categories A, C, D, and E, indicating a mix of average and above average home prices, higher rates of homeownership in comparison to renting, and lower levels of building distress. The vacancy rate in the Medfield Heights area is around 6 percent, markedly lower than the rest of Baltimore City at 17 percent.

The portion of Roland Park included in the INSPIRE area has the strongest typology, Category A. This indicates the highest sale prices, very low housing density and the highest share of homeowners in comparison to the rest of Baltimore City. The typology Category C incorporates much of the rest of the INSPIRE area. Category C has high rates of homeownership, as well as a high building density and low levels of building distress.

The remainder of the area includes Categories D and E. Both categories have home prices around the city’s average, but Category D has a higher rate of homeownership and Category E generally has more renters. The Cross Keys neighborhood primarily falls in this category due to its concentration of occupied rental units. Area renters are also located in larger complexes such as Roland Ridge Apartments in the Medfield neighborhood statistical area.

TABLE 3. Housing units by occupancy status in Medfield Heights ES Area compared to Baltimore City

CATEGORY	MEDFIELD HEIGHTS ES AREA		BALTIMORE CITY	
	EST.	% SHARE	EST.	% SHARE
All units	2,209 ± 357	100% ± 23%	293,718 ± 785	100% ± 0%

CATEGORY	MEDFIELD HEIGHTS ES AREA		BALTIMORE CITY	
	EST.	% SHARE	EST.	% SHARE
Occupied	2,079 ± 394	94% ± 9%	244,893 ± 1,599	83% ± 0%
Vacant	130 ± 188	6% ± 8%	48,825 ± 1,298	17% ± 0%

Source: 2017-2021 ACS 5-year Estimates, Table B25002.

In comparison to the rest of Baltimore City, the Medfield Heights area has a slightly higher proportion of owners (about 53 percent versus 48 percent), and a slightly lower proportion of renters (approximately 45 percent to 50 percent). The Baltimore MSA has a significantly higher proportion of owners, approximately 65 percent. Since 2019, there has been only one privately owned vacant building notice issued in the Medfield neighborhood statistical area.

Public Safety and Sanitation

Medfield experiences a low crime rate in comparison with other City neighborhoods. According to the [Baltimore City Crime Dashboard](#), for the years 2020 to 2023, there was a steady increase of property crimes (43 in 2020 and 69 in 2023). There was an increase in violent crimes from 2020 to 2022 from 3 to 28, but in 2023 the number reduced to 22. There have been no homicides in Medfield since 2015 and data shows that homicide was the only one since 2012 when the data begins. Since the start of 2024, there have been 32 property crimes and 5 violent crimes which is lower than the previous year.

During community engagement efforts, targeted safety issues were named, but the overarching safety concerns for residents mainly had to do with pedestrian safety and connectivity rather than violence or property crimes. Medfield Heights has an ongoing positive relationship with the Northern Police District and typically has report outs from officers at community meetings.

Transportation

The Medfield neighborhood statistical area is bounded by W. Cold Spring Lane to the north, Falls Road to the east, Interstate 83 to the west, and W. 41st Street to the south. Falls Road, or Maryland Route 25, is a minor arterial road that runs from midtown Baltimore City to northern Carroll County and intersects the INSPIRE area in a northwestern direction, forming a major intersection at W. Cold Spring Lane. The segment of Falls Road that intersects with the INSPIRE area below W. Cold Spring Lane is primarily residential with some office use; the northern segment includes mixed commercial use. W. 41st Street runs parallel to W. Cold Spring Lane over Interstate 83, connecting to the adjoining Woodberry community

The INSPIRE area also includes the entry and exit ramps for Exit 9 for Interstate 83; at its terminals, I-83 connects Downtown Baltimore to Harrisburg, Pennsylvania. I-83 is a major connector for jobs and amenities between Baltimore City and Baltimore County and serves as a network to move freight throughout the metro region.

The Medfield Heights Elementary School area is serviced by multiple Maryland Transit Administration (MTA) bus routes. W. 41st Street is serviced by LocalLink 21 (Woodberry - Canton Crossing) and 22 (Mondawmin - Bayview), connecting the area to southeast Baltimore. Falls Road has multiple stops for the LocalLink 94 (Fort McHenry - Sinai Hospital), running from Locust Point in south Baltimore to the county line and Sinai Hospital in the northwest. The LocalLink 28 (Moravia - Rogers Ave. Station) connects eastern Baltimore to the Baltimore Polytechnic Institute and Western High School campus.

The Medfield Heights Elementary School community has one stop along the Baltimore Light RailLink, the Cold Spring Lane Station. The Baltimore Light RailLink is managed by the MTA and runs northbound-southbound

from Hunt Valley in Baltimore County to the Baltimore/Washington International Airport in Anne Arundel County. The light rail system provides an alternative to automobile travel for area residents looking to connect to amenities within the city and in the adjoining counties.

Local and freight trucking have restrictions within the Medfield Heights INSPIRE area set by the Baltimore City Department of Transportation. West Cold Spring Lane prohibits freight vehicles between the hours of 7PM and 7AM. In addition, the following roads have been designated for local truck deliveries only: Falls Road; Buena Vista Avenue, W. 41st Street, Roland Heights Avenue, Buchanan Avenue, La Plata Avenue, and W. Old Cold Spring Lane. Local delivery trucks are usually smaller and have a shorter range of travel than larger freight trucks.

The 2015 Baltimore City Bike Master Plan identifies several potential cycling infrastructure projects within the Medfield Heights INSPIRE area. W. Cold Spring Lane and the portion of Falls Road north of W. Cold Spring Lane have been proposed as Main Routes for bicycle transit, which would connect Medfield to other neighborhoods. Bike facility types for a main route are typically designated separate bike lanes, adjoining buffered bike lanes, or one- or two-way cycle tracks. Falls Road south of W. Cold Spring Lane has been proposed as a shared route integrated with automobile traffic. The local roadways of Grandview Avenue, Newport Avenue, and Elsa Terrace have been proposed as neighborhood routes, which include bicycle cut-through routes as well as streets that prioritize cycling over vehicular traffic.

At the eastern edge of the INSPIRE area, the portion of Roland Avenue between W. 40th Street and W. Cold Spring Lane has cycling infrastructure. This specific area is where W. University Parkway merges with Roland Avenue and includes both designated bike lanes and shared routes with auto traffic. In addition, the portion of W. 41st Street from Buena Vista Avenue in Upper Hampden to Hooper Avenue in Woodberry contains a bike lane that connects the community directly to the Jones Falls Trail.

The Medfield Heights community is particularly attuned to pedestrian access and safety. Between 2020 and 2024, there were over 60 crashes, of which almost a third involve pedestrians or cyclists. In 2021, there was a fatal crash that took the life of a community member within the INSPIRE area. Outreach revealed a strong community desire for safe networks of pedestrian travel, especially for students at Medfield Heights and the local high schools.

Recreation and Open Spaces

The Medfield Heights INSPIRE area is adjacent to several open green spaces:

- **Medfield Heights Park** is a 5.5-acre greenspace located between Medfield Heights Elementary School and the Medfield Recreation Center. The land is owned by the City and falls under the jurisdiction of City Schools rather than Recreation and Parks. There are shared sports facilities on site, including a basketball court and baseball diamond.



- **Woodberry Woods** is located west of Interstate 83 is where a portion of the Jones Falls Trail passes through the park.
- The **Jones Falls Trail** is a ten-mile hiking and bicycling trail that runs along the length the Jones Falls stream. The trail is a part of the larger East Coast Greenway that runs across fifteen states and the District of Columbia.

Additional open spaces outside of the half mile INSPIRE boundary include **Pleasant Place Park** and **Hooper/Rockrose Park**.

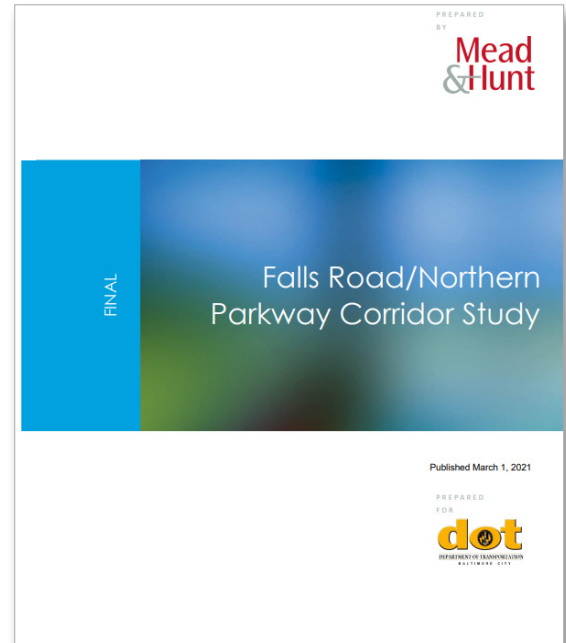
The Medfield Recreation Center is also a significant landmark and asset in the community. The building underwent renovations and reopened to the public in April 2024; a second phase of renovations is anticipated to begin in the future. The rec center includes several youth-centered amenities, including an E-Sports lounge.

Existing Plans

The Medfield Heights INSPIRE area is included in several published planning documents. In the development of the recommendation report in this document, the Department of Planning closely reviewed the existing planning documents that pertain to the area corridor and incorporated them as tools in the prioritization of recommendations within the INSPIRE area.

Falls Road/Northern Parkway Corridor Study (2021)

In March of 2021, a corridor study of Northern Parkway and Falls Road was conducted to assess infrastructure quality and transit operations of the corridors with the intention of improving the experience of motorists, cyclists, and pedestrians. The planning catchment area includes the intersection of West Cold Spring Lane and Falls Road at its southern end, reaching the northern portion of the Medfield Heights Elementary School INSPIRE area. While specific recommendations for the area were limited, the Corridor Study affirms the priorities of other relevant plans such as the Bike Master Plan of 2015.



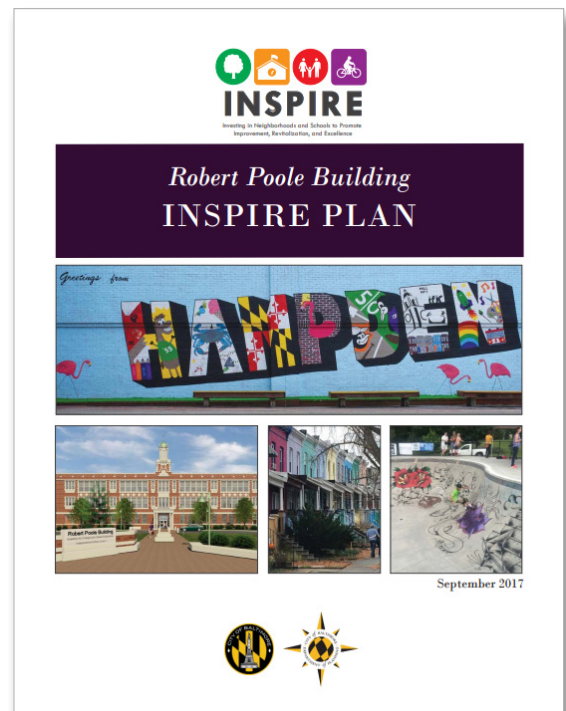
Greater Roland Park Master Plan (2011)

The Greater Roland Park Master Plan was approved by the Baltimore City Planning Commission in February of 2011. While the majority of this planning document is centered on the goals of the neighboring Roland Park community, the territory included in the plan also entails the southern portion of Cross Keys and the surrounding streetways, which is included in the Medfield Heights Elementary School INSPIRE area.

The Greater Roland Park Master Plan includes recommended action items that are relevant to the Medfield Heights Elementary School INSPIRE area, especially as it pertains to transportation needs. Recommendations include improving West Cold Spring Lane between Falls Road and Tamarind Road and implementing transit-oriented development strategies around the Light RailLink station to enhance pedestrian and cyclist access and mobility within the area.

Robert Poole Building INSPIRE Plan (Academy for College and Career Exploration & Independence School)

The Robert Poole Building is located in the Hampden neighborhood and co-houses the Academy for College and Career Exploration (ACCE) and Independence Local High School, both charter schools. In September of 2017, the Planning Commission adopted the INSPIRE plan centered on the Robert Poole Building. The Robert Poole INSPIRE area partially overlaps the Medfield Heights INSPIRE area. There



are some priorities for community improvement shared between both plans that might lead to future opportunities for collaboration and improving access to resources. These include addressing ongoing litter problems within the community and improving nonautomotive transportation networks to make roads safer for pedestrians and cyclists.

About the *INSPIRE* Plan Recommendations

Summary

The following action items are organized around INSPIRE program goals and a set of recommended strategies specific to this planning area. City agencies, including the Department of Transportation, Baltimore City Recreation and Parks, and the Department of Planning, are expected to lead implementation on some of these actions. The Medfield Community Association, Medfield Heights Elementary School community, and additional partners are being asked to work with agencies in leading implementation on other action items.

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 guiding principle that strong schools and strong communities build upon one another. All INSPIRE plans include a component focusing on the blocks that have been designated as Primary Walking Routes. Routes that have been designated as primary walking routes were prioritized for streetscape repairs that improve the pedestrian experience of community members of all ages and level of ability.

The Department of Planning used Baltimore City Public School System school zone data to map concentrations of families with children that attend Medfield Height Elementary School and worked with community stakeholders and the Department of Transportation to identify the dominant routes that students use to get to and from the school within the half mile INSPIRE planning area.

DOP and DOT staff identified the following blocks as primary walking routes:

- 400 block of La Plata Avenue between Falls Bridge Drive and Wood Heights Avenue
- 1400-1500 block of Wood Heights Avenue between La Plata Avenue and Buchanan Avenue
- 4300 block and some additional streetway of Buchanan Avenue between Wood Heights Avenue and Medfield Avenue
- 1200-1300 block of Roland Heights Avenue between Buchanan Avenue and Falls Road
- Edgehill Avenue between Weldon Avenue and the street transition to Medfield Avenue

Improvements made along the primary walking routes included:

- Bringing sidewalks up to a safe and standard condition

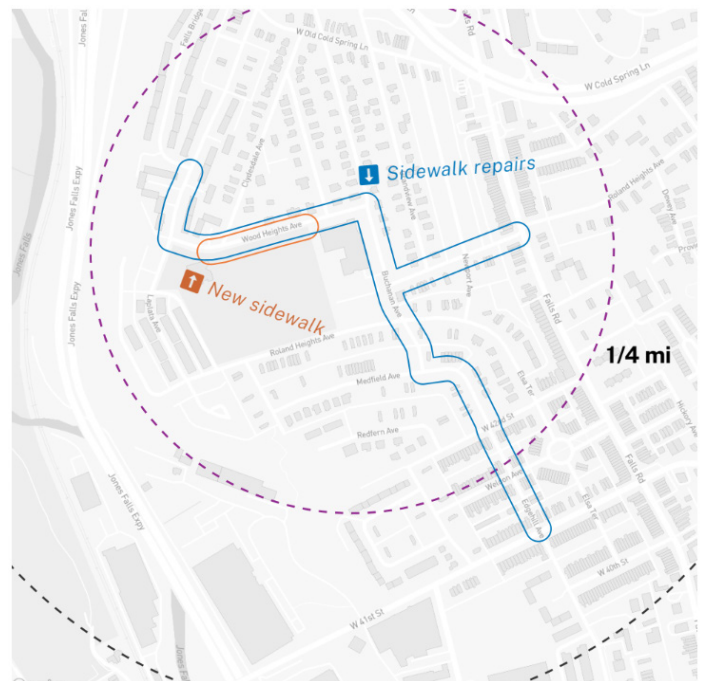


FIGURE 1. Selected Primary Walking Routes for Medfield Heights ES. Sidewalk installation project indicated in orange.

ABOUT THE INSPIRE PLAN RECOMMENDATIONS

- The updating crosswalks at intersections
- Assessing need for repairs of ADA ramps at intersections
- Pruning and planting street trees
- Picking up trash

Goals, Strategies, and Actions

1. Invest in Housing and Market-Strengthening Development Opportunities

1.1. Market Medfield area assets, amenities, and homebuying opportunities

1.1.1. Showcase the area's strong market to potential homebuyers

Community feedback indicated that developing a branding effort to generate interest in the Medfield Heights school area would be helpful to maintaining a competitive housing market. It would also provide an opportunity to have widespread sharing of community assets. Ideas for increasing interest in the Medfield area can include:

- An externally focused communications strategy to share knowledge about Medfield Heights area, including incorporating social media platforms.
- Promoting the surrounding communities through area real estate agents, who often do features on neighborhoods where they view homes. Invite area real estate agents to a neighborhood walk.
- Creating shareable content like photos, short stories, and videos to promote what is great about the neighborhood.

1.1.2. Create a campaign to encourage Medfield area renters to become homeowners

Medfield and the surrounding communities have a strong housing market, with an assortment of renters throughout the area. An opportunity to strengthen the market further lies in an information campaign directed towards area renters about home buying incentives and opportunities for funding resources across Baltimore City.

Medfield Heights Elementary School can serve as a hub for parents, teachers, and administrators who are interested in learning more about the homebuying process in or near Medfield to connect and share resources. The school can also serve as a space to host events with community organizations like Live Baltimore to share information with area renters about the homebuying process. The Medfield Community Association can help prepare and deliver informational packets or invitations to events and meetings regarding the homebuying process and incentives.

1.1.3. Advocate for access and affordability in redevelopment projects

Much of the INSPIRE area is already developed for residential homeownership. A value expressed by community members during the engagement process was prioritizing access to housing for people at all income levels. Medfield Community Association can advocate for future affordable housing or rental units to allow access to amenities like the school, recreation, and greenspace for low-income families.

The Department of Planning can support community engagement in public processes if developers need variances or subdivision; however, leadership will need to come from community members working directly with developers to advocate for this recommendation. Current inclusionary housing law only applies to developments of 20 or

more units or projects that are primarily publicly funded.

1.2. Reduce inventory of inactive properties in the community

1.2.4. Use 311 to request targeted code enforcement of vacant commercial and residential properties

The Medfield Heights INSPIRE area has a small number of vacant or unoccupied properties that have persistent code violations. The Medfield Community Association, with support from the Department of Housing and Community Development, can survey the INSPIRE area for unoccupied properties to use 311 to report code violations and request follow-up by DHCD Code Enforcement officers for these properties. An idea utilized by other communities is scheduling annual or bi-annual code enforcement walks for neighbors to come together to put in 311 requests, create a tracking spreadsheet, and follow up throughout the year to track the requests to completion.

2. Create Connectivity and Access

2.3. Improve pedestrian experience along major and local streets

2.3.5. Install a new sidewalk along Wood Heights Avenue to connect Medfield Height Elementary School to the adjacent recreation center

The Medfield Recreation Center underwent a significant renovation and reopened to the public in April of 2024. However, there is no direct sidewalk connection between Medfield Heights Elementary School and the recreation center along Wood Heights Avenue. Students coming from the school to the center must cross traffic twice to get to an accessible sidewalk or walk along the road with car traffic. A sidewalk connection would allow students to travel safely by foot between the school and recreation center. The Department of Transportation is expected to install a sidewalk by the end of 2024.

2.3.6. Improve accessibility of area sidewalks and intersections

Along the primary walking route, there are several locations without ADA compliant curb cuts. ADA improvements by the Department of Transportation are needed at the following locations:

- Roland Heights Avenue on the west side of Falls Road, from the alleyway behind the deli to Newport Avenue
- Buchanan Avenue at the alley between Roland Heights Avenue and Medfield Avenue



View of W. 41st St. facing west from Buena Vista Ave

2.3.7. Install traffic calming on W. 41st Street from Falls Road to the W. 41st Street Bridge over I-83

Based on feedback from area residents, there are several key opportunities for traffic calming at intersections

- **Falls Road and W. 41st Street:** This is a highly trafficked intersection for both cars and pedestrians. To the east of the intersection, there is a commercial area with a local grocery store. During community walks, residents shared that they feel rushed and unsafe due to the short timing of the pedestrian signal and the left-hand turning vehicles. The Department of Transportation will investigate the possibility of adding additional pedestrian crossing time, as well as the alternative of the addition of an “All Red” phase to the existing signal. “All Red” phases of traffic lighting are used to safely clear all vehicle traffic from an intersec-

tion before the opposing flow of traffic begins.

- **Edgehill Avenue and W. 41st Street:** This is a major intersection along the walking route for families to Medfield School. Due to its proximity to the Falls and W. 41st intersection, vehicles are often in the process of speeding up as they near this intersection. Very rarely do cars stop for pedestrians at the crosswalk across W. 41st Street. DOT has pledged to conduct an assessment of installing an All-Way Stop and will further investigate the possibility of installing Rectangular Rapid Flashing Beacons for additional pedestrian crossing safety.



Falls Road and W. 41st Street intersection

- **Buena Vista Avenue and W. 41st Street:** This is another main intersection where residents experience trouble both in cars and on foot. Drivers moving towards and coming off the bridge over I-83 are often driving quickly due to lack of speed impediments. There was a new speed camera installed in the 1400 block of W. 41st Street. Residents are requesting an evaluation for a traffic light to be installed at this location. This would help slow traffic coming off the bridge towards a more residential, pedestrian focused area, and conversely add a barrier from drivers coming from Falls ahead of the bridge where drivers would be encouraged to slow down rather than gain speed. DOT will conduct an analysis into factors justifying the installation of a traffic control signal and will work with the City's Automated Traffic Violation Enforcement System (ATVES) by gathering data from the W. 41st Street speed camera.
- **Intersection at the Union Collective Entrance at W. 41st Street:** Pedestrian access from Medfield to the Union Collective site is limited. Between Buena Vista Avenue and the driveway entrance to the site along W. 41st Street, there is no sidewalk on the northern side of the street. This leaves people walking to the site with few options other than walking in the bike lane with traffic, which is dangerous for bikers, pedestrians, and motorists. Due to the steep grade of the hill, there is no feasible option for sidewalk installation. However, if a stoplight is eventually introduced at Buena Vista Avenue and a crosswalk at the entrance to

the Union Collective driveway along W. 41st Street is installed, a pedestrian walking pathway utilizing the sidewalk on the southern side of the street can be enhanced to incentivize safe crossing for walkers.

2.3.8. Assess pedestrian signals along Falls Road for possible timing updates

Along Falls Road are stoplights and pedestrian lights to improve the experiences of foot travel. However, residents have reported the timing of the walk signs are not long enough for safe crossings. The Department of Transportation is currently working on a larger scale signal re-timing project and have indicated that they can include the intersections along Falls Road from Hillside Road on the northern end to W. 40th Street on the southern end.

2.3.9. Improve the Roland Heights Avenue and Falls Road intersection near Medfield Heights Elementary School

Multiple residents specifically cited the lack of safety at the intersection of Roland Heights Avenue and Falls Road. Residents have reported that the intersection is frequently used by families and students walking to Medfield Heights Elementary School. Travelling northbound on Falls Road towards West Cold Spring Lane, the intersection is located shortly after an incline in the street that reduces driver visibility and endangers pedestrians. While the intersection has a traffic light for cars, residents have requested longer intervals for the walk signals to support safer pedestrian crossing, as well as a speed camera to reduce the number of drivers speeding on Falls Road in either direction. The Department of Planning can facilitate conversations between the community and the Department of Transportation to investigate and install traffic calming and pedestrian safety measures.

2.4. Assess major networks of automobile traffic for shared use

2.4.10. Complete a traffic study of West Cold Spring Lane to support improved traffic safety

West Cold Spring Lane is a major roadway that connects east and west Baltimore and intersects with the Medfield Heights INSPIRE area. The street also provides access to the nearby campus of Baltimore Polytechnic Institute and Western High School, connects to the Cold Spring Light RailLink station, and feeds into nearby I-83. A car dominant street, West Cold Spring Lane is not easily travelled by bike or by foot. The Medfield community has expressed that traffic calming to increase pedestrian and cyclist safety along West Cold Spring Lane is a priority; furthermore, applying calming and increasing bike access has been cited in previous plans, such as the Baltimore Bike Master Plan of 2015. The Department of Transportation recommended a traffic study of the area in alignment with improvements to the Poly/Western School site. Department of Planning can support neighborhood organizations participation in this process.

2.5. Improve connection between Medfield and the surrounding resources

Christian Love Baptist Church, 4198 Falls Rd.

2.5.11. Improve the pedestrian connection between the Medfield community and the Union Collective site

An informal walking trail starting from the intersection of Clydesdale Avenue and the alley north of Redfern Avenue links the southern end of Medfield and Union Collective. The trail is functional but is inaccessible for people with disabilities due to uneven ground and steep slopes. Community feedback indicated an interest in the trail being maintained as a safe walking route to the Union Collective.

While primarily in the public right of way, the Department of Transportation does not have the resources to commit to trail maintenance here. However, the Department of Planning can help support community-driven efforts for acquiring funding and personnel support for trail work. Local entities such as the Parks and People Foundation and the Baltimore Community Foundation offer grants and other sources of funding that can support capital improvement projects such as trailblazing.

2.5.12. Create a neighborhood liaison program

The Medfield Heights Elementary School INSPIRE area is home to diverse assets and organizations. The Medfield Community Association has representation and participation in meetings and events from neighboring Heathbrook and Hoes Heights, which



Trailhead for informal path to Union Collective



Union Collective, 1700 W. 41st St.

underscores partnership across neighborhood boundaries.

However, during engagement, community members voiced that there was concern about collaboration with other area entities and constituencies. We recommend creating similar representative engagement for the following constituencies:

- **Area High Schools:** There is close relationship between the Medfield Elementary School administration and the Medfield Community Association, however relationships with the local high schools (Poly and Western) are a bit more distant both physically and relationally. Especially with the issues of traffic and pedestrian safety around Cold Spring Lane, this relationship could be improved and important for future collaborative planning efforts.
- **Medfield Recreation Center:** Many of the comments we received about the large greenspace adjacent to the recreation center focused on increasing and improving programming. Especially with the ongoing improvements happening at the Medfield Recreation Center after a prolonged period of closure, now is an important time to establish relationships to ensure communications about programming and planning for the future is getting out to the community's youth. The forthcoming sidewalk installation between the school and recreation center would be an opportunity to see increased collaboration and connection across the greenspace! A close collaboration between Medfield Rec and the Elementary School would ensure students' needs are being met both during and after school hours.
- **Nepalese and Spanish-speaking residents:** Medfield Elementary School has seen an increase in the number of ESL students. There is a small but growing population of Nepali and Spanish-speaking families living in the area. There is an informal cricket league made up of Nepali residents that meets on the greenspace adjacent to the school. Communication in multiple languages and welcoming new non-English speaking families into the association will be important to ensure that all community concerns and wants are addressed. In addition, targeted leadership development within these communities will ensure equal representation to the predominately white neighborhood and association leadership.
- **City Council Districts (6, 7, and 14):** Beginning in January of 2025, Medfield will be split between three Council Districts. Having representation and communication with each district and being very specific about issues will be important to ensuring the Medfield community's full representation. Having a list of projects and concerns for each of the areas will be helpful for tracking constituent concerns and following up on issues.

Having formal representatives from or to these different constituencies or city agencies can help increase the flow of information and collaboration towards community problem solving. Participation can potentially include having a representative on the Medfield Community Association board who is responsible for conducting regular meetings or communication with these entities to share and receive information.

3. Enhance Opportunities for Health and Wellness

3.6. Maximize access and use of area greenspace

3.6.13. Create a Friends of the Park group to focus on improvements and programming at the Recreation Center and greenspace.

The Medfield community has a large greenspace and improved Recreation Center in the heart of the neighborhood, adjacent to the elementary school. *Friends of the Park* groups are active throughout the city; their role is to support partnerships between city agencies and the community to provide public improvements and amenities as well as ongoing maintenance and cleanliness of city parks. An important part of a *Friends of the Park* group's work

is planning and visioning for a park or greenspace and then helping to implement the ideas.

During public engagement for this plan, there were several ideas for improvements to the park, including establishing regular community programming to activate the fields and greenspace like yoga or sports leagues; establishing a community garden or dog park; and installation of physical infrastructure such as benches or bodyweight exercise equipment. Residents and participants have many ideas for what is possible in the park, but additional work to create a plan in partnership with City Recreation and Parks and the school is an important next step towards identifying projects and priorities for implementation.

3.6.14. Continue investment in the Medfield Recreation Center

The City of Baltimore's Department of Recreation and Parks have begun making significant investments into the renovation of the Medfield Recreation Center. The first phase of work included the installation of an E-sports gaming lounge, flooring and electrical repairs, and an update to the facility kitchen. The next phase will include renovations to the gymnasium and stage, as well as a new sound system and additional painting. With these improvements, the Medfield Rec Center is going to be a hub of activity and community engagement.

The surrounding communities can continue to be involved in renovations under the direction of BCRP, including supporting painting and additional exterior improvements such as garden boxes. The community associations and a *Friends of the Park* group can navigate with city agencies and the Recreation Center staff for opportunities for further community involvement.

4. Improve Safety

4.7. Improve the experience of walking in Medfield at night

4.7.15. Implement upgrades to Medfield Heights area street lighting

In spring 2024, the Department of Transportation conducted an assessment of streetlights in the Medfield Heights INSPIRE area. Improving street lighting will make walking in the neighborhood a safe and accessible activity for residents of all ages and abilities. In addition to one outage being repaired, DOT compiled a list of blocks recommended for LED upgrades.

- 4300 block of Buchanan Ave
- 4400 block of La Plata Ave
- 4200 block of Edgehill Ave
- 4200-4300 blocks of Newport Ave
- 4200 block of Elsa Terrace
- 1200-1300 blocks of W. 42nd St.
- 1200-1400 blocks of Roland Heights Ave

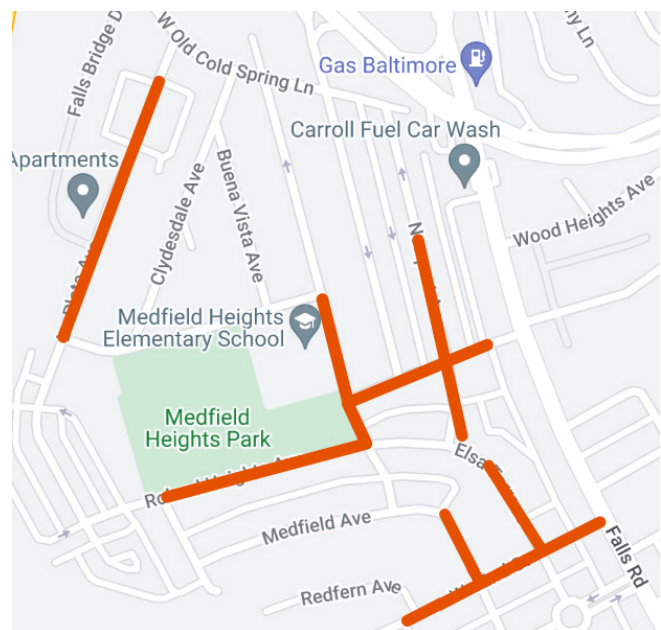


FIGURE 2. Blocks recommended for lighting updates

4.8. Increase public knowledge of public safety tools

4.8.16. Access community training on harm reduction and de-escalation

Community members have expressed interest in public safety resources in Baltimore City and across Maryland that include tools and trainings for emergencies that supplement 911 emergency services. These include harm reduction practices like naloxone administration in the event of an overdose, and conflict de-escalation and mediation. Local and regional organizations such as the Baltimore Harm Reduction Coalition and the Baltimore Mediation Center provide trainings and other resources to community organizations to meet these aspirations. The Medfield Community Association has a dedicated Community Wellness and Safety committee that can coordinate hosting trainings and disseminating materials.

4.8.17. Work with Northern District Police on targeted public safety needs

The Medfield Community Association has a strong and ongoing relationship with the Northern District Police office. The MCA hosts BPD officers for crime and public safety updates at regular meetings. At present, there are targeted public safety improvements that would greatly improve the quality of life of community members, but there is the need of further coordination for mediation. Community feedback about this was particularly invested in getting police support in the reporting and tracking of properties with consistent code violations

5. Create an Environmentally Sustainable Neighborhood

5.9. Improve sanitation and appearance of community by reducing street trash

5.9.18. Increase the number of community dumpster days through Community Pitch-In events

Through the Department of Public Works' Community Pitch-In Program, community associations are eligible to register a community cleanup event and request a collection dumpster from the Bureau of Solid Waste. Communities are eligible for up to four dumpsters during community cleanup events per year and must be registered through Baltimore City's 311. The community associations of Medfield, Rolden, and Heathbrook are registered with Baltimore City Community Association Directory and have access to organizing Community Pitch-In events. With support from Medfield Heights Elementary School for outreach, community leadership can develop more community cleanup events that reduce street trash.

5.9.19. Explore opportunities for installing new curbside public trash bins along Falls Road

The Department of Public Works makes determinations for new and replacement street furniture for public use, including trash bins. Public trash cans can be installed along main thoroughfares and at bus stops along any road type. To start the review process, a community member would have to make a 311 submission for a new or replacement can with exact location information; DPW will review the request and issue a decision. The Medfield Heights community has expressed interest in getting new cans to help manage street litter, particularly along Falls Road. The Department of Planning can help facilitate research and communication between DPW and the community to investigate potential installation sites.

5.10. Support adoption of alternative technologies

5.10.20. Install electric vehicle charging infrastructure in the community

The Parking Authority of Baltimore City manages the installation and upkeep of electric vehicle charging stations throughout the city in partnership with other city agencies and BG&E. Members of the Medfield community and city leadership have expressed interest in the possibility of a charging station near the recreation center and have requested an installation from PABC. While the installation program is on hold as of 2024 while PABC awaits additional funding, they are aware of the Medfield community's desires; the Department of Planning can continue to facilitate conversations about prioritizing Medfield for future installations, but future advocacy would be needed on behalf of the community if this is a priority.

5.10.21. Promote opportunities for community access to solar energy

Solar power is one of the available options for net energy metering in the Maryland, and, in Baltimore City, there are a range of opportunities to participate in the solar energy economy. These resources include community solar programs where residents purchase energy generated by large-scale solar operations, as well as individual solar panel installation on owner-occupied residences. Civic Works offers a solar co-op program for individual household installations, connecting city residents to vetted contractors.

5.10.22. Work with school community on greening opportunities and engagement

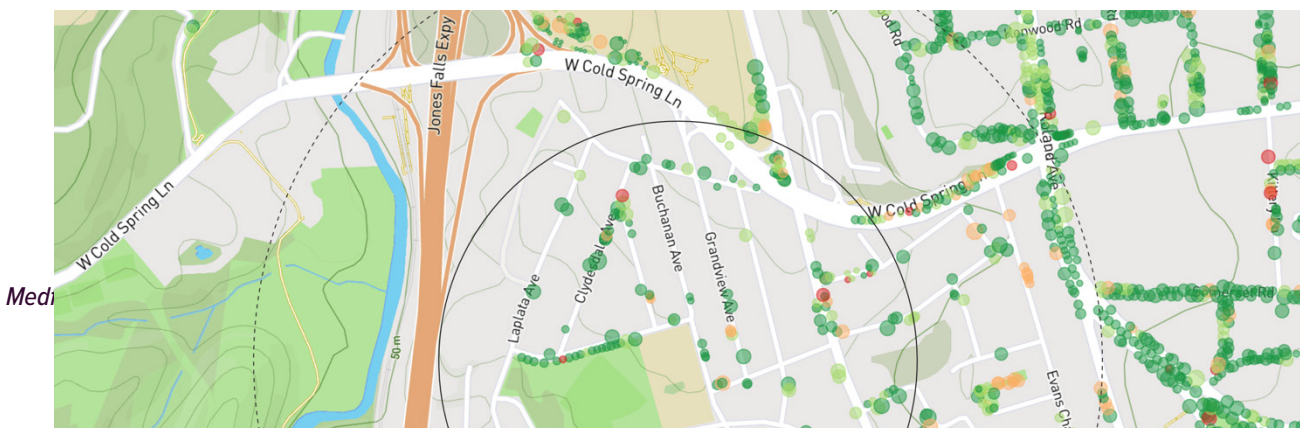
Medfield Elementary School has an active Green School Team which works on projects internal to the school community. Both school and community representatives, shared an interest in increased collaboration was that could be focused on maintaining native plantings and increased opportunities for education.

Ideas for community-school partnership include:

- Host regular workdays to help maintain the native garden installed outside of the new school and ensuring weeding and invasive removal occurs regularly
- Install a rain garden adjacent to the parking lot or in the parkland behind the school to reduce runoff from impervious surfaces.
- Conduct regular Weed Warrior and Tree Keeper trainings for the greater community to have an educated and informed volunteer base
- Host educational sessions regarding composting and sustainable energy for residents and school community
- Depending on interest and engagement, this group may also be interested in pursuing status as a **Resiliency Hub** through the Baltimore Office of Sustainability

5.10.23. Identify opportunities for new street trees

Urban trees provide benefits such as cooling streets and homes, reducing carbon and noise pollution, and creating a pleasant atmosphere for pedestrians. Tree Baltimore can serve as a partner with the community associations in the effort to increase urban tree coverage where eligible.



Tree Baltimore can also work with neighborhood groups to supply tree plantings on their private property during the Spring and Fall. Neighborhoods with non-profit status can also apply to grants on a rolling basis as funding is available through the Chesapeake Bay Trust and the State of Maryland for increasing the tree canopy.