Greetings,

It is with great pleasure that I share the Robert Poole Building INSPIRE plan. I want to express sincere thanks to the many residents and community stakeholders who played a role in shaping this plan, and for their commitment to working in partnership with the 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 when the doors open for students on their first day, there will be a noticeable difference in the neighborhood surrounding the new 21st Century facility.

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 healthy food or to secure a site and funding resources for a community garden, my team has been committed to working with others to develop the highest-quality school facilities and INSPIRE recommendations that will strengthen the connection between each school and its surrounding neighborhood.

Our commitment doesn’t end here. 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 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. We welcome new ideas and partnerships to help us achieve that goal.

Sincerely,

Thomas J. Stosur
Director of Planning
City of Baltimore
The Robert Poole Building INSPIRE Plan was created by the Baltimore City Department of Planning, but is the result of a collaborative process involving significant community and City agency input. K. Reni Lawal, Northern District Planner, led the creation of this plan, along with Mary Colleen Buettner, INSPIRE Planner. The Department of Planning thanks everyone who attended workshops, shared their ideas, and provided support.

Special thanks go to:
Mayor Catherine E. Pugh
Councilman Leon Pinkett
Councilwoman Mary Pat Clarke

The many residents and stakeholders from who shared their vision and recommendations for their community, especially the members of the Hampden Community Council and Hampden Village Merchants Association.

Thank you to these City agencies, from which staff helped develop this plan.
Baltimore City Department of Housing and Community Development
Baltimore City Department of Public Works
Baltimore City Department of Recreation and Parks
Baltimore City Department of Transportation
Baltimore City Public Schools System
Housing Authority of Baltimore City

Images: Most images used in the report are from the Department of Planning. Other credits belong to: Mahan Rykiel Associates (Concept of Roosevelt Park Master Plan-details subject to change as construction documents area finalized: page 22), ArchPlan (cover image of homes on 38th Street), JRS Architects (rendering of Robert Poole Building: cover and page 13), City of Baltimore Department of Education, Bureau of Research, School Directory, 1952 (Map of Robert Poole Site and School pictures: page 16-17)
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Overview and Introduction

21st Century School Buildings Program

21st Century School Buildings
Renovation/Replacement – Phase I

INSPIRE Mission and Objectives

INSPIRE Process
In the fall of 2010, groundwork was laid to address Baltimore City’s aging and inadequate public school buildings. Community, education advocacy groups, the school system, and other stakeholders built a coalition of support for legislation and funding to modernize all of Baltimore’s public schools. The promise of replaced and renovated schools is meant to help transform student opportunities and achievement, provide jobs and resources to families, and help revitalize neighborhoods.

The 21st Century School Buildings Program (the Program) will support excellence in teaching and learning with flexible and adaptable space, learning areas designed for interaction and collaboration, and technology-equipped classrooms, enabling 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 decades to come from this historic effort to provide the healthy, safe, efficient, and modern school buildings all children deserve. As a result, students in Baltimore City Public Schools will benefit from:

- Replaced or renovated school buildings across the city;
- School environments that support teaching and learning to prepare students for college and career success;
- Schools that become hubs of resources supporting entire communities;
- Modern, efficient, and inspiring educational facilities that also provide recreation and community use; and
- Partnerships that encourage businesses and neighborhood residents to connect with their local schools.

All of the major renovation and replacement projects in the Program will meet or exceed U.S. Green Building Council’s LEED-Silver standard. LEED stands for Leadership in Energy and Environmental Design; LEED-certified buildings are resource-efficient and save operating costs. Each school design team works with a sustainability consultant, to ensure certification.

Financing and Administering the Program
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/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 Maryland Stadium Authority are partnering through a Memorandum of Understanding in order to manage and oversee the plan.

School construction is typically funded by municipalities and states on a project-by-project basis. Alternative financing for school construction using this method for the Program allows Baltimore City Public Schools to expedite the process of significantly renovating or replacing 23-28 school buildings over a seven year period.

Find out more about 21st Century Schools Building Program, partnerships, school project statuses, community engagement, job/contract opportunities, and more at http://baltimore21stcenturyschools.org.
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 planning program focuses on the neighborhoods surrounding each of the schools, specifically the quarter-mile around the schools.

Focusing on a Quarter-Mile
Focusing on a limited geographic area allows plans to concentrate impact around the school so that assets and investments support the school as a community resource, build on each other, and continue to expand further into the neighborhood. Recommendations in the plan don’t simply stop at a quarter-mile marker; a guiding principle however, is concentration of resources and impact. In this way, the INSPIRE plans respond to the aspirations of the neighborhood and school stakeholders in a way that is achievable.

Making an Impact
INSPIRE plans seek to lead to improvements in the environment and in the quality of life for students, their families, and neighborhood residents and businesses. The plans will also articulate the community’s long-term vision for guiding private investment, and address environmental, social, and economic conditions.

To achieve this, there are two categories of recommendations.

- To strengthen the connection between the school and community, the first set of recommendations focuses on blocks that have been designated as “primary walking routes.” Standard improvements along these routes will help ensure that students and other community members have safer and more walkable access to the school. See page 25 for details.
- To address environmental, social, and economic conditions, and to help guide future investment, the second set of recommendations is divided into six goals. While all INSPIRE plans start with the same goals, community stakeholders help prioritize them; strategies and recommendations are developed in response to their input.
  - Invest in housing and market-strengthening development opportunities
- Improve safety
- Improve sanitation
- Create environmentally-sustainable neighborhoods
- Create opportunities for health and wellness
- Create connections and access

**Implementing the Plans**

Implementing recommendations that have been developed in partnership with community stakeholders is arguably the most important step. Throughout the planning process, the Department of Planning has met with City agencies, neighborhood stakeholders, and others who are critical partners in ensuring that recommendations become reality.

City agencies and others have committed to start making improvements by allocating staffing resources and capital dollars, and the Department of Planning is using General Obligation Bond funding (currently five million dollars for Fiscal Year 2016 and Fiscal Year 2017) to support improvements along the primary walking routes and community-selected projects. In some cases, recommendations highlight efforts already happening, or suggest programmatic partnerships. In others, stakeholders can decide to organize neighbors to implement a recommendation. Full implementation of the plans requires the engagement of the private market, anchor institutions, and the philanthropic community. The plans provide clear priorities to guide that investment.

Pages 38-41 contains implementation tables for all of the recommendations, and shows commitments that have already been made.
The Planning Department works with community members, school stakeholders, City agencies, citywide organizations, and others to guide the INSPIRE process. Throughout the process we LISTEN, CREATE, and DELIVER.

- **LISTEN: Gathering Information**
  Community stakeholders, Department of Planning staff, and other City agency staff examine existing conditions around the school and identify strengths, weaknesses, and opportunities. The Department of Planning reviews neighborhood history and plans, collects demographic data, conducts walking tours with an INSPIRE Steering Committee, convenes workshops, and conducts surveys to gather information from stakeholders.

- **CREATE: Drafting and Reviewing Recommendations**
  Based on stakeholder input, Department of Planning staff drafts recommendations. Relevant City agency representatives will help identify where agencies can coordinate. Draft recommendations are shared with stakeholders, and are revised and prioritized.

- **DELIVER: Writing, Reviewing, and Executing the Plan**
  Department of Planning staff write the INSPIRE plan and share it with the community. After the plan is reviewed by the community, it is submitted to the Planning Commission for adoption.

This chart depicts the general process flow, although each planning process is unique.
INSPIRE Planning Area Background

The Robert Poole Building is located in the Hampden neighborhood of North Baltimore. This mostly residential neighborhood has easy motor vehicle access to the Jones Falls Expressway and a thriving commercial corridor dubbed “The Avenue.” On the western edge of Hampden lies the Jones Falls Valley, home to recently re-imagined industrial buildings and the Jones Falls Trail. Once the Robert Poole Building renovation is complete, Independence Local School 1 will be co-located with ACCE Academy. The schools serve grades 9-12 and 6-12 respectively. The Robert Poole Building is scheduled to open in the summer of 2018.
The Robert Poole Building at 1300 W. 36th Street will house two schools: Academy for College and Career Exploration (ACCE), a citywide program serving students in grades 6 through 12 and Independence School Local 1, a public charter school serving students in grades 9 through 12. The new building will be 135,896 square feet and accommodate up to 989 students.

The modernized school building is scheduled to open in fall 2018. JRS Architects’ design for the Robert Poole Building will include retaining and updating the historic main school building and gym both constructed in 1924, while demolishing and replacing the two later additions, built in 1933 and 1975. The former gym building will house the art studio, science labs, and flexible learning spaces. The main building is dedicated primarily to classroom and administrative spaces for both school programs. The Robert Poole Building and site improvements represent a $53,000,000 investment in the community.

The modernized school building and site will be different from the old school in many ways. Flexible and adaptable space, learning areas designed for interaction and collaboration, and technology-equipped classrooms will be featured. Below are some of the highlights:

- The new rear addition will allow for a separate entrance for the Independence School and will contain the teaching kitchen additional science labs, and outdoor classroom space.
- The new addition to the east of the main building will have a full size gym, auxiliary gym, cafeteria with windows to the exterior, additional classrooms, and lab.
- The new media center will be the focal point of the building.
- A new black box theater will provide space for dance with other fine art classrooms.
- This historic building will feature a unique learning stair for teaching, presentation, and general study.
- The building’s grounds are designed to foster learning outside of the classroom for both programs. There will be several outdoor learning nooks and classrooms, as well as rain gardens and green houses.
- The site will include two outdoor recreation fields.
Children who live all over the city will attend school at the Robert Poole Building. Very few students who attend ACCE Academy or Independence Local School 1 live in Hampden or the surrounding neighborhoods. To get to and from school, most students walk through the neighborhood to catch the Light Rail or bus.

The map below identifies the primary routes students walk to get to school. Students arriving by the Light Rail traverse Union Avenue to either Ash Street or Buena Vista Avenue to enter the building on 36th Street. Independence students will have a separate entrance along Berry Street. Due to the BaltimoreLINK redesign of the MTA network, students who previously caught the #27 bus will now catch the LocalLink #94 bus. The bus stops on 36th Street near Falls Road remain.
Hampden’s history and legacy is as an industrial mill community. It began to be developed along the Jones Falls river valley in the early decades of the 1800s, as flour mill owners harnessed the water to power their mills. By the 1840s, the mills switched to production of cotton duck. This was used for sailcloth, a material which was in great demand for sailing vessels in Baltimore and the world, and thus a far more lucrative venture. By the mid-19th century, multiple mill villages, such as Kellyville, Mt. Vernon, and Woodberry were built along the Jones Falls, with stone and brick housing for the mill workers, grand mill owner’s homes, and amenities like company stores, schools, and churches surrounding the mills themselves. The name “Hampden” comes from the Hampden Improvement Association, which was established in 1856 to plat and sell over 250 lots located between today’s 34th Street, Elm Street, 36th Street, and Chestnut Street. The name was chosen to honor John Hampden, an English Parliamentary leader in the 17th-century English Civil War.

Between the 1870s and the 1890s, development in the central portion of Hampden boomed as builders constructed blocks of rowhouses on former farms and estates for the growing workforce at the mills and other industrial factories. By 1899, the mills in Hampden reached peak production and produced more cotton duck than the rest of America’s cotton mills combined. During the 20th century, there was a large migration of people from Appalachia, drawn by the many jobs in the mills and factories.

By the end of the 1920s, Hampden was largely developed with the building stock that exists today, which represents a diversity of architectural styles in its residential, religious, civic, and commercial buildings. The mills began declining after the World War II as manufacturing moved to southern states, and by the 1960s, they shut down. Following these closures, Hampden – like Baltimore at large – experienced a serious decline due to population loss and high unemployment.

The community began seeing renewed investment in the 1980s, with the adaptive reuse of some of the vacant and underutilized mills. Revitalization continued in the 1990s along the commercial strip of 36th Street, known as “The Avenue”, drawing visitors and ultimately, new residents. Today, the vast majority of the industrial buildings that were once the foundation for Hampden’s existence are once again occupied, reused as offices, housing, restaurants, and art studios. The commercial and residential markets are among the strongest in the city, and in recent years, Hampden has been listed on several national “Best Neighborhoods” lists.

Hampden’s legacy is that of being an insular community, and its history of physical and social isolation helps provide context. The neighborhood’s location within the industrial river valleys of the Jones Falls and Stony Run limited access to neighborhoods to the east and west. To the north were private estates, which developed into the exclusive neighborhood of Roland.
Park in the early 20th century. Hampden was essentially a company town for the majority of its existence, and all aspects of people’s lives were provided for by the mill owners. This gave residents little reason to travel outside of their close-knit, mostly white, working-class community where they were active in the many churches, social clubs, fraternal organizations, and sports leagues. While there has been an increase in racial diversity in recent decades in the community, this was not always welcome. In the mid- and late-20th century, African-Americans that visited and lived in Hampden were met with threats and violence. Countless residents and civic, business, and religious leaders have worked to create an inclusive, welcoming neighborhood. Additionally, there have been historic African American enclaves in the larger Hampden area, including Hoes Heights, which still exists today at the northern edge of Hampden.

The Robert Poole School, also known as the Hampden-Woodberry Public School and Public School No. 56, was built in 1923 at a cost of almost $1 million. The school was constructed on a portion of Maple Hill estate, which was the home of Robert Poole, an Irish-born industrialist who was the head of Poole & Hunt and the subsequent Robert Poole & Son. This internationally-renowned foundry and machine works operated in Woodberry, located on the opposite side of the Jones Falls, but considered part of Hampden. Like the estates of many industrialists, Poole’s home was built on higher ground away from the river-powered factory complex, which offered cleaner air as well as views of his factories and worker housing. The estate originally extended from Union Avenue south to 36th Street, and featured a large Second Empire house that was built in 1869, and extensive manicured gardens. By the 1920s, the Poole family had sold the parcel for development of rowhouses on the northern portion of the tract and construction of the school on the southern portion. The school was located on the north side of 36th St, facing Roosevelt Park. This park was established in the early 20th century, after the Hampden Reservoir of the City’s water system that was located there was decommissioned. The creation of the park, originally called West Park, was a project of the Hampden-Woodberry Neighborhood Association. The park was founded in 1907 by a group of mill owners and reformers to offer free recreational facilities to the mill workers. The Mission-style recreation center opened in 1911. In 1920, a little over a year after the park was incorporated into Baltimore City’s park system, the park was rededicated as Roosevelt Park to honor late President Theodore Roosevelt. Today, it provides a variety of recreational facilities including athletic fields, a pool, a children’s play area, and a recently expanded Skate Park.

The construction of the Robert Poole School was in part the result of the efforts of the Hampden-Woodberry School Improvement Association, organized by residents to advocate for new and better schools in the Hampden area. This Neoclassical building was designed by prominent Baltimore architect William W. Emmart. There have been two additions. The first addition was built in 1934 with funds from the Works Progress Administration during the Great Depression, and the second addition was constructed in the early 1970s. Generations of students from Hampden and throughout the city have attended this school.
### Key City and Neighborhood Data

The charts below depict data from the Census Tracts highlighted in this map (Census Tracts 1308.04). Source: U.S. Census Bureau 2011-2015 5-year Community Survey (area data) and 2015 1-year American Community Survey (City data).

*Figures may not sum to 100 percent due to rounding.*

#### Population Change

<table>
<thead>
<tr>
<th>Year</th>
<th>Area</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>14,217</td>
<td>736,014</td>
</tr>
<tr>
<td>2000</td>
<td>11,354</td>
<td>651,154</td>
</tr>
<tr>
<td>2010</td>
<td>10,171</td>
<td>620,961</td>
</tr>
</tbody>
</table>

#### Race

<table>
<thead>
<tr>
<th>Area</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>African American</td>
<td>7%</td>
</tr>
<tr>
<td>White</td>
<td>88%</td>
</tr>
<tr>
<td>Asian</td>
<td>1%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
</tr>
<tr>
<td>2 or More</td>
<td>3%</td>
</tr>
</tbody>
</table>

A much higher percent of residents in the area are White than citywide: 88% vs. 31%.

#### Residence Established

<table>
<thead>
<tr>
<th>Area</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before 2000</td>
<td>26%</td>
</tr>
<tr>
<td>2000-2010</td>
<td>40%</td>
</tr>
<tr>
<td>After 2010</td>
<td>33%</td>
</tr>
</tbody>
</table>

#### Age

<table>
<thead>
<tr>
<th>Area</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>65+</td>
<td>7%</td>
</tr>
<tr>
<td>18-64</td>
<td>78%</td>
</tr>
<tr>
<td>Under 18</td>
<td>15%</td>
</tr>
</tbody>
</table>

There are a higher percentage of “working age” residents in the area than in the city (78% between 18 and 64 vs. 66% citywide).

#### Household Structure

<table>
<thead>
<tr>
<th>Area</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Families with Children</td>
<td>44%</td>
</tr>
<tr>
<td>Families without Children</td>
<td>20%</td>
</tr>
<tr>
<td>Unrelated Households</td>
<td>36%</td>
</tr>
</tbody>
</table>

#### Housing Occupancy

<table>
<thead>
<tr>
<th>Area</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner</td>
<td>54%</td>
</tr>
<tr>
<td>Renter</td>
<td>46%</td>
</tr>
</tbody>
</table>

#### Average Vacancy Rate

<table>
<thead>
<tr>
<th>Area</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>1%</td>
</tr>
<tr>
<td>Baltimore</td>
<td>20%</td>
</tr>
</tbody>
</table>

#### Median Housing Sales

<table>
<thead>
<tr>
<th>Area</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area Sales</td>
<td>$170,542</td>
</tr>
<tr>
<td>Baltimore Sales</td>
<td>$75,000</td>
</tr>
</tbody>
</table>

The strong market area is represented by a significantly lower vacancy rate, higher sales prices, a higher homeownership rate, and average sales prices more than double citywide.
### Median Income

<table>
<thead>
<tr>
<th>Area</th>
<th>$58,906</th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>$44,165</td>
</tr>
</tbody>
</table>

### Unemployment Rate

<table>
<thead>
<tr>
<th>Area</th>
<th>9%</th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>10%</td>
</tr>
</tbody>
</table>

### Poverty Rate

<table>
<thead>
<tr>
<th>Area</th>
<th>17%</th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>23%</td>
</tr>
</tbody>
</table>

### Educational Attainment

<table>
<thead>
<tr>
<th>Area</th>
<th>City</th>
</tr>
</thead>
</table>

- No HS Diploma or GED: 16%, 15%
- HS Degree/GED Attained: 19%, 30%
- Some College: 16%, 25%
- College Degree: 26%, 17%
- Graduate Degree: 23%, 13%

A higher percentage of area residents have higher education degrees than citywide: 49% vs. 30%.

### Journey to Work

<table>
<thead>
<tr>
<th>Area</th>
<th>City</th>
</tr>
</thead>
</table>

- Public Transportation: 29%, 20%
- Carpoled: 17%, 9%
- Drove Alone: 48%, 58%
- Walk/Bike: 5%, 8%
- Other/Work at Home: 1%, 6%

### Vehicle Availability

<table>
<thead>
<tr>
<th>Area</th>
<th>City</th>
</tr>
</thead>
</table>

- No Vehicles: 10%, 31%
- 1 Vehicle: 53%, 39%
- 2+ Vehicles: 38%, 30%

90% of occupied households in the area have access to a vehicle, compared to 69% citywide.

### Percentage of Population Living in a Food Desert

<table>
<thead>
<tr>
<th>Area</th>
<th>0%</th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>25%</td>
</tr>
</tbody>
</table>
Neighborhood Observations

Housing, Land Use, and Sanitation

Historically, Hampden was a working class neighborhood built to house people who worked at the mills along the Jones Falls Valley. As such, the housing stock is characterized primarily by modest two-story rowhomes, with a sprinkling of semi-detached and single-family dwellings. Today, the neighborhood is among the strongest housing markets in the city. According to the City’s 2014 Housing Market Typology, Hampden is a Middle Market Choice neighborhood, meaning housing prices are above the city’s average with strong ownership and low vacancy rates.

Although the housing stock has mostly stayed intact, some redevelopment and new developments have added new types of housing to the neighborhood. Examples include: The Courtyard at 3400 Roland Ave.; Mill No. 1; ICON Residences at The Rotunda; Whitehall Mill; and the Cairnes Lane Townhomes, which are located behind the Robert Poole Building. These new apartment buildings and luxury three- and four-story townhomes are very different from the housing built in Hampden over a century ago for people who worked in the mills. This influx of high-end housing development continues to drive up housing costs in the neighborhood.

Hampden is primarily a residentially-zoned neighborhood, but there are commercial corridors along 36th Street, Falls Road, and The Rotunda. New commercial and industrial uses are being mixed into the formerly industrial areas along the Jones Falls. The buildings along the Jones Falls Valley used to house heavy industry, but in recent years many of these buildings were converted to include residential and commercial uses that co-exist peacefully with each other. Transform Baltimore, the City’s updated zoning code, allows for the mix of industrial, commercial, and residential uses in Hampden with new categories such as Industrial Mixed Use (I-MU), Transit Oriented Development (TOD), and Rowhouse Mixed Use Overlay (R-MU).

Hampden is a relatively clean neighborhood. However, there is a litter problem, with trash being thrown on the ground or overflowing from public trash cans. This increases the chance of rodent issues especially along the main commercial corridor and along Union Avenue where there is also a lot of pedestrian traffic.
Recreation and Open Space

There are two distinct recreational open spaces in Hampden that are within the half-mile radius of the Robert Poole Building: Roosevelt Park and Buena Vista Park. The 18-acre Roosevelt Park is directly across the street from the school building; it is a well-used community asset for Hampden residents, students, and adjacent neighborhoods. The park houses a recreation center, Skatepark of Baltimore, ball fields, community garden, playground, and pool. The Roosevelt Park master plan was created in 2004 by the Baltimore City Department of Recreation and Parks and outlines improvements for the different aspects of the park. More details about the plan can be found on page 22. The recreation center runs a number of programs and activities including skating, soccer, basketball, and an after school program. Buena Vista Park is a much smaller park on the northern end of the neighborhood, just south of 41st Street, and has a basketball court and a playground.

Transportation

The Hampden neighborhood is close to multiple transit options, including bus routes and the Light Rail. There is also convenient access to the Jones Falls Expressway, which allows for easy commutes to downtown Baltimore. Hampden is a very walkable neighborhood as far as accessibility to retail and recreation, but the narrow sidewalks and those in poor condition can make traversing the neighborhood uncomfortable and inaccessible. Although Hampden consists mostly of small neighborhood streets, there are some major thoroughfares including Falls Road, Roland Avenue, 36th Street, and 41st Street. Small streets like Union Avenue mostly serve local residents, but have become more congested as redevelopment has occurred, especially along the Jones Falls Valley.
A couple of plans have been produced to guide development in the Hampden neighborhood. The INSPIRE plan has been informed by each of them. Links to these plans can be found on page 55.

**Hampden Business Area Urban Renewal Plan (1977)**

During the 1970s, the City of Baltimore created many neighborhood Urban Renewal Plans (URPs) as a tool for revitalization. Hampden’s URP, written in 1997 and amended twice, is focused on the commercial corridor along 36th Street between Falls Road and Keswick Road. When written, some of the objectives included: accommodating the expansion of existing retail small business; promoting new retail business activity in the area, establishing minimum, comprehensive and design rehabilitation standards to enhance the physical environment of the business area through private investment; and providing a pleasant environment for the staging and year-round promotional activities and events. Forty years have passed since this URP was created and the commercial corridor known as “The Avenue” is thriving. The plan mostly exists now for the purpose of limiting the types of signage businesses can display.

The URP is still in effect and does not have an expiration date.

**Roosevelt Park Master Plan (2004)**

The Department of Recreation and Parks hired Mahan Rykiel Associates to create a long-range master plan for Roosevelt Park. The plan was created to be used as a tool to guide park improvements over the course of fifteen years or more. The plan divides the 18.7-acre park into 10 areas and specifies projects in each that could be implemented over time. The 10 areas are the Hampden Village Square, swimming pool, Poole Street fields, community garden, skateboard park, Falls Road fields, family picnic grove, Poole Street perimeter, street lighting, and Falls Road gateway. More details and a map can be found in Appendix C.
INSPIRE Recommendations

Plan Development and Overview

Standard Improvements – Primary Walking Routes

Goals, Strategies, and Recommendations – Robert Poole Building Planning Area
Throughout 2016, Department of Planning staff worked with members of the school and neighborhood communities to better understand their neighborhood experiences, concerns, and needs. INSPIRE plans around high schools, such as the Robert Poole Building, are different from elementary and middle schools in that the schools are not zoned as neighborhood schools. As such, many families in Hampden do not engage with the school because their children do not attend either ACCE or Independence. This lack of connection to the school made engagement more difficult than anticipated. Individual conversations and an electronic survey helped the Department of Planning understand some of the issues expressed by community members.

- The Department of Planning held the first INSPIRE workshop in January 2016.

- DOP staff created an online survey to gain feedback from community stakeholders about how they feel about their neighborhood relating to housing, recreation, safety, transportation, and social connectivity.

- Throughout the spring/summer of 2016, Department of Planning staff invited community members to attend several field work days to see firsthand some of what they identify as issues and assets within the INSPIRE planning area. A meeting was held in September 2016 to review all of the fieldwork and survey results.

- DOP staff attended several Hampden Community Council (HCC) meetings to update community members on the status of INSPIRE and solicit input during the process.

- DOP staff also received feedback from the business community through the Hampden Village Merchants Association as some of the issues and opportunities are along the commercial corridor they represent.

Staff from City agencies, including the Department of Planning, Housing and Community Development, Department of Transportation, Department of Recreation and Parks, and the Department of Public Works, also participated in meetings and/or worked with the Planning Department staff to address stakeholder priorities.

For a link to the Public Input and Survey Summary visit the INSPIRE website: https://planning.baltimore-city.gov/inspire-plans/robert-pool-building
Ensuring that students and other community members have safe, accessible, and attractive pedestrian access to the school is critical to strengthening the connection between the school and community. Therefore, one part of each INSPIRE plan is a focus on the blocks that have been designated as the “primary walking routes.” See page 15.

The Department of Planning used BCPS student/school zone data, and worked with community members, school staff, and crossing guards, and the Department of Transportation, to identify the predominant routes that students use to get to and from the school. Within the quarter-mile INSPIRE planning area, blocks on these routes have been designated as the primary walking routes. These blocks are being prioritized for consistent streetscape improvements that will occur prior to the school reopening.

Through commitments from many City agencies, these key improvements will be made along the primary walking routes:

- Bringing sidewalks up to a safe and standard condition
- Repairing or adding crosswalks
- Assessing the need for repairs to ADA ramps at intersections
- Assessing crossing guard deployment
- Pruning and planting street trees
- Assessing street lighting
- Boarding open vacant buildings
- Picking up trash and maintaining vacant lots

The Implementation Table beginning on page 39 provides additional details.
The recommendations presented in the remainder of this report are in addition to those that address the issues along the school perimeter and primary routes listed on page 25. Many recommendations described could easily fit under more than one goal.

Recommendations for the Robert Poole Building Planning Area fall under these goals and strategies:

- **Create Connections and Access**
  - Improve Walking and Biking Access and Safety in the Neighborhood
- **Improve Safety**
  - Promote Safety at Key Locations
- **Create Opportunities for Health and Wellness**
  - Improve Recreation Areas
  - Create connection between students and local businesses
- **Create an Environmentally-Sustainable and Clean Neighborhood**
  - Enhance the Green Aspects of the Neighborhood
  - Keep Neighborhood Clean
- **Preserve Housing Affordability**
  - Create and Maintain High-Quality Affordable Housing
CREATE CONNECTIONS AND ACCESS

Improve connections and access for all users throughout the neighborhood and between Robert Poole and MTA facilities.
**Improve Walking and Biking Access and Safety in the Neighborhood**

1. Improve safety at the intersections of 36th and 37th Streets at Falls Road.

Many residents have stated that one of the reasons they enjoy living in Hampden is because of walkability, but certain intersections are not safe to cross because of high speeds, blind spots, misaligned intersections, and a high-volume of traffic. This is particularly true at the intersection of Falls Road and 36th Street. There are many cars entering and exiting the Jones Falls Expressway via Falls Road at high speeds. Additionally, these narrow cross streets are not aligned, frequently causing conflict between drivers and pedestrians. The Department of Transportation recently added a left turn lane on northbound Falls Road, but it does not solve all of the problems of this intersection. DOT should explore options to make these intersections safer.

2. Address multi-modal conflicts along Union Avenue between the Light Rail Station and Buena Vista Avenue.

Redevelopment activity along the Jones Falls Valley, which includes restaurants, bars, and housing, has increased the number of visitors that frequent the area. There are more instances of potential conflict between people biking, riding public transit, driving, and walking to areas along Union Avenue and Clipper Mill Road with the large trucks that frequent the area. Union Avenue is a narrow street and is not suited for all of its users.

3. Add bike infrastructure.

There is an existing bike lane/sharrow (a shared bike lane) on Roland Avenue and Keswick Road, but nowhere around the school building, making it difficult to safely traverse the streets of Hampden by bicycle. DOT should explore options to add bike infrastructure within the INSPIRE area and encourage shared use of lanes through signage and education.
IMPROVE SAFETY

Create a positive and safe environment for students and residents.
Promote Safety at Key Locations

4. Increase lighting under I-83 between Clipper Mill Road and the Light Rail Station.
Many residents indicated how dark their streets are at night, which made them feel unsafe. One particular area that is very dark and could benefit from a creative lighting solution is Union Avenue under I-83 between Clipper Mill Road and the Light Rail Station. This solution can be modeled after the lighting found along southbound Saint Paul Street under the Orleans Street Bridge.

5. Address drug activity and loitering related to the methadone clinic.
There are many concerns about alleged open air drug transactions that happen near the Hampden Health Solutions center at Falls Road and 36th Street, immediately west of the Robert Poole School Building. The continued relationship between the Northern Police District and the residents and businesses should help identify repeat offenders and encourage those utilizing services at the center to not loiter in the neighborhood.
CREATE OPPORTUNITIES FOR HEALTH AND WELLNESS

Expand recreational activities and increase community cohesion.
**Improve Recreation Areas**

**Roosevelt Park**

6. Continue to Implement the Roosevelt Park Master Plan.

Roosevelt Park is a neighborhood destination for the residents of Hampden. The 18-acre park has distinct areas that allow for many types of recreation including ball fields, a pool, skatepark, and playground. While many updates have occurred over the past thirteen years, there are still some critical projects to be completed. The Department of Recreation and Parks and the Hampden community should continue to implement the 2004 Roosevelt Park Master Plan that calls for elements such as:

- Updating the athletic fields
- Realigning and creating new walkways
- Increasing the number of light fixtures
- Completing the skate park renovations such as installing seating, shade trees, signage, and stormwater management features

**Improve Connection between Businesses and Students**

7. Create a connection between students and local businesses.

The Hampden Village Merchants Association is eager to engage the students at ACCE and Independence and have identified a number of ways to do so, such as:

- Facilitate discussions between the school and local businesses in order to set up work study/apprenticeship and/or employment programs with the students
- Participate in relevant after school clubs/programs. For example, if there is an after school comics club, Atomic Books would gladly participate (through donations, etc.)
- Sponsor educational programs for students that creatively address litter and street intersection safety

**INSPIRE Community Project**

Stakeholders around the Robert Poole Building showed a great interest in the Department of Planning using INSPIRE GO Bonds to continue the work of the Roosevelt Park Master Plan, specifically the improvements to the skatepark. DOP is working with the Department of Recreation & Parks to determine which comfort amenities still need to be funded, the design, costs, and implementation plan.
CREATE AN ENVIRONMENTALLY-SUSTAINABLE AND CLEAN NEIGHBORHOOD

Improve the natural environment.
Enhance the Green Aspects of the Neighborhood

8. Encourage developers to create green spaces as part of new development.
Many residents feel that the strength of the housing market attracts developers to build new apartments and townhomes, developing as much land as possible, at the expense of potential green space. Developers should include green space on site that softens the tremendous amount of hardscape in the neighborhood. The Department of Planning has created a Landscape Manual to be applied to most new developments and redevelopments with the goal of improving and increasing the city’s environmental quality and green infrastructure network.

9. Maintain healthy trees and increase the tree canopy.
Many of the trees in the INSPIRE area are located in parks. Adding street trees is challenging due to very narrow sidewalks throughout the neighborhood. Where possible, BCRP should assess opportunities to add new street trees and trees in Roosevelt Park that do not interfere with recreation. Maintain the existing large, mature trees in the Roosevelt and Buena Vista Parks.

10. Explore opportunities for ACCE and Independence to become “green schools.”
ACCE and Independence have both engaged in sustainability education programming for years. Each is a certified Maryland Green School and has successfully sought Green, Healthy, Smart Challenge funding for sustainability projects. They have completed projects in aquaponics, bee-keeping, green-mapping, storm-water management, and tree and garden installations. Additional opportunities are available for both schools to reach “Sustainable School status” through the Maryland Association of Environmental and Outdoor Education and to become a Green Ribbon School (MSDE designation). The schools should continue participating in their rich partnerships with organizations such as Blue Water Baltimore, the Baltimore Free Farm and the Parks & People Foundation.
**Keep Neighborhood Clean**

11. **Evaluate placement of receptacles and increase trash collection along the commercial corridor.** Strategically placed trash receptacles can help alleviate some of the littering that occurs especially along a busy commercial corridor such as 36th Street. DPW should evaluate the area for placement at street corners and bus stops. Increased trash collection along the commercial corridor will also help prevent overflowing trash receptacles from creating litter on the street and sidewalk. DPW should investigate the current pick-up schedule and work with business owners and residents to determine what changes need to be made.

12. **Develop community-led initiatives to address litter problems.**
As part of the Jones Falls Watershed, litter and dog waste negatively impacts the neighborhood and natural resources beyond Hampden. Hampden Community Council’s Clean and Green committee should continue to work with Blue Water Baltimore and DPW on their cleaning and greening efforts and explore creating a campaign that encourages residents and visitors to properly dispose of waste, including dog waste.
INVEST IN AFFORDABLE HOUSING DEVELOPMENT AND PRESERVATION

Diversify housing inventory to accommodate a mix of incomes.
Create and Maintain
High-Quality Affordable
Housing

13. Support affordable housing opportunities. Hampden’s housing market is very strong: housing prices are above the city’s average, the home ownership rate is high, and the vacancy rate is very low. The cost of purchasing a home and paying the property taxes can be out of reach for many Baltimorans. An influx of high-end housing development continues to drive up costs in the neighborhood. New development that aims to create affordable housing options for renters and owners is encouraged.

14. Connect residents to resources to maintain homes. The INSPIRE area includes a large number of stable, longtime homeowners. Some have been there for generations but may have trouble maintaining their aging rowhouse. State, City and nonprofit programming can help keep seniors and low- to moderate-income families safe, and reduce energy costs in their homes. As area property values rise, so do the year property tax assessments. The State of Maryland has the Homeowners Property Tax Credit Program. It allows credits against the homeowner’s property tax bill if the property taxes exceed a fixed percentage of the person’s gross income. It sets a limit on the amount of property taxes any homeowner must pay based upon his or her income. City programs include those operated by Baltimore Housing’s Green, Healthy, and Sustainable Homes Division, including:

- The Baltimore Energy Challenge to educate homeowners about lowering energy bills
- The Leading Innovation for a Green and Healthy Tomorrow (LIGHT) Program, which provides comprehensive benefits screenings and case management to coordinate housing, energy conservation, health, safety, and financial services
INSPIRE plans are already beginning to be implemented. Although not everything can happen right away, the Department of Planning is committed to continuing to work with community members to see recommendations become reality.

The Department of Planning, community stakeholders, and others should continuously refer to this section to hold each other accountable. This section:

- Sets forth a desired time frame for implementation
- Identifies lead and support agencies/organizations
- Estimates the cost of implementation and identified or potential funding sources
- Identifies commitments already made

As part of completing the plan, City agencies have already made some funding and staffing commitments. Complete implementation however, will require more resources.

We believe that the significant investment in the Robert Poole Building, in addition to the commitments represented in these tables, can encourage additional resources.

### Timeframe

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short</td>
<td>0-2 years</td>
</tr>
<tr>
<td>Medium</td>
<td>3-5 years</td>
</tr>
<tr>
<td>Long</td>
<td>5+ years</td>
</tr>
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</table>

### Estimated Cost of Improvements

<table>
<thead>
<tr>
<th>Cost</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$</td>
<td>$5,000 or less</td>
</tr>
<tr>
<td>$5,001-$50,000</td>
<td></td>
</tr>
<tr>
<td>$50,001-$250,000</td>
<td></td>
</tr>
<tr>
<td>$250,001-$500,000</td>
<td></td>
</tr>
<tr>
<td>More than $500,000</td>
<td></td>
</tr>
</tbody>
</table>

### Lead Responsibility

**(for funding, advocacy, implementation)**

**Baltimore City Agencies**

- BCPD: Baltimore City Police Department
- BDC: Baltimore Development Corporation
- DGS: Department of General Services
- HCD: Dept. of Housing and Community Development
- DOP: Department of Planning
- DPW: Department of Public Works
- BCRP: Department of Recreation and Parks
- DOT: Department of Transportation

**Other**

- Private: Philanthropy, anchor institutions, investors, etc.
- Community: Residents, Community-Based Organizations (CBOs), groups, businesses, etc.
## Implementing Standard Improvements

Agencies have committed to making these improvements in time for the re-opening of the school buildings.

<table>
<thead>
<tr>
<th>Recommendations &amp; Actions</th>
<th>Timeframe</th>
<th>Lead Responsibility</th>
<th>Estimated Cost</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Repair sidewalk and curb deficiencies</td>
<td>By summer 2018</td>
<td>DOT</td>
<td>TBD</td>
<td>INSPIRE GO Bonds, DOT</td>
</tr>
<tr>
<td>Assess need to repair ADA ramps at intersections</td>
<td>By summer 2018</td>
<td>DOT</td>
<td>$</td>
<td>DOT</td>
</tr>
<tr>
<td>Dig tree pits</td>
<td>By summer 2018</td>
<td>DOT</td>
<td>TBD</td>
<td>INSPIRE GO Bonds</td>
</tr>
<tr>
<td>Repaint or add crosswalks</td>
<td>By SY 2018-19</td>
<td>DOT</td>
<td>$$</td>
<td>DOT</td>
</tr>
<tr>
<td>Assess crossing guard allocation</td>
<td>Before SY and in first weeks</td>
<td>DOT</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Assess speed near school and along primary routes</td>
<td>By SY 2018-19</td>
<td>DOT</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Install school signage/Replace or repair as needed</td>
<td>By SY 2018-19</td>
<td>DOT</td>
<td>$</td>
<td>DOT</td>
</tr>
<tr>
<td>Post speed signs and speed sentry</td>
<td>1-2 weeks before and after school opening</td>
<td>DOT</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Replace street light bulbs with LED bulbs</td>
<td>TBD</td>
<td>DOT</td>
<td>TBD</td>
<td>DOT</td>
</tr>
<tr>
<td>Remove and replace dead street trees</td>
<td>Spring-Summer 2018</td>
<td>BCRP</td>
<td>$$</td>
<td>BCRP</td>
</tr>
<tr>
<td>Plant new street trees</td>
<td>Spring-Summer 2018</td>
<td>BCRP</td>
<td>$$</td>
<td>BCRP, INSPIRE, GO Bonds</td>
</tr>
<tr>
<td>Proactive pruning</td>
<td>Summer 2018</td>
<td>BCRP</td>
<td>$</td>
<td>BCRP</td>
</tr>
<tr>
<td>Board vacant and accessible properties</td>
<td>By SY 18-19; Ongoing</td>
<td>HCD, DPW</td>
<td>$</td>
<td>HCD, DPW</td>
</tr>
<tr>
<td>Clean and mow vacant lots</td>
<td>By SY 18-19; Ongoing</td>
<td>HCD, DPW</td>
<td>$</td>
<td>HCD, DPW</td>
</tr>
<tr>
<td>Conduct a Clean Sweep along entire primary walking routes</td>
<td>Summer 2018</td>
<td>DPW</td>
<td>$</td>
<td>DPW</td>
</tr>
<tr>
<td>Conduct regular code enforcement sweeps along the primary walking routes</td>
<td>Ongoing</td>
<td>DPW</td>
<td>N/A</td>
<td>HCD</td>
</tr>
</tbody>
</table>

Agencies have committed to making these improvements in time for the re-opening of the school buildings.
### Implementing Robert Poole Building Area Recommendations

Projects with at least some funding commitments are italicized.

#### Create Connections and Access

<table>
<thead>
<tr>
<th>Recommendation &amp; Actions</th>
<th>Timeframe</th>
<th>Lead Responsibility</th>
<th>Estimated Cost</th>
<th>Potential Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve Walking and Biking Access and Safety in the Neighborhood</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Improve safety at the intersections of 36th and 37th Streets at Falls Rd.</td>
<td>Medium</td>
<td>DOT</td>
<td>TBD</td>
<td>Capital Budget</td>
</tr>
<tr>
<td>2. Address multi-modal conflicts along union Avenue between the light Rail Station and Buena Vista Avenue.</td>
<td></td>
<td>DOT</td>
<td>TBD</td>
<td>Capital Budget</td>
</tr>
<tr>
<td>3. Add bike infrastructure.</td>
<td>Short-Medium</td>
<td>DOT</td>
<td>TBD</td>
<td>Capital Budget</td>
</tr>
</tbody>
</table>

#### Improve Safety

<table>
<thead>
<tr>
<th>Recommendation &amp; Actions</th>
<th>Timeframe</th>
<th>Lead Responsibility</th>
<th>Estimated Cost</th>
<th>Potential Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promote Safety at Key Locations</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>4. Increase lighting under I-83 between Clipper Mill Road and the Light Rail Station.</td>
<td>Medium</td>
<td>DOT</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>5. Address drug activity and loitering related to methadone clinic.</td>
<td>Short, Ongoing</td>
<td>BCPD, Community</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Create Opportunities for Health and Wellness

<table>
<thead>
<tr>
<th>Recommendation &amp; Actions</th>
<th>Timeframe</th>
<th>Lead Responsibility</th>
<th>Estimated Cost</th>
<th>Potential Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve Recreation Areas</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>6. Continue to implement the Roosevelt Park Master Plan • Updating athletic fields • Realigning and creating new walkways • Increasing the number of light fixtures • Completing the skate park renovations</td>
<td>Ongoing</td>
<td>BCRP</td>
<td>TBD</td>
<td>Capital Budget, Grants, INSPIRE GO Bonds</td>
</tr>
</tbody>
</table>

FY18 Skate Park Site Improvements includes lighting and shade structures, some pavement. Restrooms may need to be a phase 2.
### Create an Environmentally-Sustainable and Clean Neighborhood

<table>
<thead>
<tr>
<th>Recommendation &amp; Actions</th>
<th>Timeframe</th>
<th>Lead Responsibility</th>
<th>Estimated Cost</th>
<th>Potential Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Enhance the Green Aspects of the Neighborhood</strong></td>
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</tr>
<tr>
<td>8. Encourage developers to create green spaces as a part of new development.</td>
<td>Ongoing</td>
<td>DOP</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>9. Maintain healthy trees and increase the tree canopy.</td>
<td>Short-ongoing</td>
<td>BCRP</td>
<td>TBD</td>
<td>Private Capital</td>
</tr>
<tr>
<td>• Roosevelt and Buena Vista Parks</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. Explore opportunities for ACCE and Independence to become “green schools.”</td>
<td>Short, ongoing</td>
<td>DOP/Sustainability, Schools, Community</td>
<td>N/A</td>
<td>Grants</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Keep the Neighborhood Clean</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11. Evaluate placement of receptacles and increase trash collection along the commercial corridor.</td>
<td>Short-medium</td>
<td>DPW, Community</td>
<td>N/A</td>
<td>Operating</td>
</tr>
<tr>
<td>• 36th Street, Falls Road, and Chestnut Ave.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Bureau will continue to evaluate the placement of corner cans in the business district mentioned below. The corner cans on gateways in business districts will continue to be serviced twice a day. Corner cans that are abused by residents and business owners may be removed and violators fined.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12. Develop community-led initiatives to address litter problems.</td>
<td>Ongoing</td>
<td>DPW, Community, Blue Water Baltimore</td>
<td>$</td>
<td>Grants</td>
</tr>
<tr>
<td>The Bureau will continue to work with our Partners and the Community Associations in this area providing them assistance to keep area clean.</td>
<td></td>
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</tbody>
</table>

### Invest in Housing Development and Preservation

<table>
<thead>
<tr>
<th>Recommendation &amp; Actions</th>
<th>Timeframe</th>
<th>Lead Responsibility</th>
<th>Estimated Cost</th>
<th>Potential Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Create and Maintain High-Quality Affordable Housing</strong></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>13. Support affordable housing opportunities</td>
<td>Ongoing</td>
<td>HCD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14. Connect residents to resources to maintain homes.</td>
<td>Ongoing</td>
<td>HCD, Community</td>
<td>$</td>
<td>Operating Budget</td>
</tr>
<tr>
<td>Connect homeowners with programs available through Baltimore Housing’s Green, Healthy and Sustainable Homes division by sharing program information at community association meetings, community events, and through the school.</td>
<td>Ongoing</td>
<td>HCD, Community</td>
<td>$</td>
<td>Operating Budget</td>
</tr>
<tr>
<td>Promote the Baltimore Energy Challenge to educate homeowners about lowering energy bills by sharing program information at community meetings etc.</td>
<td>Ongoing</td>
<td>HCD, Community</td>
<td>$</td>
<td>Operating Budget</td>
</tr>
<tr>
<td>Advertise the Homeowner’s Property Tax Credit, a program of the State of Maryland which allows credits against the homeowner’s property tax bill if the property taxes exceed a fixed percentage of the person’s gross income.</td>
<td>Ongoing</td>
<td>HCD, Community</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Appendix A: Maps

Zoning

Food Environment

311 Calls - Dirty Streets and Alleys

Part 1 Crime Incidents

Public Transportation Options

Housing Market Typology

Vacancy and Housing

Vehicle Crashes
This map reflects new zoning categories, as defined in Transform Baltimore. These new zoning categories allow for a mix of open space, residential, commercial, and transit-oriented development near Woodberry Light Rail Station.
The Food Environment Map includes food retail, food assistance, and food production. It does not include establishments such as restaurants.
This map shows the locations of 311 calls for dirty streets and alleys.

Part 1 crimes are incidents of homicide, rape, aggravated assault, arson, robbery, burglary, larceny, and auto theft.
Public Transportation Options

This map shows all of the MTA services in and around the INSPIRE area.
Neighborhood market conditions affect most neighborhood change strategies city governments, community development corporations, or others would like to pursue. For goals to be met – whether to improve the quality of rental housing, foster reuse of vacant properties, attract commercial development, etc. – interested parties must take into account local market conditions. Market conditions are not the only factor to consider, but they can help inform activities that will have the greatest positive impact. Baltimore’s housing market typology was developed to assist the City in its efforts to strategically match available public resources to neighborhood housing market conditions. The typology is also used to inform local neighborhood planning and activities by helping residents understand the housing market forces impacting their communities. The 2014 update of the City’s Housing Market Typology was jointly developed by the Baltimore City Planning Department, the Department of Housing and Community Development (HCD), and The Reinvestment Fund. This map identifies market conditions around the Robert Poole Building.
Neighborhoods in the **Regional Choice** market category represent competitive housing markets with high owner-occupancy rates and high property values in comparison to all other market types. Foreclosure, vacancy and abandonment rates are low. Market interventions are not necessary in the Regional Choice market, but basic municipal services such as street maintenance are essential to maintaining these markets.

Neighborhoods in the **Middle Market Choice** category have housing prices above the city’s average with strong ownership rates, and low vacancies, but with slightly increased foreclosure rates. Modest incentives and strong neighborhood marketing should keep these communities healthy, with the potential for growth.

Neighborhoods in the **Middle Market** category have median sales values above the City’s average, as well as high homeownership rates. These markets experienced higher foreclosure rates when compared to higher value markets, with slight population loss. Interventions are geared toward aggressive code enforcement, in an effort to move vacant buildings as quickly as possible to rehabilitation, which in turn supports existing homeowners. Significant portions of the Middle Market spectrum are covered by Streamlined Code Enforcement.

Neighborhoods in the **Middle Market Stressed** category have slightly lower home sale values than the City’s average, and have not shown significant sales price appreciation. Vacancies and foreclosure rates are high, and the rate of population loss has increased in this market type, according to the 2010 Census data. Based on these market conditions, intervention strategies should support homeowners who may be facing economic hardships due to the national economy. These communities often have under-appreciated assets such as historic housing stock, significant park spaces and choice locations that can serve as building blocks for future revitalization efforts.

Neighborhoods in the **Stressed** category have experienced significant deterioration of the housing stock. This market category contains the highest vacancy rates and the lowest home ownership rates, compared to the other market types. It also has experienced some of the most substantial population losses in the city during the past decade. Comprehensive housing market inventions should be targeted in this market category, including site assembly, tax increment financing, and concentrated demolitions to create potential for greater public safety and new green amenities. Support for stable residential blocks is also necessary.

The **INSPIRE area** represents a fairly typical “Middle Market Choice” neighborhood with low vacancy and higher than average housing prices. The area to the northeast of the INSPIRE area is categorized as **Regional Choice**.
Vacancy and Housing

This map shows vacant lots and buildings. As noted in the data section in the plan, some of these vacant lots are not able to be developed due to city regulations or are designated as a park.
Appendix B: Programs & Initiatives

Appendix B contains information about, and links to, programs and initiatives mentioned in this plan.
The **Baltimore City Landscape Manual** was adopted by the Planning Commission in May 2017, as part of Transform Baltimore. The manual strives to support the goals of the City of Baltimore Comprehensive Master Plan, the Baltimore Zoning Code, and the Baltimore Sustainability Plan through the regulation and provision of landscape elements in development and redevelopment projects in Baltimore. The Landscape Manual will support these documents by working to achieve the following goals, as established in Section 4-503 of the Baltimore Zoning Code: improve and increase the city’s environmental quality and green infrastructure network, preserve and enhance the city’s character and sense of place, foster the economic vitality of the city’s neighborhoods and commercial districts, provide a clear process for the design, review, and approval of landscape plans within the City of Baltimore’s development review process, and promote the long-term health and maintenance of the city’s landscape and tree canopy.

https://planning.baltimorecity.gov/sites/default/files/BaltimoreCityLandscapeManual_AdoptedMay252017.pdf

The **Baltimore Energy Challenge** teaches low to no cost ways to save energy to Baltimore City residents, businesses, and nonprofits through a grassroots effort in neighborhoods and schools. The website provides information about the Community Engagement Program, Energy Efficiency Program, the Baltimore Business Energy Challenge, and more.

https://baltimoreenergychallenge.org/about

**Baltimore Free Farm** is an egalitarian collective of gardeners and activists who aim to provide access to healthy food for all. The collective manages multiple garden sites, conducts workshops and events, and a weekly food rescue day that delivers edible food to people who want to eat it.

http://www.baltimorefreefarm.org/

The **Baltimore Housing website** provides information about many programs and incentives, including homebuyer incentives, weatherization and energy efficiency programs, and more.

http://www.baltimorehousing.org/

**Blue Water Baltimore** is a not-for-profit organization with a mission to restore the quality of Baltimore’s rivers, streams and harbor to foster a healthy environment, a strong economy, and thriving communities. Blue Water Baltimore is working to make our streams, river and Harbor healthy, thriving ecosystems that are accessible and safe for citizens, visitors and commerce. To achieve these goals, Blue Water Baltimore mobilizes volunteers to monitor the Baltimore area streams for pollution. They organize trash cleanups, plant trees on public land, and provide a helping hand to property owners who want to do their part to reduce runoff from their properties. Blue Water Baltimore advocates for stronger laws for clean water, both locally and statewide.

http://www.bluewaterbaltimore.org/

The **LIGHT Program (Leading Innovation for a Green and Healthy Tomorrow)**, led by Baltimore Housing, is the central application intake, referral, and processing program for the City’s Weatherization program, Office of Rehabilitation Services, and Lead Hazard Reduction Program. LIGHT also refers clients to over 300 possible other city, state, local NGO programs and services based on the application screening process. LIGHT provides comprehensive benefits screenings and case management to coordinate housing, energy conservation, health, safety and financial services to Baltimore families.

http://www.baltimorehousing.org/ghsh_light

The **Maryland Green Schools Award** is a program of the Maryland Association of Environmental and Outdoor Education that allows schools and their communities to evaluate their efforts in environmental sustainability. Participating schools empower youth to make changes to reduce environmental impact, encourage sustainability and foster environmental literacy.

http://maeoe.org/green-schools/

The **Office of Sustainability – Green, Healthy, Smart Challenge Grant** is a grant program for student-led sustainability projects in Baltimore City Public Schools. Students must be a part of an organized green team that meets to complete their project. The aim is to have projects encourage and assist schools in reaching Maryland Green School Certification.

Parks and People Foundation has revitalized neighborhoods through hands-on cleaning and greening, the building of partnerships to sustain green spaces, and programs that help children to learn, grow, and explore their natural environment. Their mission is uniting Baltimore through parks.

http://www.parksandpeople.org/

TreeBaltimore serves as the umbrella organization for all City agencies, private organizations, and individuals in their effort to increase the tree canopy of Baltimore. TreeBaltimore partners with individual homeowners, communities, schools, and businesses to establish, manage, and preserve trees. This mayoral initiative, led by Baltimore City Recreation and Parks, partners with Blue Water Baltimore, the Parks & People Foundation, Baltimore Tree Trust, and the Alliance for the Chesapeake Bay.

http://treebaltimore.org/
Appendix C: Existing Plans

The **Hampden Business Area Urban Renewal Plan** was written in 1977 and has been amended twice, the last time in 2000. The URP primarily focuses on design guidelines, specifically signage, for the rehabilitation of commercial properties. It is still in effect and does not have an expiration date.

https://planning.baltimorecity.gov/sites/default/files/Hampden%20Business%20URP.PDF

The Department of Recreation and Parks created a long range master plan for **Roosevelt Park** in 2004. The plan divides the park into 10 areas and lists specific incremental projects for each that can be implemented over time. Below is a brief description of each area and some of its projects along with a corresponding map.

- **Area A- Hampden Village Square:** Hampden Village Square will be the traditional “town square” for the community. This is the place where Roosevelt Park interfaces with The Avenue. It is the park’s “front door” and is a location that should attract daily passive activity such as eating lunch or watching children on the playground. Some project components include creating monumental gateway signage, a village green area, recreation center break-out spaces, a tot lot, and a terraced amphitheater.

- **Area B- Swimming Pool:** Expand the pool facilities while better integrating the pool into the composition of the overall park. The new concession/storage building should visually link the recreation center and the now hidden swimming pool area. Similarly, the family picnic grove should appear to be a natural extension of the pool area. Some project components include renovating existing pool building, expand pool deck, and building a new concession/storage building.

- **Area C-Poole Street Fields:** Maintain current design concept with backstops, skinned infield and other vertical obstructions adjacent to treed edges so that, when not in use, the fields appear as open lawn areas, not unused fields. Some project components include refurbishing field #1, removing field #2, relocating field #3, and creating a secondary gateway at Poole and 36th Streets.

- **Area D-Community Garden:** The existing community garden will be relocated to the northwest corner of the park. The garden will remain at approximately the same size, with a small parking area provided along with mulch, waste and topsoil bins. Some project components include installing perimeter fencing, stormwater management features, landscaping and signage.

- **Area E-Skateboard Park:** The skate park will be approximately 12,000 SF in size with the goal of being able to accommodate the needs of both street and transition riders. In addition to skateboard equipment, it may also include a ticket booth, skate shop and controlled access. Some project components include installing bleachers, fencing, shade trees, and creating controlled access by building a ticket booth or a gate.

- **Area F- Falls Road Fields:** The intent is to naturally fit Field #5 into the landform while creating a well-defined lawn area to the north, suitable for a variety of passive recreation. Some project components include new softball field and landscaping.

- **Area G- Family Picnic Grove:** The picnic grove is located to the southeast of the swimming pool and utilizes a seldom-used lower “plateau” of the park. The picnic grove will provide a secure area for picnics, both organized and spontaneous, in association with the swimming pool but also during seasons when the pool is closed. Project components include picnic pavilion, fencing, and trash receptacles.

- **Area H-Poole Street Perimeter:** Enhancements to the park edge adjacent to Poole Street to include tree planting and replacement of the ball field fencing. Some project components include fencing, tree planting, and slope stabilization.

- **Area I-Street Lighting:** Ornamental pedestrian-scaled lighting along the 36th Street and Falls Road frontages.

- **Area J- Falls Road Gateway:** Utilize the natural embankment along the southeast perimeter of the park adjacent to Falls Road as a Roosevelt Park/Hampden Gateway.