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The Modern Urban Neighborhood: the Role of Dwelling in Neighborhood Revitalization

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THE MODERN URBAN NEIGHBORHOOD

THE ROLE OF DWELLING IN NEIGHBORHOOD REVITALIZATION

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Master of Architecture

School of Architecture, Art and Historic Preservation

Roger Williams University

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All other friends who have helped me through the years

The confines of what this exploration should seek to answer is not architectural in the sense that the final outcome is a building but the outcome is a environment in which a sense of place and pride of community can be achieved.

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Understanding why many urban neighborhoods have failed in the past fifty years is key in reversing this trend which plagues many cities. Three main factors can be associated with the decline of urban neighborhoods which are suburbanization, lack of economic opportunity and planning theories treating neighborhoods as self contained units. Suburbanization brought upon the ideas of the "American Dream" instilling the need of private ownership into the life's of the American family effectively changing the way that we perceive community. Industry moving out of the city brought upon the lack of economic opportunity to the urban dwellers who fled to the suburbs where the jobs were. The final factor is the planning theories which addresses urban neighborhoods as self contained units which results in stagnant areas which don't require people to leave.

By starting at a planning scale and working down to a architectural scale, each phase serves two purposes, the prior phase serves the next as a means of understanding the city, the neighborhood and the needs of the community as the current stage is refinement and integration of the previous. The goal is to establish a model which could be replicated in any city for the revitalization of the primary ring neighborhoods therefore, the documentation of these phases is necessary for replication and adaptation since no two cities will need the same things.

INTRODUCTION

THE CITY | PROPOSAL | INITIAL THOUGHTS



The origin of the city is still a much debated topic however it is known that cities arose from the dense settlement of people where epicenters of trade and mercantile activities benefited the citizens of the area. In 1950, the archeologist and philologist V. Gordon Childe created metrics for the definition of a historic city¹. His guidelines for the identification of the historic city were a baseline for what characteristics were typically found in a city and can still be found in the formation of the modern city.

1. Size and density of the population should be above normal.
2. Differentiation of the population.
Not all residents grow their own food, leading to specialists.
3. Payment of taxes to a deity or king.
4. Monumental public buildings.
5. Those not producing their own food are supported by the king.
6. Systems of recording and practical science.
7. A system of writing.
8. Development of symbolic art.
9. Trade and import of raw materials.
10. Specialist craftsmen from outside the kin-group.

Typically cities from the past and present have been situated at the head of rivers so that they can serve as centers of trade by providing accessibility to ships for the import and export of goods.

This geographic characteristic is important to understanding the life of the city and the transformation process which has occurred in the past fifty years. The city as seen in history is no longer viable and a new type of city is emerging from societal advances. Urban planners are struggling to cling to their outdated knowledge of the city while the city is changing its character and dynamic which cannot be easily stopped.

The Industrial Boom

Prior to the beginning of the 1900's modern cities were in a static phase of development and growth. Only about two dozen cities had a population of around 100,000 at most². This all changed in the 1800's when the industrialization of the city occurred. This resulted in rapid urbanization of the core city and as people were relocating to the cities for work. Technology began to advance rapidly as well, the invention of the railroad which lead the way for large scale manufacturing to occur in the city. Just look at any city located along the coast, you can still see the remnants of the industrial boom, large industrial districts with factories lining the coast with docks to receive ships and rails going directly out the warehouses.

In this era of ascent, the city dynamic changed and you could see harsh realities that industrialization took on living situations. The inner cities were plagued with slums conditions for the working class while the upper class lived lavish

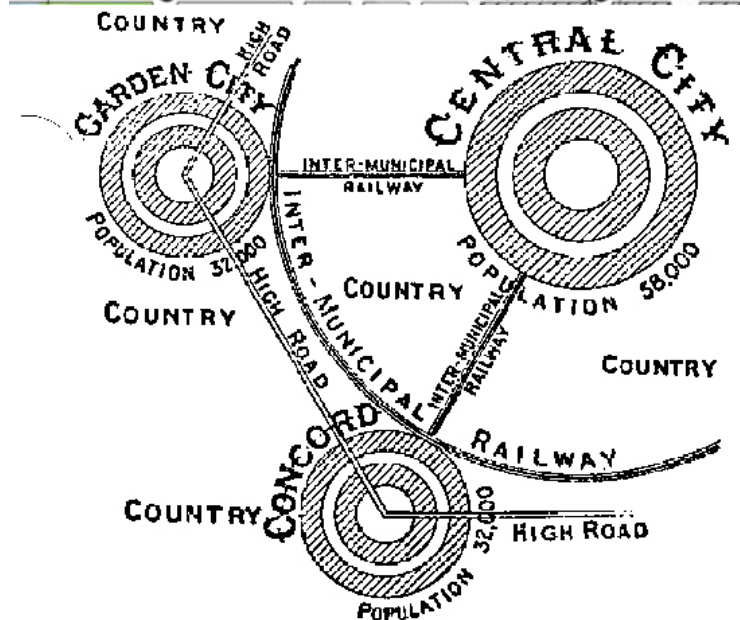
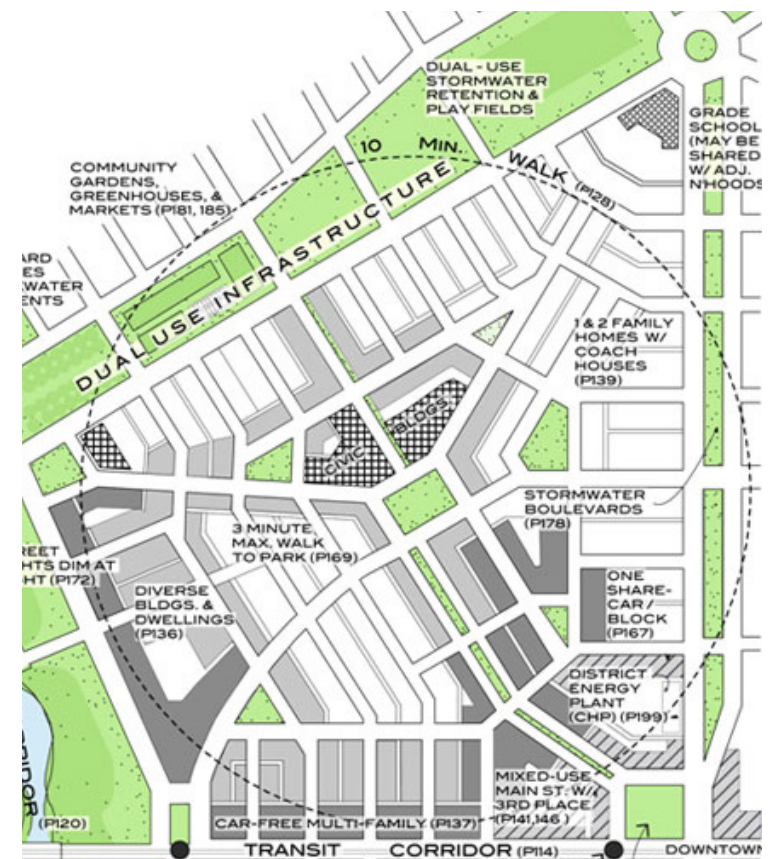
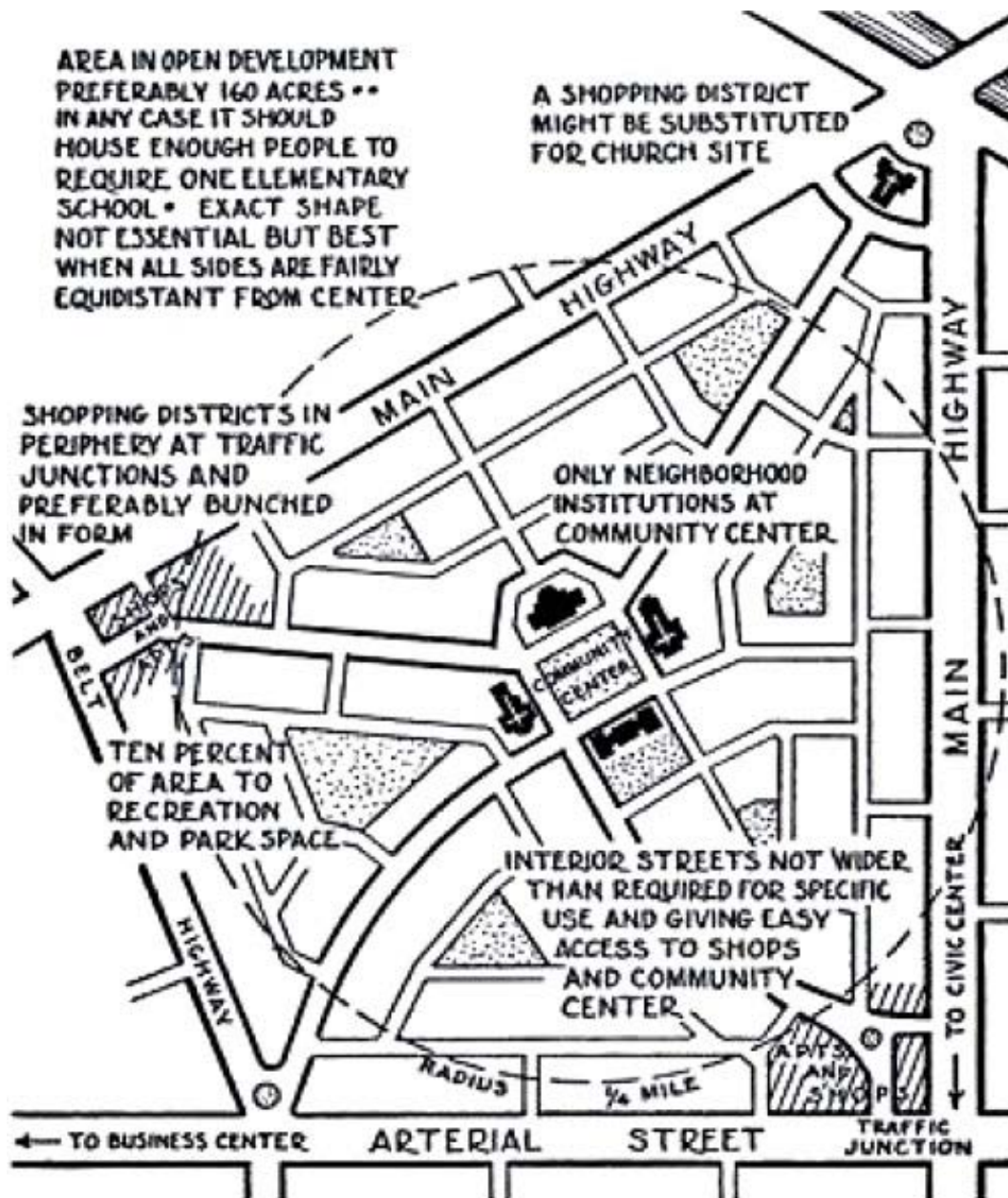
lifestyles outside of the core of the cities. Urban sprawl began and the early stages showcased the juxtapositions of wealth and poverty right next to each other³. Planning had to catch up to address these issues, however they did not fully address the underlying issue at hand.

While industrialization impacted every aspect of the city, population, economics, planning, politics, social ideas, all played into the prosperity of the city. This resulted in cities basing ideas on growth because that was what was expected⁴. This growth was substantially backed by the notion at the time of the continuing advancement in industry and technology and the thought that this would not stop was garnished by images of the future, where we had flying cars and the metropolis was an dynamic habitat. Look at the show The Jetsons. However as seen today, this isn't true and the effects of the American Dream have pillaged the idea of the city and has begun to spread.



1. *Aerial photo of South Boston in mid 20c*
2. *Satellite Image of South Boston from 2014*





3. Neighborhood Unit, C. Perry 1929
4. Modern take on Neighborhood Unit
5. E. Howard's Garden City pla, 1902

Modern Planning

The growth spurred by industrialization forced cities to rethink the ways that they plan for their development. With exponential growth occurring in the early 1900's, many cities were unable to plan for the effects that ensued. Since most cities were being developed by private businesses the conditions for the working class were dismal and unhealthy⁵. This was where the birth of zoning and regulations came about so that city conditions would improve for its inhabitants. As planning became a professional career, activists were creating plans to combat issues of sanitation, health and infrastructure to further respond and contribute to the growth of the city. The planning solutions looked to create a ideal city or utopian vision in which all aspects of the new industrial city were addressed⁶.

One of the first ideas was introduced by Ebenezer Howard in 1902 which was called the Garden City Plan. The idea was to create living cities which were outside the core city and were connected through public transit such as railroads⁷. This idea in its full form was only created twice in England although being a popular theory among planners. The Garden City formed the groundwork for the growth of the city in modern planning especially in the United States and Britain where it's applications is better known as the suburbs.

In 1929 with the publication of Regional Plan of

New York and Its Environs came the first official documentation of the Neighborhood Unit, a guide for neighborhood planning created by the planner and sociologist Clarence Perry. The guiding idea behind the scheme is that urban neighborhoods should serve as a part of a larger picture, the city, as well as distinct entity in itself⁸. Thus creating a neighborhood centered around the idea of forming communities. Perry created guidelines for the neighborhood and the parameters of what makes a neighborhood community successful⁹.

- Center the school
- Place arterial streets along the perimeter
- Design internal streets
- Restrict local shopping to the perimeter
- Dedicate at least 10 percent of the neighborhood land area to parks and open space

This idea permeated through the planning community in the United States and created the base for the layout of suburban neighborhoods and thus paved the way for urban sprawl and suburbanization to take full effect. With the ideas behind the neighborhood unit being lost in translation per se, the interpretations have lead to the segregation of land uses, which has unfortunately created an auto-centric society in today's first ring and outward suburban communities¹⁰. Although his ideas for the neighborhood were lost in translation the layout of the neighborhood unit can still be seen today in planning exercises as

well as many urban neighborhoods

Suburbanization

The rise of the suburbs can be attributed to the shift in the idea of the home which came about after World War II. Prior to this, the working class neighborhoods surrounded the core city were connected to through public transit such as tram or subways. This came about as a result of the manufacturing jobs being clustered near the urban core in multi-story buildings¹¹. Living in the suburbs was still considered for the upper class. After WW II this notion changed, companies began looking outwards towards the periphery of the city where the land was cheaper and they were able to build bigger more efficient facilities that were one story tall. This is what many mark as the tipping point which started the decline for the core city¹².

Along with industry moving from the core city to the periphery, technology was on a continual advancing path and with the success of Henry Ford's assembly line, the automobile was making its way into the life's of the American family. The mobility which the automobile offered to people was a key factor in the suburbanization of the United States¹³. The automobile single handedly destroyed the need for public transportation as cars rooted themselves as a social symbol of the American family as well as a way of life. The American lifestyle is based on a sense of mobil-

ity, being able to pick up and go anywhere at any time on your free will. This notion originating in the history of settling the west where frontiersmen would pick up camp and move if the land they were on was not suitable¹⁴.

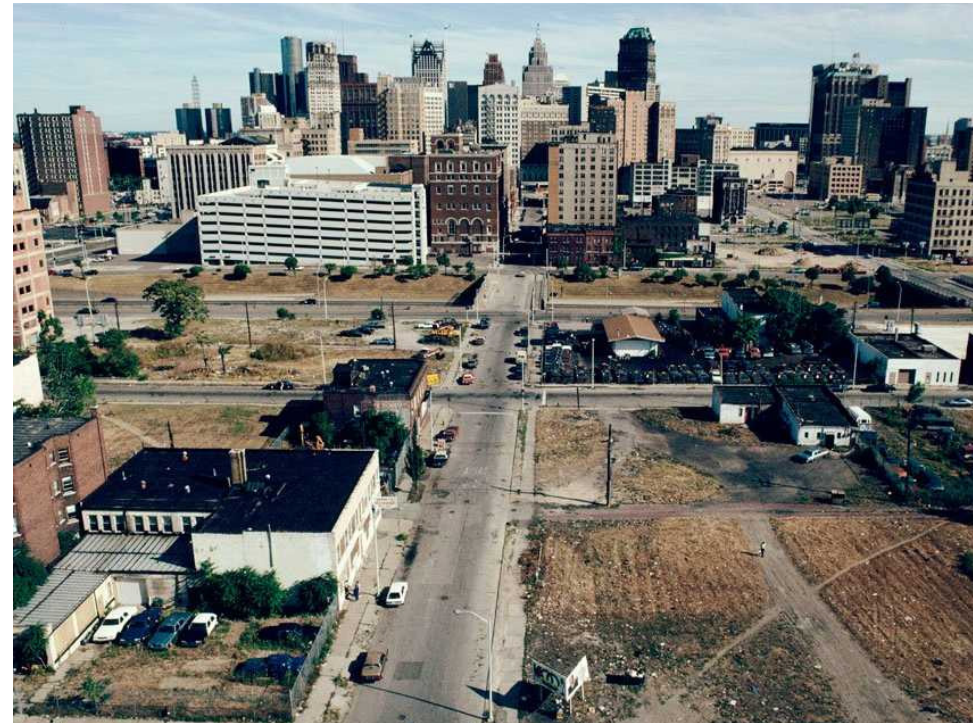
Along with this, the Federal Government did two things which jump started the move to the suburbs. The first thing that they did occurred in 1930 when the Roosevelt administration in attempts to mend the failing housing market created the Federal Housing Administration (FHA). They created a system which offered a means of the American Dream to the middle class by giving Federally guaranteed mortgages to suburban home building. Then in 1956 the Federal Government financed the Federal Highway Act which created 41,000 miles of interstate highways. This led to a rapid shift from the cities to the suburbs; they grew six times faster than the cities in the 50's¹⁵. The result was the abandonment of the city by the middle class for the suburbs which by the 1950's were where many of the jobs were at. This left the city and its immediate neighborhoods empty and the housing stock began its decline. These empty homes in the inner city were commonly filled with blacks who were migrating to the cities from the south. Due to racial tensions at the time, this migration occurred in the 40's through the 70's, it only encouraged factories still in the city to move to the suburbs along with the white population¹⁶.

New Dynamics of the City

Suburbanization has caused a ripple effect to take place in the fabric of cities. While industry and people are moving out towards the edge, the lack of economic stability and population in the core has left it falling down, returning to nature one might say. One look at Detroit, Michigan exemplifies this issue well, the core city that only sixty years ago was booming with a population of over two million is now under 950,000 and is one of the poorest cities in the United States¹⁷. Moving outwards from Detroit, you see a growth in population and wealth; Oakland County, a suburb to the north is one of the wealthiest suburbs in the U.S.

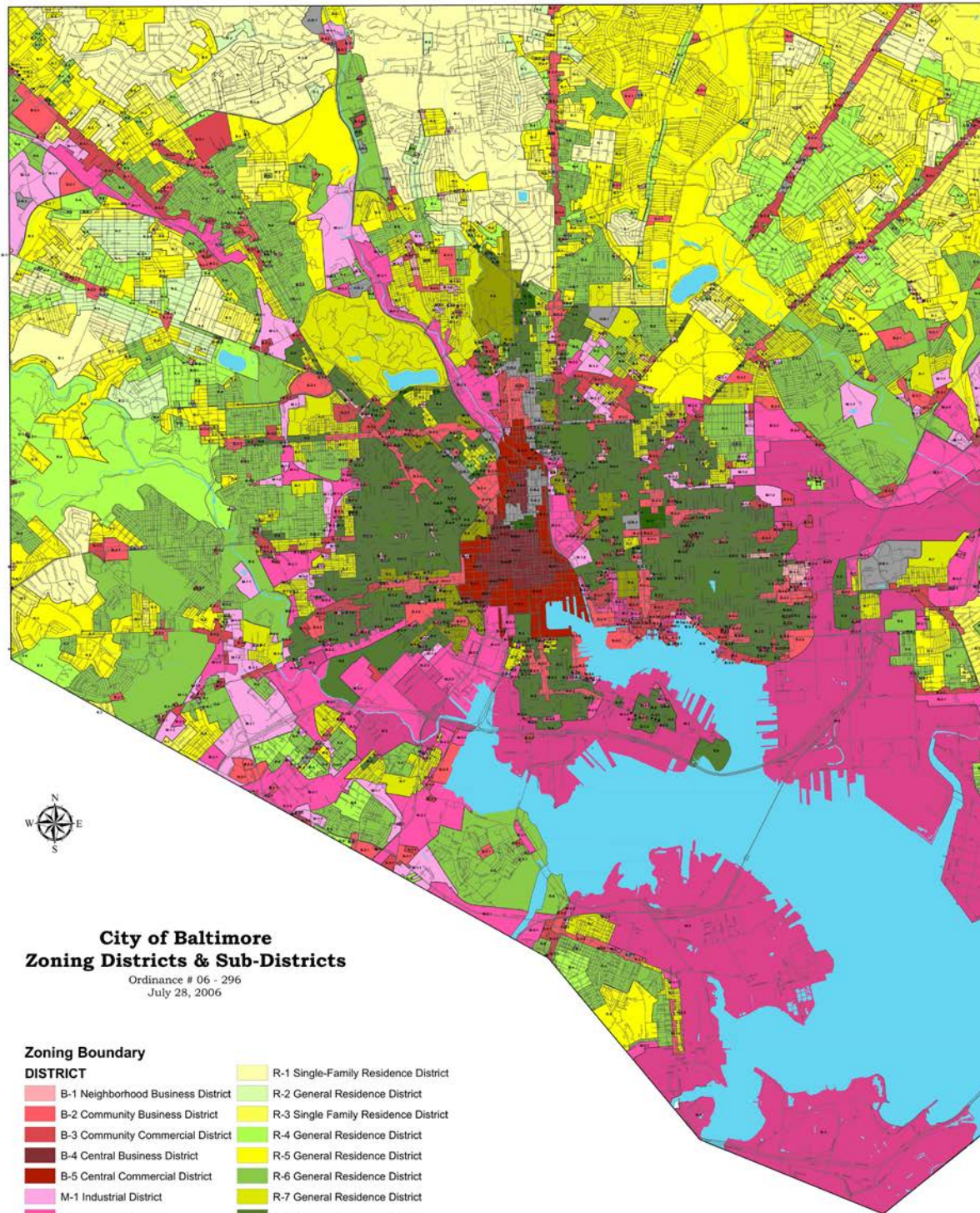
This shift of economy and population has created thriving satellite cities which surround the main city. These micro cities have grown enough to compete with the main city as a viable location for businesses to settle to the point where some are more dominant than the main city¹⁸. Progressive planners have stated that the answer to this issue is to allow the inner city to be swallowed up by nature again look at the core of Detroit. Frank and Deborah Popper, two planners, believe the majority of the cities in the Great Plains should be allowed to do this and the inhabitants relocated¹⁹. Stale economies and shrinking populations are their main argument.

In the wake of suburbanization, this ripple effect in the city fabric needs to be dealt with and the question is how. Kyong Park suggests that this is a part of the life cycle of the city and that we need to identify the characteristics which maintain the health of the city longer²⁰. The more we know, the better we can plan our cities so that they are a part of the future. Park asks, should we allow them to wither away as a means of an end or preserve them at all cost?



6. *Suburbs in America*

7. *View of Downtown, Detroit, Michigan, 1991*


















City of Baltimore
Zoning Districts & Sub-Districts

Ordinance # 06 - 296
 July 28, 2006

Zoning Boundary

DISTRICT

 B-1 Neighborhood Business District	 R-1 Single-Family Residence District
 B-2 Community Business District	 R-2 General Residence District
 B-3 Community Commercial District	 R-3 Single Family Residence District
 B-4 Central Business District	 R-4 General Residence District
 B-5 Central Commercial District	 R-5 General Residence District
 M-1 Industrial District	 R-6 General Residence District
 M-2 Industrial District	 R-7 General Residence District
 M-3 Industrial District	 R-8 General Residence District
 O-R Office-Residence District	 R-9 General Residence District
	 R-10 General Residence District



Today's architects, planners and urban designers are tasked with the goal of the revitalization of cities and the primary ring of neighborhoods which surround them. These neighborhoods are vital to the life of the city and due to the phenomena of suburbanization many lay dormant as dismal reminders of the once prosperity of the city. The purpose of this exploration is to create a model for the revitalization of urban neighborhoods by looking at the role of dwelling in the process of revitalization. The idea that an urban dwelling is not just your home but it is a series of connected environments which are used by a person is the basis for redesigning these derelict urban neighborhoods. Studying how these environments can form community by fostering interaction among its users is vital to understanding how urban neighborhoods work as a unified whole in supporting the city.

Understanding why many urban neighborhoods have failed in the past fifty years is key in reversing this trend which plagues many cities. Three main factors can be associated with the decline of urban neighborhoods are suburbanization, lack of economic opportunity and planning theories treating neighborhoods as self contained units. Suburbanization brought upon the ideas of the "American Dream" instilling the need of private ownership into the life's of the American family effectively changing the way that we perceive community. Suburbanization which was the result of industry moving out of the city also brought

upon the lack of economic opportunity to the urban dwellers who fled to the suburbs where the jobs were. The final factor is the planning theories of the twentieth century which addresses urban neighborhoods as self contained units which results in stagnant areas which don't require people to leave.

Community, being an outcome based on spatial qualities and the ability for interaction which is realized through observation and good decisions rather than material objects placed in a design is important to remember. The aesthetics of a space become less important and as the quality becomes the primary focus. Architecture's obligation is to be the catalyst for this social interaction; through design, the creation of these connected environments in the urban realm must come from informed decisions so that they may useful to the community at large. In the development of an urban community, the preservation and advancement of the areas cultural identity are vital as well so that the people are able to relate to their neighborhood which in turn creates a pride of place.

Suburbanization

Suburbanization, which has been known for the past twenty plus years to be the cause of this decline, still continues to occur allowing for the withering of urban communities in these neighborhoods. Suburbanization has also pushed a social aspect which has had its effects on community, the idea of the American Dream and the idea of ownership. The suburbs can offer a family more than a house in the city in the way of a private space which is not shared i.e. the yard. Most people would rather have their own space then share a park with a whole neighborhood. The role of safety and surveillance is more forward and intimate in a private yard then in a neighborhood park. Understanding the role and need of ownership is important to draw people back into the city. Changing the view on community ownership helps to create a sense of place and community pride, which is absent in many urban neighborhoods today.

Dwelling

In a city, dwelling is more than just your apartment or townhouse, it includes the sidewalk, the neighborhood park, the cafe on the corner that you go to every Sunday morning you go to and read the paper. Like previous stated this movement outside of the private realm of your home instigates interaction and dialogue among other neighbors and hence the sense of community begins. Christian Norberg-Schulz addresses dwelling as three means of socialization which play a part in the formation of community²¹.

“First it is a means to meet others for exchange of products, ideas and feelings. Secondly it is means to come to an agreement with others, or to accept a set of common interests. Finally, it is a means of being an individual, in the sense of having a private space of our own.”

Norberg-Schulz's idea of dwelling is consistent with the idea that urban dwelling is a series of connected environments which dialogue from interactions form community.

Community

Community is a trait that cannot be guaranteed by features of design and is formed by common interests and needs of the people which begin to inhabit the neighborhood as well as an outcome of decisions based on collaborative reasoning. The theoretical and empirical support for the notion that sense of community (particularly its affective dimensions) can be created via physical design factors is ambiguous at best²². Placing a "green space" or a park at various locations within a neighborhood does not guarantee its use or its ability to form community and serves a purely aesthetic agenda.

To plan a neighborhood so that it fosters the creation and growth of a community, planners and architects must study the needs of the community which will inform them if the area needs a park or if the area needs a market. Community in an urban context is formed from common interests of the inhabitants which are discovered through the dialogue and interactions between one another, therefore if dwelling is the series of environments which people use then the design of the dwelling environment is directly correlated to the potential of community formation in a neighborhood.

What are the elements which lend themselves in forming a sense of community in an urban context?

What are the social, economical and political ideas that are behind the formation of communities?

What constitutes dwelling in an urban context, is it the single unit or does it include the components that make up one or several city blocks?

Is a single intervention within a community valid in revitalizing the area or does intervention have to be drastic and address a wide range of factors?

How do the economical makeup up of the community affect the over sense of community one feels? Does attracting people from various economic classes work or does it prove to be a negative aspect by dividing the inhabitants?

What types of businesses promote a healthy economy for the community by supporting the people in the area as well as bringing in new people from outside the area? Does one look into the culture of the place to find certain types of business or do you just create a space and see how it gets filled?

Community Formation

Cultural Sustainability

Urban Dwelling

Social Economic Drivers

Political Motives

Urban Street Life

Urban Open Space

Community / Civic architecture

Affordable housing

Mixed income housing

Neighborhood attraction

Commercial business

Mixed Density

Suburbanization

PROJECT INTENTIONS | CLIENTS | PHASES

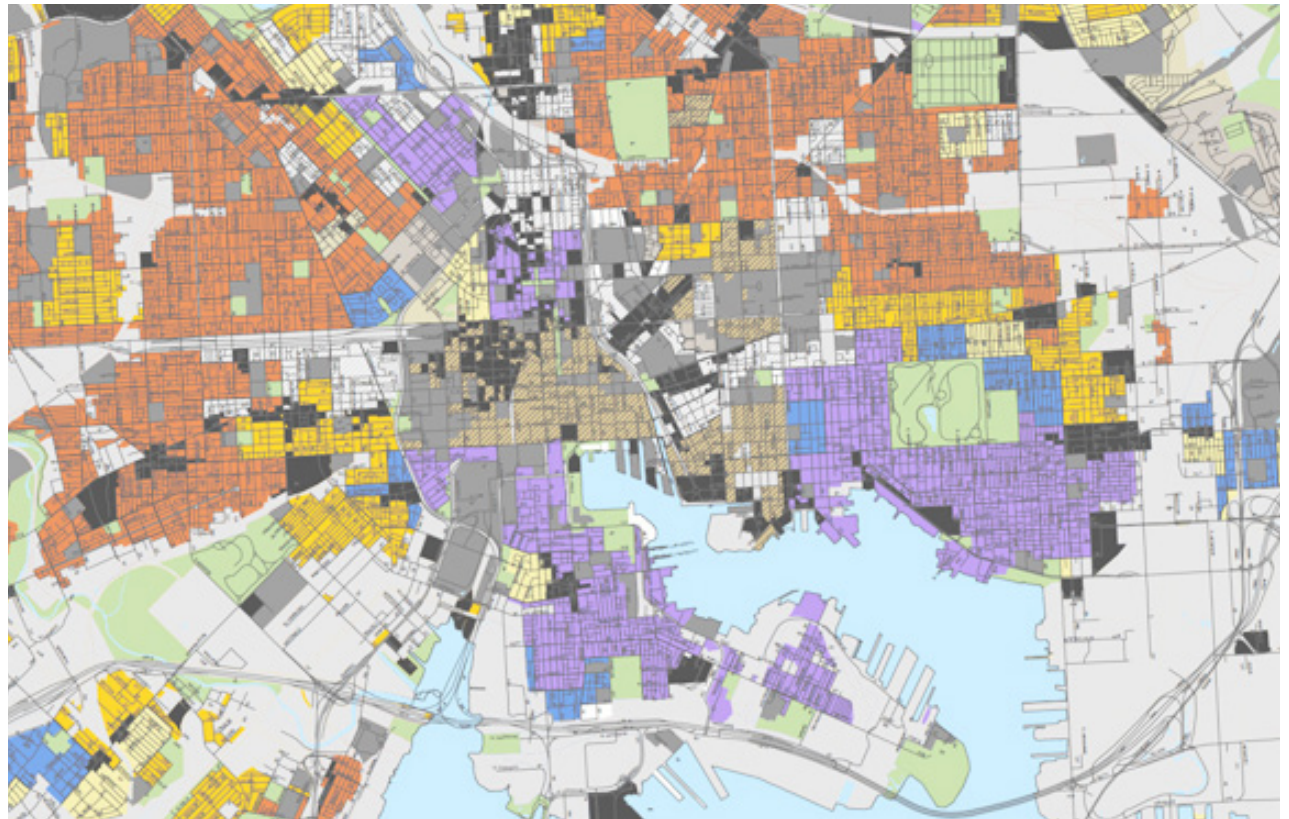
PROJECT | INTENTIONS

The need to understand the city, neighborhood and their attributes, both good and bad, becomes necessary for revitalization to take place. Each of these attributes, whatever they may be, have impacted the city and as a designer, the knowledge of how they have is crucial to understanding how to plan for the future. Therefore this thesis will contain several stages for design, addressing these issues as well as others which can arise from revitalization, like gentrification,

By starting at a planning scale and working down to a architectural scale, each phase serves two purposes, the prior phase serves the next as a means of understanding the city, the neighborhood and the needs of the community as the current stage is refinement and integration of the previous. The goal is to establish a model which could be replicated in any city for the revitalization of the primary ring neighborhoods therefore, the documentation of these phases is necessary for replication and adaptation since no two cities will need the same things.

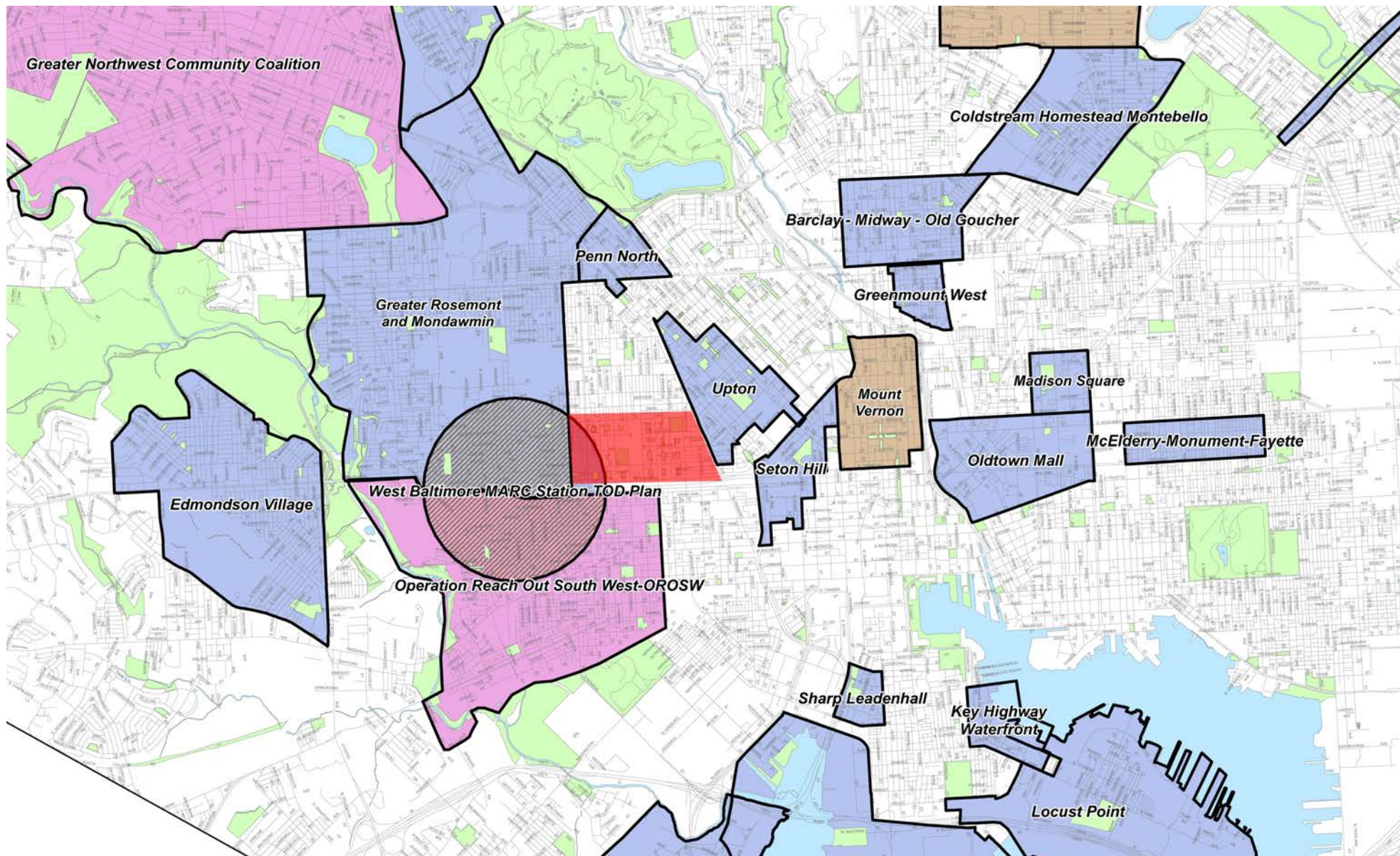
The primary stage will consist of developing guidelines for the revitalization of the neighborhoods and mapping out characteristics of the example area. The creation of a new or updated "neighborhood unit" will begin to form during this time. The second stage will look at a specific neighborhood within the primary ring and begin to apply the guidelines. This stage will also see

the creation of a master plan of the neighborhood focusing on the ideas of urban dwelling and the effects it has on community. The final stage will be the development of an urban block looking at dwelling in a more specific scale. The consideration of residential, commercial and public spaces will be addressed in detail at the this stage.



- 9. Map of Baltimore's urban Planning Regions
- 10. Neighborhood planning aerial (opposite top)
- 11. Design of a urban block (opposite)





In the past fifty years, many cities around the world have been effected by the phenomena of suburbanization, so to make standard procedure that would be implemented in every city would be like putting a band aid on a broken arm. Although all cities will show certain characteristics that are the same like population decline, lack of industry, each city will need a specific or catered guideline of implementation of the principles this thesis will outline. This procedure will come to fruition through research and analysis of an individual city on social and political levels, the economy of the city, population growth/decline statistics, and other attributes which may be important to understand for specific cities.

The city that this exploration will use as an example for the implementation of the principles which will be outlined is Baltimore, Maryland. For the past forty years Baltimore's population has been on a decline, the 1970 census showing 906,244 people and in 2011 there was 620,216 which seems to be the bottom for the time being. The city has seen growth with the US Census Bureau estimating the population in 2013 to be 622,104 people. The City itself is in a very interesting state, with many plans of revitalization in the works as well as the willingness to change codes and zoning to benefit and foster population

growth. One of these acts is the Transform Baltimore initiative which has worked to rewrite the codes of the city.

Neighborhood Selection

In the selection of a neighborhood, I began by looking at where Baltimore was interested as places in need of revitalization. The east side of the city has had more attention given to it in recent years, whether or not it is good or bad is up for debate, however steering clear of that area I chose to look at the west side. The city has a few big plans in the works for the west side like the MARC Station master plan which is to impact a large portion of the west side however where there are overlaps in these plans there are also places that none touch. Harlem Park, a once grand neighborhood which is now a delinquent area, is one such neighborhood which no plan hits and the city has seem to forgotten about it. Only five minutes away is Bolton Hill, the gem of the west side which has sustained the life of the surrounding neighborhoods but struggles to do so while up keeping itself. Therefore at the macro level, Baltimore's west side will be the testing ground and Harlem Park will be the specific neighborhood to which a this new urban dwelling idea will be applied.

PROJECT | PHASE I

The first phase of the project will serve as a means of forming guidelines and principles for urban planning. Looking at the city on a macro level and dealing with issues of population, social, political and economics is vital to understanding how to revitalize neighborhoods. The research into a novel idea for a macro level will occur in this stage as well as a means of jumpstarting revitalization. Research into current urban principles is also needed so that they may be amended to be relevant to this project.

This stage will also begin the research and design of a new urban neighborhood unit. Looking at the change of the neighborhoods over time and to develop a means of revitalization by working towards a new method of planning which answers the needs of modern communities. Developing principles for new urban dwelling environments will begin in the phase as well, looking at the connection between neighborhoods. A generalized layout will be created to go along the urban design guidelines for Urban Neighborhood revitalization.

13. *Plan of Urban Development*

14. *Urban master plan (opposite)*

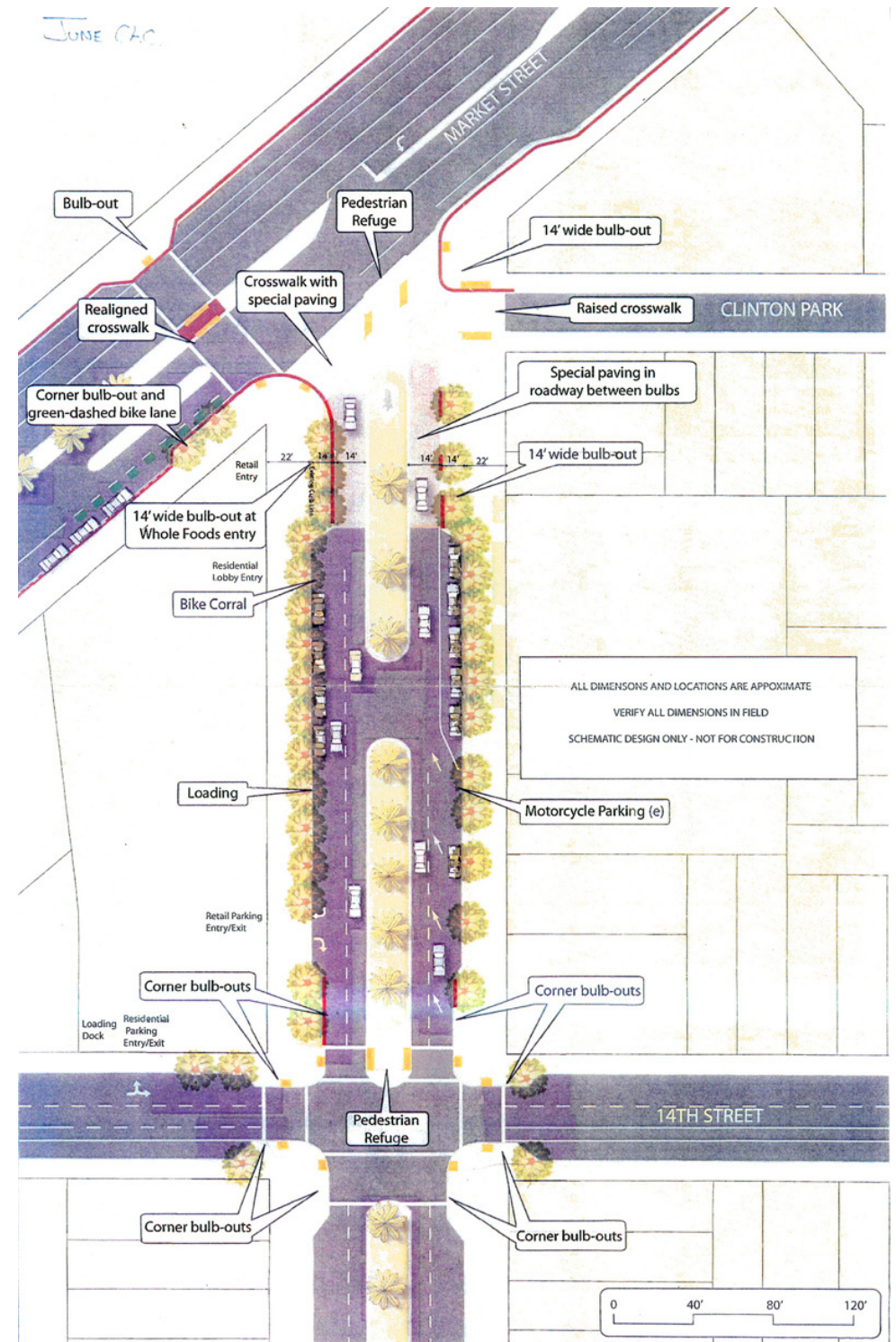




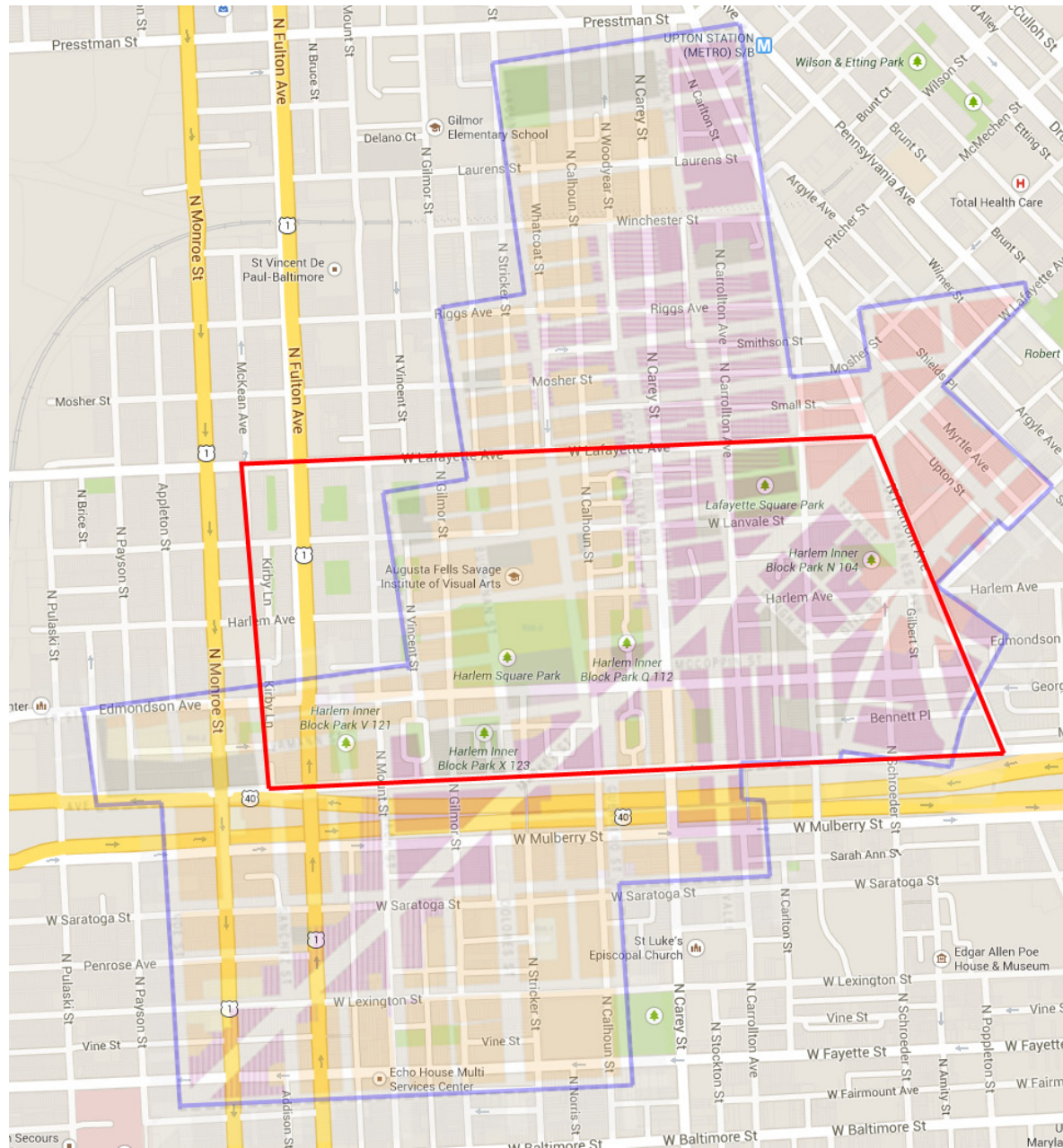


15. Vignette of public space

16. Intersection design



PHASE II | PROJECT



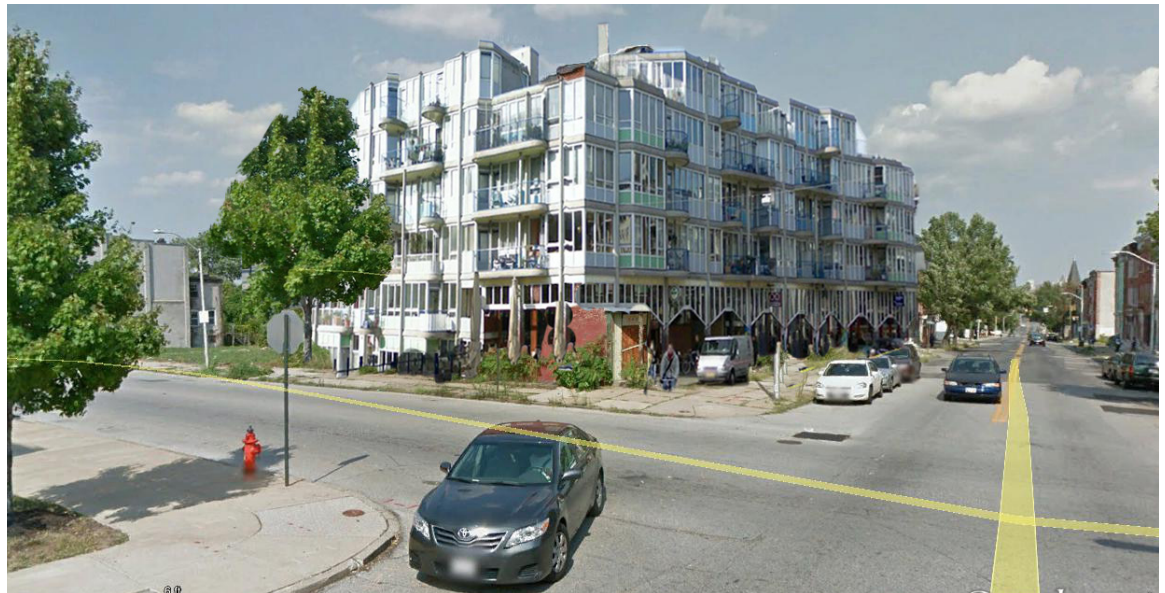
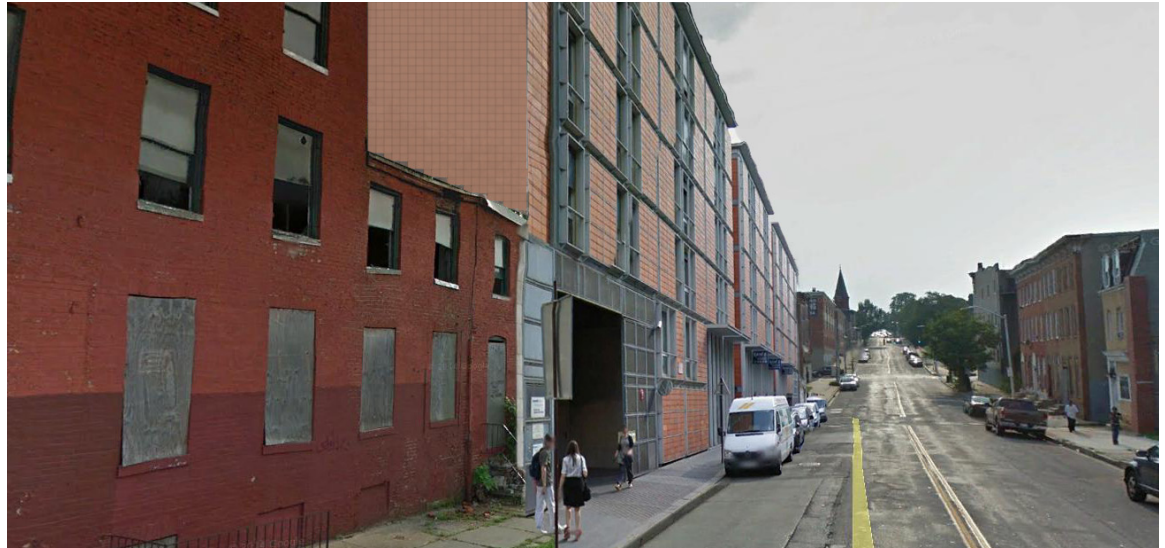
The second stage of this project is applying these guidelines to a neighborhood and developing a master plan for neighborhood revitalization. This phase will begin to look at the role of dwelling within the neighborhood and how the public spaces interact with private residential and commercial spaces. The master plan will address issues effecting the neighborhood through the development of an outline pertaining to the usage of the neighborhood for residential, commercial and public spaces as well as providing examples of means and methods of design for the neighborhood.

This stage will also begin to address design based on projected population growth for the city and how to establish limits to prevent overcrowding and the issues that follow. The social aspects of the neighborhood by the interaction of public and private space/ Political issues, how will the neighborhood communicate with the city as well as other neighborhoods. Economics, what businesses can be supported within the neighborhood and where should they be located

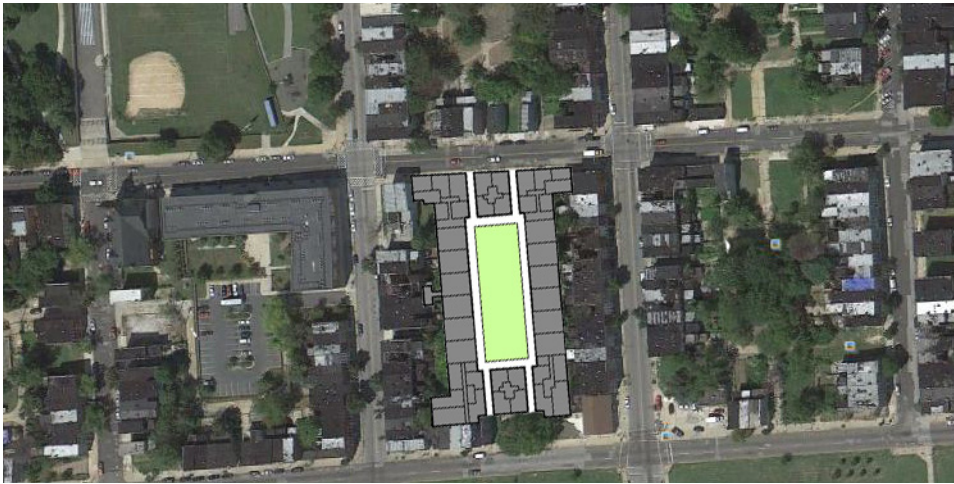
A. *Overlay Diagram of neighborhood plan on site*

PROJECT | PHASE III

The third and final stage of the project will be an intervention in the neighborhood at the architectural scale, where the design of an urban block will be the outcome. The goal of this phase will be to explore at an intimate level the idea of dwelling within the city and how ones view ties into the creation of a community. This phase is heavily dependent on the previous two stages where the guidelines and master plan set up the parameters which a new urban block may form. The new built density of the urban blocks will be a significant change from the standard textbook approach to urban design seeing that the neighborhoods dynamic has changed drastically over the past fifty years.



- B. Rue de Meaux place into Harlem Park, vignette
- C. The Pentagon placed into Harlem Park, vignette
- D. Rue De Meaux plan dropped into Harlem Park (opposite)
- E. Rue Des Suisses plan dropped into Harlem Park (opposite)
- F. The Pentagon plan dropped into Halrem Park (opposite)



Rue de Meaux Housing

Client : Régie Immobilière de la Ville de Paris

Architect: Renzo Piano Building Workshop

Total Area: 215,278 sq feet

Total Units: 220



149 Rue des Suisses Apartment Buildings

Client : Régie Immobilière de la Ville de Paris

Architect: Herzog and de Meuron

Footprint: 13,767 sq feet

Total Area: 90,621 sq feet

Total Units: 57



The Pentagon

Client : Régie Immobilière de la Ville de Paris

Architect: Aldo Van Eyck and Theo Bosch

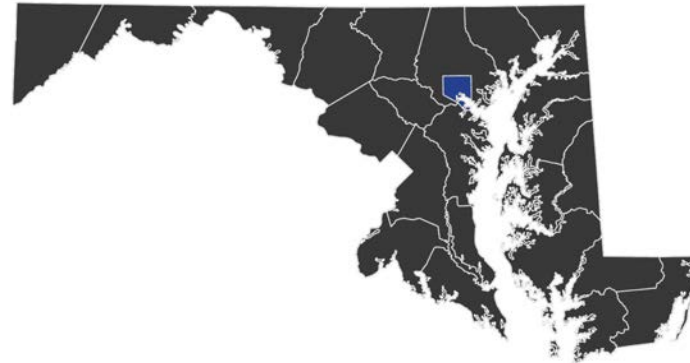
Total Units: 88

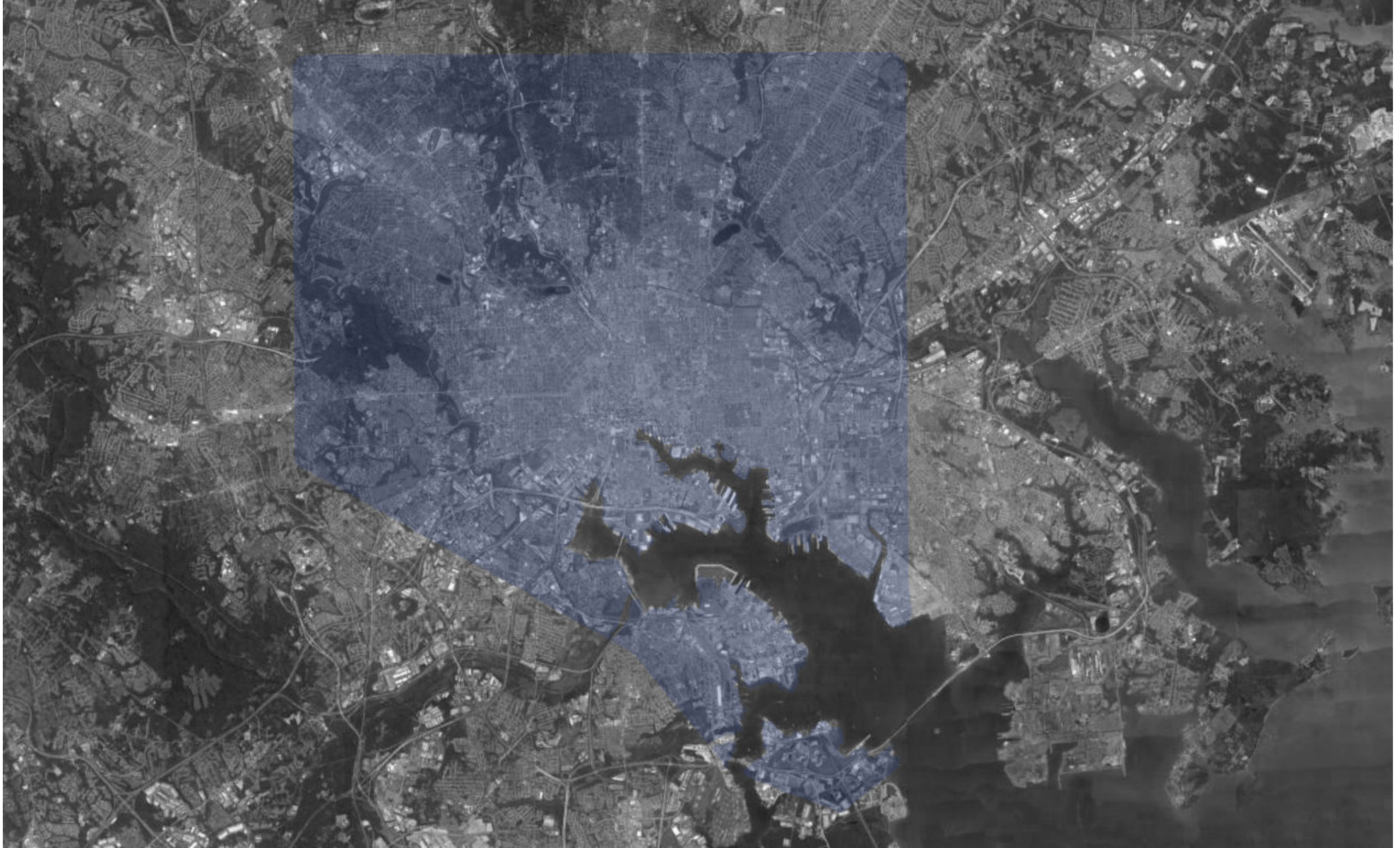
CONTEXT HISTORY | CULTURE | URBAN CONDITIONS

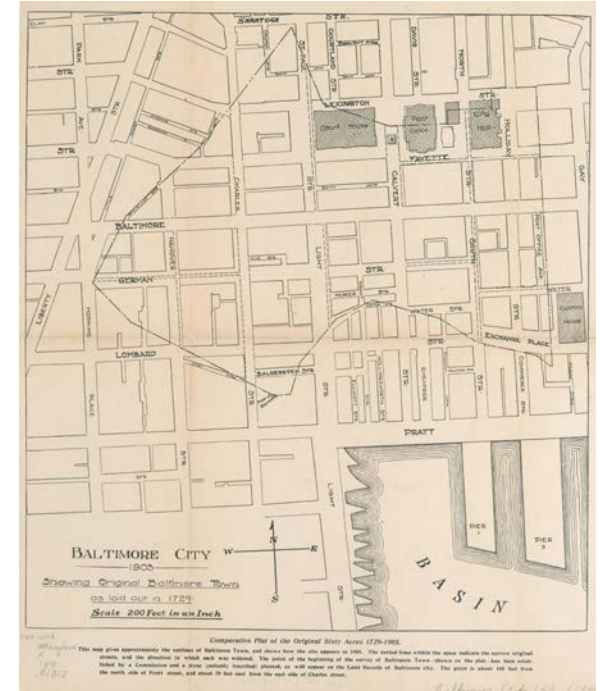
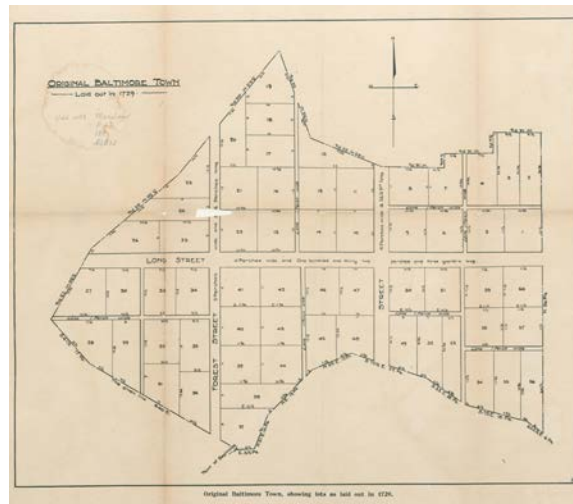
CONTEXT | BALTIMORE, MARYLAND

COUNTRY	UNITED STATES OF AMERICA		
STATE	MARYLAND		
CITY	BALTIMORE		
COORDINATES	39°17N 76°37W		
POPULATION	CITY:	622,104	
	METRO:	2,690,886	
	DENSITY:	7,671.5/sq mi	
AREA	CITY:	92.052 sq mi	

Baltimore is the largest city in Maryland, which is located in the northern central portion of the state. It lies at the head of the Patapsco River which empties into the Chesapeake Bay, the city's location has affected the industry and growth of the city over time. Baltimore is also the only independent city in the state of Maryland, not belonging to any county.







17. Surveying of Baltimore Town. 1729
18. Fort McHenry
19. USS Constellation
20. Original Map of Baltimore
21. Expansion of the city with original superimposed
22. Baltimore City Fire, 1904 (opposite)
23. Weekday Commute (opposite)
24. Inner Harbor present day (opposite)

The city was originally established as a town in 1729 and in 1797 the town of Baltimore, and the areas of Jonestown and Fells Point were established as the city of Baltimore. Its main function was to serve as a port city to ship tobacco and grain. At the start of the Revolutionary War, Baltimore became the meeting place of the Continental Congress when it was thought that the British would invade Philadelphia. The city was a major seaport which had a massive shipbuilding industry producing the Baltimore Clipper which was a popular choice

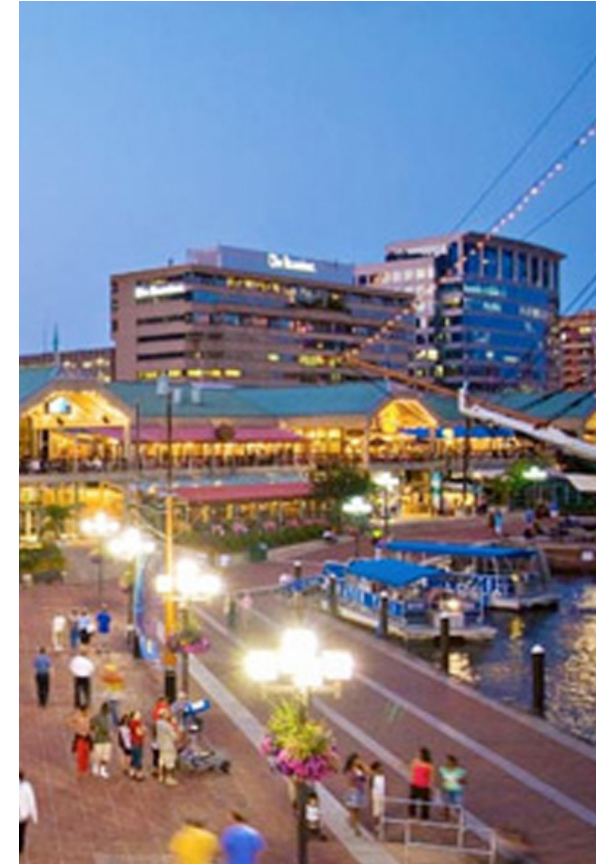
among privateers. Baltimore is home to several significant historical events, one being the first naval vessel to be produced in the shipyards and during the War of 1812 when Fort McHenry was under attack by the British, the Star Spangled Banner was written by Francis Scott Key.



In February of 1904 there was a fire that decimated the majority of the business center of the city, however Baltimore rebounded from this and by World War I, the city began industrial growth with steel works and oil refineries being built for the war effort. In the 1930's the city was introduced to an intellectual field by the writings of H.L. Mencken who wrote critically of the American way of life.



After World War II the city began its slow decay of urban life, which was seen in the beginning as "white flight" when many white families left the diversified city and went to suburbs which were racially homogeneous. This led to an increase in the poverty level in the city and with a growing black population and the assassination of Martin Luther King Jr. there was a riot which lasted for a week, the effects of which can still be seen in some areas of the city.



Beginning in the 1970's and continuing into the 80's Baltimore did massive planning and revitalization of the Inner Harbor Area which has won numerous awards for its urban impact on the city. Baltimore's planning department has made great strides in recent years to combat this period of decay and are beginning to expand its efforts outward to the west which has laid dormant for years while the eastern portion of the city gained attention.

CONTEXT | CULTURE

Baltimore has been known as a predominately working class port city situated on the Chesapeake Bay which has played into the culture of the area. Although it is south of the Mason Dixon line, the city has been influenced by both northern and southern traditions, dialects, etc which gives Baltimore it's unique characteristics. The city has a few nicknames such as "the city of neighborhoods" because it has seventy-two designated historic districts, "Charm City", which came about in a 1975 when groups were attempting to change the city's reputation and "rat city" for obvious reasons of the rat infestation.

Being on the Chesapeake Bay, Baltimore has become home of the east coast's source of blue crab. Crabs have been integrated within the local cuisine for years particularly steamed crabs and crab cakes. The Old Bay Seasoning has become famous as a staple for cooking crabs and seafood; it is manufactured in the area.

Walking through the streets of Baltimore, you will be find yourself engulfed in the presence of the Row House, which the city is famous for. The west side of the city was once home to the upper class which is seen in the magnificent row houses and town house mansions which line the tree shaded sidewalks with marble steps up to the doors. The east side was home to the immigrants and the row houses are less grandeur but nonetheless the presences of the marble steps



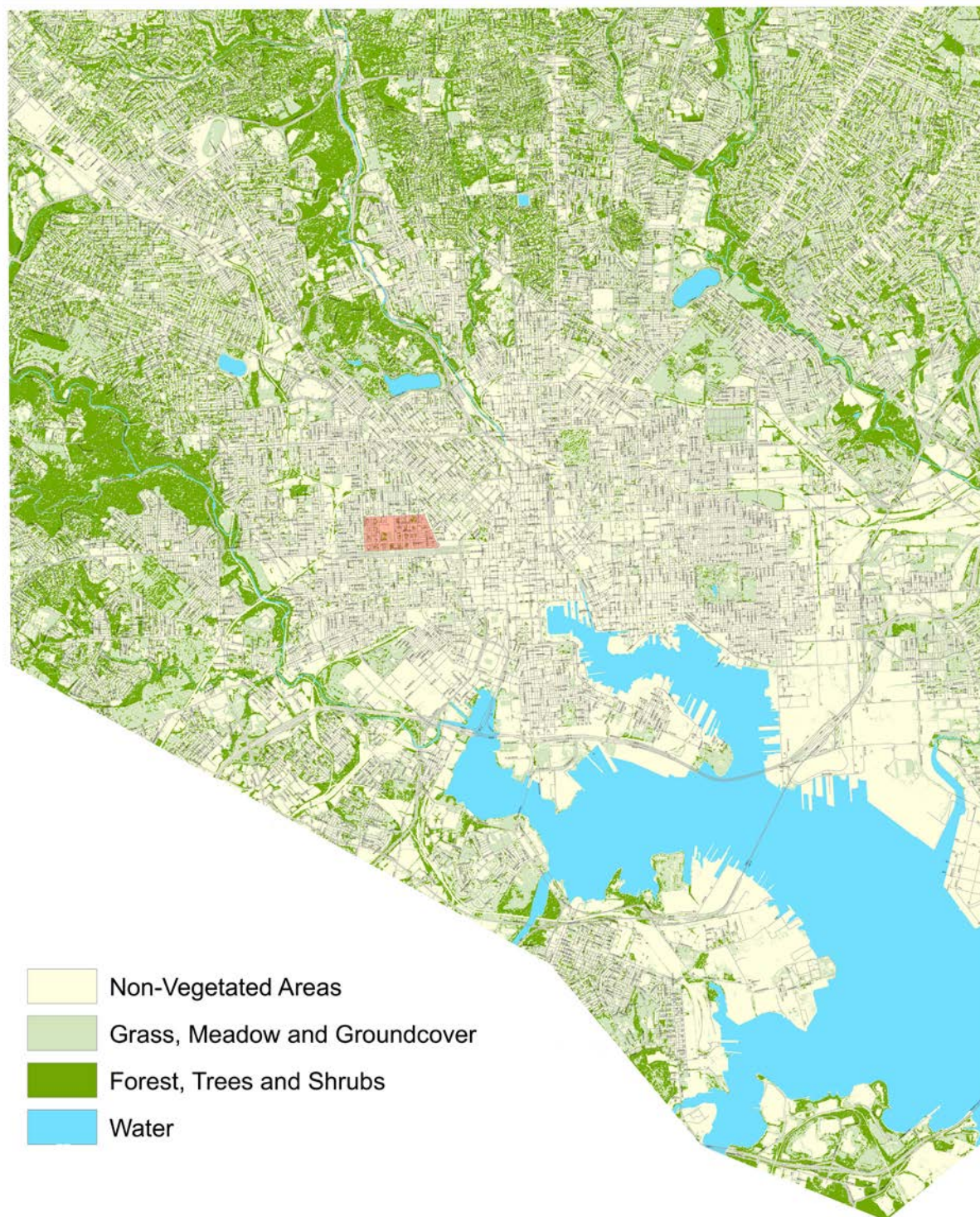
and brick facades line the streets giving the city neighborhoods a feeling of continuity.

The tourists of the city mainly stay down near the Inner Harbor and Fells Point where there is attractions like the National Aquarium and many historic boats which are moored there, however, just ten minutes north of that area is the Hampden which has a small town feel and provides shopping at second hand furniture stores as well as antiques and specialty stores. It is packed on the weekends as pretty much every day in the summer with the adventurous tourist and college students. The city also has a loyal fan base for their two major sports teams, the Baltimore Orioles a MLB team and the Baltimore Ravens a NFL team.

The city of Baltimore has many connections to the arts, theater and music. An annual art festival called Artscape takes over the streets of Baltimore. It is located on the west side between the core city and the neighborhood of Bolton Hill due to the vicinity of the Maryland Institute College of Art (MICA as it is referred to). The Maryland Film Festival takes place in Baltimore as well as the Historic Charles Theater. The city is home to the Peabody Institute, the oldest conservatory of music in the United States and one of the most prestigious in the world. They also have an internationally known orchestra as well as many theater production companies.



25. Aerial of Inner Harbor (opposite)
26. Baltimore Rat Logo
27. Chesapeake Blue Crab
28. Old Bay Seasoning
29. Commercial Street in Hampden
30. Tree Lined street in Bolton



GREEN CITY | CONTEXT



The city of Baltimore has strived to provide open space for its residents throughout the history of the city. Druid Hill Park was an early example of this, bought in 1860 as part of a nationwide movement for providing outdoor space for urban dwellers. The city strives to conserve these public parks and to promote use of them for a healthy lifestyle for all ages through the Baltimore City Recreation and Parks (BCRP). The parks offer a means for inner city children to be exposed to nature and as a place for them to play and learn. The city also works towards a means for every member of a community to have access to one of the city's parks as a right for city dwelling.



Today, the city of Baltimore boasts over 5,700 acres of parkland throughout. This includes the Gwynns Falls/Leakin Park, which is the second largest Urban Wilderness in the Nation only trumped by Central Park. Baltimore ranks as number twenty one for the best urban park system in the United States based on the ratings from The Trust for Public Land. The city maintains eighteen parks plus there are a plethora of neighborhood parks which are dispersed among the city. Baltimore City Recreation and Parks is the head of the eighteen city parks as well as the maintenance of the street trees which number over 150,000 and hundreds of playgrounds, and sports fields.

31. Map of parks/forests/tree covering in Baltimore
32. Druid Hill Park
33. Aerial of Patterson Park
34. Water Wheel in Gwynns Falls
35. Tree lined Streets
36. View within Lafayette Square Park, Harlem Park



CONTEXT | ENVIRONMENT

Baltimore's location is in the humid subtropical climate region. During the summer, the average daytime temperature is between 72°F and 89 °F and is usually humid with frequent thunderstorms. During the winter the temperature averages 32°F to 46°F with snowfall around 20 inches. The yearly percipitation of Baltimore is about 41 inches. The city's location on the Cheasapeake Bay play a role in the weather that it encounters through out the year.



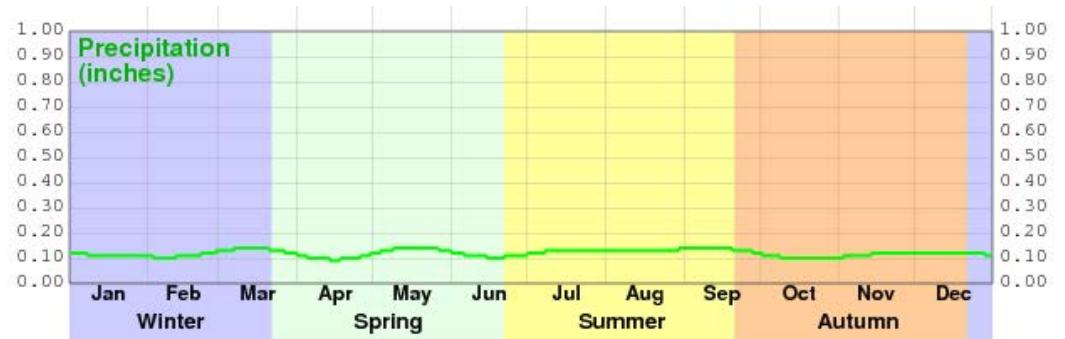
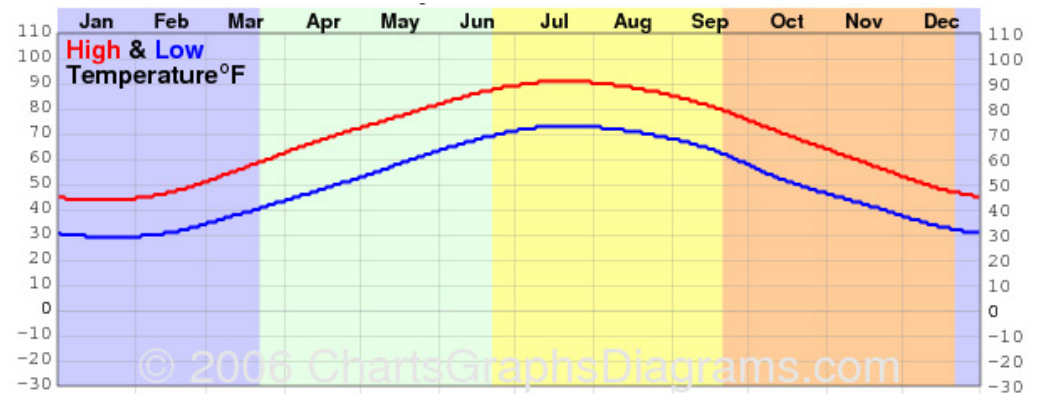
37. Inner Harbor, winter time

38. Inner Harbor, summer timre (opposite)

G. Diagram of temperatures

H. Diagram of percipitation

I. Diagram of sunlight





SITE

HISTORY | FABRIC | COMPONENTS



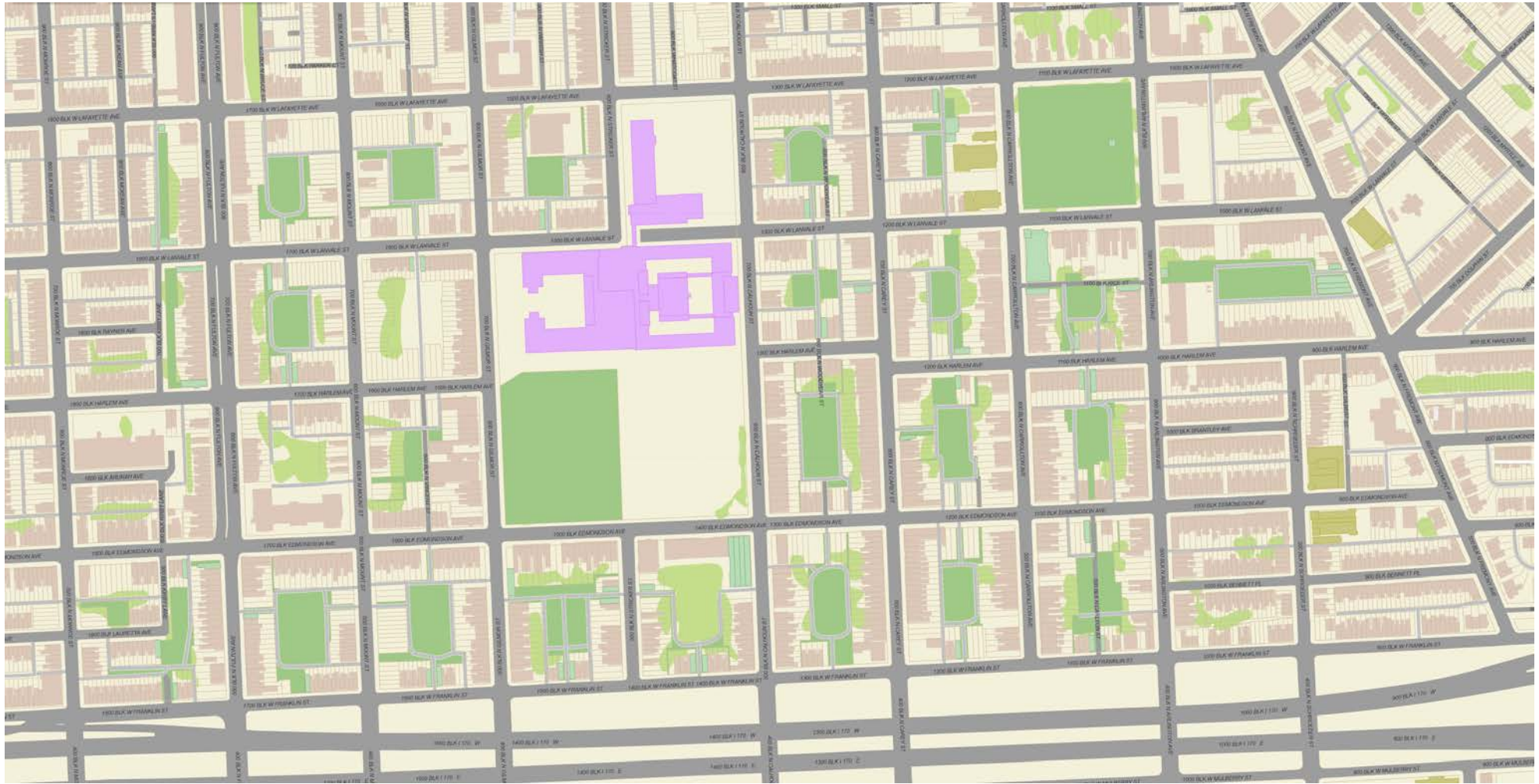
SITE

LOCATION

CITY	BALTIMORE, MARYLAND
NEIGHBORHOOD	HARLEM PARK
COORDINATES	39°17N 76°37W
POPULATION	6,297
AREA	.31 SQ. MILES
BLOCKS	38 (APPROX)
PARKS	HARLEM SQUARE PARK LAFAYETTE SQUARE PARK 19 INNER BLOCK PARKS
SCHOOLS	Harlem Heights Elementary/Middle School Umoja Head Start Academy Augusta Fells Savage Institute of Visual Arts



- J. Diagram of location of Harlem Park
K. Diagram of Harlem Park Boundries (oppostie)



The neighborhood of Harlem Park informally began after the death of Dr. Thomas Edmondson in 1856 when about ten years later his estate presented the city a parcel of land in excess of nine and three quarters acres for a park in West Baltimore. This gift was accepted by the City in 1868 and the engineer of Druid Hill Park, August Paul began designing a layout for the park which included planting beds for exotic and native species of plants. The park itself was finished in 1876 and was considered a asset for the newly developed blocks which began to surround Harlem Park. However in area of the neighborhood as roots which go back before the Civil War, in the north east corner is Lafayette Square which housed the 3rd Regiment MD Veteran Volunteers.

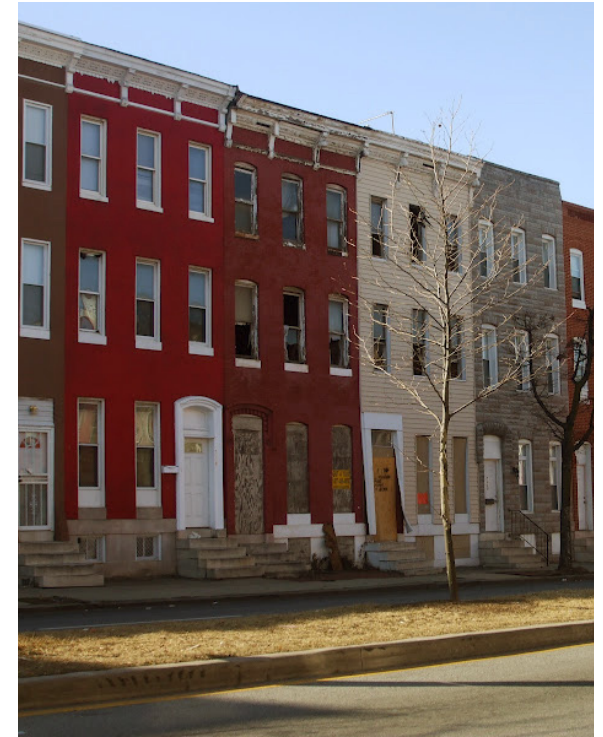
The early late 1800's into the early 1900's saw the increase in development as Harlem Park became one of Baltimore's upper class neighborhoods. These new blocks being built were home to some of Baltimore's business elite who lived there throughout the year until the summer when they vacated to their summer homes. The majority of the houses around Harlem Park and in all of Wet Baltimore were being constructed by Joseph Cone, a well known builder. These houses were mainly row houses which Harlem Park's were more extravagant then the typical Baltimore row house, offering more than two thousand square feet rather than the thirteen hundred as well as Italianate detailing .

Prior to World War I, Harlem Park began to experience the "white flight" as the business elite began to migrate to newer neighborhoods to the west such as Rosemont and Easterwood Park .



There they were able to build larger estates and live more lavishly then in the city. Around the same time, the black population from the south began to migrate towards the northern cities and they began to fill the vacant housing which was left; Harlem Park was one such neighborhood where this occurred. However, Harlem Park remained an upper class neighborhood for the elite black of Baltimore. By the 1920's the influx of the black population saw its effects and neighborhoods began to take on a different shape as they became mixed income . The wealthy lived in the row houses along the major homes while the less fortunate took up residence in alley homes.

By the time the Great Depression hit in the 1930's, there were fewer wealthy residents in Harlem



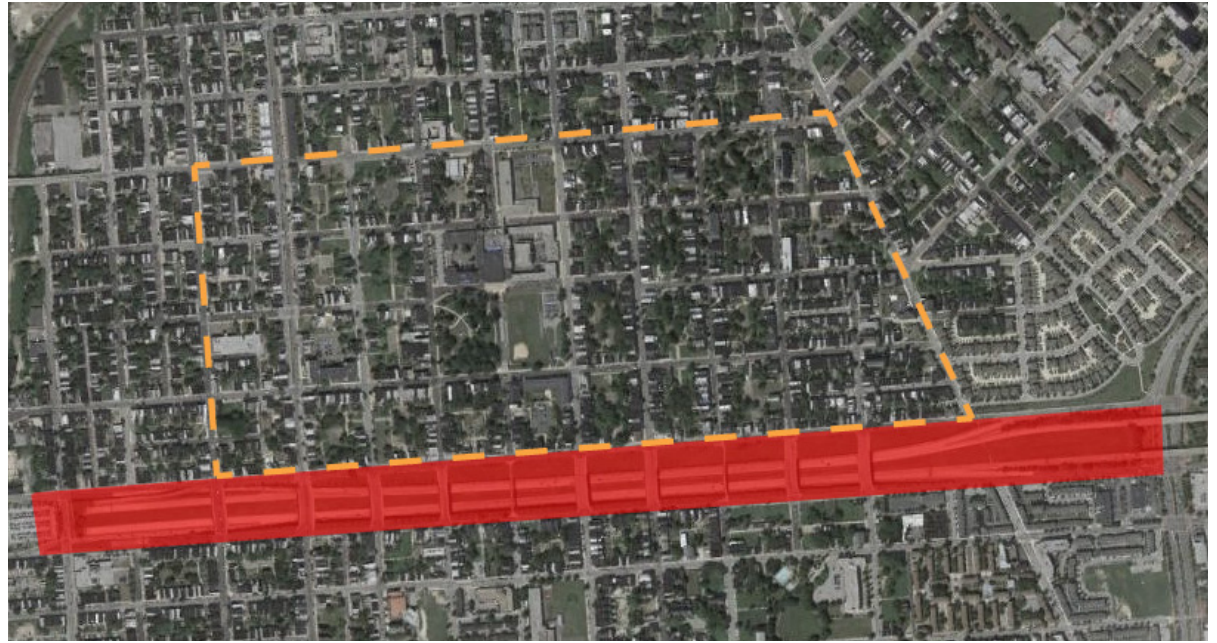
Park, either they had moved westward or had seen the effects of the broken economy. Furthermore, by the end of World War II, America was seeing the effects of Suburbanization and the decay of the core city as industries moved outwards for cheaper land. At this time, most of the white population from Baltimore had moved to the suburbs and the influx of the southern black population was at its peak. However there were little to no sources for income in the core city for the blacks, so Harlem Park and many other neighborhoods around Baltimore began its slow decay.

In 1959, Baltimore's Urban Renewal and Housing Agency implemented their first program for residential renewal in the city. This plan focused on the removal of the alley housing and the creation



of the inner block parks which can still be seen today. This plan which was suppose to help revitalize the area only helped to drive it further into decay as the community changed. During this period, the city built multistory dwellings to help in the relocation of the people from the alley homes, but in time these buildings became dismal environments for habitation.

Another form of urban renewal which the city attempted to implement was the and expressway which was suppose to connect I-70 to the downtown however it funding ran out and it lays unfinished and rarely used as it has been given the name "road to nowhere". In 1990, the city attempted to revise the Urban Renewal and Housing Agency plan of 1959, but due to an economic



crisis, there was not enough funding to implement any change in the neighborhood. This has caused tension between the people of Harlem Park and the city of Baltimore, which is still seen today. Ada Pullen, the former head of the Harlem Park Neighborhood Council, states that community block grants go to private developers and the community is being excluded. This goes to demonstrate the lack of communication that occurs between the neighborhood and the city.

Recently Harlem Park has seen a drastic decline in the total population as the people move out in search of jobs and no one moves in to replace them. This shift is recorded in the vacant housing numbers, as of 2010, forty five percent of the homes were vacant . The population decline is

not only specific to Harlem Park, for the past thirty years Baltimore as lost about one third of its total population going from 906,244 in 1970 to 620,216 in 2011 though it saw its first increase in 2013. The city has in the works many plans for revitalization occurring around Harlem Parks, although the only which touches the neighborhood is a plan happening to the west and it seems to be only a few high rise towers. This neighborhood has potential and willing community to revitalize and improve this great neighborhood more so then what the city and other outsiders may think.

40. Row Houses in Harlem Park

41. Inner block Park showing deterioration

L. Diagram of road to nowhere

SITE | URBAN FABRIC

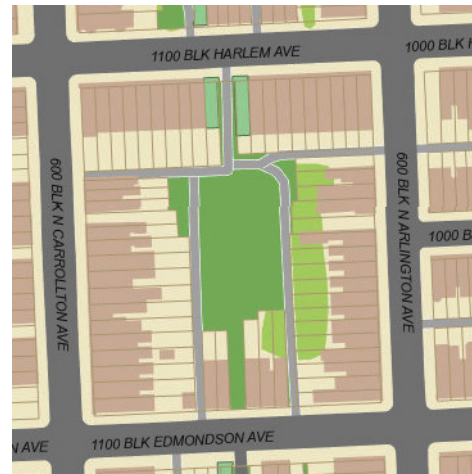
Throughout the development of Harlem Park, the rigid block layout has seen changes. Harlem Square Park which was once a grand park, being four blocks has been divided and now the park takes up only one block with the remaining area being used for schools. The introduction of the Inner Block Parks in 1959 on the expense of the alley housing, ended up being a failure when crime found its way to them due to no surveillance occurring by police and residents. The range of block conditions which are seen today are directly related to the decline of the neighborhood and the lack of use types found in the neighborhood. On the plus side, the neighborhood offers vast opportunity for revitalization by providing many unused sites and areas which intervention can be beneficial for the neighborhood.



42. View of Harlem Park Neighborhood from Harlem Square Park



Park Block



Inner Block Park w/ full housing stock



Inner Block Park with large building and housing



Inner Block Park with 1/3 housing



Inner Block Park with alley housing



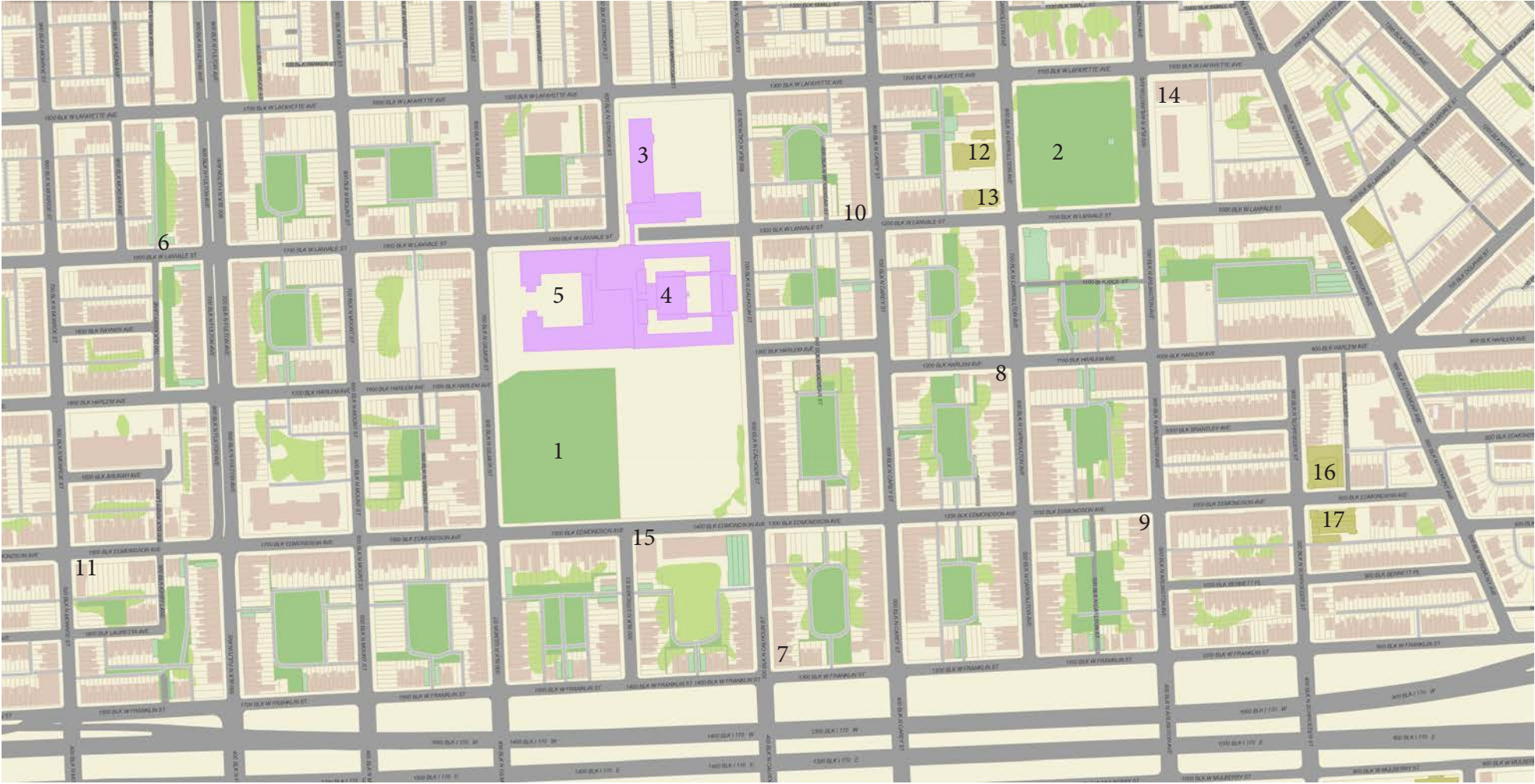
Housing Block, with alley housing



Housing block with large building



Housing Block with large open spaces



PARKS

- 1 Harlem Square Park
- 2 Lafayette Square Park
- 19 inner block Parks

SCHOOLS

- 3 Harlem Heights Elementary/Middle School
- 4 Umoja Head Start Academy
- 5 Augusta Fells Savage Institute of Visual Arts

Grocery

- 6 B&S Food Market
- 7 Yun's Grocery Store
- 8 Carrollton Food Market
- 9 Honey Food Market
- 10 Franklin Grocery
- 11 West Carry-Out & Grocery

Religious

- 12 St Jhn Ame Church
- 13 Metropolitan United Methodist Church
- 14 Saint James Espiscopopol Church
- 15 Unity Church
- 16 Enon Baptist Church
- 17 Saint Pius Memorial Roman Catholic Church



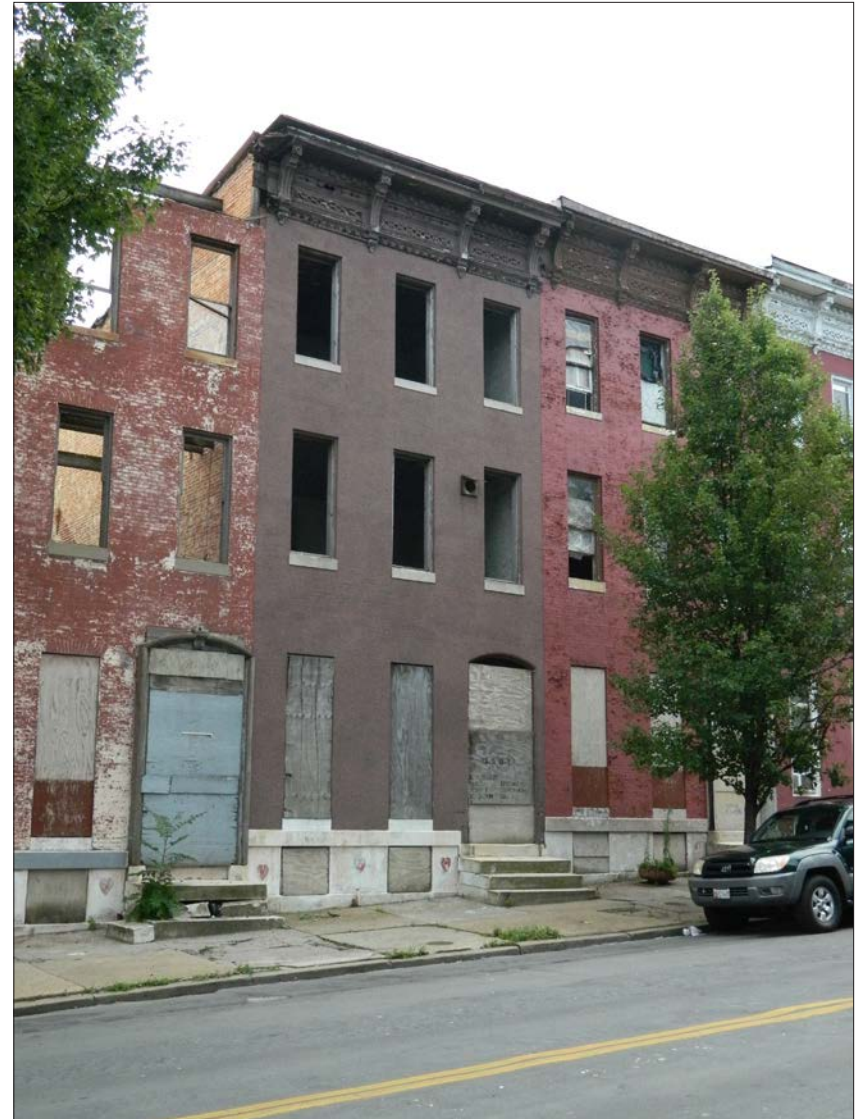
43. Statue of James Ridgely, Harlem Square Park

PROGRAM

TYPES | COMMUNITY | COMPONENTS | QUANTITIES

PROGRAM | BUILDING TYPOLOGIES

In recent years, Harlem Park has been in a population decline due to the abysmal conditions which the neighborhood provides. As of 2011 forty-five percent of the buildings were vacant and that number does not seem to be getting smaller. At a glance there are a few conditions to take note of, the first is the numerous rowhouses which line the streets of the neighborhood. These existing homes have potential through restoration to provide affordable single family homes in the neighborhood. The next condition is the infill, through the course of time houses have been torn down or destroyed by fires leaving a void in the street wall. These sites have the potential to become desirable for new mixed use buildings. Another part of the infill idea is conditions of the street, many of these are empty sites which the development of them into commercial or community support buildings would be beneficial. The final method is larger new construction, some blocks have large spaces taking up the majority of the block with two sometimes three street edges. These conditions lend themselves to new construction of a larger scale such as multi unit housing or civic type buildings.





- 44. Row houses where just the facade is left
- 45. Deteriorating row house next to an empty lot
- 46. New multi unit housing



Community is defined as a group of people living in an area which share a common goal/life-style. This idea has been changed throughout the course of the urban dweller and with the idea of the American dream, city living has changed drastically which has led to the decreasing value of the urban dwelling environment in many cities today. In consideration of programming, the needs can be divided into two classifications, personal needs and community needs. The issues of trust, ownership, safety fall under personal while economics, political and social needs are community based. These issues must be addresses by the designers and architects to create an urban environment that creates community.

Personal Needs

Trust

One of the key parts in community is trust, a person must doesn't need to know every single person in the community but there needs to be a mutual trust shared by all

Ownership

This is one of the main reasons why city dwelling has taken a hit over the years. With the societal demand of owning everything comes the American Dream. The need of ownership must be addressed so that community ownership is felt which will increase the pride/sense of place that they have.

Safety

Safety is paramount in the success of a community, this is accomplished once trust has been established. An example is someone's kids are playing outside and as a member of the community sitting outside on your stoop reading, you keep a eye on them but it isn't just you, the shop keeper across the street does as well and other neighbors look out of their windows to see what

the noise/commotion is.

Community Needs

Economics

The economics of a community are mandatory issue so that the there is support for the community as well as creating attraction for outsiders to come into the community to liven the street so that it is engaged at all times of the day.

Social

The social means of a community are necessary for the formation of a community. Interaction among members must occur; and designers should be cautious to how and where these happen.

Political

The means that the community communicates to the city and its neighbors is crucial for revitalization. The neighborhood must have an organization which is made up of respected leaders from the neighborhood which can help gain support from the city for change. Without this group, the neighborhood will not be listened to.

PROGRAM | NEIGHBORHOOD COMPONENTS



Street

The street is one of the more important factors in the development of a community and this should be treated as the catalyst of a community.

Pedestrian

This would be sidewalks preferably on the wider side so that dialogue is encouraged. It should create a zone for children to safely play and for people to conjugate without interfering with circulation.

Vehicular

This would be car lanes and bike lanes, as well as public transportation hubs like bus stops and if applicable subway stations.

Environment

The area should be healthy for all people by providing spaces which can give urbanites a place to be outdoors and get physical activities.

Parks

Neighborhoods should have some means of centrally located open space which allows the inhabitants to have a space that children can run around in and events can take place throughout the whole day.

Living Alley

A Living Alley is a low-volume traffic street that is designed to focus on livability, instead of parking and traffic. The alley is designed to encouragesocial uses as well as pedestrian and is usually heavily landscaped.



Building

The buildings that make up the neighborhood are an important aspect because they provide both the private areas of the community as well as the economical and social layers of the neighborhood.

Commercial

These should occur along the street and be able to support the community and be attractive to people from outside the community. This ties into the economics of the community.

Residential

The need for mixed housing typologies is needed so that in a new developed area, the residences can meet the needs of different types of families. Having different typologies which could range from affordable housing units to town houses makes the area attractive to people from all economic classes.

Community

There should be buildings within the community which include program which supports positive lifestyles, libraries, daycares and community centers are examples of this idea.

48. Pedestrian friendly streets (opposite)

49. Neighborhood park (opposite)

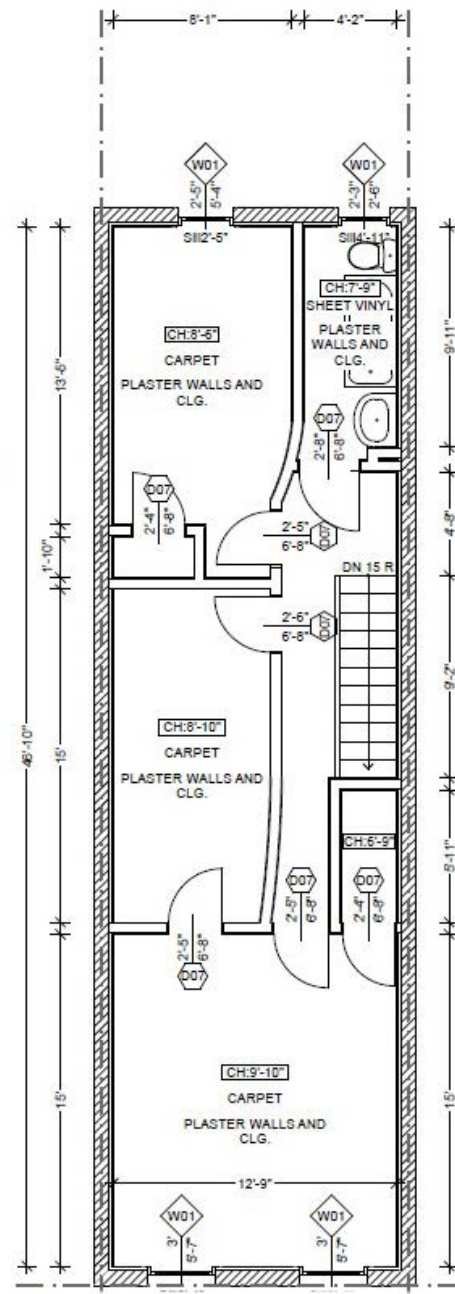
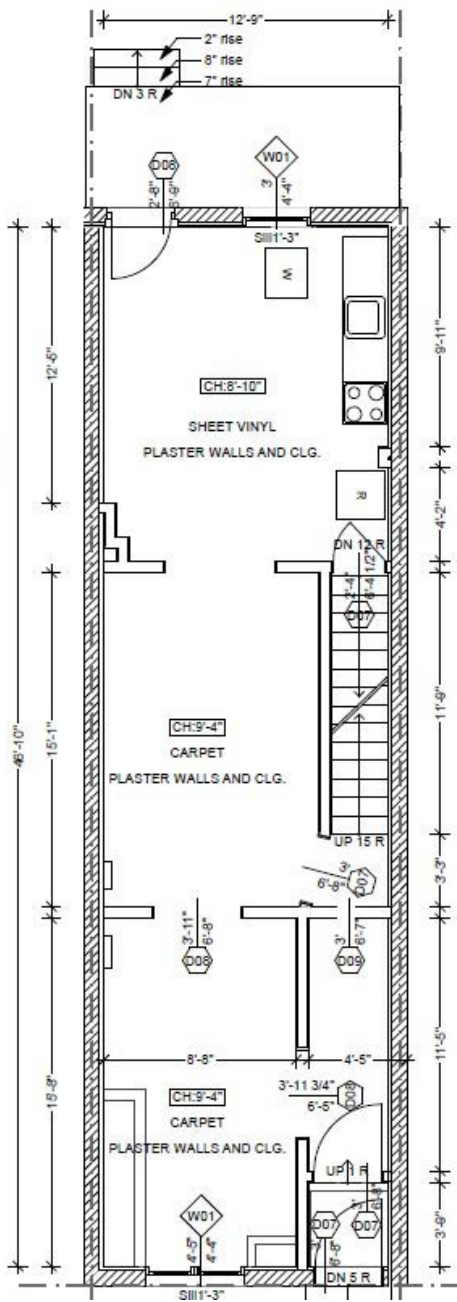
50. Living Alley (opposite)

51. Mixed use infill

52. Residential new construction

53. Community Center





54. Typical Row House Plan

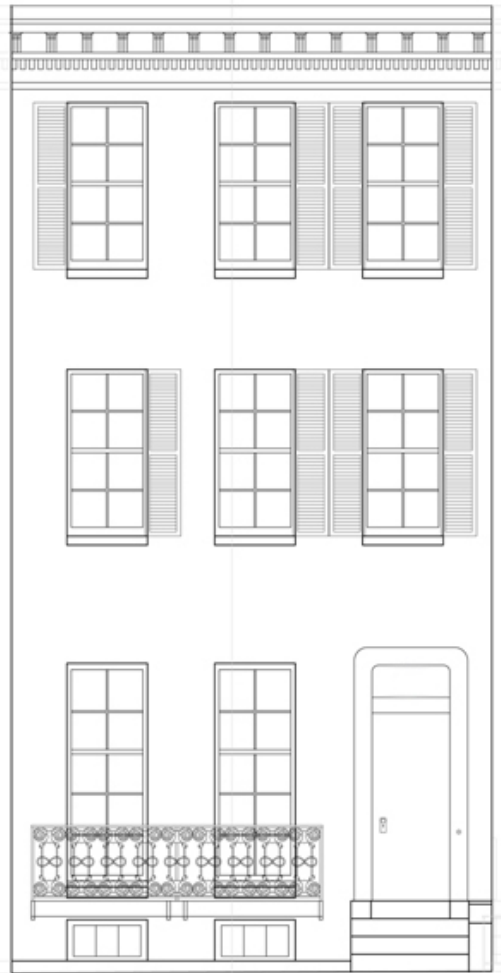
55. Deteriorating row houses, Harlem Park

56. Row houses in excellent shape, Harlem Park

57. Typical Facade (opposite)

58. Interior of Baltimore row house (opposite)

PROGRAMMATIC QUANTITIES | PROGRAM



Baltimore is well known throughout for the row houses which line its streets, they come in all shapes and sizes, some grand and others humble. This attribute creates a pride of place throughout the entire city which Baltimore strives to maintain. It is truly magnificent wondering around the city and seeing the architectural vocabulary.

The west side of the city where this thesis is taking place, the row houses tend to be more grand, being that it was once the home of the upper class. They are typically thirteen to sixteen feet in width and vary in length depending on lot size. The west side row houses are typically three stories and have extravagant detailed facades. A trend that is seen throughout the entire city is marble steps up to the front door, this is continued on newly built row houses.

In Harlem Park, the conservation of the row

houses is a must although many have fallen into disrepair to the point where demolition would suit best. This however will create opportunity for new commercial/mixed use buildings to infill the vacant sites. Maintaining a large quantity of row houses helps in linking to the city community as well as providing affordable options for residents.

Row House / Single Family

Typical lot size	14'W x75'L	1,050 sf
Lot coverage	60% interior lot	630 sf
	75% corner lot	787.5 sf
Rear yard min.	20' L	

Kitchen
Dining room
Living room
Master bedroom
Bedroom(s)
Full bath
Half bath
Basement



PROGRAM

PROGRAMATIC QUANTITIES

The need for commercial spaces in paramount to the success of a neighborhood revitalization so that an economic source may be had. Harlem Park, which was built in a time where urban neighborhoods could be successful as merely just housing, was not properly laid out for commercial business.

The row house which at an estimated guess is about ninety five percent of the built structures in Harlem Park, are not suitable for modern commercial settings. The first floor being about three feet above the street makes it hard on an accessibility level. However, due to the vacancy issue and the quality of many of the row houses, the potential for demolition and renovation of the sites and buildings is something that the city is willing to accept. This makes the neighborhood viable for new businesses and commercial uses. Looking at other mixed use areas in cities like Newbury Street in Boston may provide an answer to how to integrate business in a residential neighborhood..

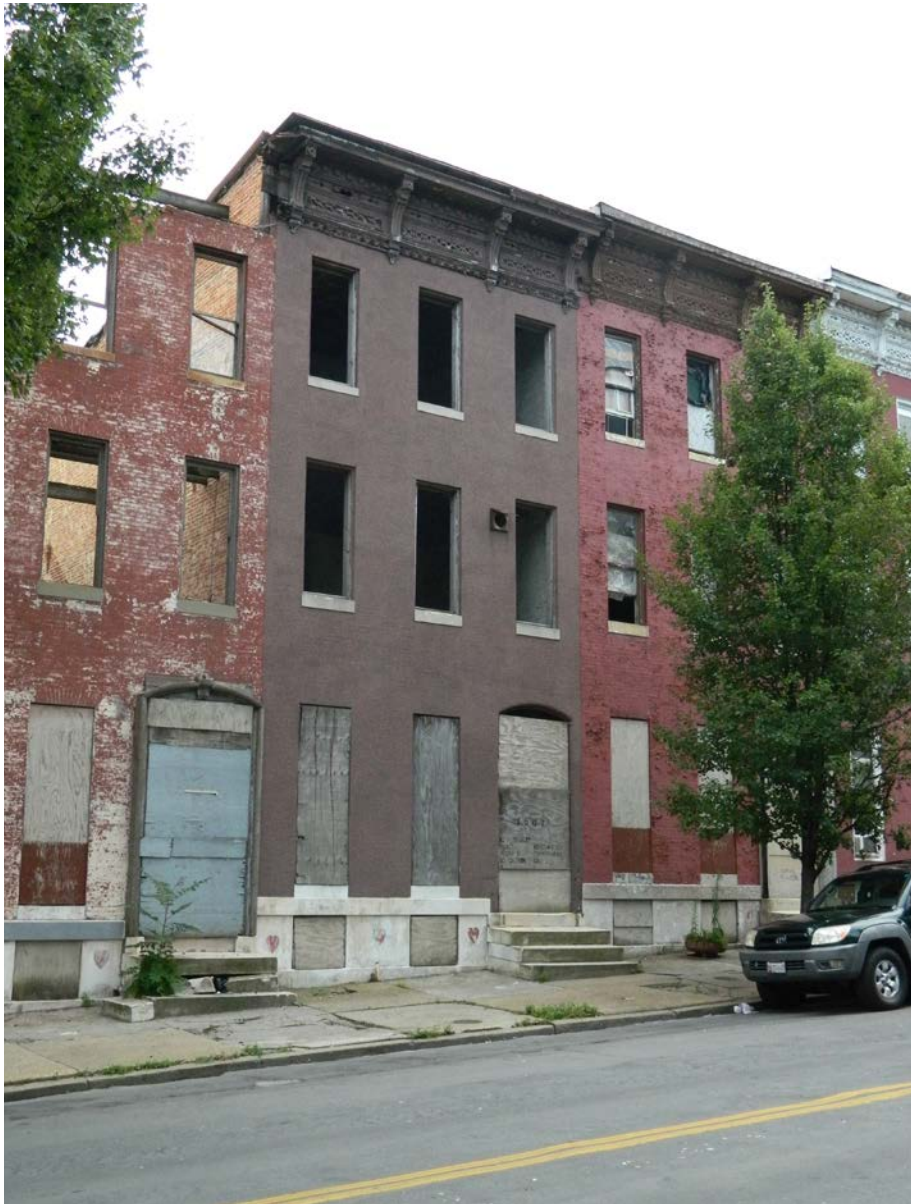
Commercial Business / Mixed Use / Multi Unit / Institutional		
Typical lot size	14'W x75'L	1,050 sf
Lot coverage	100% interior lot	
	100% corner lot	
Rear yard min.	n/a	
Lot merger	yes	

Mixed use commercial types

- Barber shop
- Beauty shop
- Clothing
- Pharmacy
- Food / grocery
- Laundry / dry cleaning
- Offices
- Business
- Professional
- tailor

59. Poor street conditions, Harlem Park (opposite)

60. Newbury Street, Boston, MA (opposite)



PRECEDENTS

URBAN | RESTORATION | INFILL | NEW CONSTRUCTION

PRECEDENT | NEIGHBORHOOD PLANNING

Market and Octavia Neighborhood

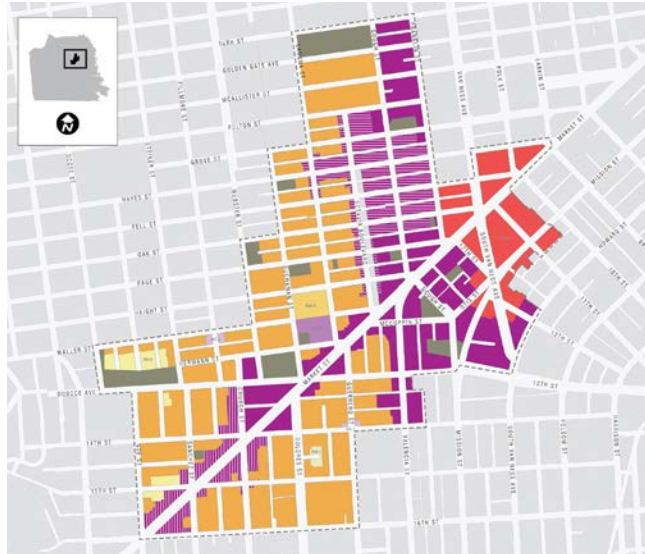
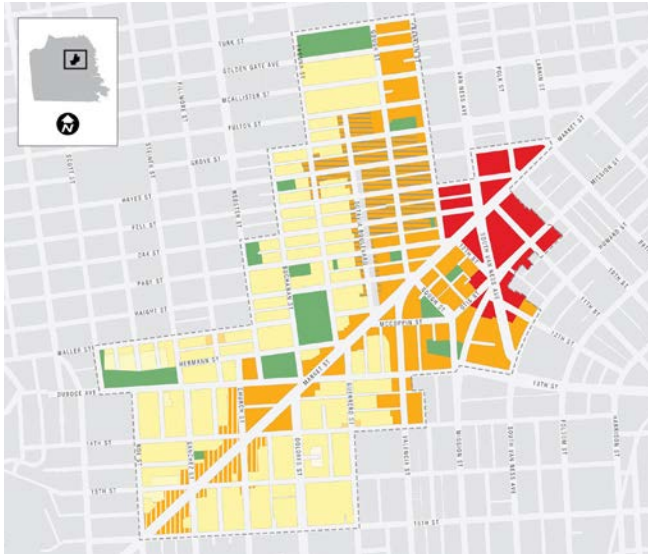
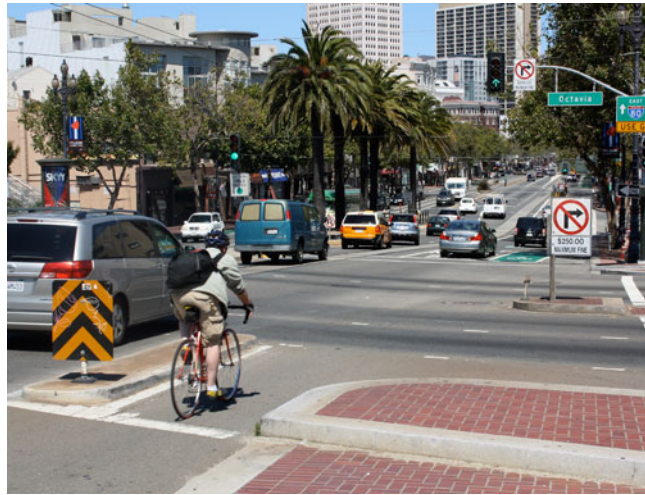
San Francisco Dept. of Planning

Location: San Francisco, California

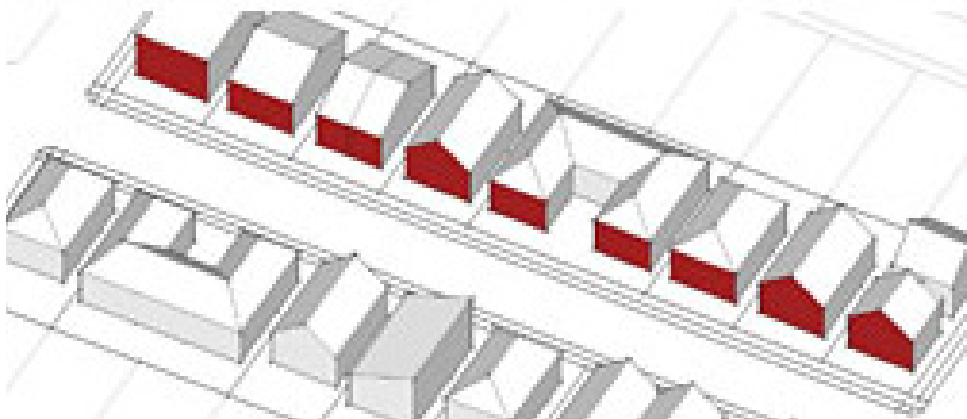
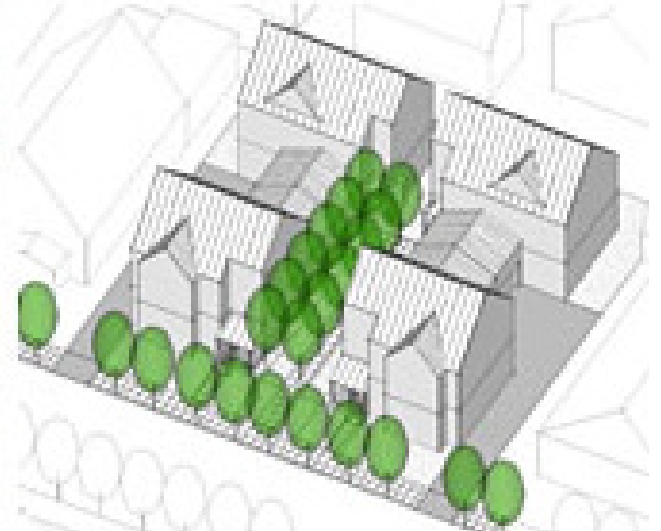
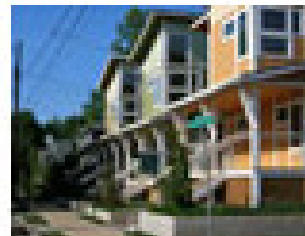
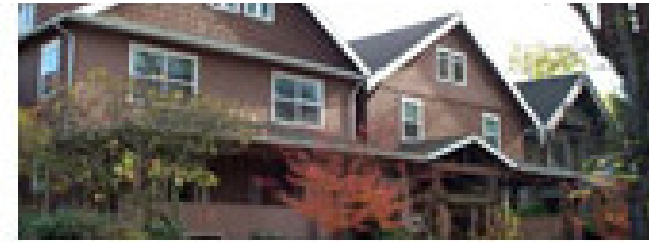
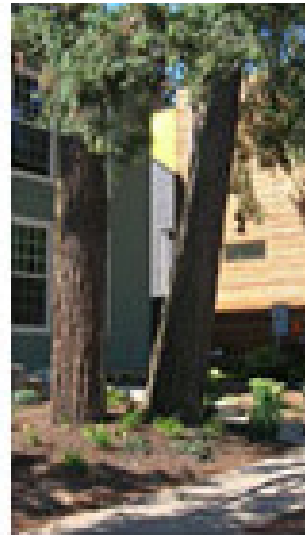
Project Year: current

This neighborhood offers opportunities for revitalization that would affect not only the neighborhood but the city as a whole. The neighborhood is accessible from all areas of the Bay area by freeway and public transit. The area is defined by the intersection of Market St. and Octavia Blvd. which creates a particular urban condition which is suitable for community activities. There is potential for new mixed-use development, including a significant amount of new housing. With the added vitality that new housing and other uses will bring, the area's established character as an urban place can be strengthened and enhanced. Although this neighborhood is twice the size, it is helpful to see how other cities are revitalizing key areas and working to form strong communities in the area.





01. Land use and urban form
02. Housing
03. Building with a sense of place
04. Streets and open spaces
05. Balancing transportation choices
06. Infill development on key sites
07. A new neighborhood in soma west



Infill Design Project

Portland Bureau of Planning and Sustainability

To combat the issue of infill projects in the city not contributing to the cities goals, Portland's Planning bureau put together guidelines for successful infill projects which states

1. Contribute to a Pedestrian-Oriented Environment
2. Respect Context and Enhance Community Character
3. Consider Security and Privacy
4. Provide Usable Open Space
5. Design for Sustainability

The guideline is a comprehensive program of infill types and the impacts which they have on the guidelines as well as the inhabitants. The guidelines for infill are meant to help improve infill projects such as multidwelling and rowhouses in attempts to preserve the city's medium density found outside the central city. These guidelines are helpful in creating infill projects based on the scale of density found in specific areas, these guidelines could possibly be changed to reflect different density levels in various cities.

PRECEDENT

INFILL + COURTYARD

149 Rue des Suisses Apartment Buildings

Client : Régie Immobilière de la Ville de Paris

Architect: Herzog and de Meuron

Location: Paris, France

Project Year: 1996 - 2000

Total Units: 57

Rue des Suisses housing: 33 units

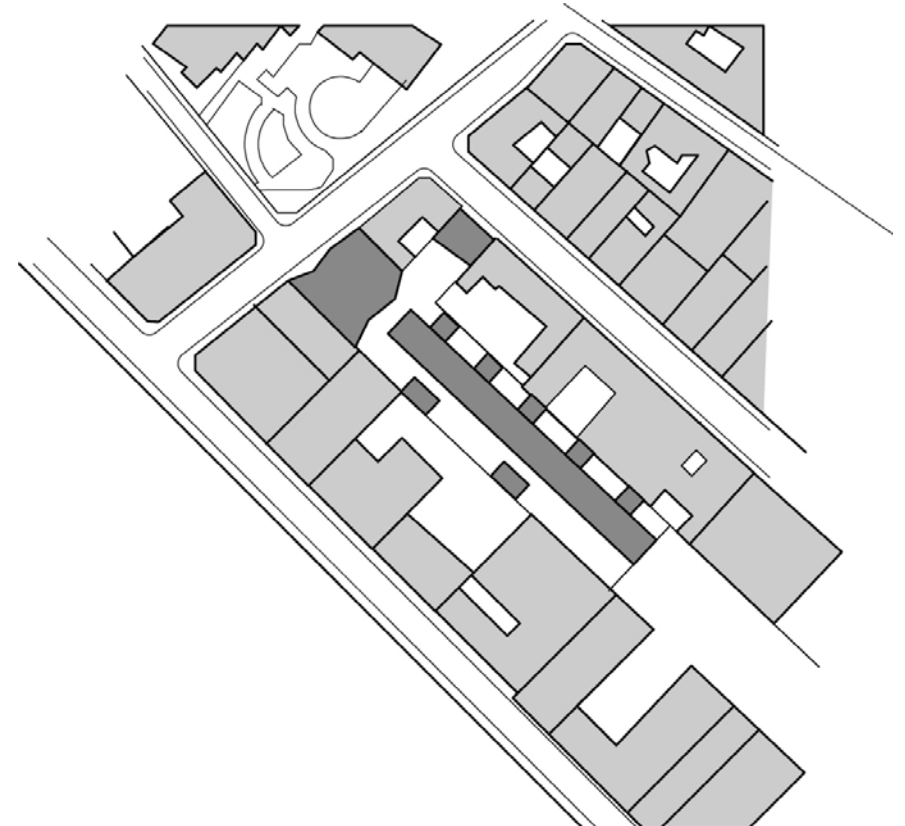
Rue Jonquoy: 7 lofts

Courtyard: 15 units

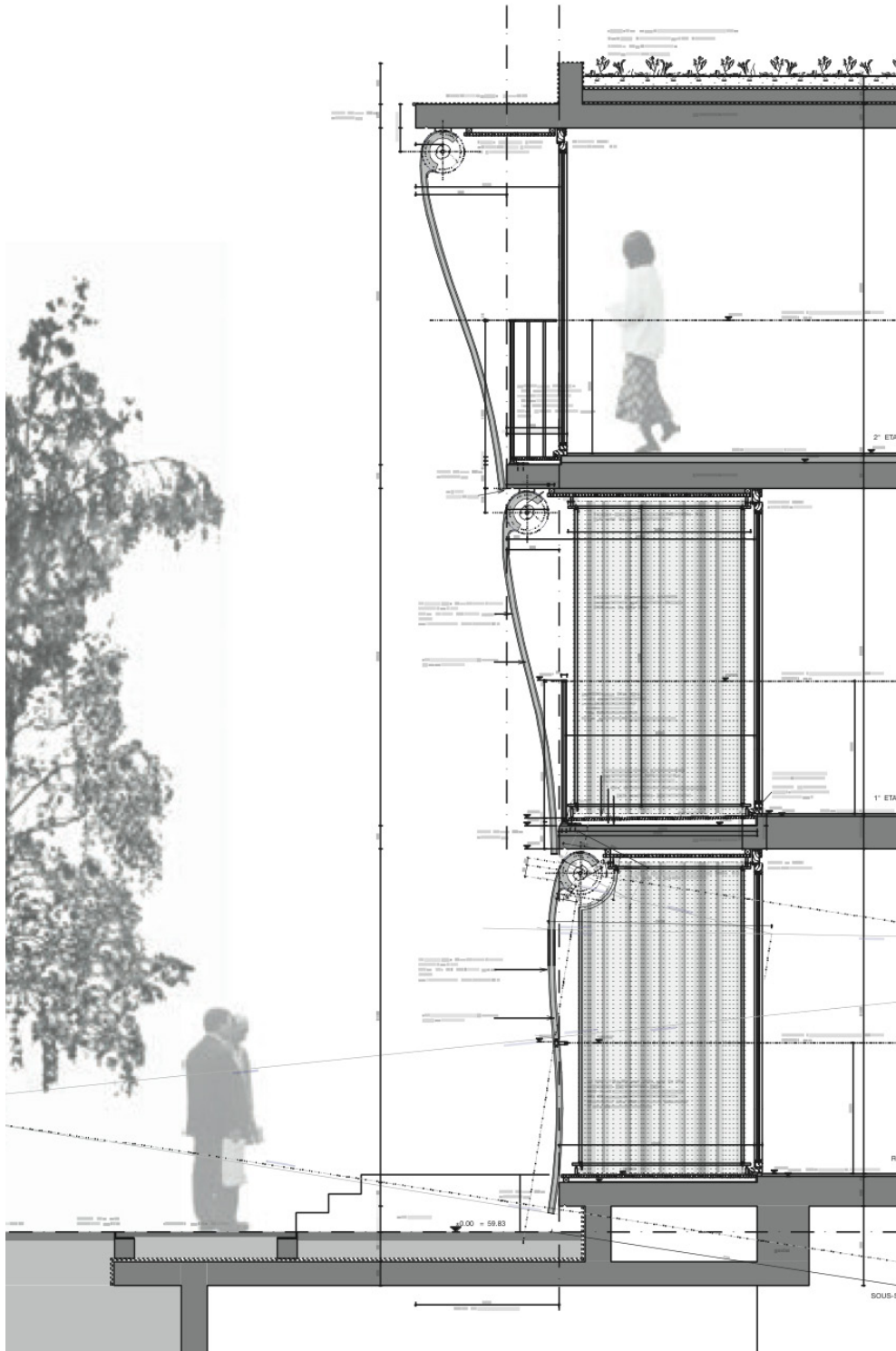
Single family homes: 2 units

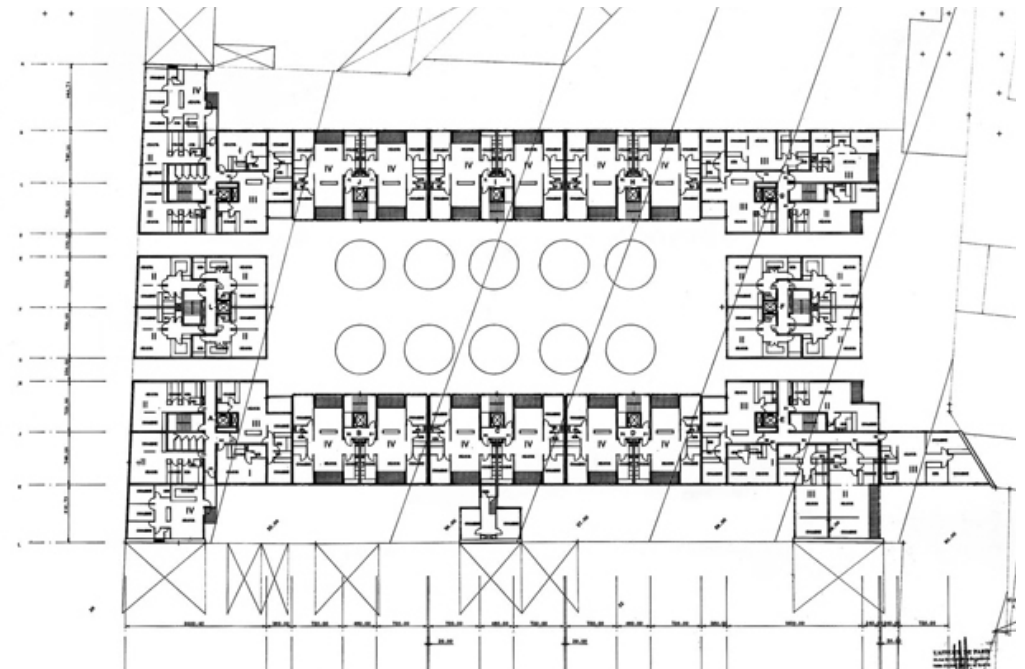
This project incorporates three different means of dealing with a urban block. On the rue des Suisses as well as on the rue des Jonquoy, there are infill conditions where Herzog and de Meuron tied into the context by creating seven story infills with similar depths as the surrounding buildings. These buildings are made apartments which are accessed via separate circulation paths. In the interior of the urban block, a courtyard was created which H&DM created a three story row of flats which run parallel to rue des Jonquoy. Opposite of the flats in the courtyard are two single family homes which are two stories tall.

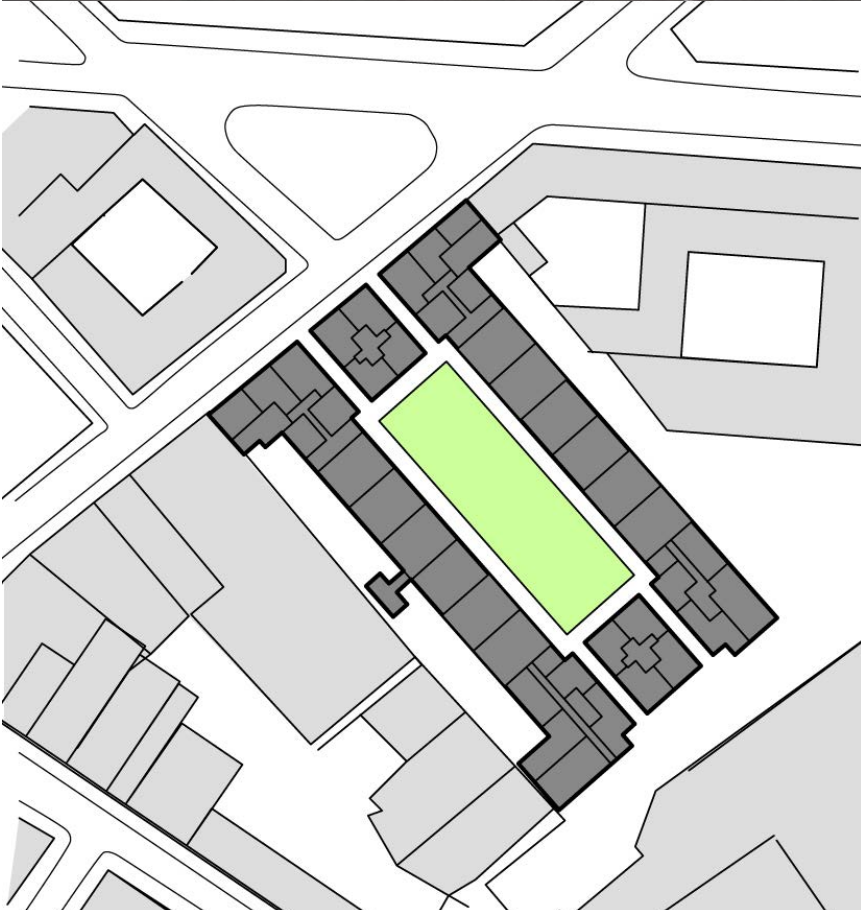
The idea of linking with the context on the street and then breaking the architectural language in the courtyard is something that could be applied to the blocks of Harlem Park. This precedent is a good example of creating medium density housing, which could work well in Baltimore.



sources: <http://www.herzogdemeuron.com/index/projects/complete-works/126-150/149-rue-des-suisses-apartment-buildings.html>
<http://arqiblog.uniandes.edu.co/blogs/unidadcartagena2013analisis/viviendas-de-la-rue-des-suisses-herzog-de-meuron/>
French, Hilary. Key Urban Housing of the Twentieth Century: Plans, Sections, and Elevations. New York: W.W. Norton, 2008.







INFILL + COURTYARD | PRECEDENT

Rue de Meaux Housing

Client : Régie Immobilière de la Ville de Paris

Architect: Renzo Piano Building Workshop

Location: Paris, France

Project Year: 1987 - 1991

Total Units: 220

Renzo Piano Building Workshop wanted to create a courtyard scheme which tied to scale and proportions of the urban context but had a unique form which broke the typical pattern of the city. Along the street, the facade is split into three blocks which in between them are the access points to the central courtyard. At street level there are commercial spaces which are represented differently in the facade.

This project demonstrates a simple efficient use of mixed use urban space. The integration of affordable housing, commercial space and public green space is something that needs to be realized in Harlem Park for larger projects.

source: <http://www.fondazione-renzo-piano.org/project/101/rue-de-meaux-housing/>
<http://www.rpbw.com/rue-de-meaux>
 French, Hilary. Key Urban Housing of the Twentieth Century: Plans, Sections, and Elevations. New York: W.W. Norton, 2008. Print

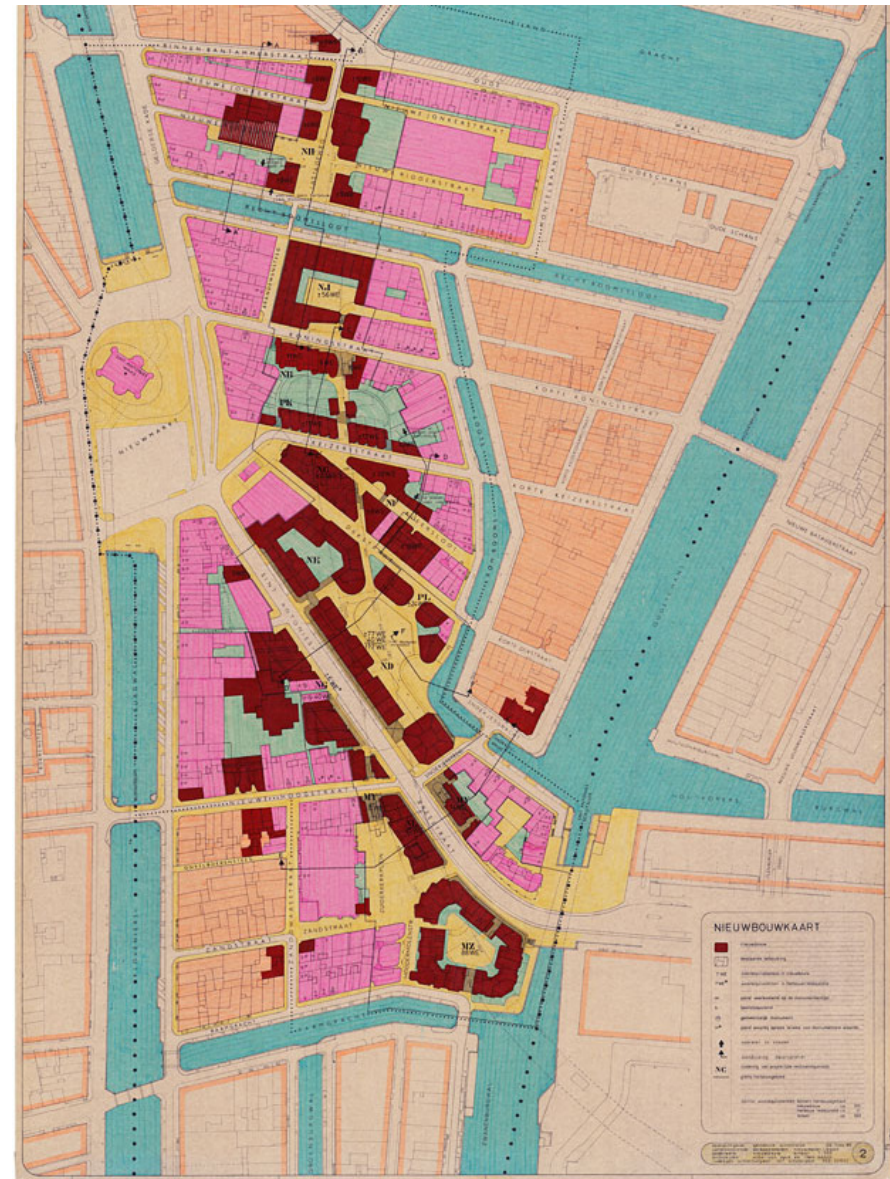
PRECEDENT | URBAN BLOCK

The Pentagon

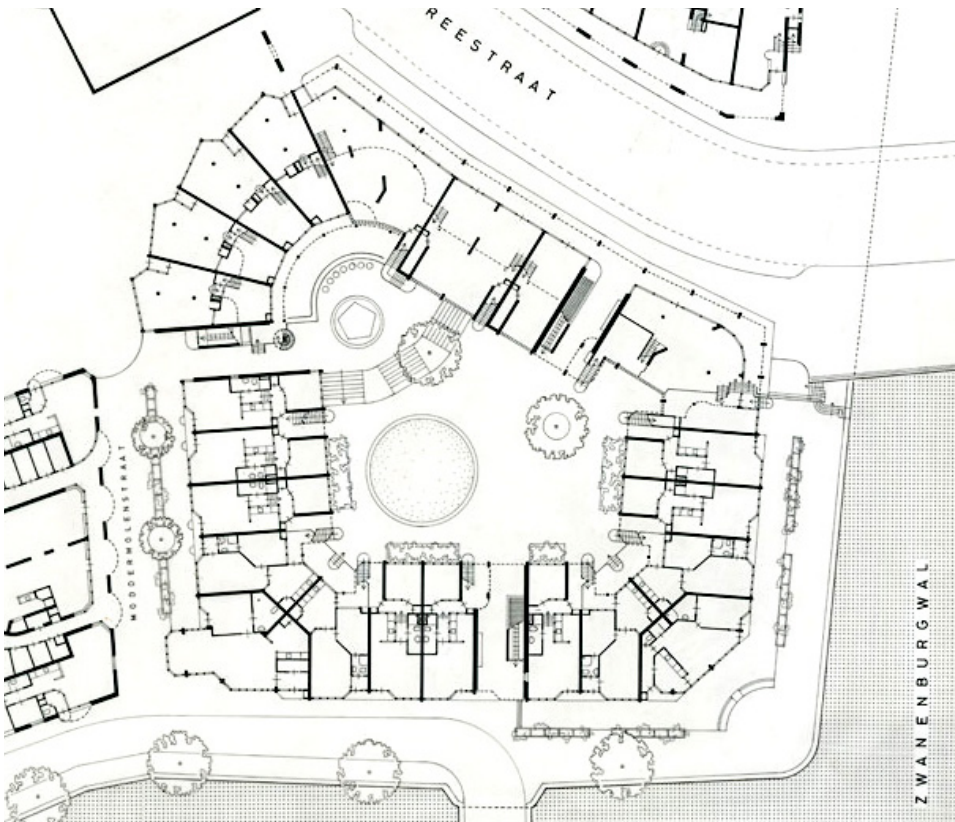
Client : Régie Immobilière de la Ville de Paris
Architect: Aldo Van Eyck and Theo Bosch
Location: Amsterdam, The Netherlands
Project Year: 1975-1978
Total Units: 88

This project takes the urban block and creates connections between its residents and the surrounding neighborhood, creating a community bond not just between the residents of the block but in the entire neighborhood. The incorporation of shop along the street edge and the public courtyard add to this connection with the context. This mixed use project shows the use of human scales within an urban context. This was important to portray when they designed this because at the time the alternate plan was to have expensive and complicated buildings. This spawned a movement that fought for building for the neighborhood.

This project demonstrates that the need of integrating into the current fabric is necessary for community support. Scale is important in doing so, in the pentagon the human scale is evident which helps to root the building into its context and create an intimate feeling while engaging the building.



source: <http://schatkamer.nai.nl/en/projects/woningbouwcomplex-sint-antoniesbreestraat-pentagon>
<http://schatkamer.nai.nl/en/projects/stedenbouwkundig-plan-nieuwmarkt>
http://www.architectureguide.nl/project/list_projects_of_architect/arc_id/486/prj_id/351
<http://www.amsterdamseinnenstad.nl/binnenstad/237/interview-noordanus.html>
W. McQueen

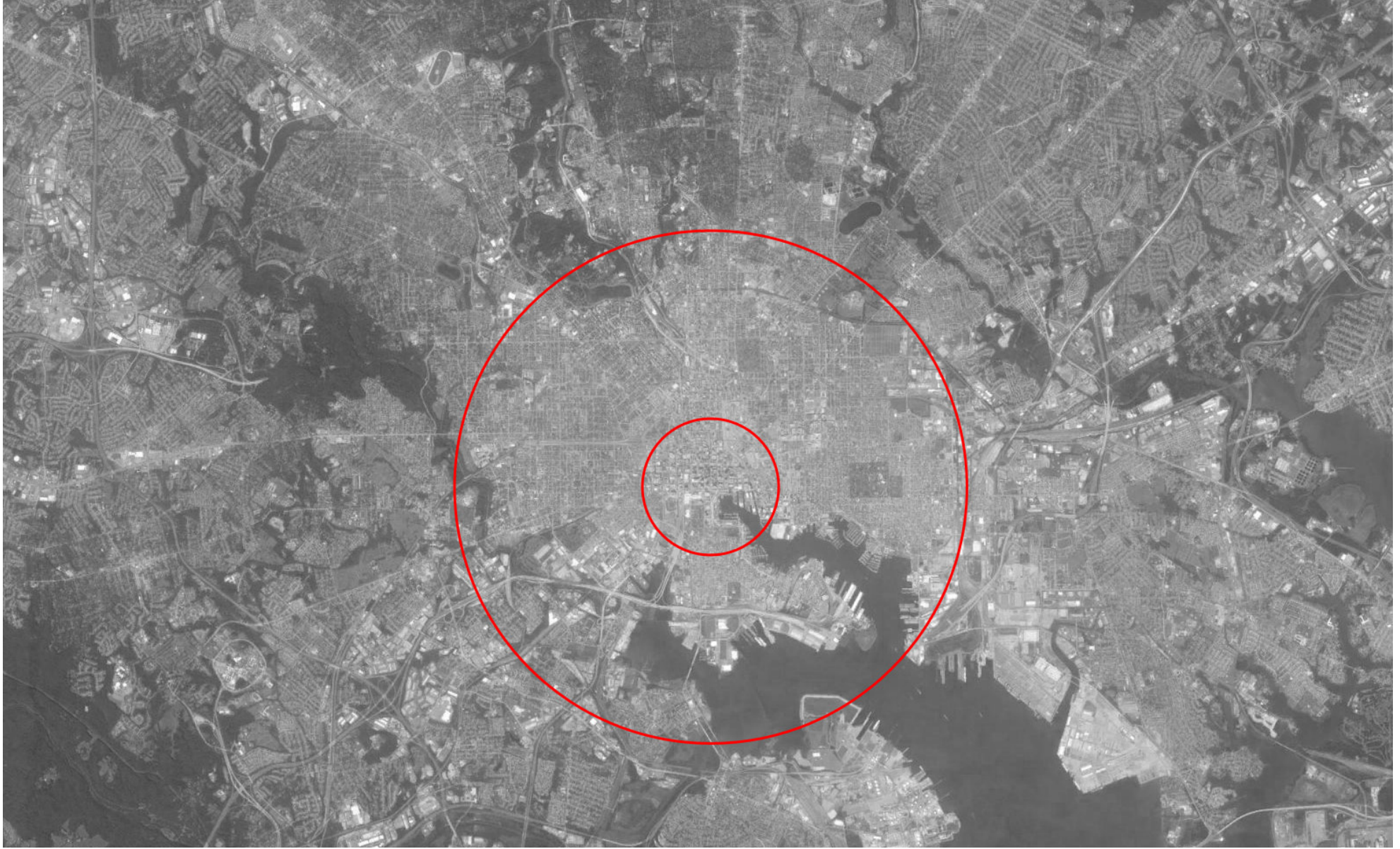


CONCEPTUALIZATION

IDEAS | COLLAGES

CONCEPT | GOAL

Today's architects, planners and urban designers are tasked with the goal of the revitalization of cities and the rings of neighborhoods which surround them

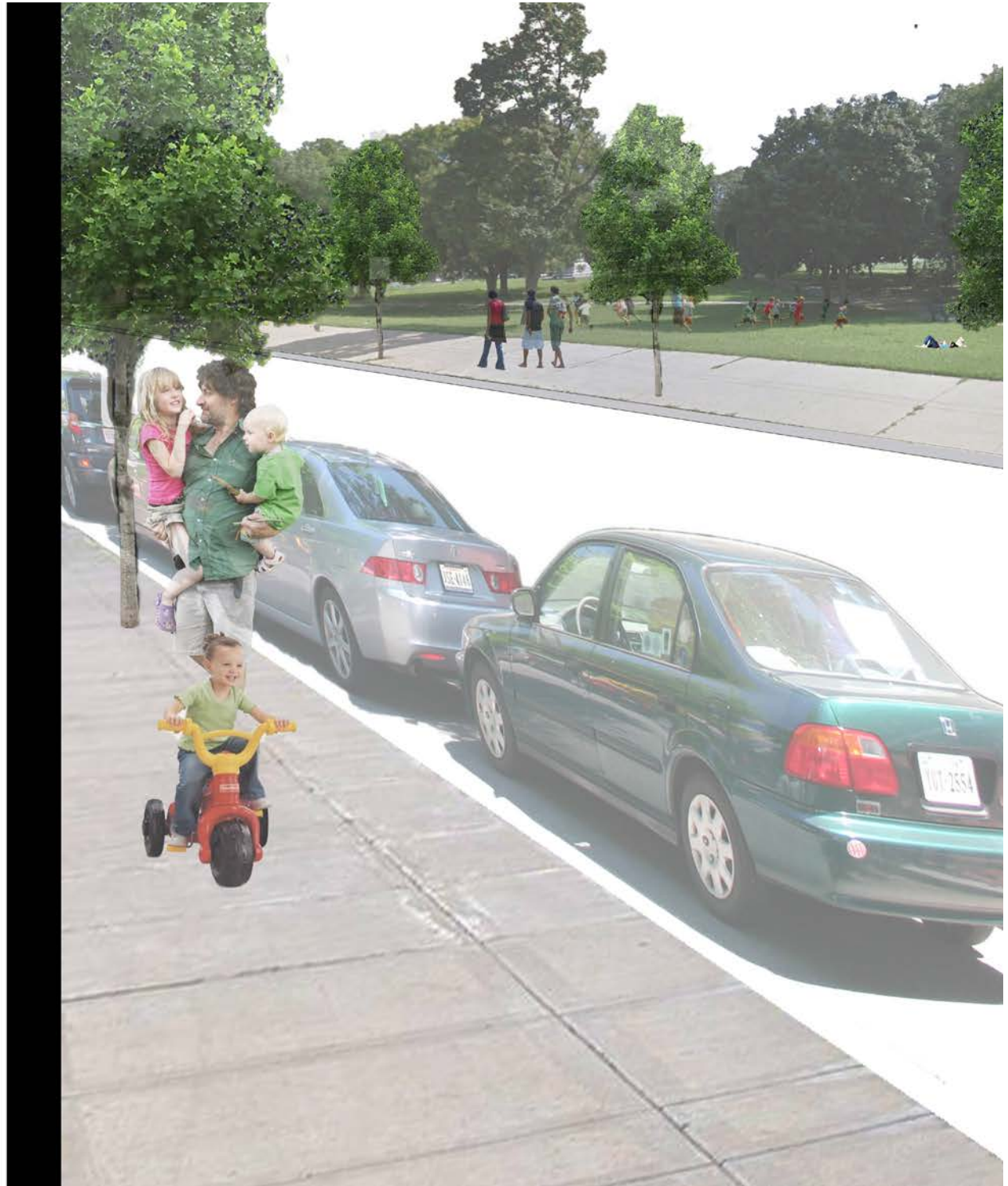




Understanding why many urban neighborhoods have failed in the past fifty years is key in reversing this trend which plagues many cities.

CONCEPT | COLLAGE I

This collage demonstrate the relationship between dwelling and the public realm and that when one lives in the city the sidewalk, street and parks become an extension of one's dwelling. The living space in the row house is situated on the street side which provides connection between the interior living space and exterior space which can be utilized by families as a place for children to play (think Jane Jacobs on sidewalks) or take a stroll and the park where children can gather and play games and adults can relax outdoors.





This collage addresses the uses of the existing vernacular of the row house. While many can be renovated to become new homes, others can be joined by cutting through the fire walls and become commercial space or larger apartments. This collage suggests that a few row houses could be made into much needed commercial space for the neighborhood in the form of grocery stores or other programs required by the community.

CONCEPT | ASPIRATIONS

Revitalizes a stagnant urban residential neighborhood by recreating it as a mixed use neighborhood.

Helps to reform the sense of community by creating connections between blocks through the use of public spaces which act as areas of interaction





Engages the street edge and interior of blocks through the introduction of new building typologies and use public space increasing the safety of the neighborhood

Creates an attraction to the neighborhood for outside residents through the expansion of the harlem square park to the boarder and new linear parks around new mixed use areas

CONCEPT | FUTURE OF THE NEIGHBORHOOD





PLANNING

CONCEPTS | NEIGHBORHOOD | BLOCKS

PLANNING | SCHEME I

This concept is looking at the neighborhood at large and breaking it down by use category as well as identifying what will become major axis of the neighborhood. The breakdown was based on density and where the axis fall, the yellow would be primarily residential, the orange would be mixed use, the purple would be institutional, and the blue would be academic. The axis where picked for the potential to connect the surrounding neighborhoods to one another.





SCHEME II | PLANNING

Maintaining the same principle as the previous concept, the neighborhood is broken down again based on use and axis location. In this case the axes are placed along the borders of the neighborhood to activate critical edges and to connect multiple neighborhoods together. The breakdown is similar in regards to the yellow being residential, the orange is mixed use, the blue is academic and red is commercial.

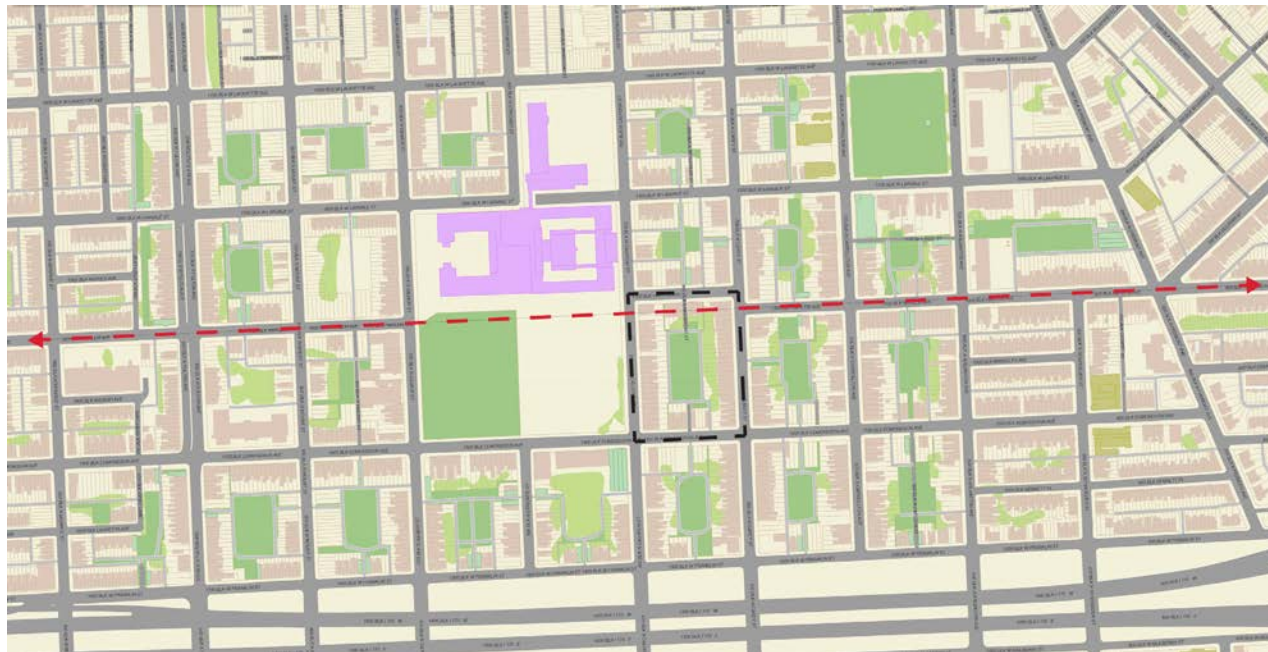
PLANNING

MIXED USE PROMENADE

A new approach was taken in the overall plan for the neighborhood. Realizing that the neighborhood needed a mixed use environment integrated into the entirety which would foster a sense of community, a new plan which began to address this created. Looking at the neighborhood and diagramming axis was the first step, and taking ideas from the previous schemes and adapting them to the idea of mixed use integration was helpful in realizing the potential of the neighborhood.

The idea began as a mixed use promenade which would run the entire length of the neighborhood and would be centrally located. This corridor would have new mixed use buildings as well as renovated and new row houses lining the street edges. This public realm would connect the borders of the neighborhood to Harlem Park as well as engaging the interior of blocks. The promenade would incorporate spaces for members of the community to gather on a daily basis and allow for a sense of community to be formed throughout the whole neighborhood.

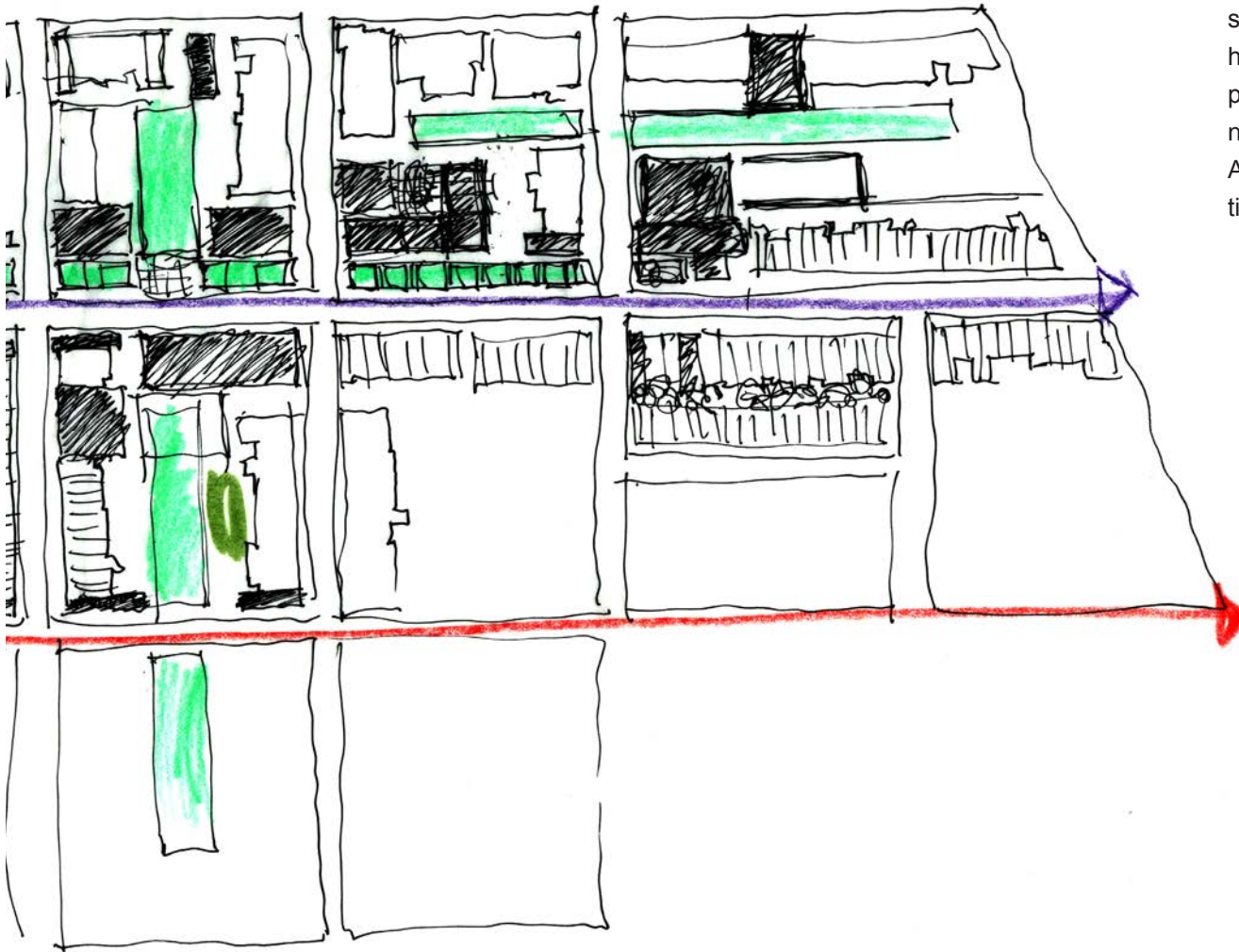
The promenade would run along Harlem Avenue which is the road running through the middle of the neighborhood on the west-east axis. This road at some point was altered and a blocks length was shifted breaking the continuity of the street on the eastern half of the neighborhood, as well the road breaks where the park and school are and continues on the other side. The goal is to revitalize the continuity of the street throughout the entire neighborhood. and use the shift in the road as a guide in creating the promenade.





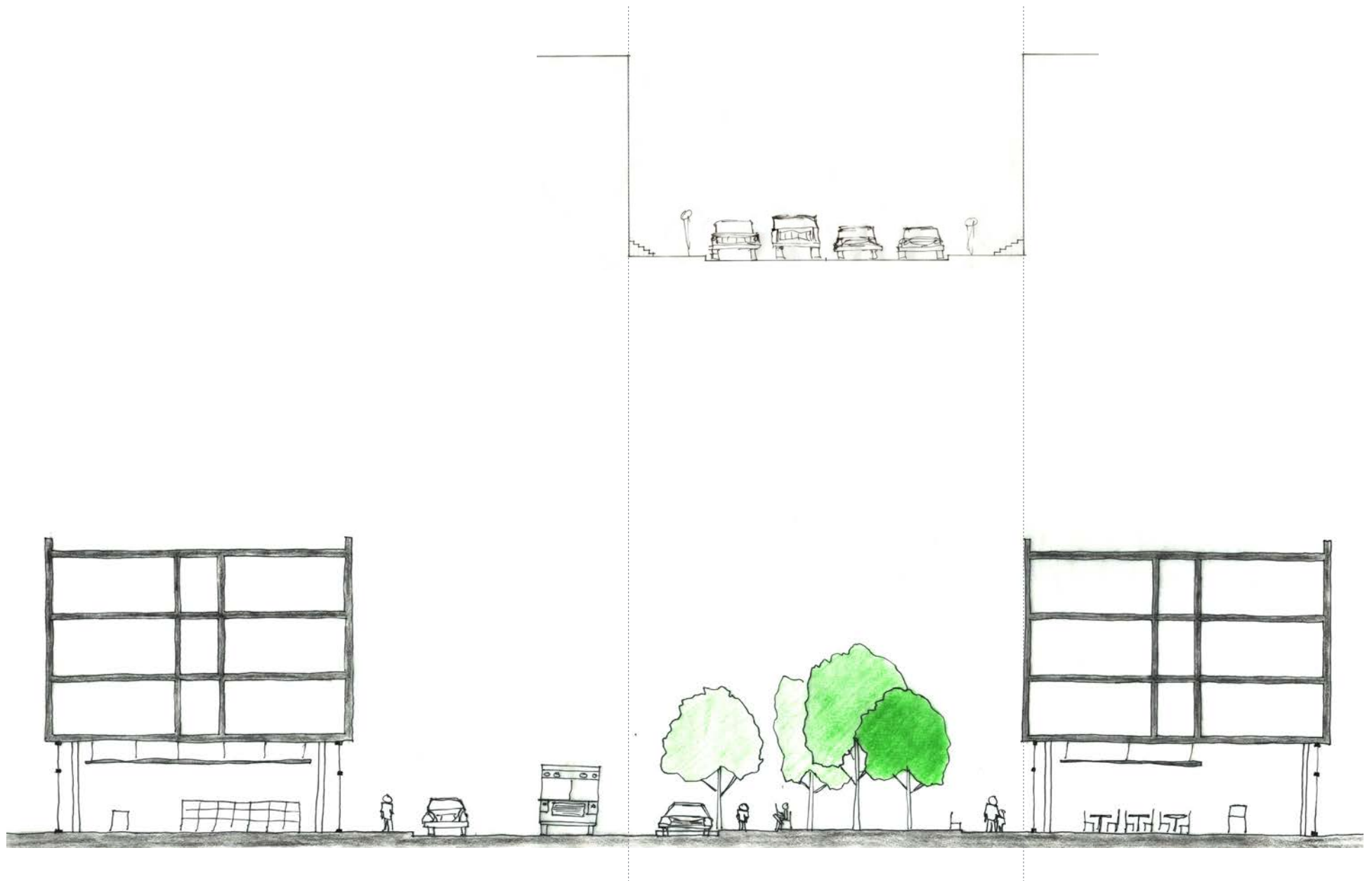


In this sketch you can see the central promenade (marked by the horizontal purple line) and another promenade (red line) which would run parallel on the edge of the neighborhood. In this sketch the second promenade is on block into the neighborhood but will change to be on the border. The two promenades are connected together by minor north south axis on the west end of the Harlem Ave where there will be major efforts in construction to revitalize the area.







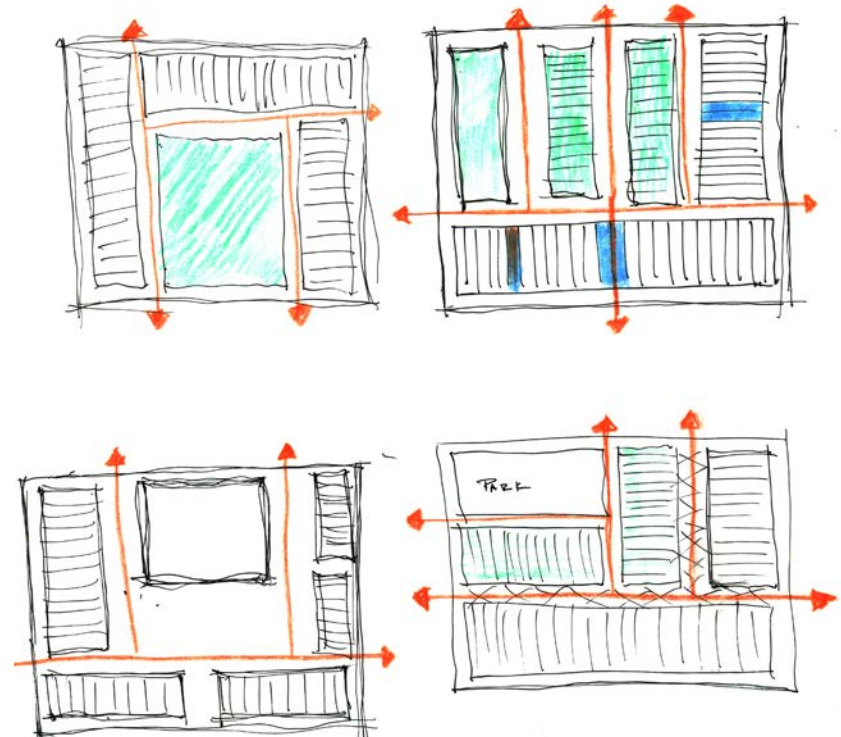
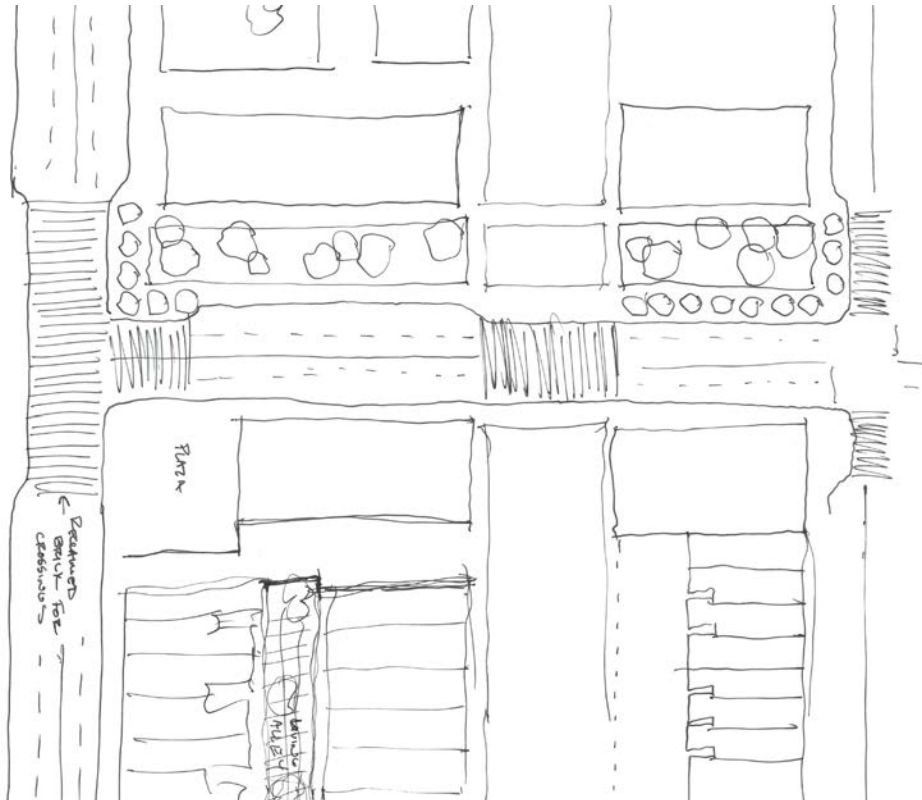


MIXED USE PROMENADE | PLANNING

In the design of the promenade, there were a few aspirations which took precedent over the overall concept of the streetscape. The first idea was pedestrian circulation to the promenade and on the promenade. Then next aspect was the vehicular circulation as well as parking along the promenade. The final aspect was how to engage the interiors of the blocks that ran along the promenade.

In the design of the pedestrian circulation, care was given to provide enough space for numerous activities to take place like exhibits, street vendors, painters, street actors, food truck, as well as places for window shop and to walk while not getting in the way of others. Places for people to sit and relax in the shade were also a main concern in the streetscape design so trees were placed among the length of the promenade.

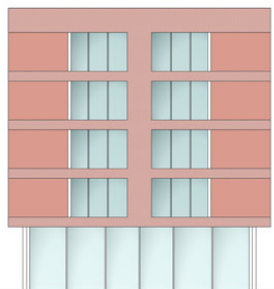
Pedestrian movement to and from the promenade is integrated into the inner block circulation paths which are a revamped version of an existing condition. This also allows for the inner portion of blocks to be engaged by pedestrians which is a critical factor for improving the safety of the neighborhood.



PLANNING | MIXED USE PROMENADE

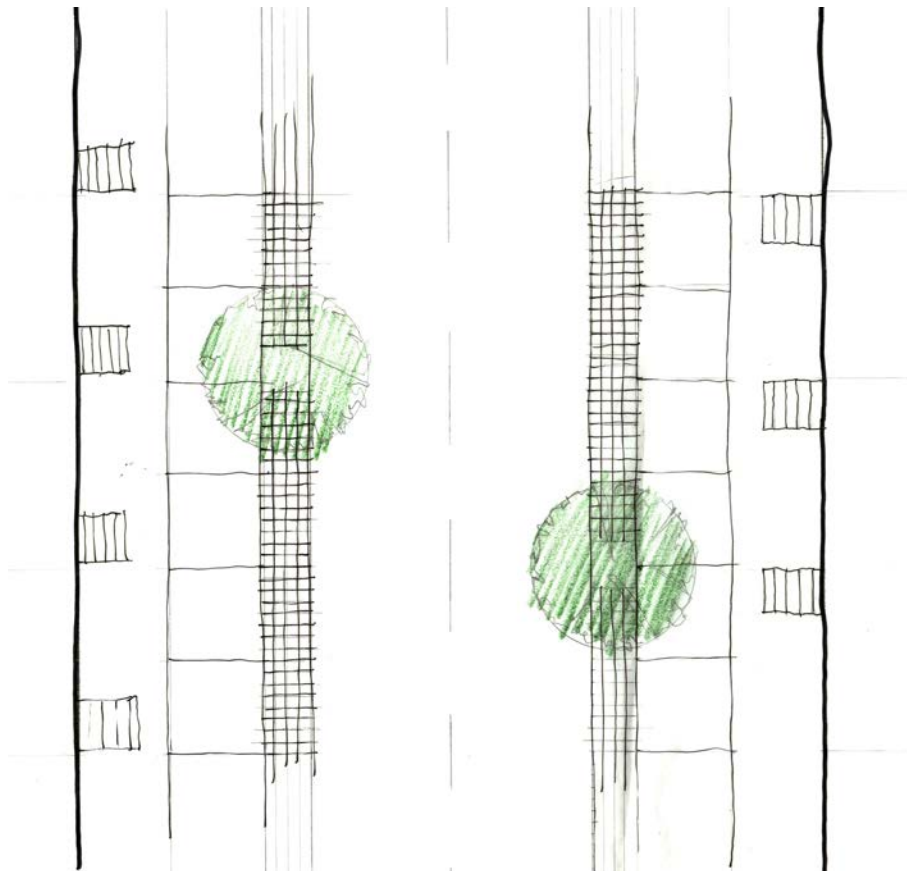
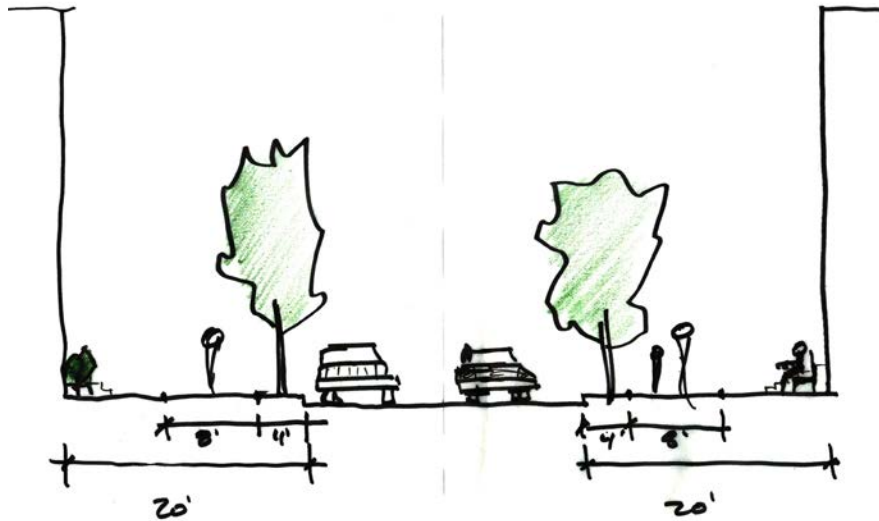
For vehicular circulation, a notion which is repeated throughout the entire neighborhood is the reducing the amount of paved surface by removing the parking lane from one side of the street and shifting the two lanes and parking lane to be centered. This was done for a few reasons, one it reduces the speed in which drivers go in the neighborhood, as well as it allows the sidewalks to be widened allowing the addition of trees to provide shade as well as a visual aesthetic which helps to create a pride of place for the residents.







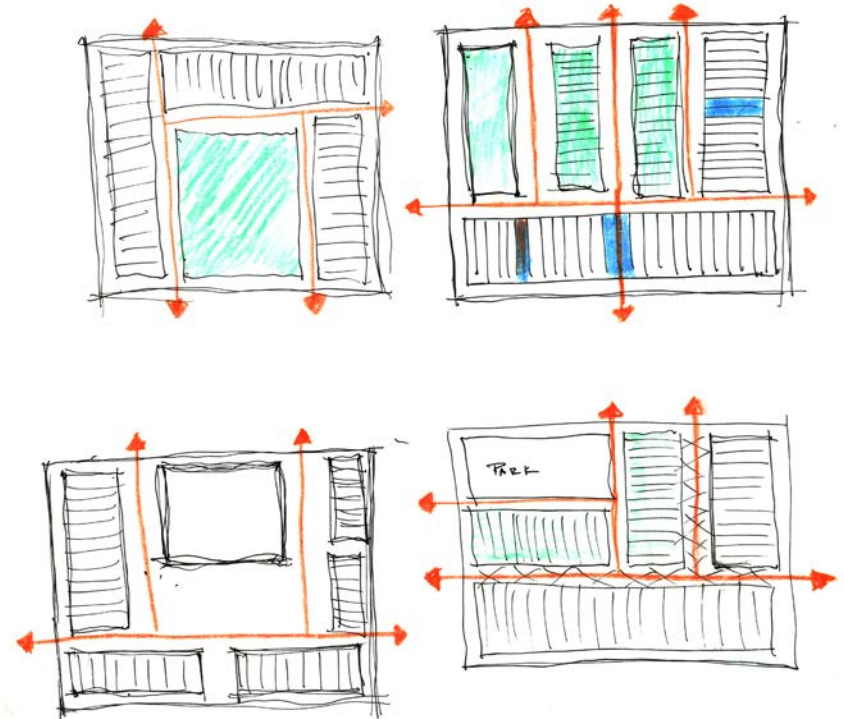
MIXED USE PROMENADE | PLANNING

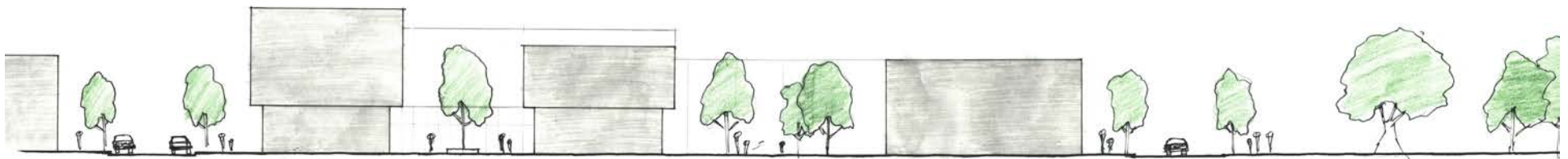
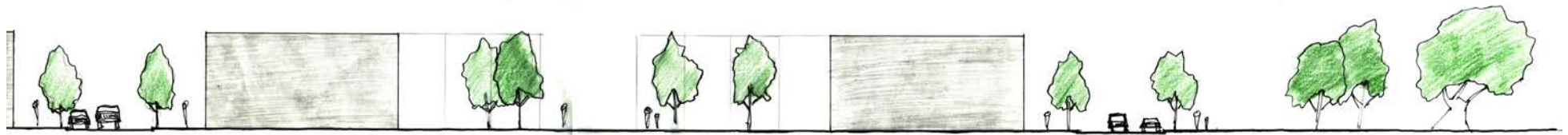
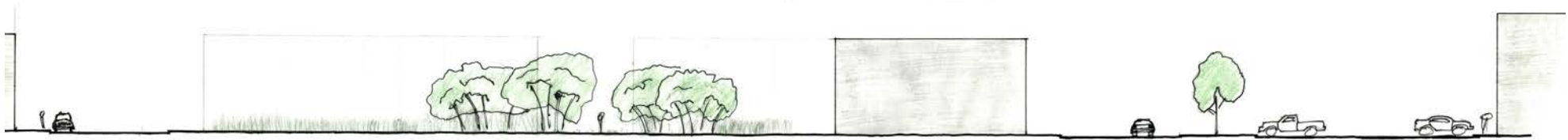


The promenade is integrated into the neighborhood by activating the interior areas of the blocks. The method in which this was accomplished was by opening up the "street walls" created by the repetitive nature of the row house and to create small plaza like areas by incorporating new building typologies within the block. This allowed for the blocks to become more open and inviting as well as increasing the surveillance within which increases the safety of the neighborhood.

PLANNING | THE CITY BLOCK

The city blocks which make up the majority of Harlem Park are on average 450' x 350' and consist of mainly row house dwellings with the exception of churches and a few multi unit dwelling buildings. This repetitive vocabulary creates a "street wall" which encloses the center of the block which in recent years has been the main areas of crime within the neighborhood. The lack of residents and the deterioration of the neighborhood has left many of these inner block areas riddled with trash and overgrown. The inner block portion of these blocks must be redesigned for the neighborhood to be revitalized. Circulation in-between the blocks come from the location of preexisting alleys and paths which would be redone to create a cohesiveness throughout the entire neighborhood.



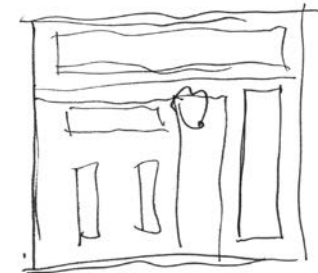
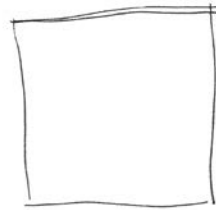




There are three main approaches which can be used to accomplish the task of revitalizing the block. The first is to decide what buildings are worth saving and to renovate them, the ones not in that list get demolished and a new building gets built in its place. This approach occurs in the blocks which have seen detrimental deterioration through loss of most of the building and has left a large open space. This condition calls for a new typology to occupy the site making the block itself a mixed use block of both residential units in the form of row houses and mixed use buildings which have commercial, office and residential components. The interior of these blocks would be engaged by the new typologies in the form of plaza like areas and would be more of a service to the public realm. Green spaces and paths would create a buffer between the backyards of the row houses and the public realm.

The next approach is a simpler less invasive approach where the block itself is still full of row houses with the exemption of a handful which have either been abandoned or burnt down. This approach would see these missing teeth per se, filled in with new row houses or shops. The interior of the block would remain a more privately shared space by the people of the block by providing garden spaces, however it would still have connections to the surrounding blocks.

The third approach is for a block which has been split in half by a new road and now has no inner portion rather two parallel rows of houses split by an alley. These alleys would become a living alley which would be a collective space for the people who live along it. It would have plantings and gardens which are shared by the residents. The willingness of the residents would determine if the living alley would be open to the public or just to the residents.



OBJECT
IN BLOCK



OLD TYPOLOGY
FILLING IN STREET



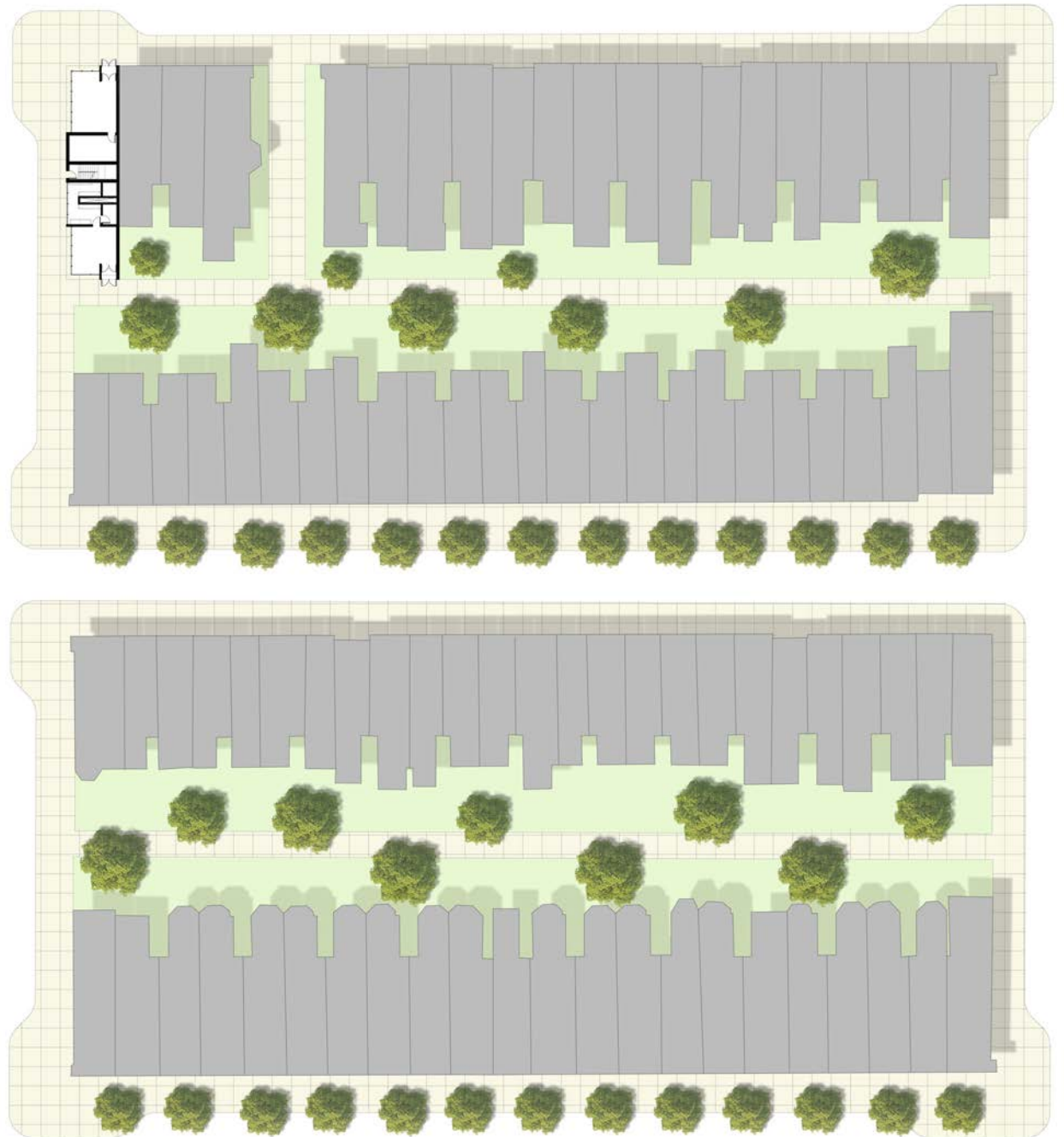
NEW TYPOLOGY
OCCUPY INNER BLOCK

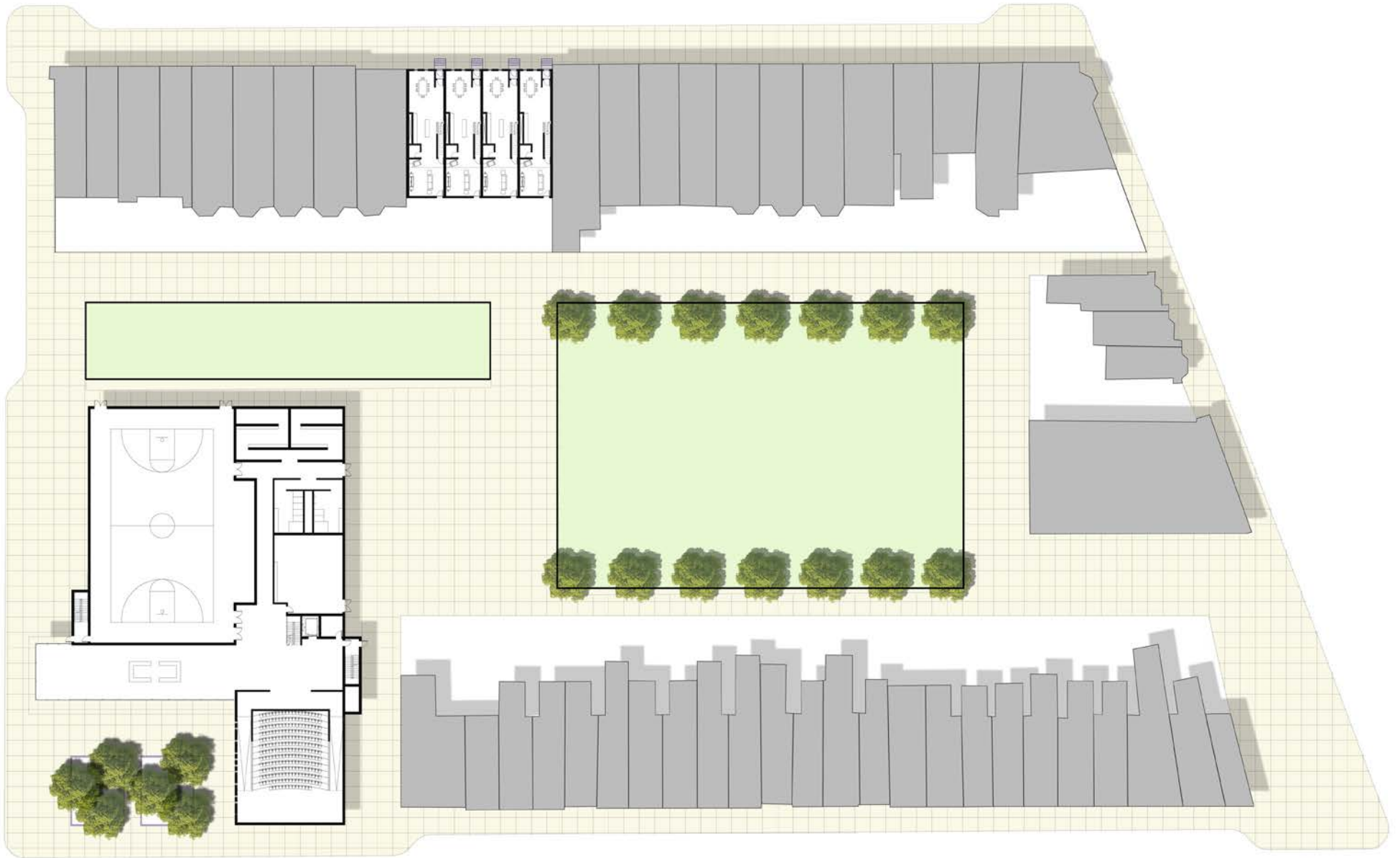
PLANNING | THE CITY BLOCK

This block is an example of the first approach to the revitalization of the block. Two rows of houses are being saved while two new mixed use typologies are being introduced onto the block and a green space bisects the length of the block and becomes a new public realm.



This block is an example of the third approach where there is the creation of the living alley. In the case of this block there would be two living alleys.





This block is an example of the second approach with a touch of the first. The lower left hand corner of the site deemed a new typology be created to end the promenade which was done with a community center. The rest of the block is in filled with new row houses and the center become a more private area for the residents.

This is the final result of the planning process. One can see the central promenade running along Harlem Ave. and connecting the two halves of the neighborhood together. The second Promenade on the southern border of the neighborhood is there to react to the future development of the "highway to nowhere" which should be developed as a industry center bringing a diverse workforce need to West Baltimore. The Harlem Square Park is expanded to the north creating a destination for people from all of west Baltimore to come and enjoy. The Schools would be renovated and integrated into the park to help to keep the park safe. The development of the west end of the neighborhood will see the introduction of mixed use block types serving the diverse needs of families by providing commercial, residential spaces as well as jobs.

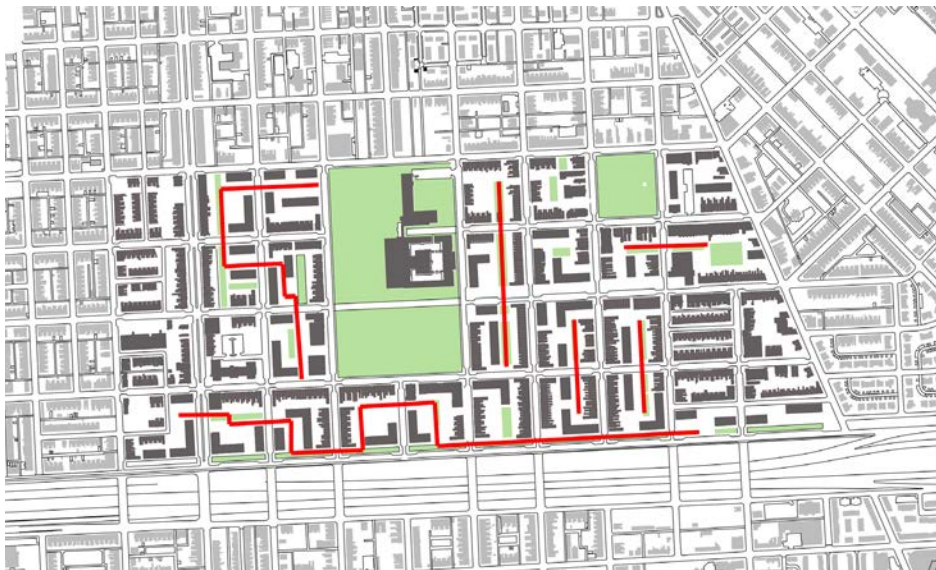




Street Hierarchy



Walking Time (red ring = 5 minutes)



Inner Block Circulation



Mixed Use Promenades



Figure Ground (existing)



Vacant Row Houses (red)

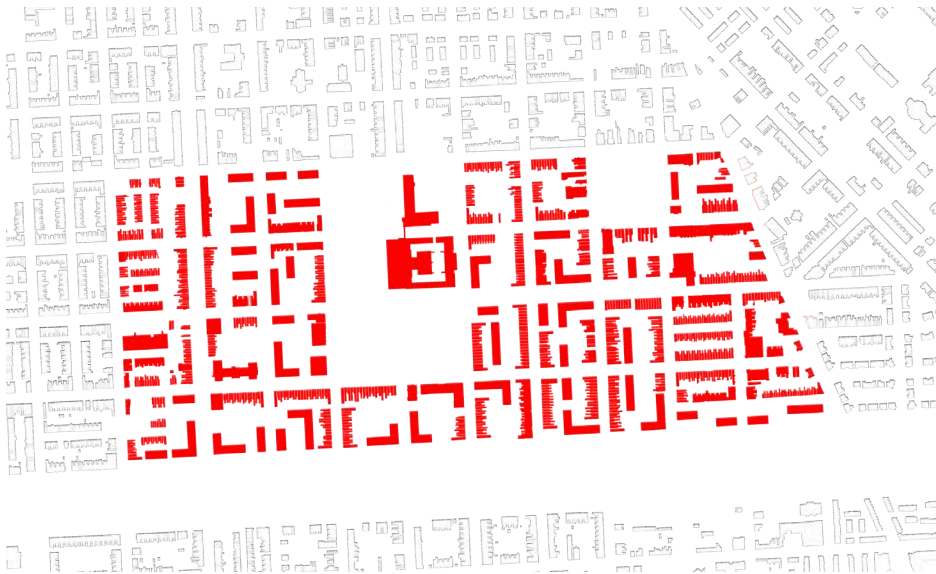
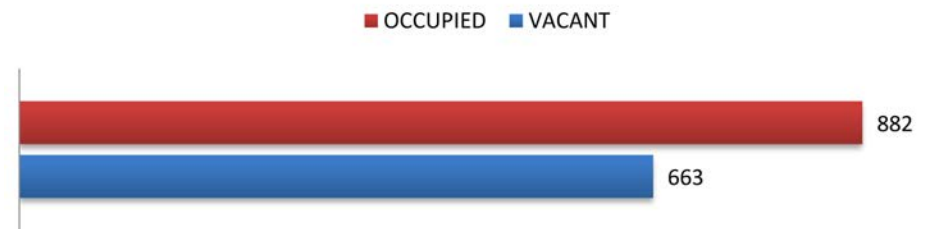


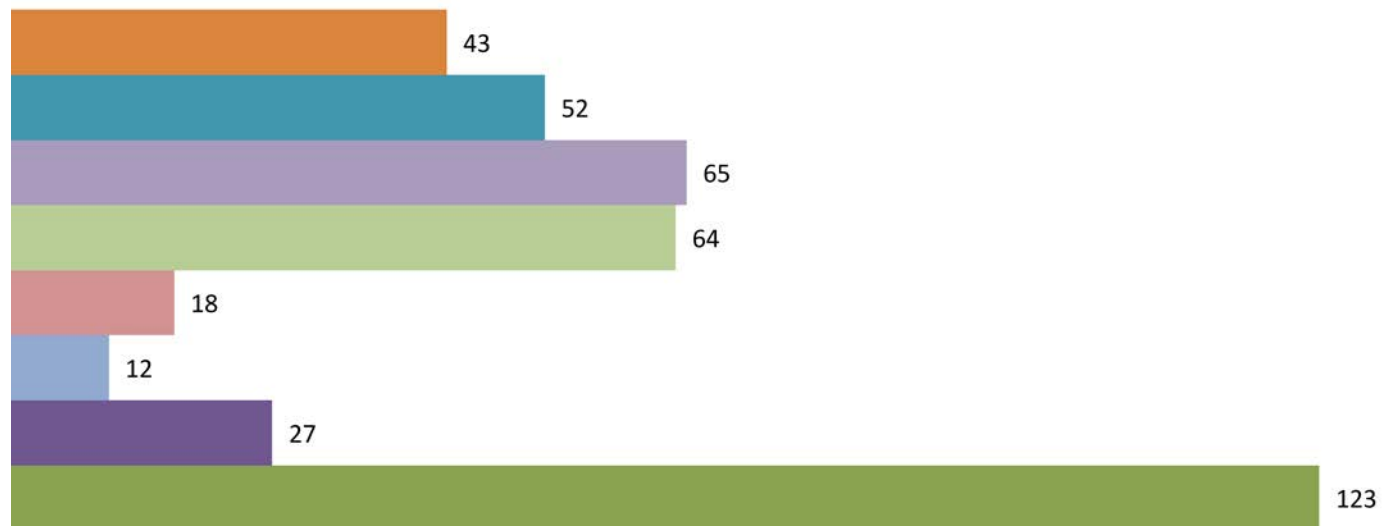
Figure Ground (new)



Vacant Row Houses

PLANNING | PHASE I

OFFICE SPACE COMMERCIAL SPACE 3 BEDROOM 2 BEDROOM
1 BEDROOM STUDIO NEW ROW HOUSE ROW HOUSE RENOVATION

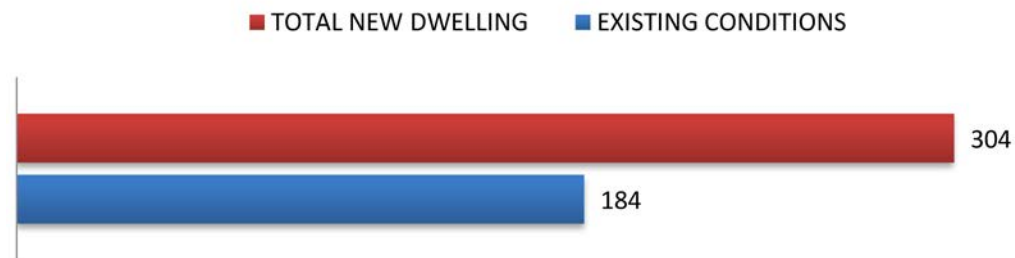
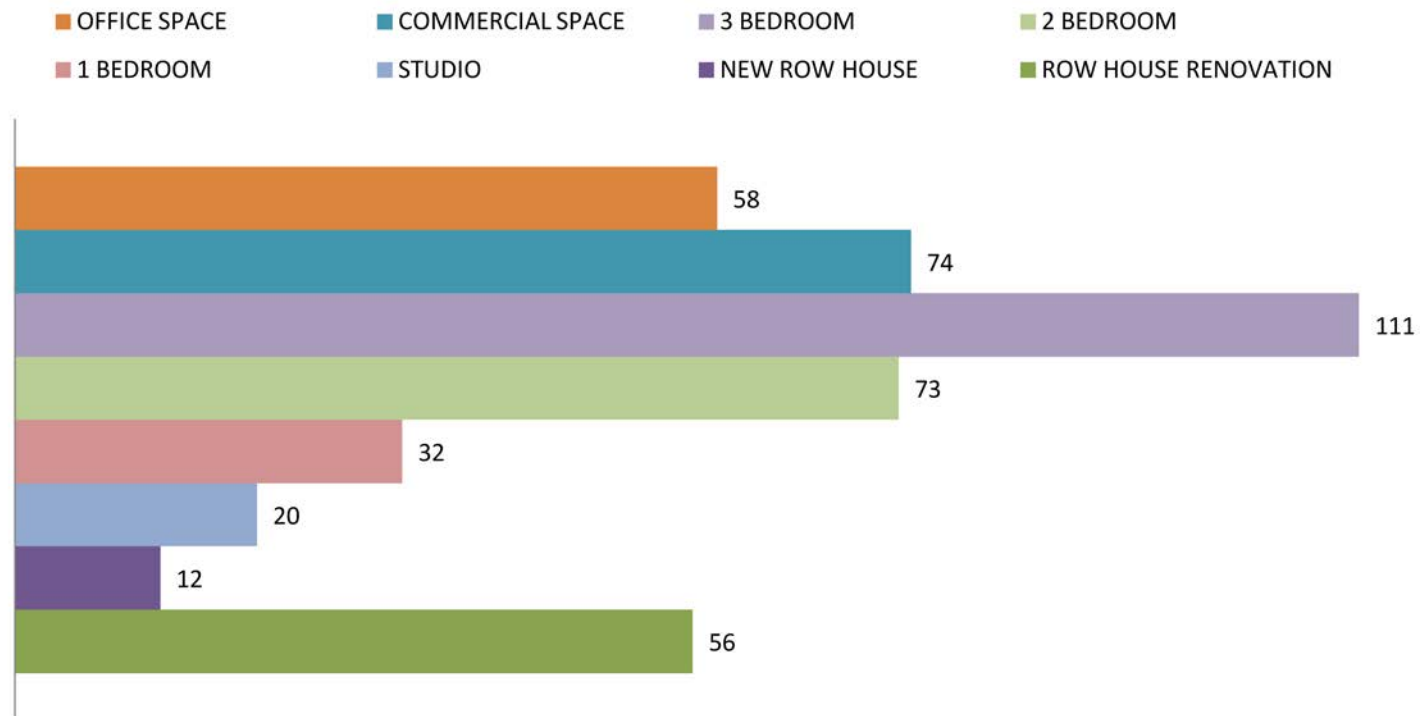


TOTAL NEW DWELLING EXISTING CONDITIONS

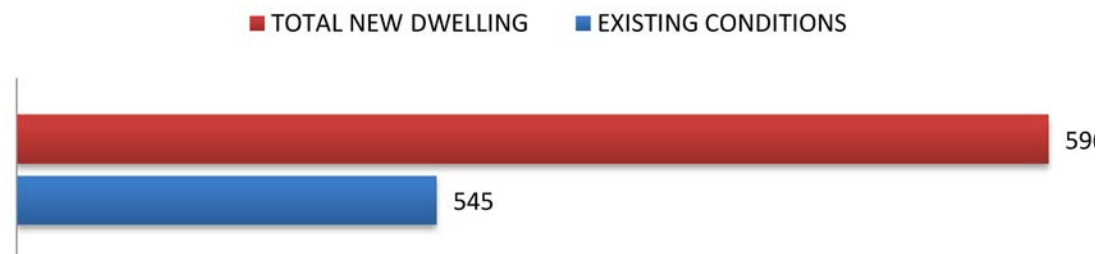
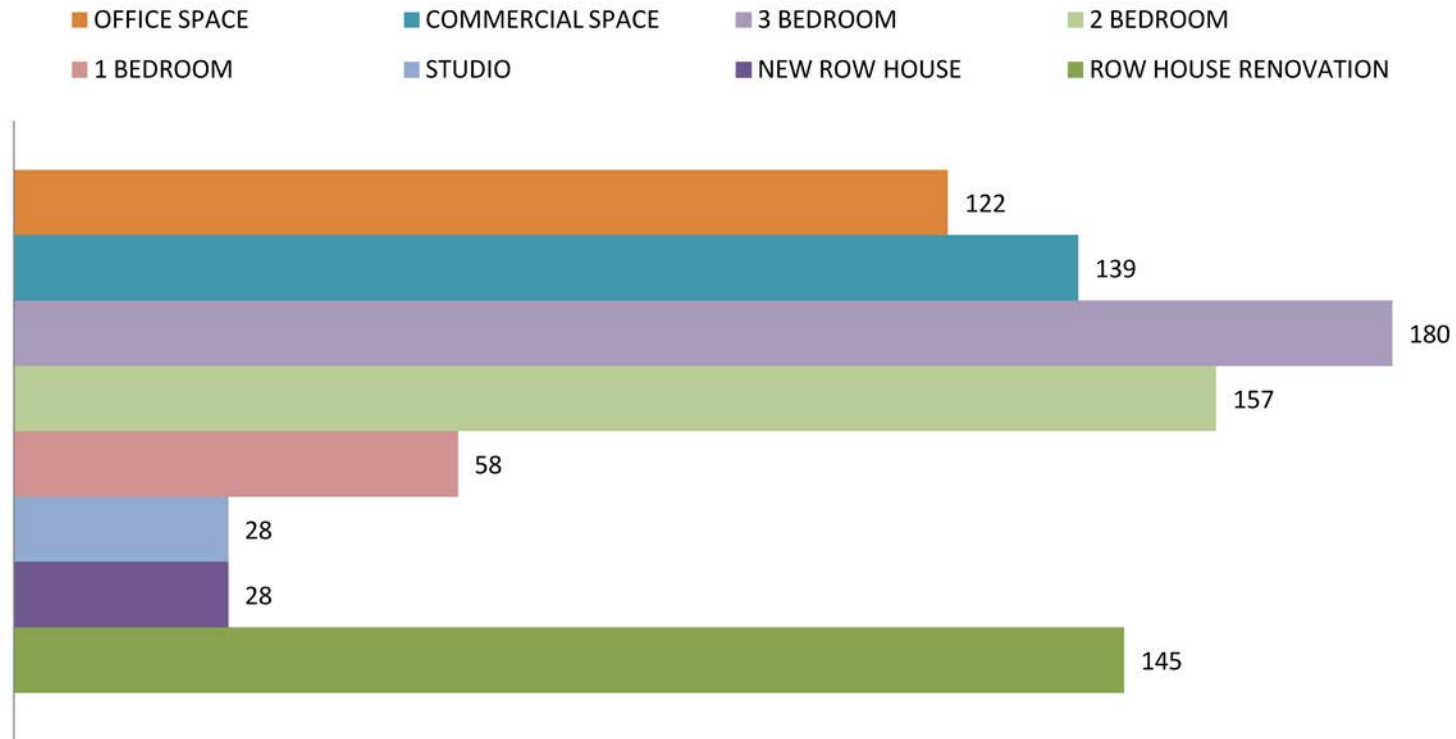






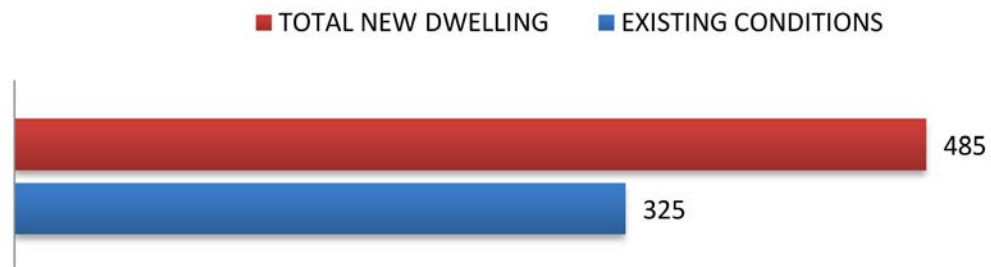
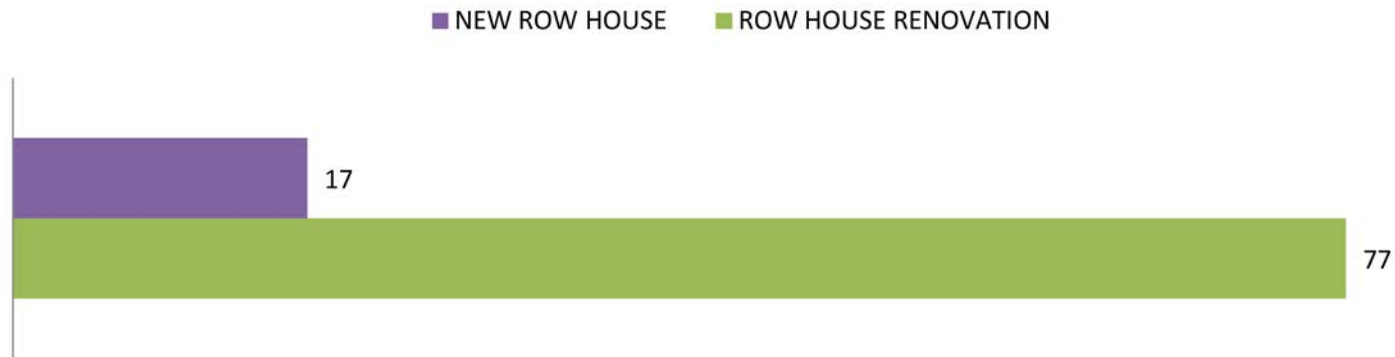


PLANNING | PHASE III

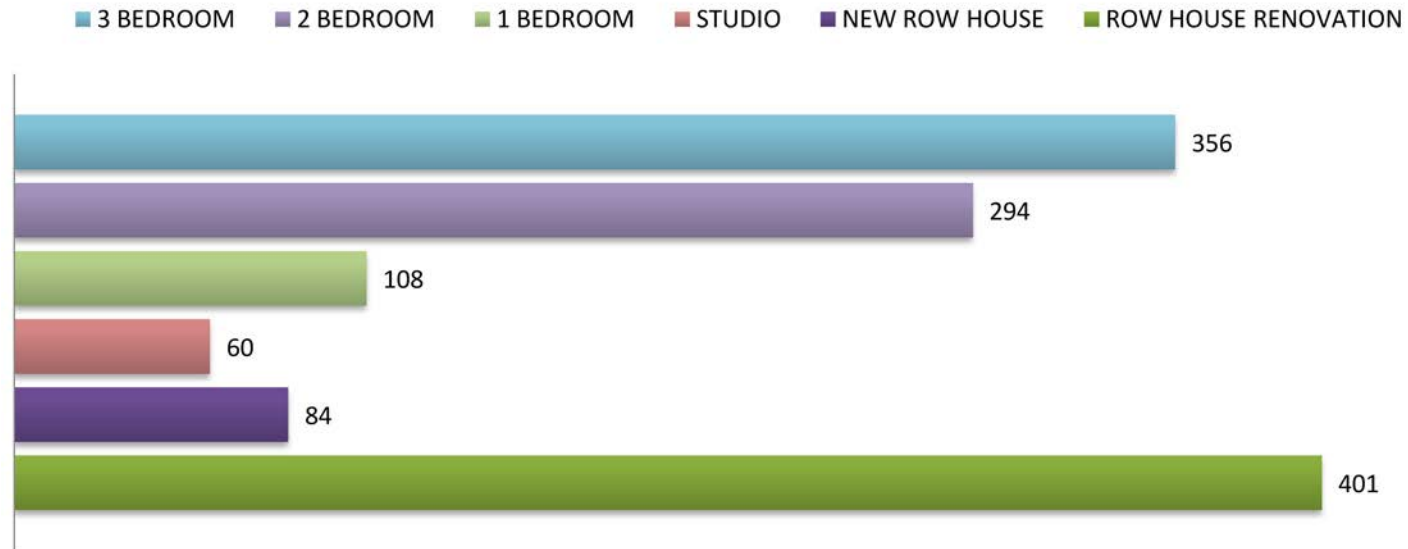


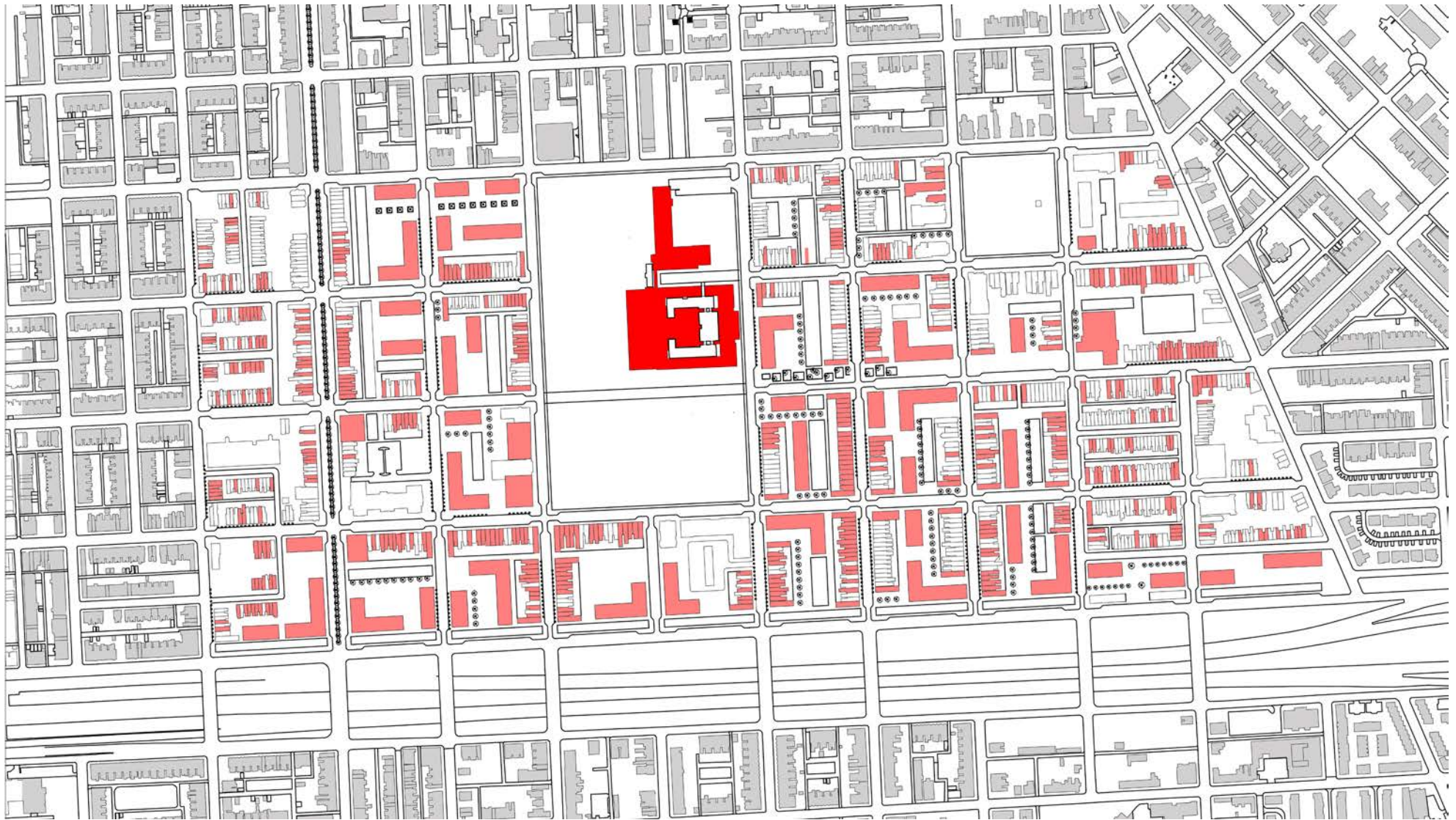






PLANNING | PHASE V







1

2



GLANCES OF THE NEIGHBORHOOD | PLANNING



3



4

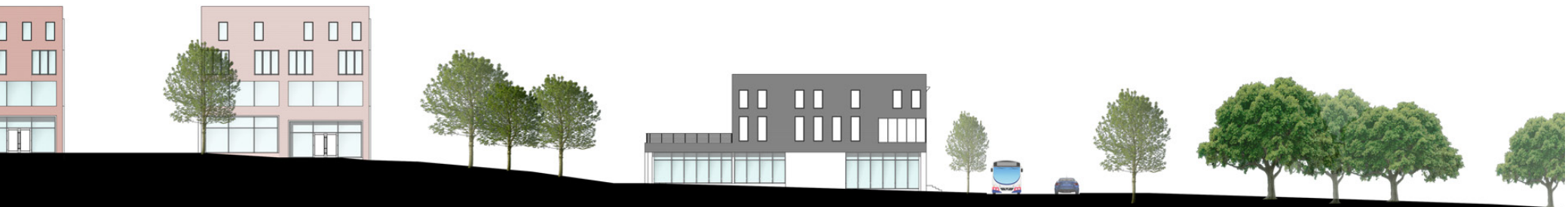


PLANNING | INTERIOR BLOCK LOOKING OUT

This image shows the interior of the block being engaged by people both who live in the area as well as visiting shops. These plaza like areas which engage the street edge increase the safety of the neighborhood as well as the vitality of the area.

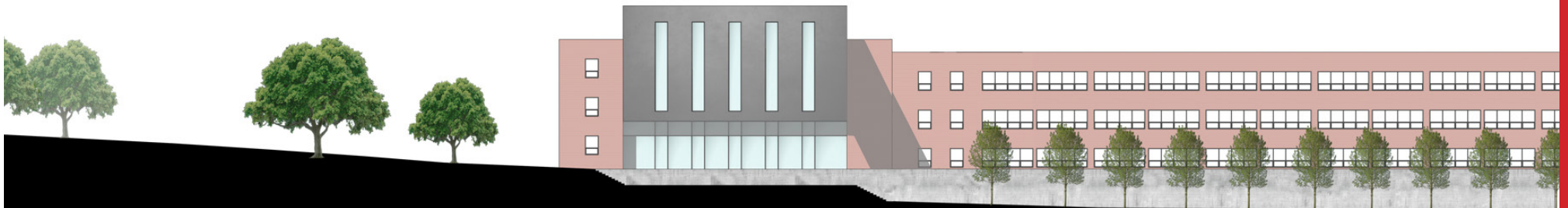






SCHOOL ZONE WITHIN PARK | PLANNING

This image shows a renovated school area being approached from the park side. Students and staff can use the secondary entrance to arrive and depart from the school. As well this space can be a viewing deck for the numerous sports in the fields below.



PLANNING | MIXED USE PROMENADE

This image is a view looking down one of the new mixed use promenade where many activities can take place. The idea the promenades came from the La Rambla in Barcelona, Spain which is a mixed use area connecting the inner city to the harbor.







COMMUNITY CENTER | PLANNING

This image is of the entry to the new community center for the neighborhood. The small plaza outside the entry is shaded by trees and is welcoming from all approaches

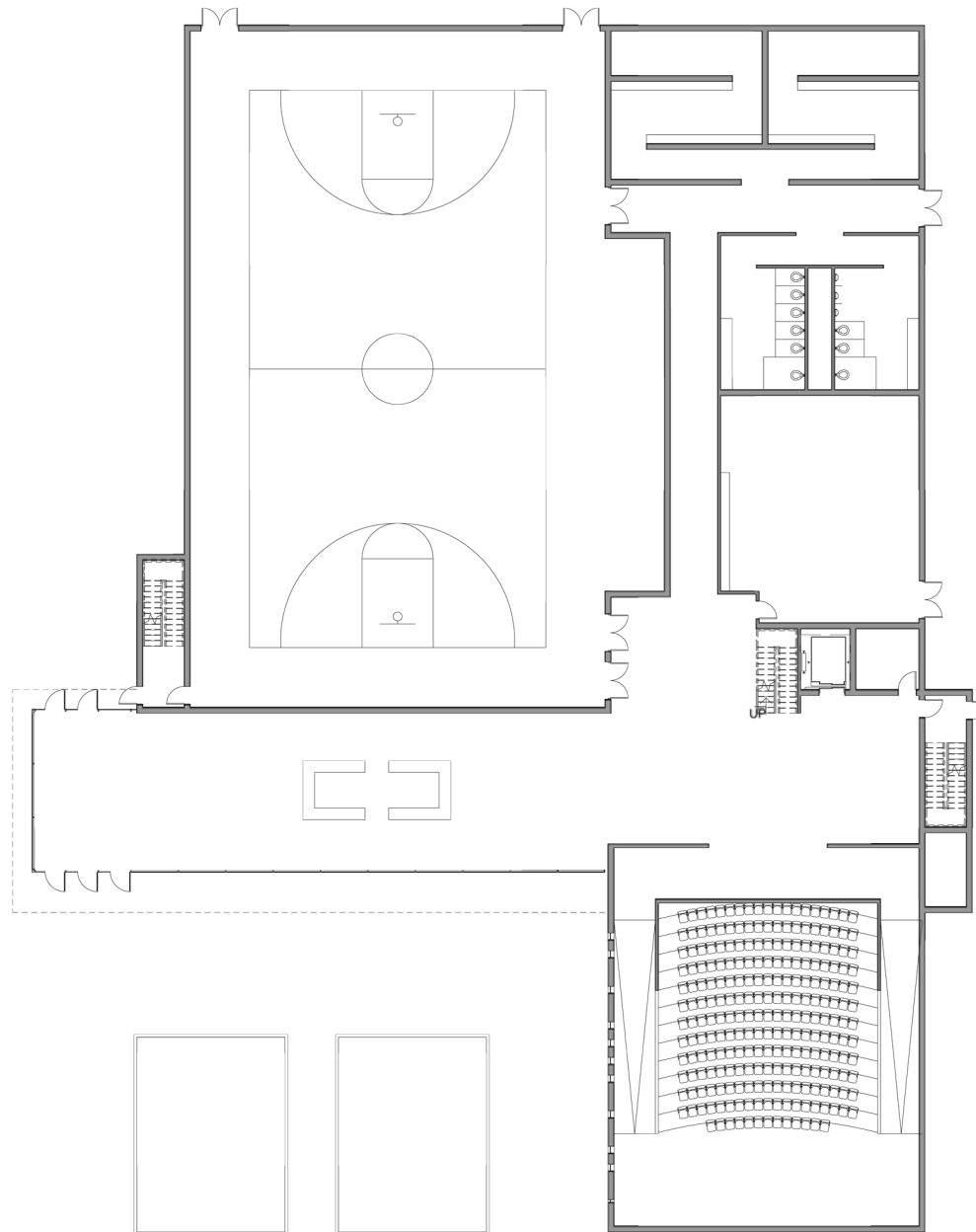


PLANNING | COMMUNITY CENTER

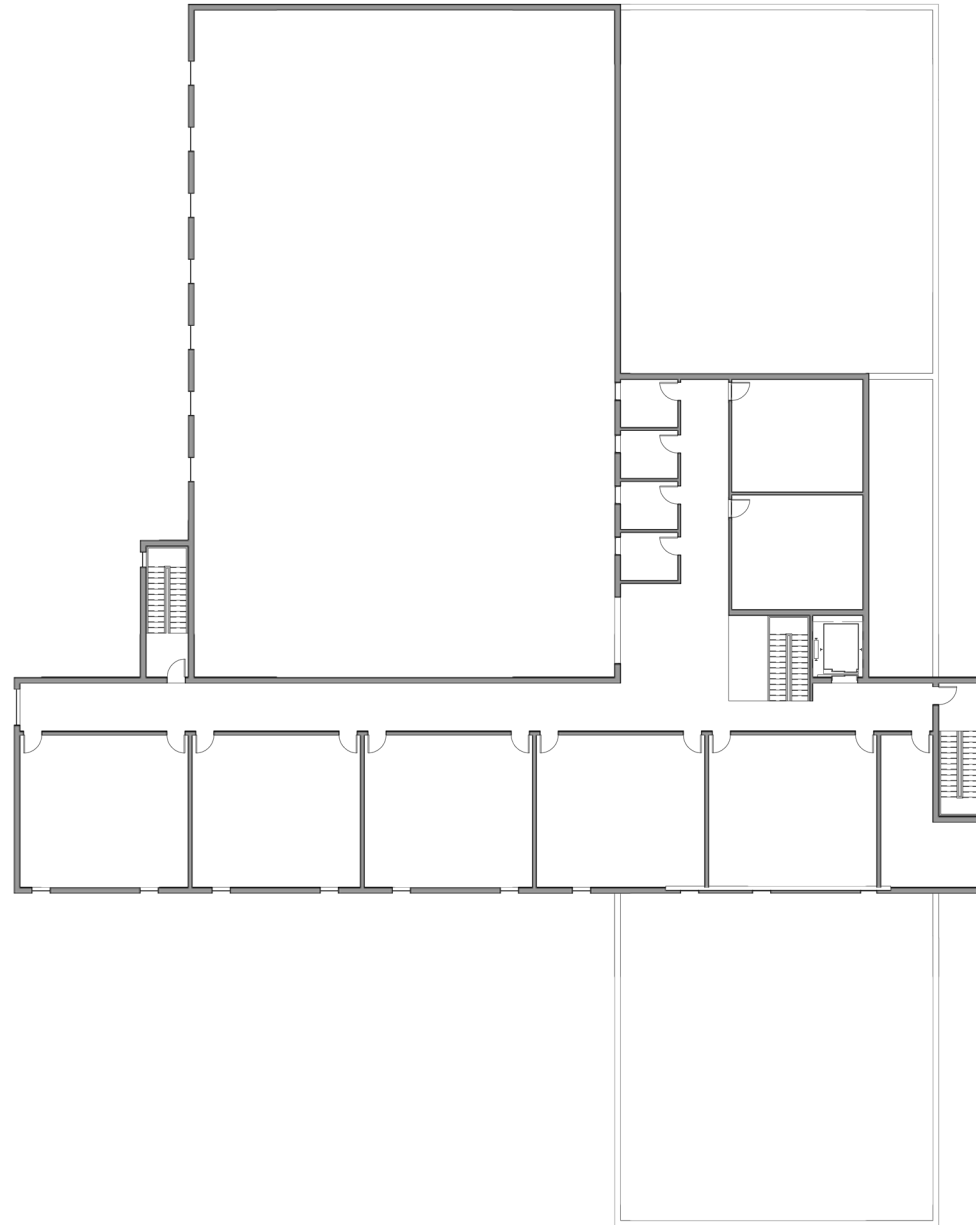
When members of the community were asked what they would like to see in their neighborhood, many of them responded with a community center. As well with the formation of the central promenade, a termination point was needed and to help engage the promenade, the community center was placed as the end piece.

There are many organizations within Baltimore which are aimed at keeping children and teens off the streets and steer them in a direction for success and having a place to meet on a regular basis is crucial to maintaining their goals. Therefore this center incorporates six class rooms which can be used for any sort of meeting. For larger gatherings, there is a lecture hall which could also be used to screen movies and other sorts of programs. There is also a gymnasium where numerous sports can be held throughout the year which won't conflict with the school's needs. There are also lounge spaces and office spaces for the center. The center also has a daycare which will provide services to families of the neighborhood.





COMMUNITY CENTER | PLANNING



PLANNING | AERIAL VIEW

This aerial shot of the central promenade shows is it in its entirety with the core city in the background.



URBAN HOUSING

CONCEPTS | ROW HOUSING | MULTI UNIT DWELLING

HOUSING | ROW HOUSE STUDY

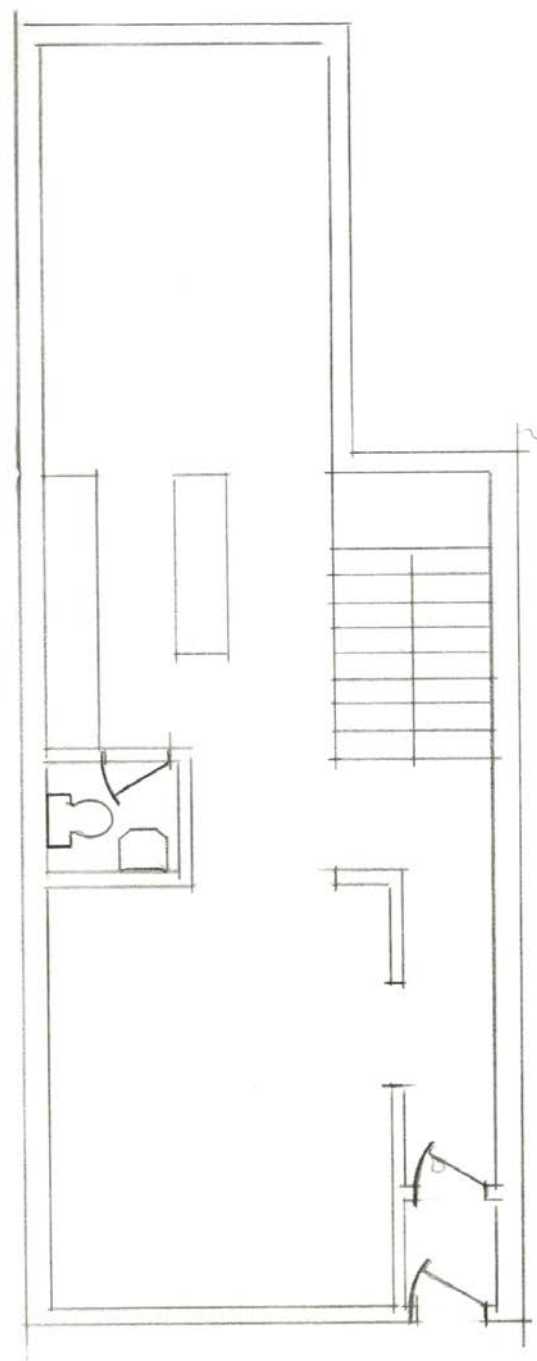
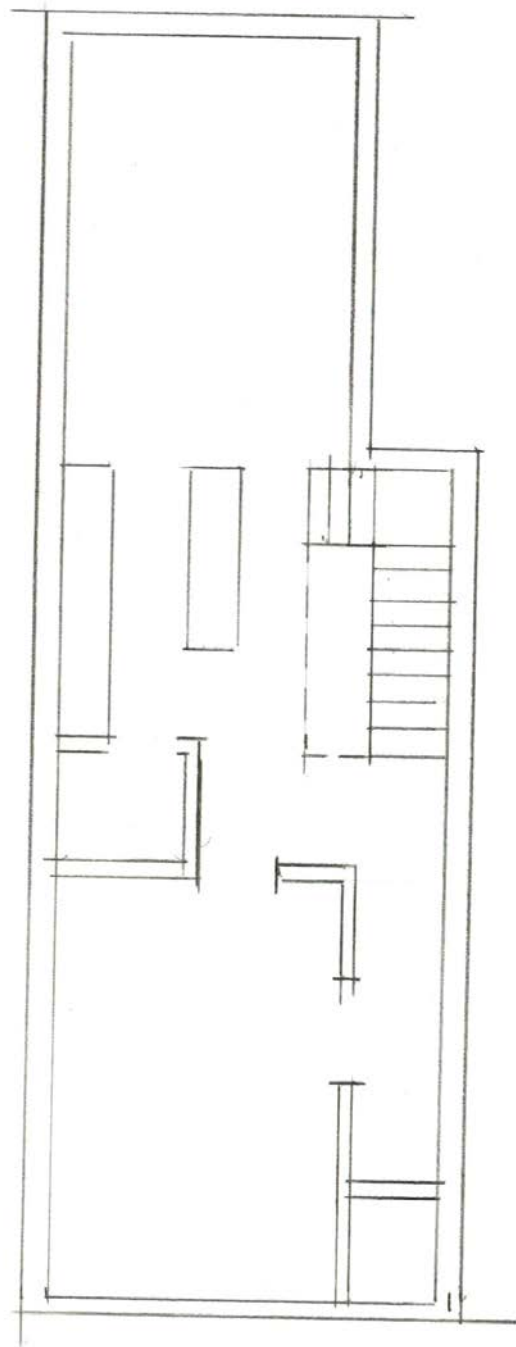
While studying the row houses in Harlem Park, the realization that these houses were not typical row houses but grand homes for the wealthy became more of a burden in creating plans for renovation. The first thing which was done was to take stock in the common widths of the existing row houses which ranged between 16' and 20'. The next obstacle was to determine the length of the row houses which ranged from 50' to 75'. With these two parameters defined the next step was to begin designing layouts for a series of widths and lengths.

Initial thoughts on the Row House

- Which ones are worth saving?
- Reuse Facades with modern plan
- Configuration of plans
- Dimension of parcel
- How does the sidewalk or alley integrate with the living space?

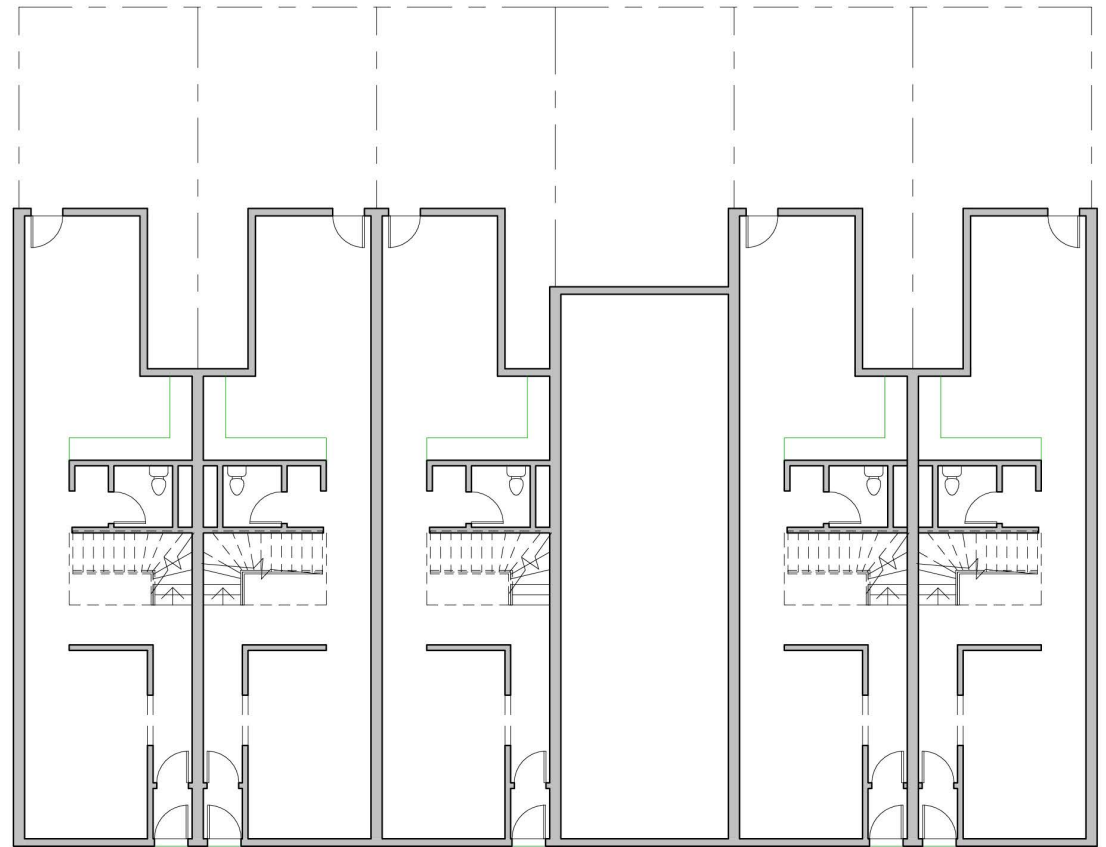
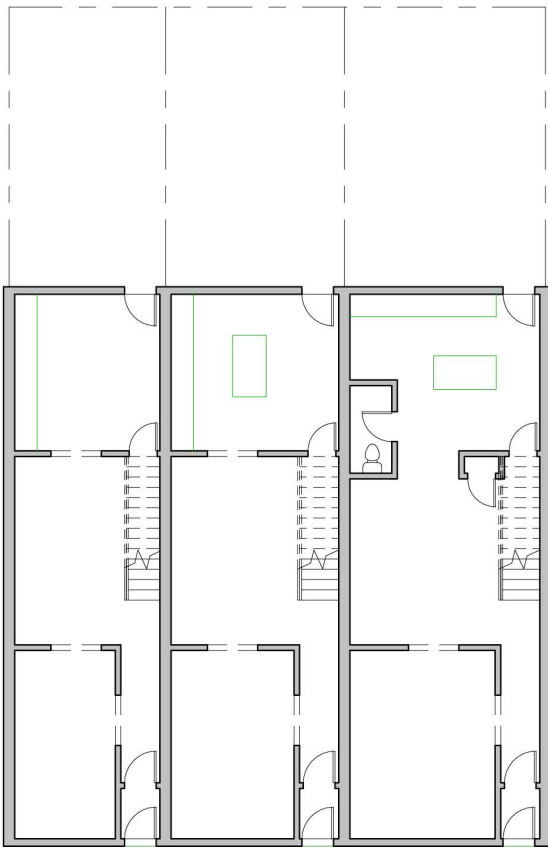






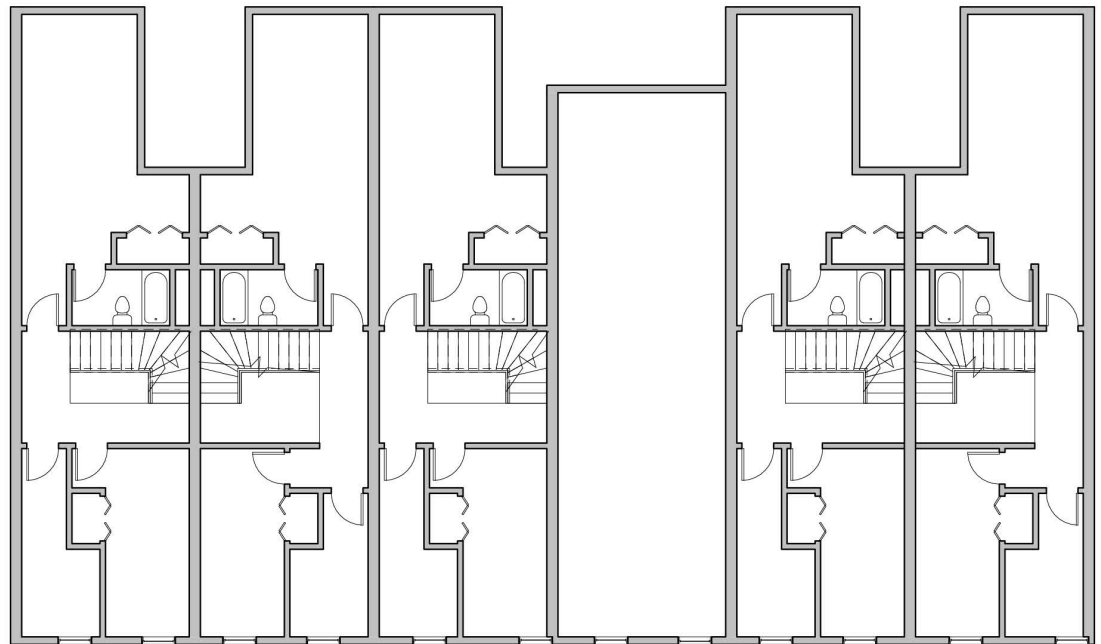
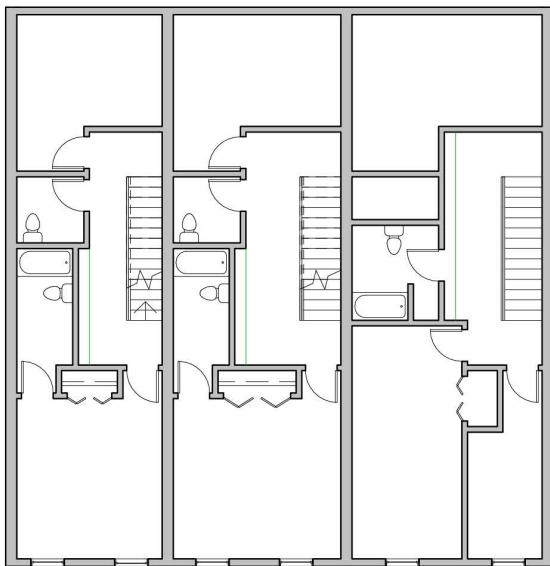
The design process began by laying out 16', 18' and 20;' wide row houses will a standard length of 50'. Then the first floor layout began, using the traditional layout of a row house, the living room was placed at the front with services in the center of the house and the dining in the back. The issue with the first floor layouts came with the narrow dimension of the 16' wide house, to incorporate the entry hall, the living room was drastically reduced to about 11' creating a narrow

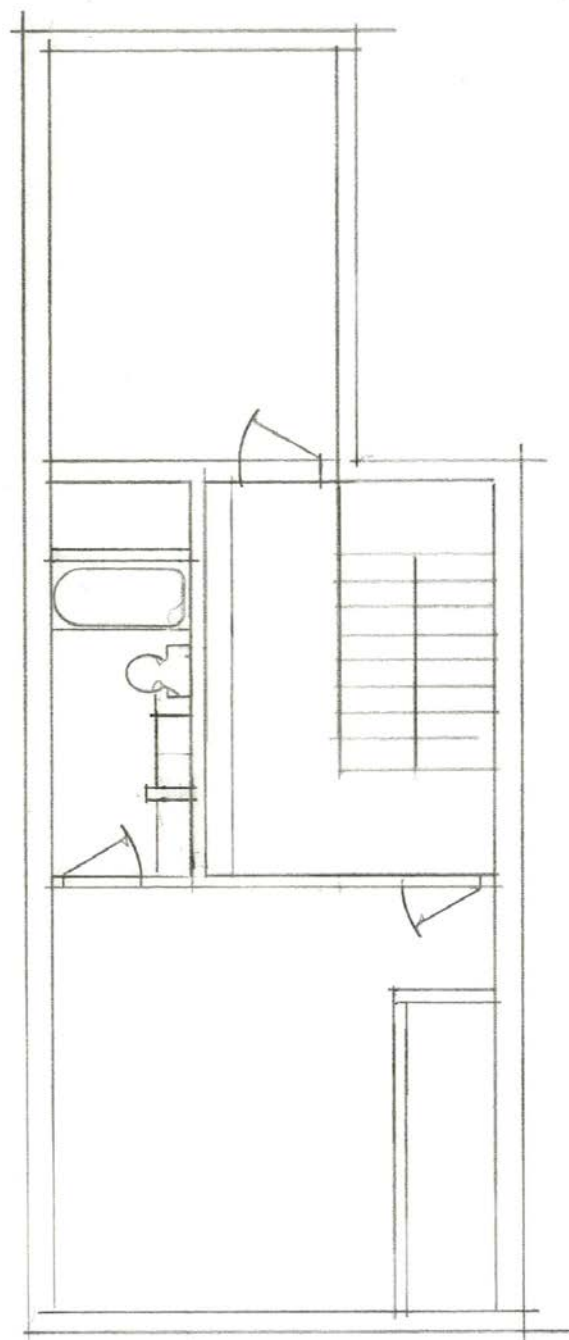
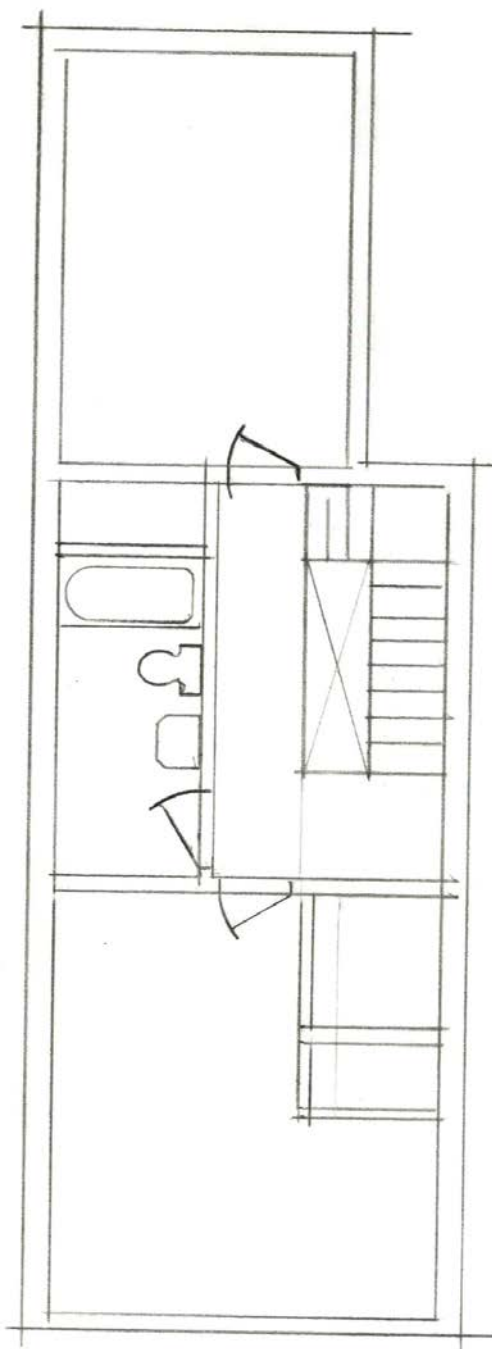
and long space not suitable for a living room. The next step was to increase the length and study the effects of that on the layout of the row houses and observe how each house interacts with each other. With a longer row house the ability to cut into the back and add a light well which could be combined with the adjacent row house gave the row houses a new feel.

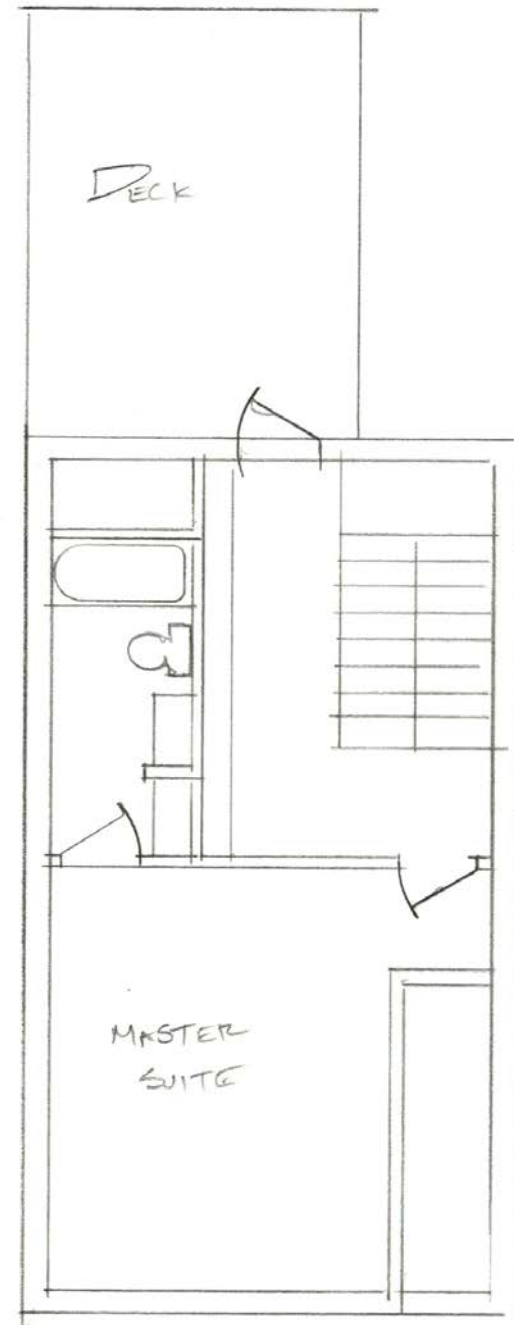
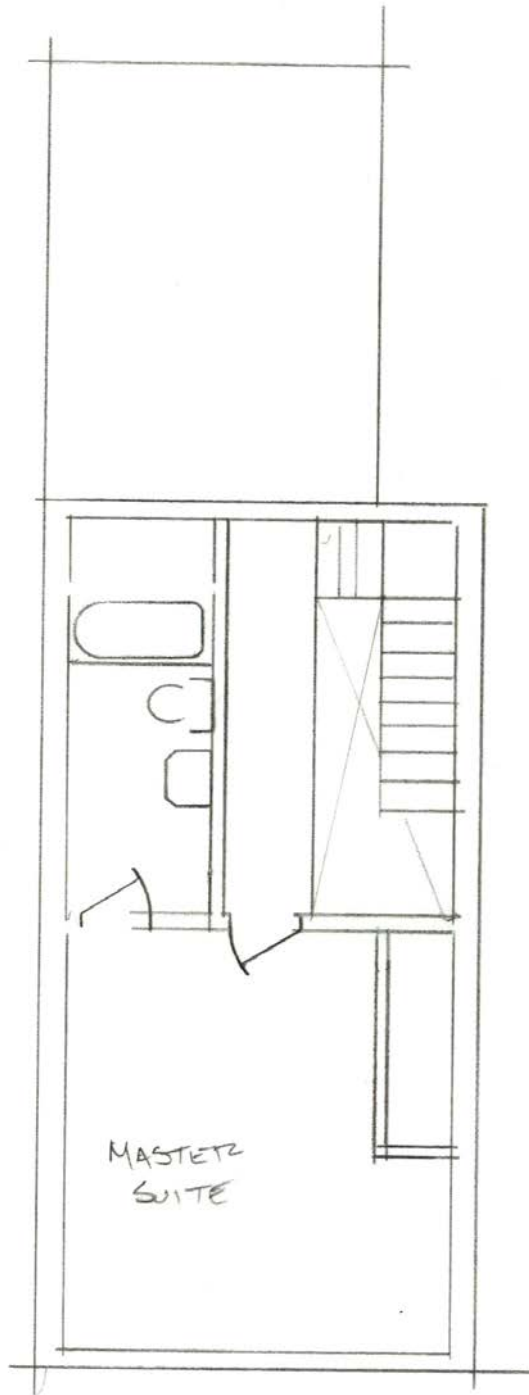


HOUSING | ROW HOUSE STUDY

The typical row house has 3 to 4 bedrooms in the house and the second floor would contain about half of the rooms of the house. The bathroom and services are maintained in the center while the rooms are on the ends. The rooms increase in size with the width of the row houses, closets and hallways being more compact with the 16' wide house and being more luxurious with a wider house.

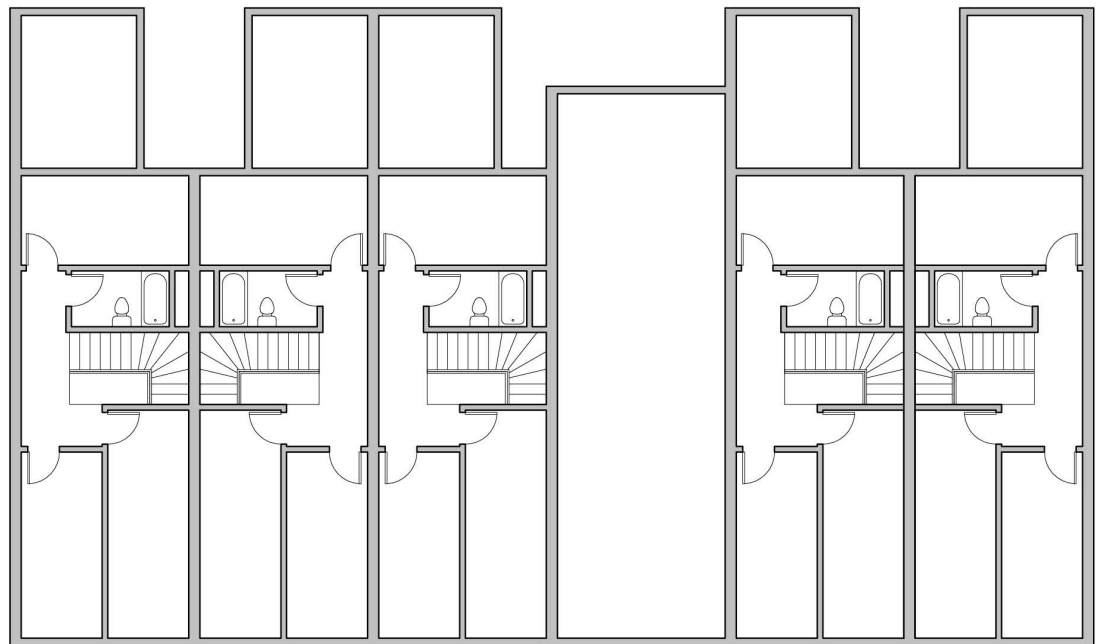
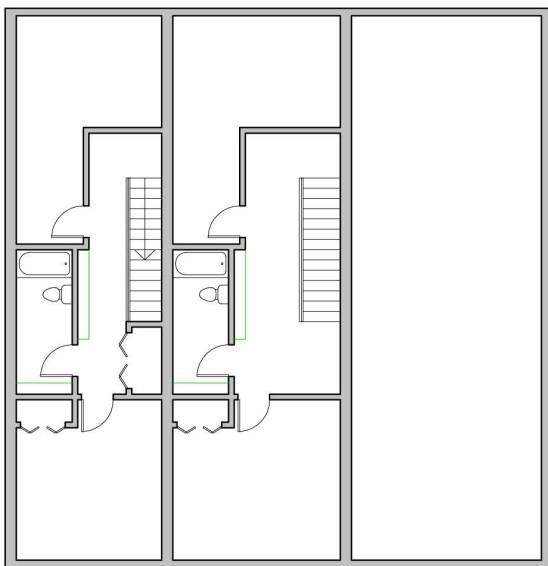






ROW HOUSE STUDY | HOUSING

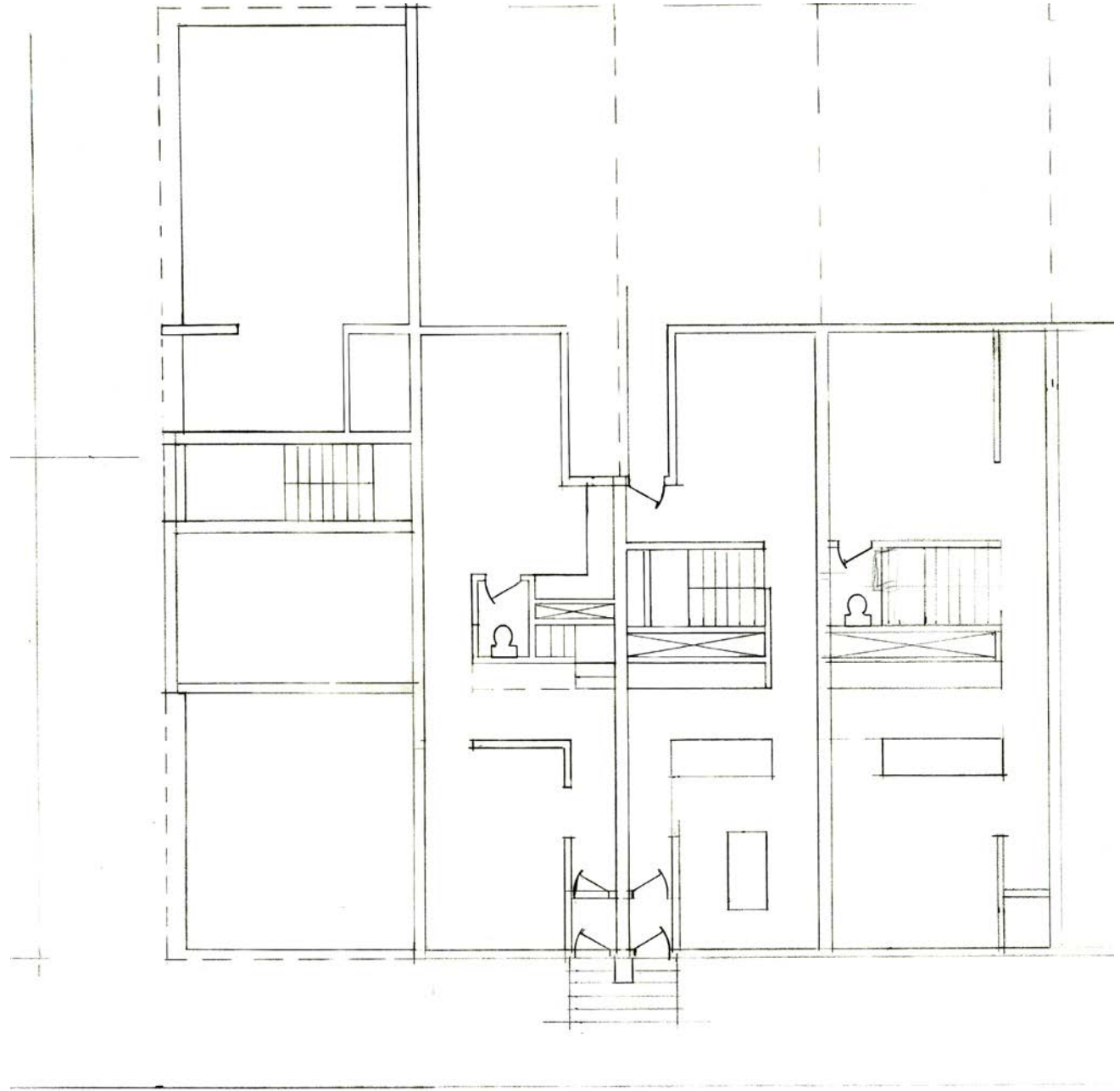
The third floor of the row houses are dedicated to the master bedroom, with the possibility of having a terrace with larger houses.

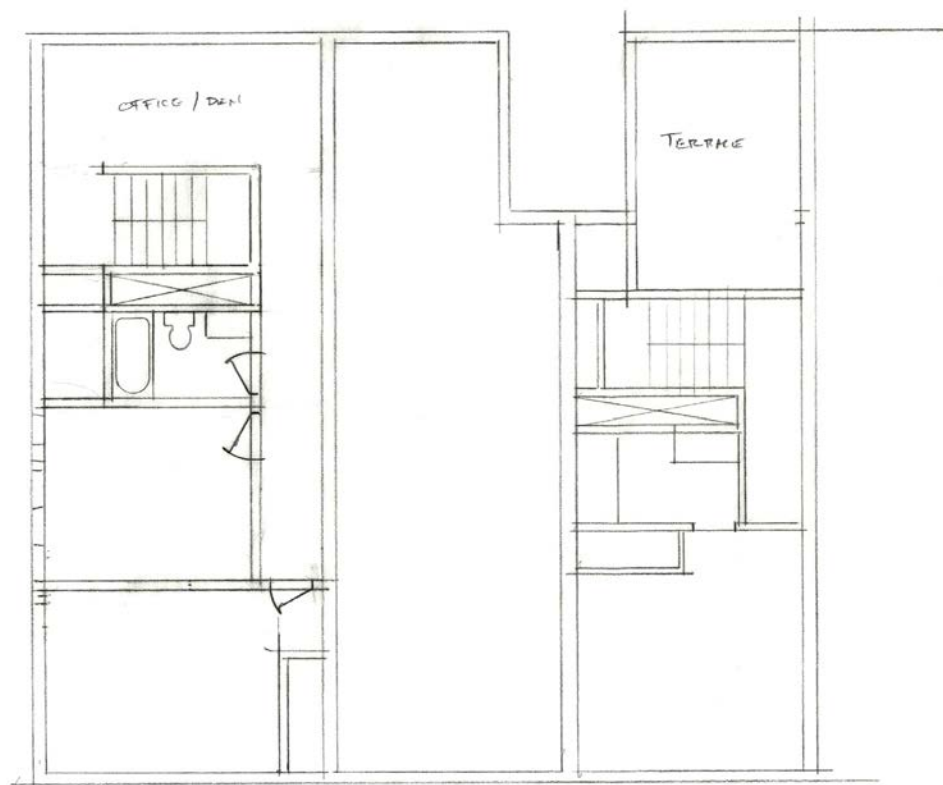
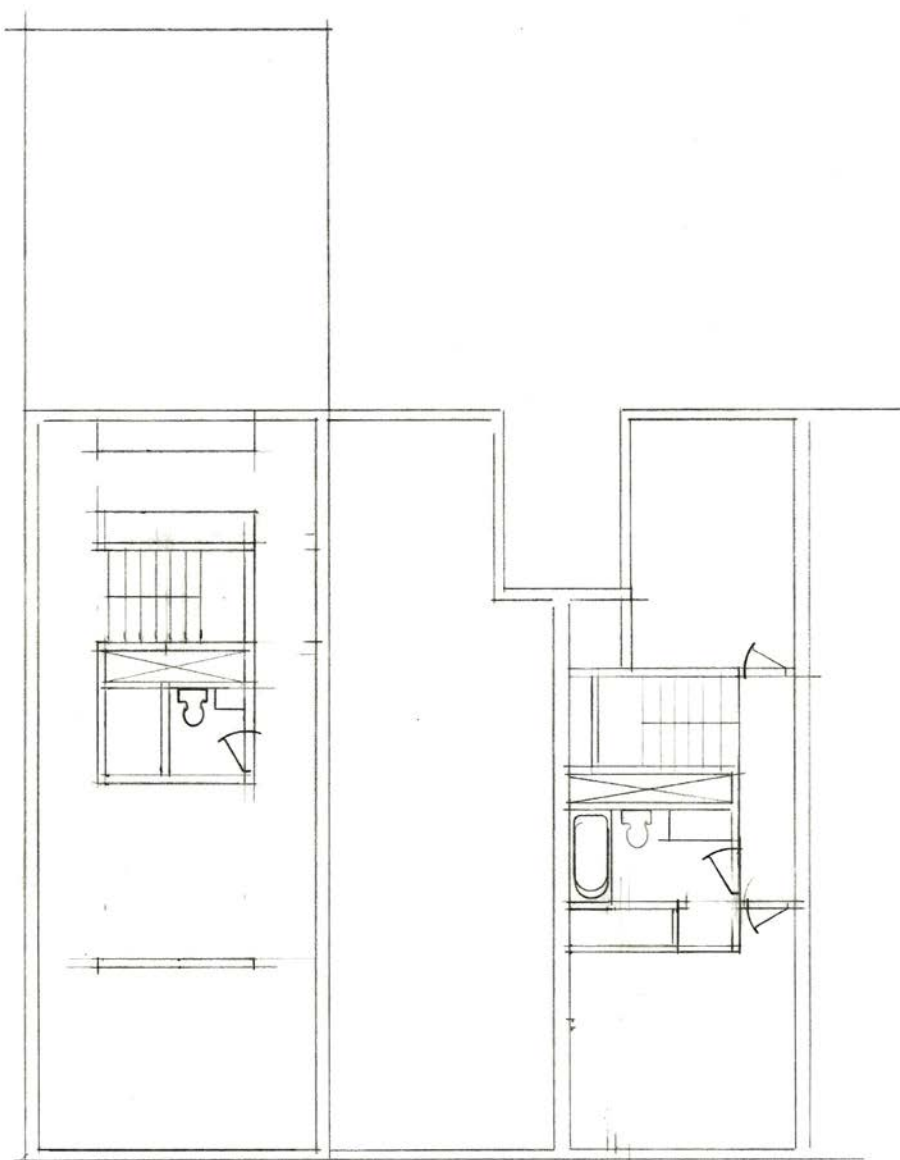


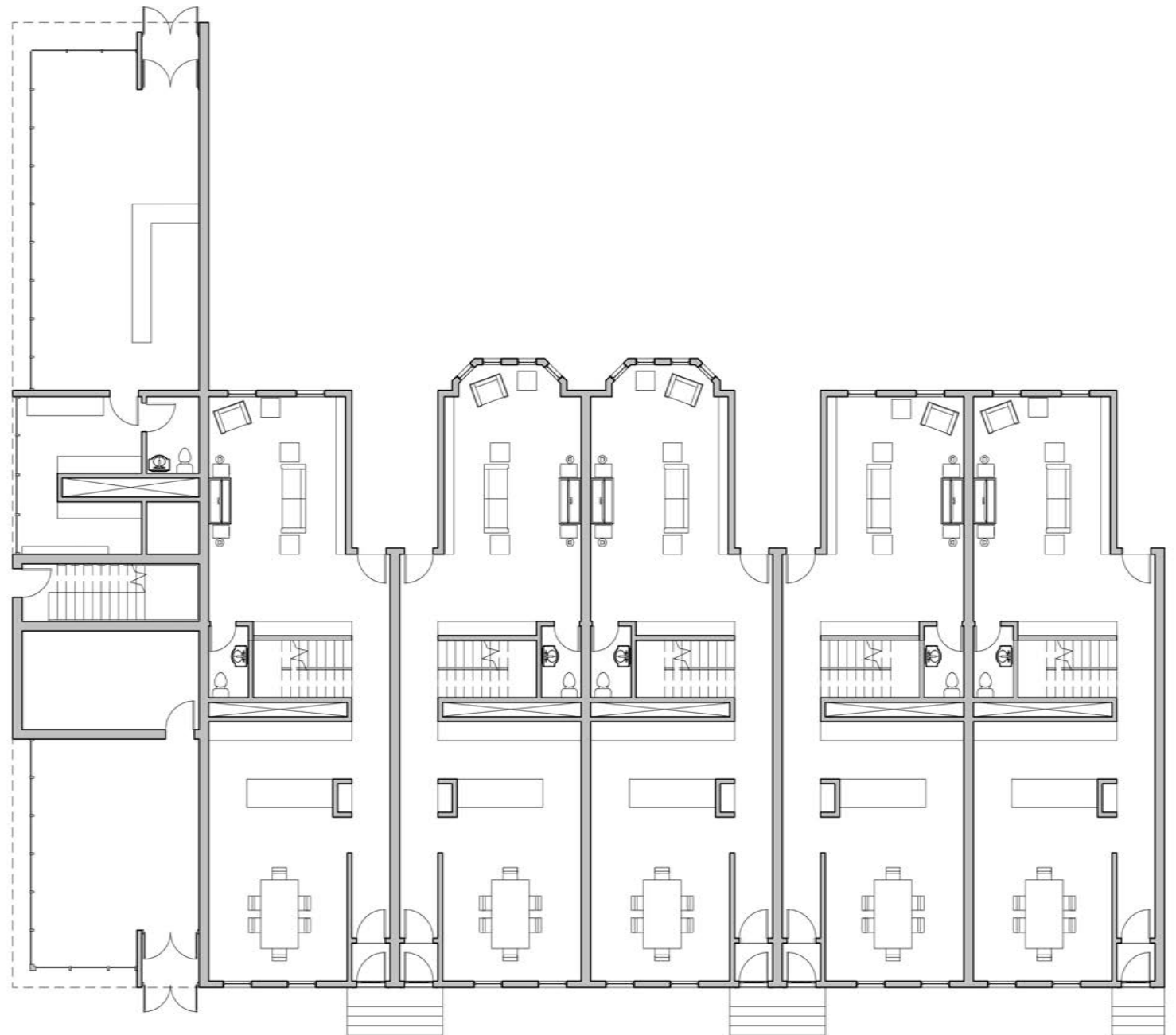
HOUSING

ROW HOUSE STUDY

The termination of a bank of row houses provides a unique situation where a mixed use space could be utilized. The study into this condition began with filling the entire site with a ground floor commercial space. dependant of the depth of the site, there could be 2 possible commercial spaces separated by the stair case leading up to a residence. The residence is a smaller two story row house type to align with the existing row houses. To compensate for the lack of yard there is a large terrace which is over one of the commercial spaces which is accessed through the kitchen of the residence. The services and vertical circulation occurs in the compact unit and separate the kitchen from the dining and living. On the third floor there are two bedrooms as well as a flex space which could be used as an office or play room.

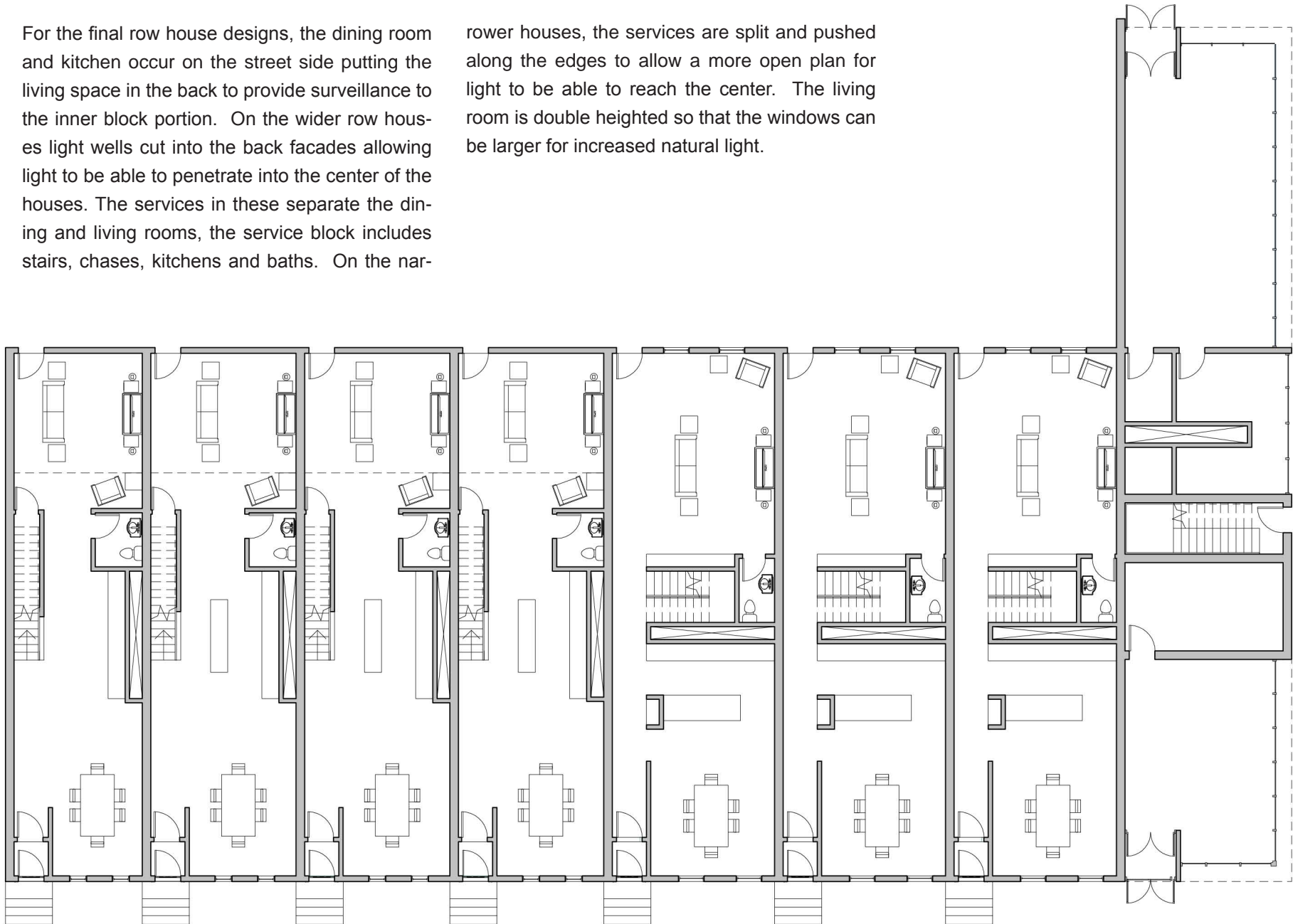




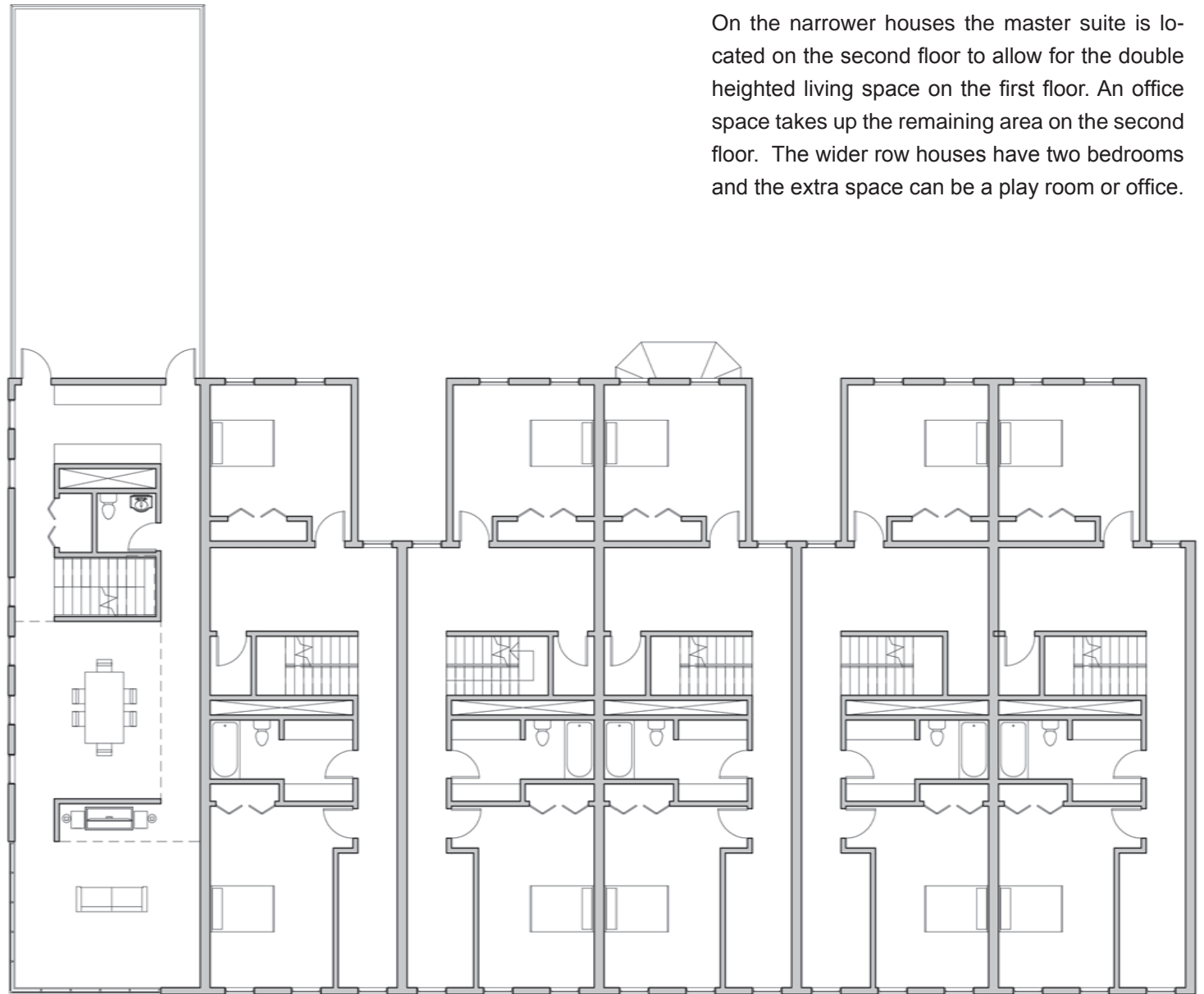


For the final row house designs, the dining room and kitchen occur on the street side putting the living space in the back to provide surveillance to the inner block portion. On the wider row houses light wells cut into the back facades allowing light to be able to penetrate into the center of the houses. The services in these separate the dining and living rooms, the service block includes stairs, chases, kitchens and baths. On the nar-

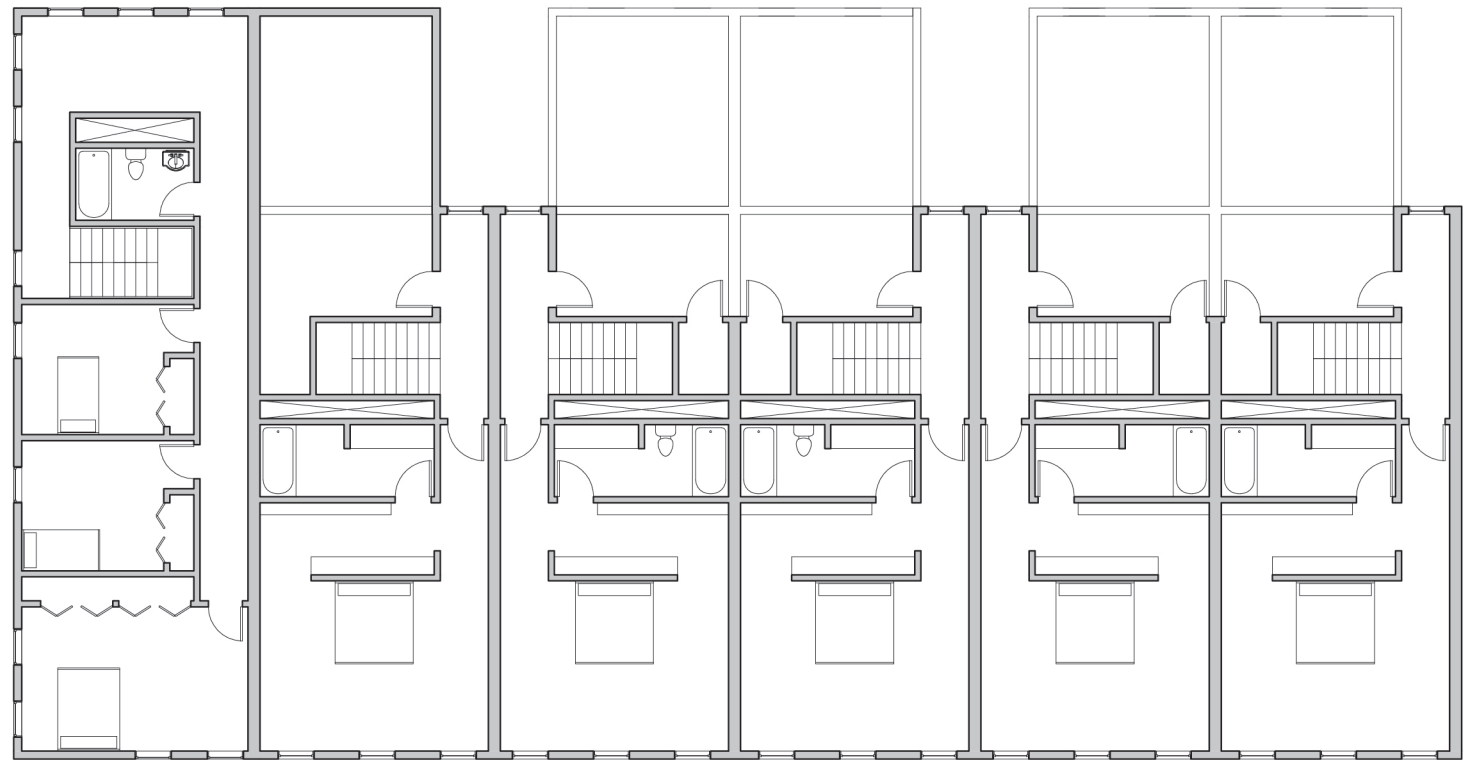
rower houses, the services are split and pushed along the edges to allow a more open plan for light to be able to reach the center. The living room is double heighted so that the windows can be larger for increased natural light.



On the narrower houses the master suite is located on the second floor to allow for the double heighted living space on the first floor. An office space takes up the remaining area on the second floor. The wider row houses have two bedrooms and the extra space can be a play room or office.

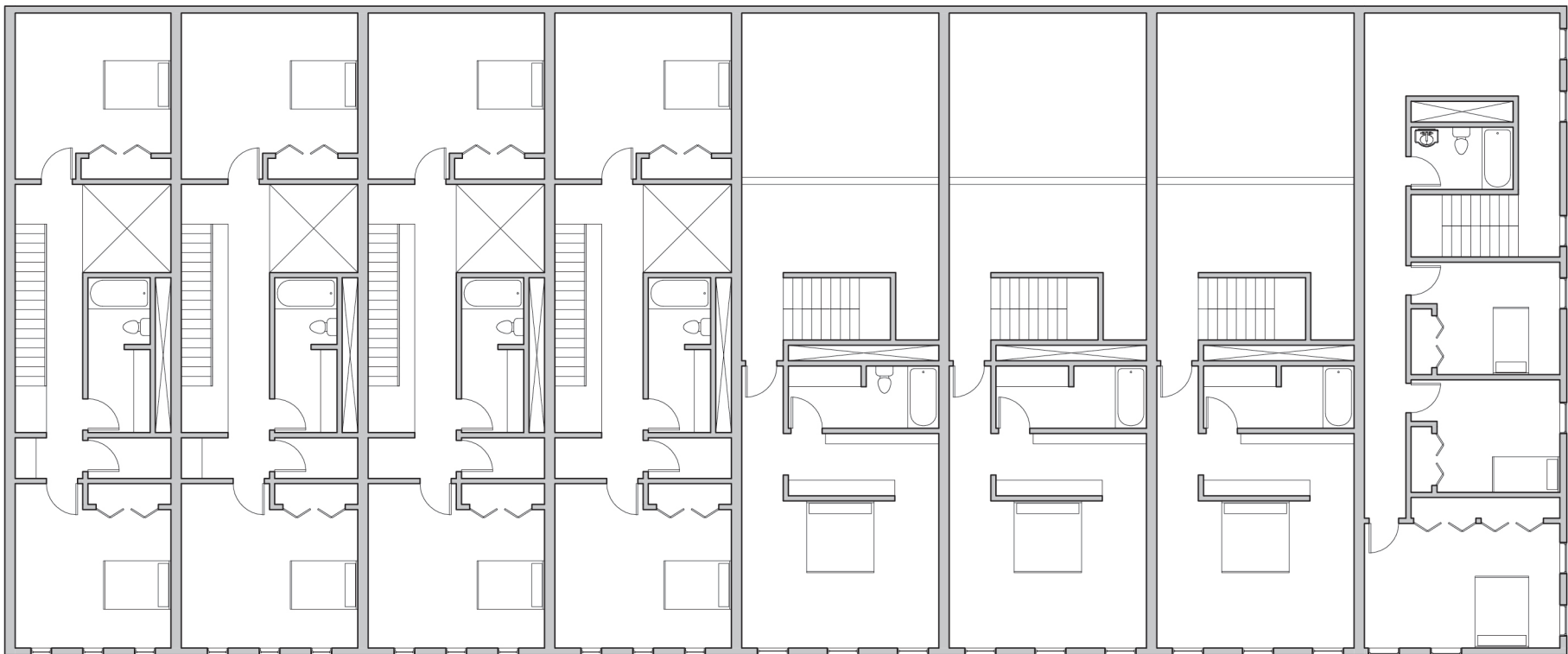






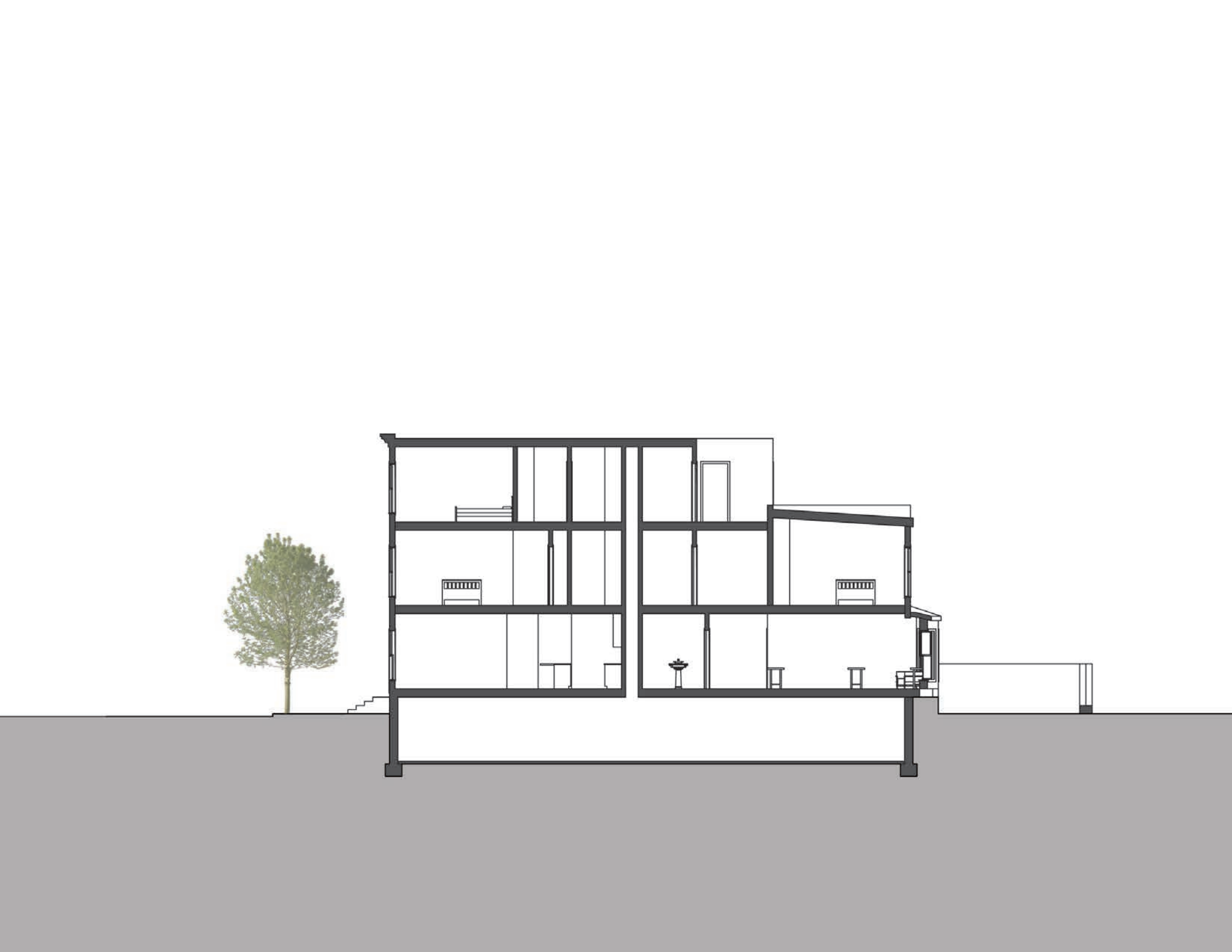
THIRD FLOOR PLANS | HOUSING

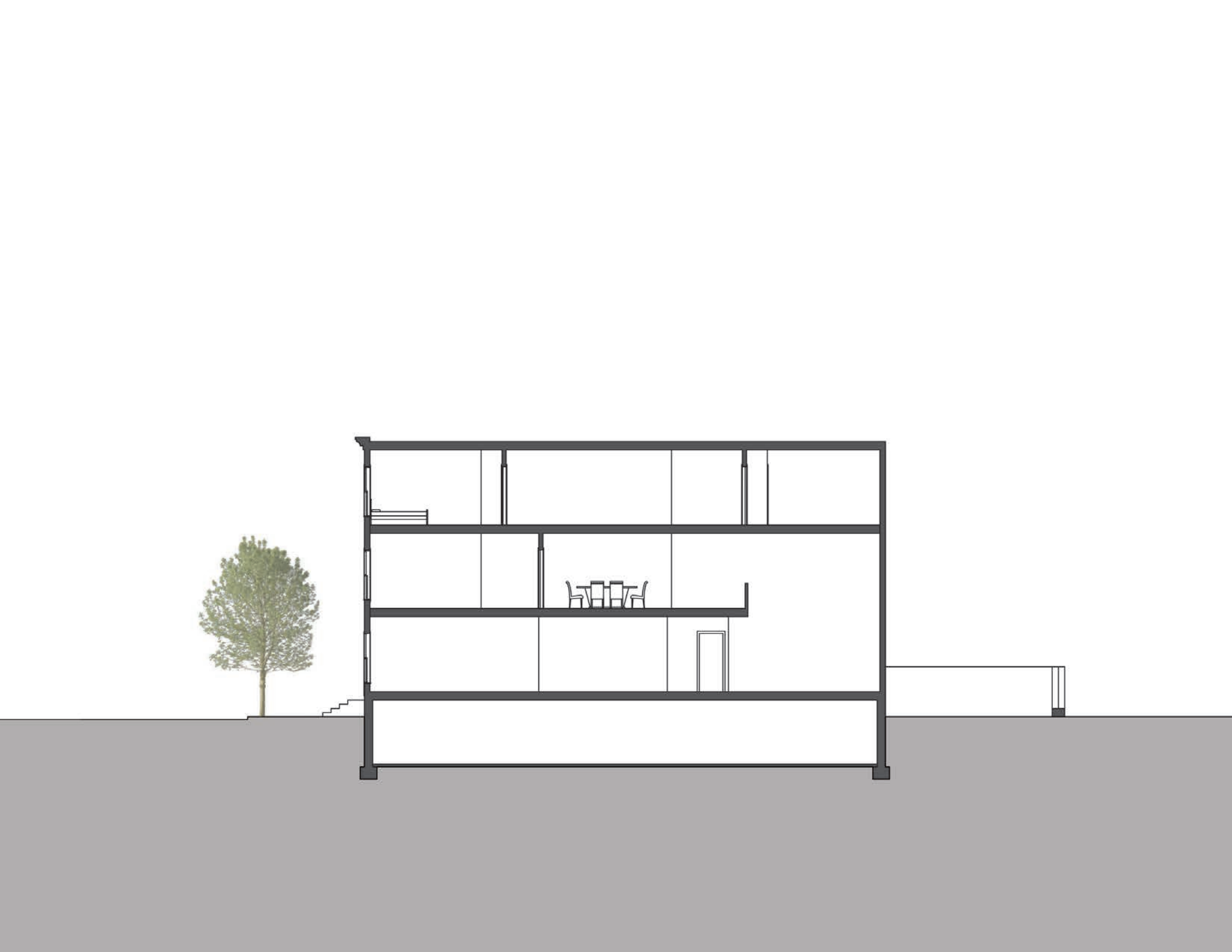
The third floor on the wider row houses contains the master suite as well as a small terrace on the back side of the house. These terraces may be separated by a privacy screen or joined to make a larger terrace. On the narrower row houses, the third floor consists of two bedrooms an over look of the office space on the second floor which acts as a light well for interior.



HOUSING | SECTION THROUGH WIDE ROW HOUSE

Note the outdoor terrace occurring on the back-side of the row house.





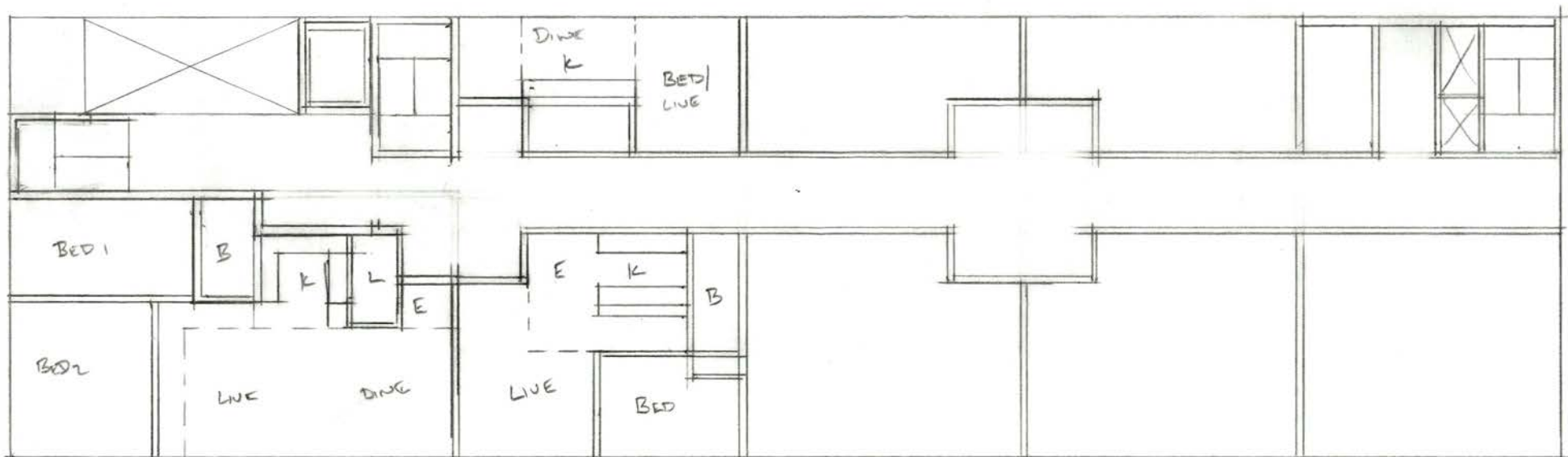
SECTION THROUGH NARROW ROW HOUSE | HOUSING

Note the double height living space.

HOUSING | SECTION THROUGH END ROW HOUSE

Note the commercial space on the ground floor
and the terrace on the back.





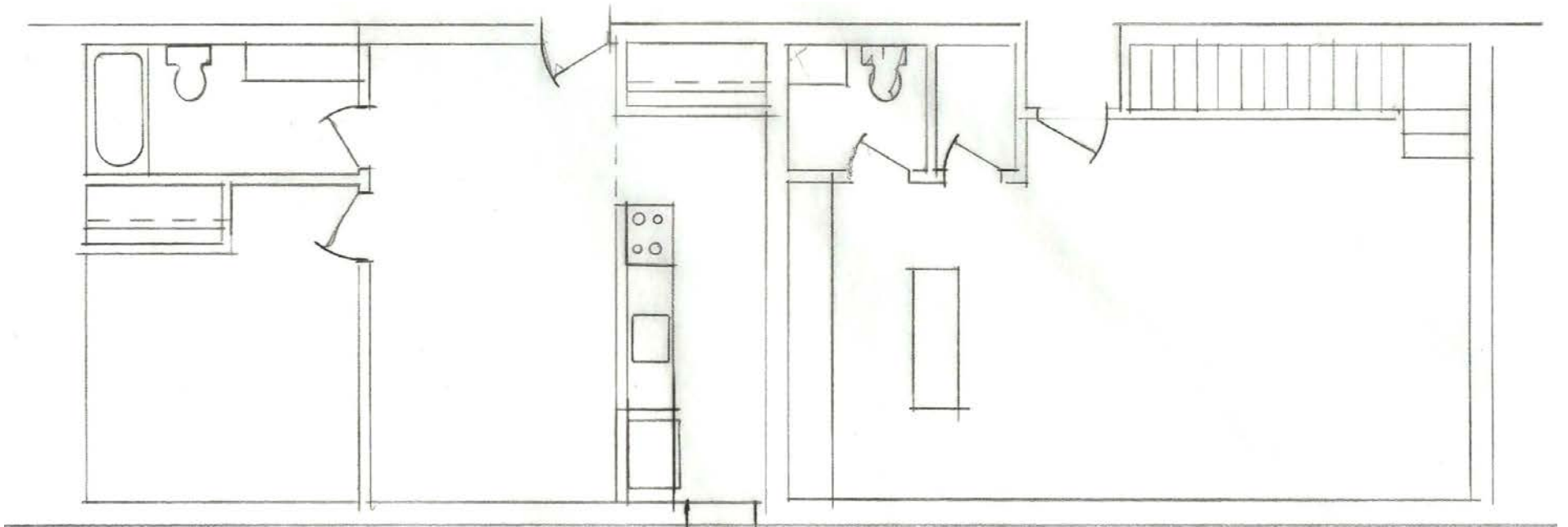
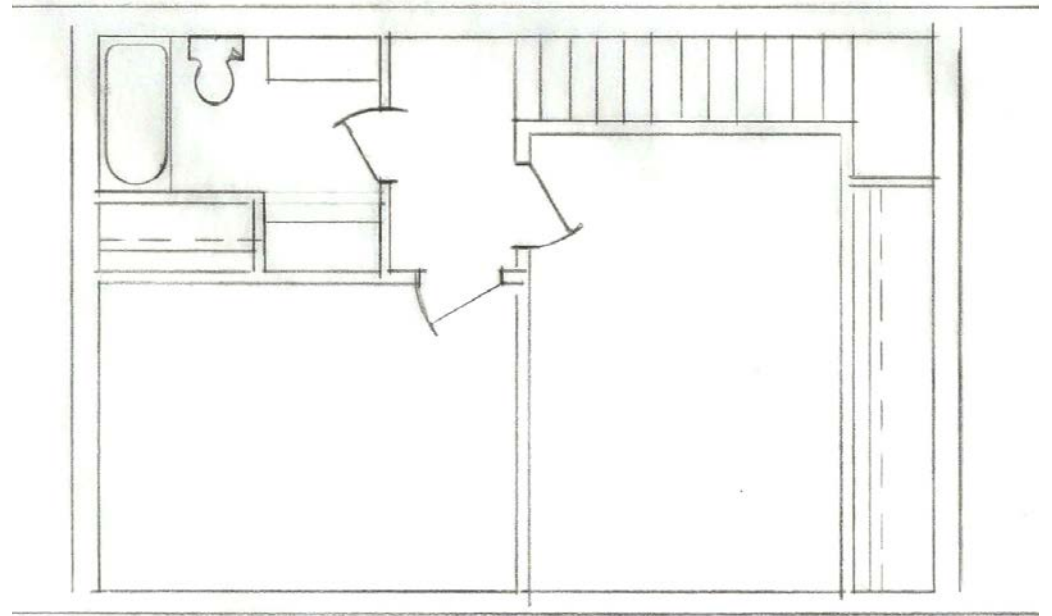
Initial thoughts on Mixed Use construction

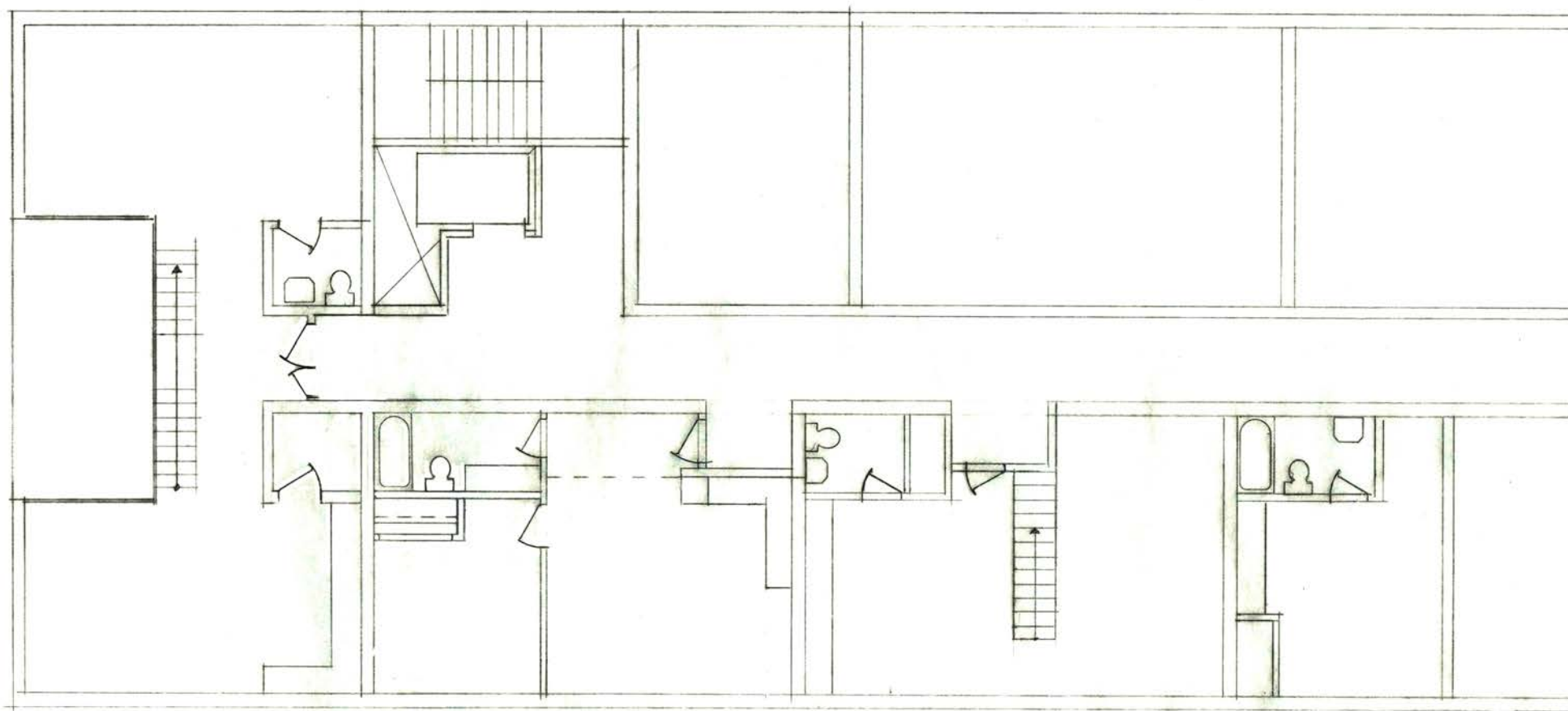
- How does it change the block?
 - circulation
 - street edge
- Should it be fronted on a street?
- Do you preserve the existing alley?
- Type of dwelling units
 - studio
 - 1 bedroom
 - 2 bedroom
 - maisonette
- Commercial or office or both?

In the design of the new mixed use buildings to be used as building blocks for the neighborhoods revitalization, studies began on the overall size of the buildings, to keep a connection to the neighborhoods vocabulary the width is to remain between the length of the row houses so 50' to 75'. The dimension of the structure size was chosen to correlate to the width of the row houses. The ground floor will be made up of commercial spaces either split by service hall or the spaces will go the entire width with the services happening along the dividing walls. The initial design of the residential portion is a double loaded corridor with the vertical circulation on each end. The residences will consist of studio, one bedroom, two bedroom and possibly three bedroom units. These buildings need to attract a diverse range of tenants.

HOUSING | UNIT STUDY

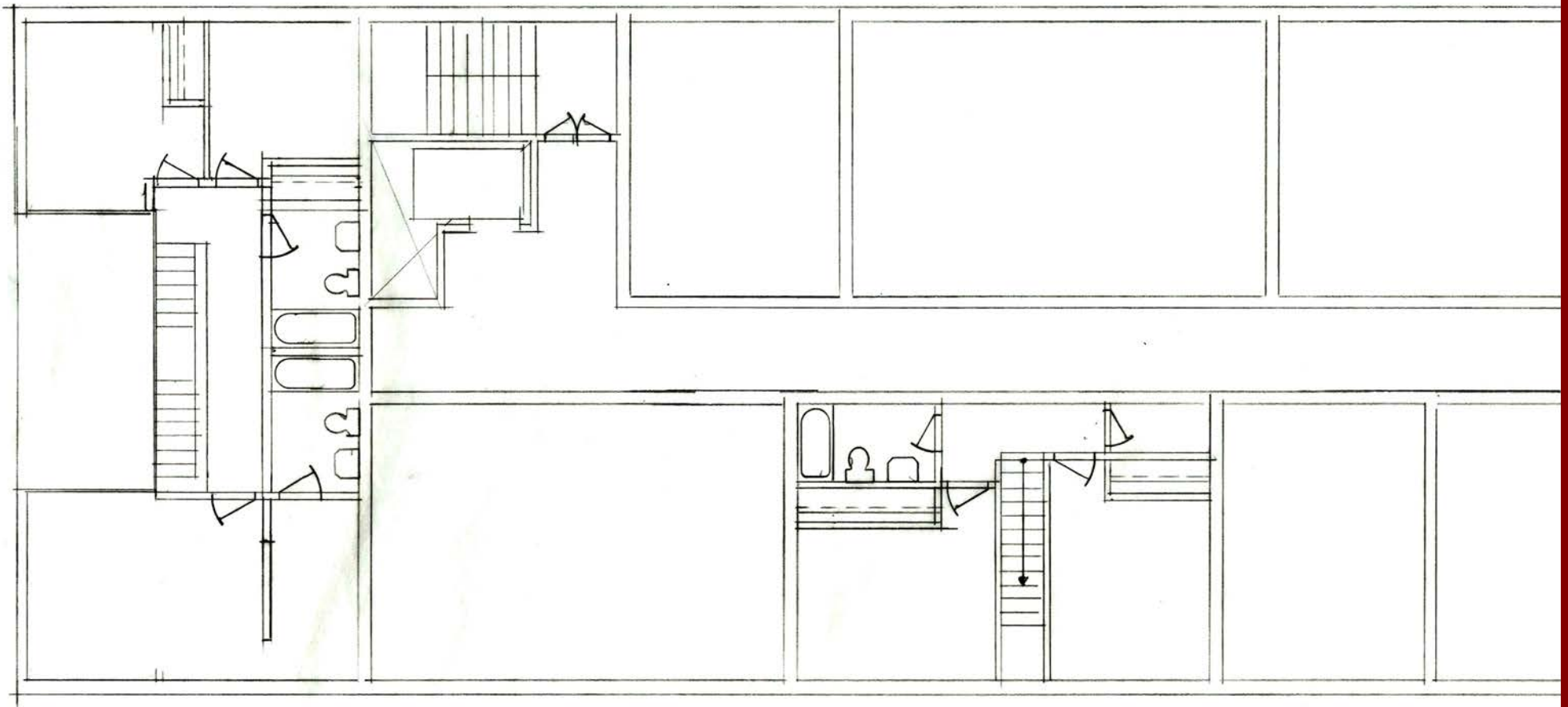
With the layout of the one bedroom apartment, compactness was key to provide a respectable square footage for living. The services are located on the edges and the living space is located in the center. On the two bedroom apartments, the decision to make these units a maisonette to give more space for living. On the first floor there would be the kitchen, dining and living with 1/2 bath on the second floor the two bedrooms and a full bath.





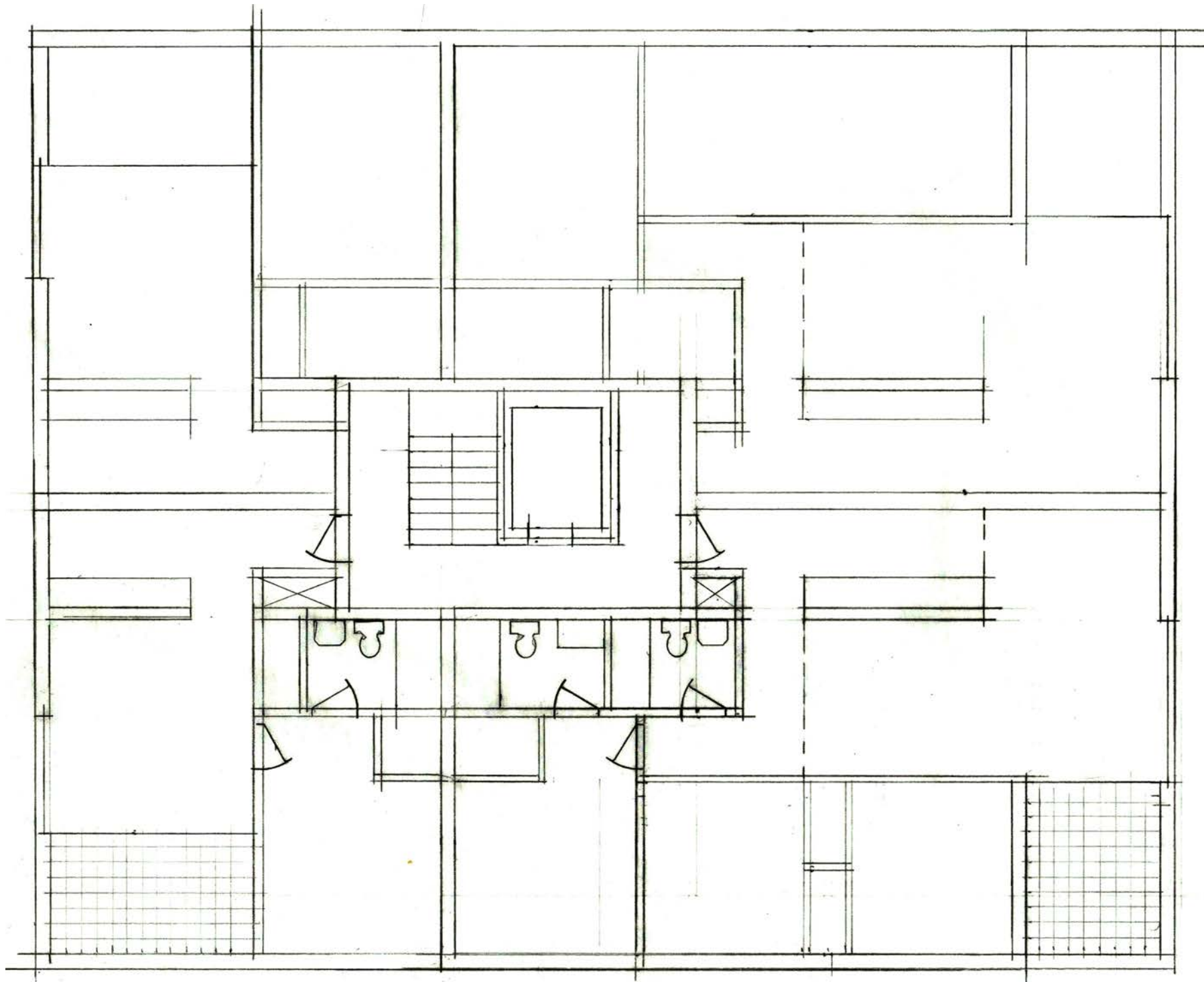
UNIT STUDY | HOUSING

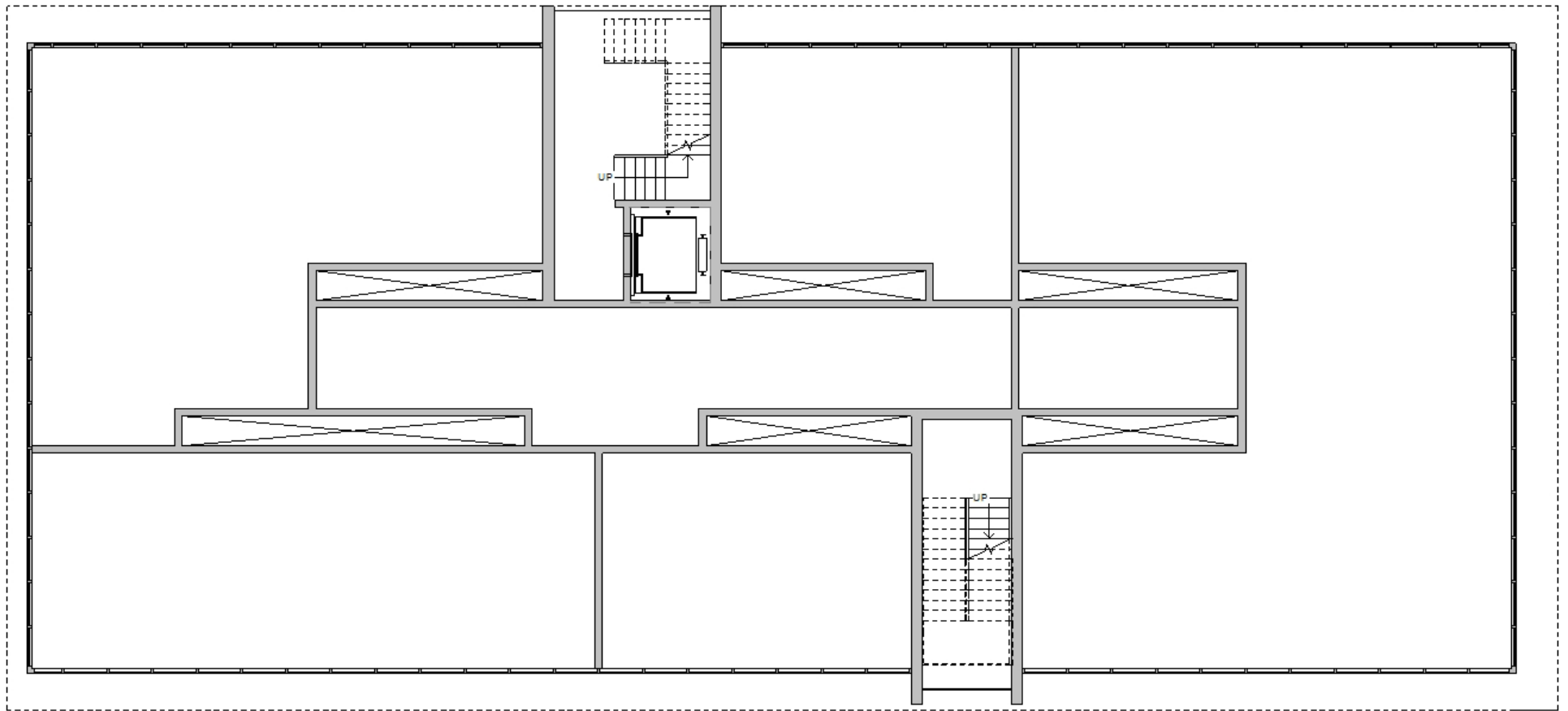
With the end condition of the building the capability of adding in a unit which is a little larger and to attract a diverse tenants was plausible. The addition of an outdoor space on the end apartments and the decision to make it two stories allowed for three bedrooms and larger spaces for living.



HOUSING | MULTI UNIT DWELLING STUDY II

The second study into the multi unit dwellings consisted of a central access with four units per floor. There are two three bedroom apartments and two one bedroom apartments each unit has a terrace. The services and bathrooms create a buffer from the hallway.



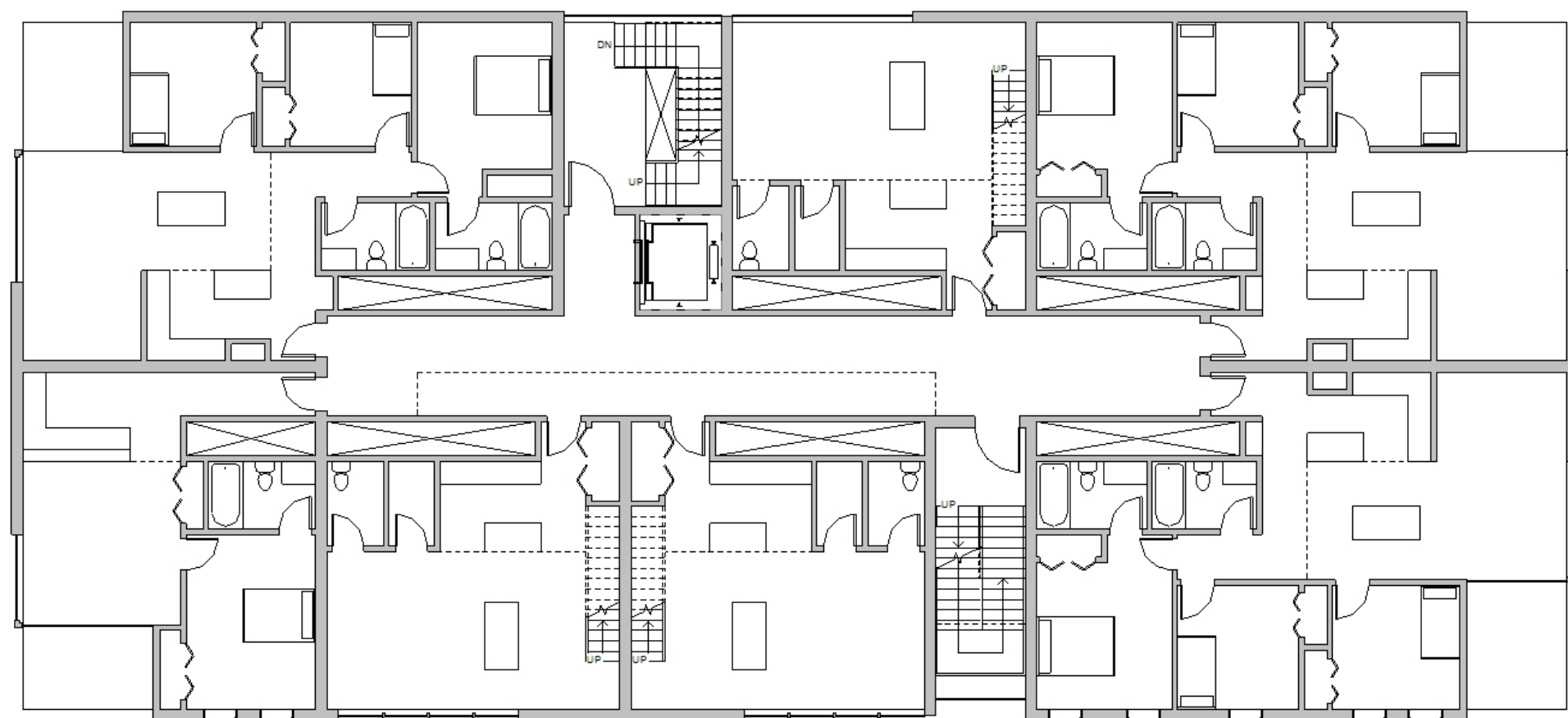


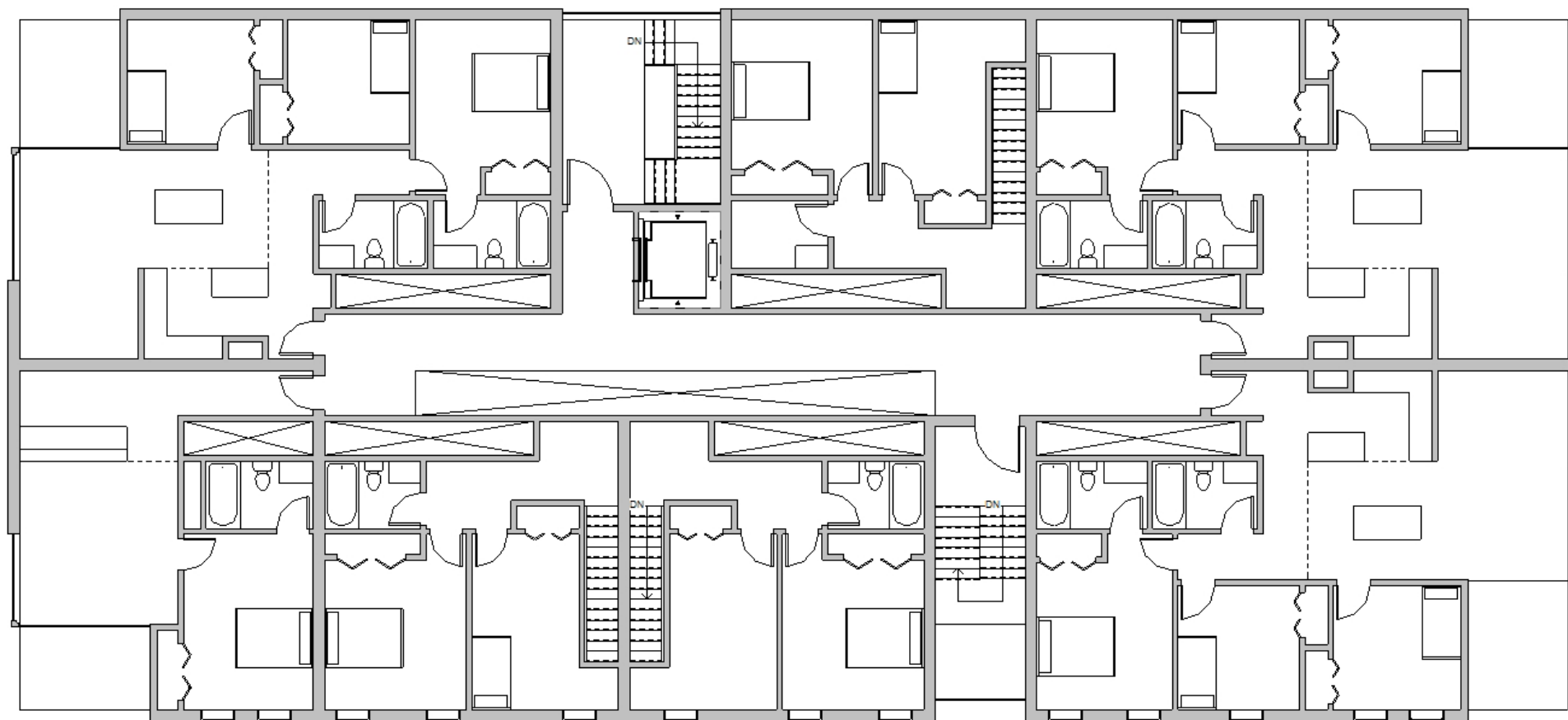
Taking this idea further and incorporating more units by elongating the whole building was crucial to adding density to the neighborhood. The units on the ends become the larger three bedroom units and the units on the interior are one bedroom and two bedrooms taken from the earlier study.

The ground floor is separated by the vertical service chases which create an interior hallway which acts as a service access for each space. The spaces can be combined to meet the needs of the tenants whether or not it is a small salon or a large cafe.

HOUSING | MULTI UNIT DWELLING STUDY II

Note the interior hallway, the three bedroom end units and the service chases acting as buffers between the hall and units. To further the idea of this scheme, the need to reduce the square footage of the entire building by reducing the size of the service spaces and hallways is needed.





MULTI UNIT DWELLING STUDY II | HOUSING

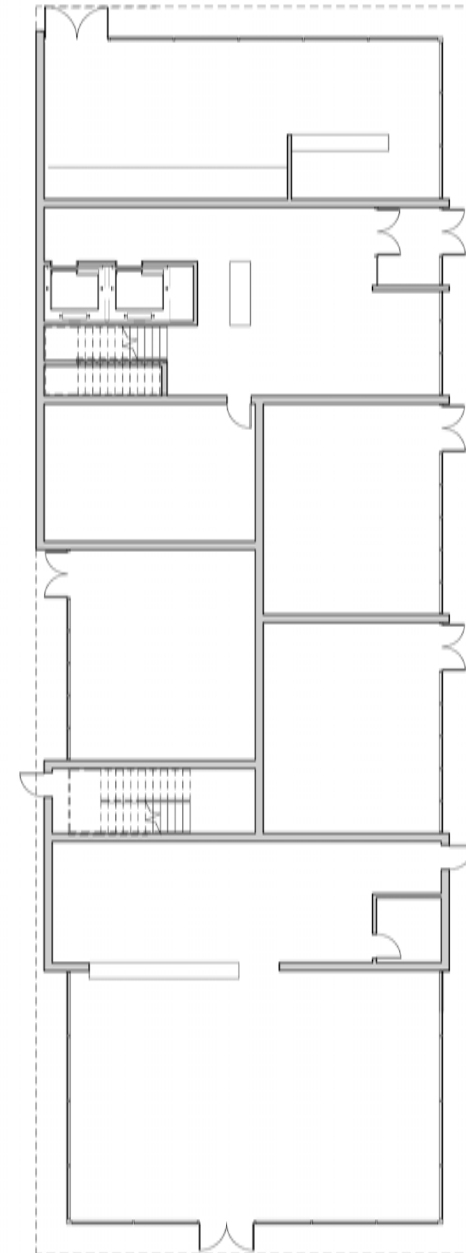
Note the two bedroom maisonette units making up the interior units with the three bedroom units as book ends.

HOUSING

MULTI UNIT DWELLING | GROUND FLOOR

There are two main designs for the multi unit dwellings, one being more residential the other being a balance between commercial and residential. Both types of buildings can be either a bar or an L shaped building based on the needs of the block.

The first design is geared more for residential use. the ground floor has commercial spaces where the ends of the buildings become larger spaces suitable for restaurants, cafes or convenience stores while the interior units are more suitable for boutiques and shops or small offices due to their smaller size. The services are along the shared walls between each space.





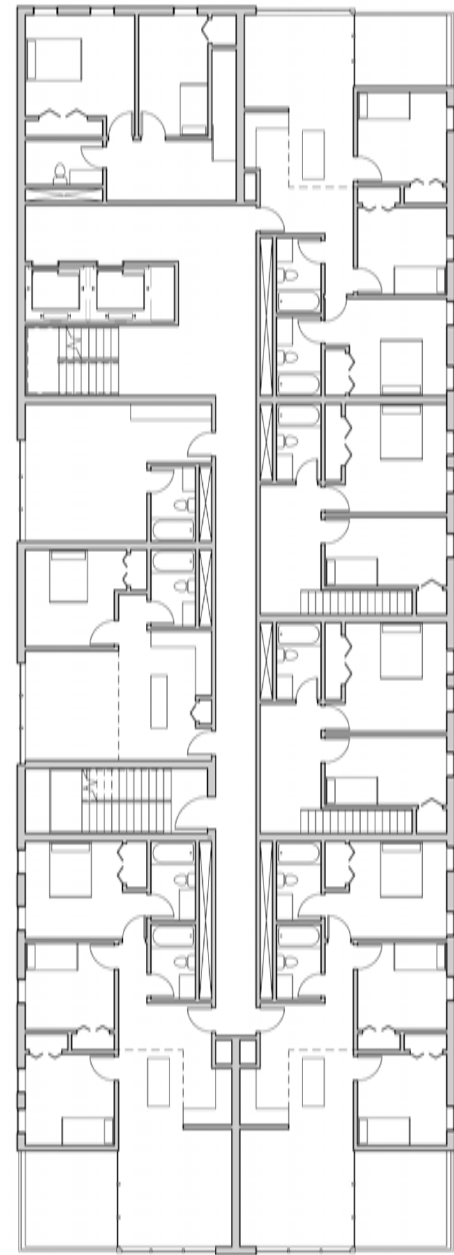


MULTI UNIT DWELLING I SECOND FLOOR | HOUSING



HOUSING

MULTI UNIT DWELLING I THIRD FLOOR







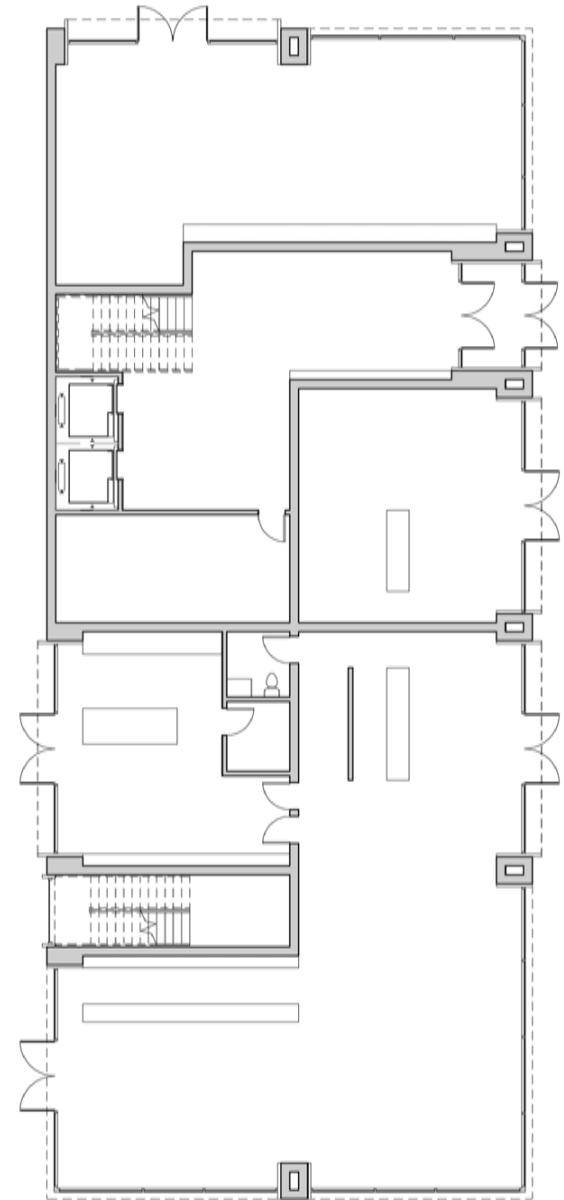
MULTI UNIT DWELLING | SECTIONS | HOUSING



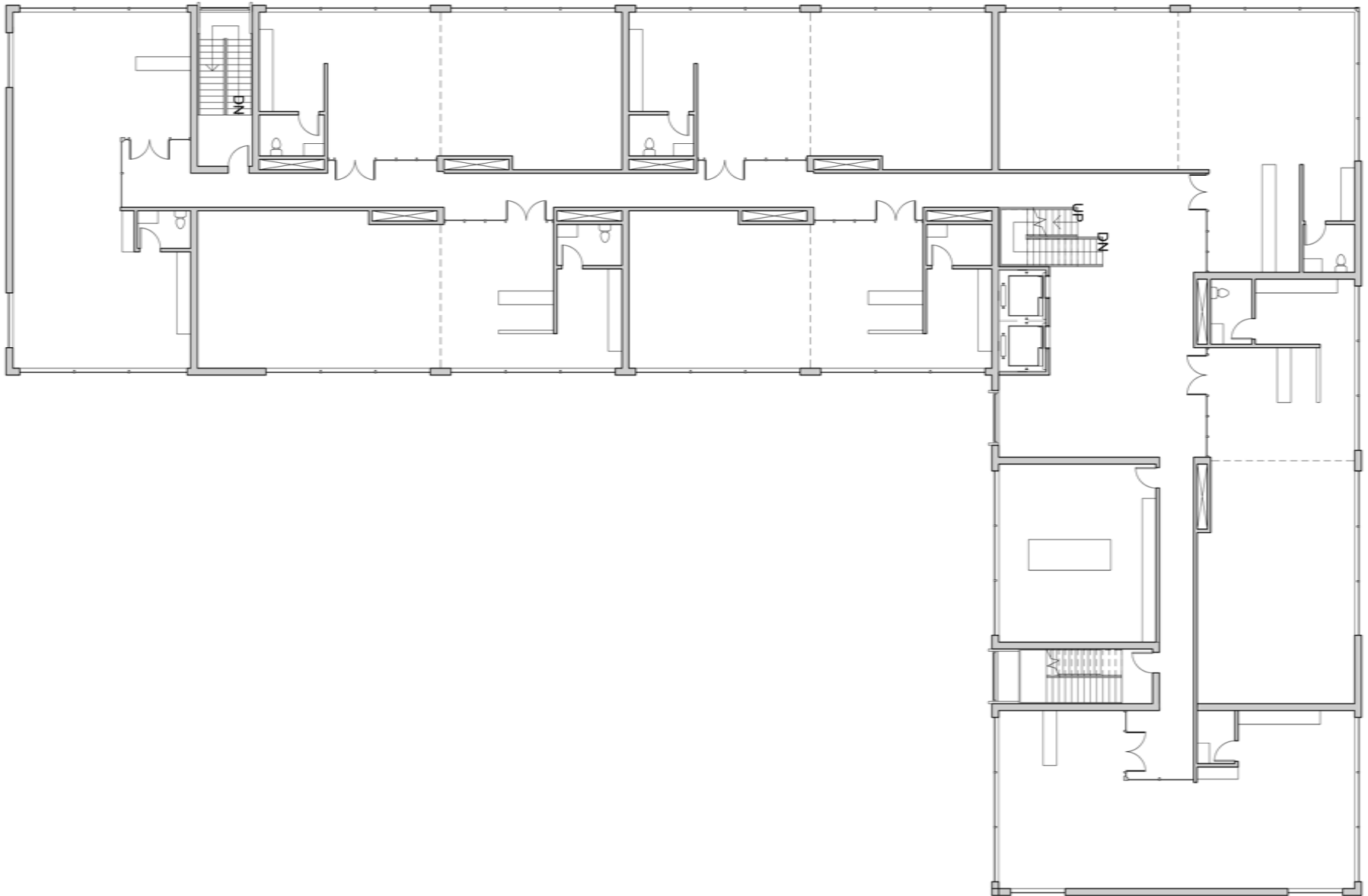
HOUSING

MULTI UNIT DWELLING II GROUND FLOOR

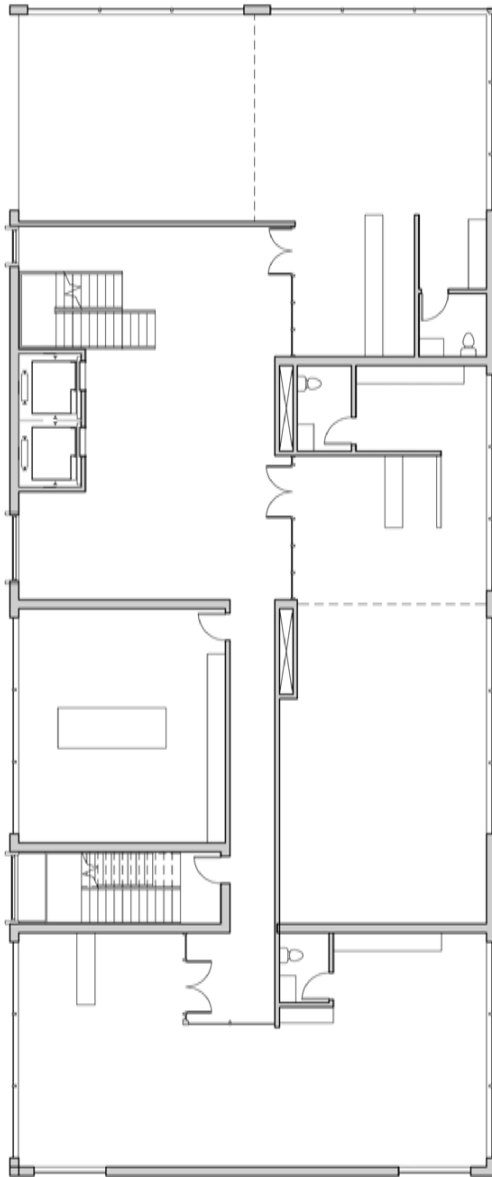
The second design is a balance between commercial and residential. The first floor being commercial space similar to the first scheme. The second floor becomes office spaces which the sizes are correlated to the size of the units, however they can be tailored for the needs of the company.







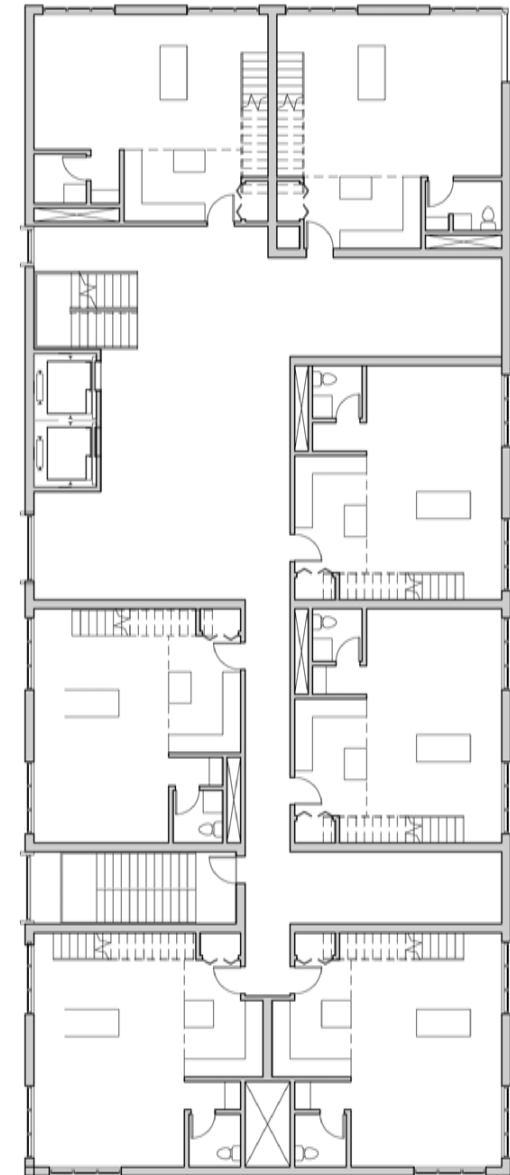
MULTI UNIT DWELLING II SECOND FLOOR | HOUSING



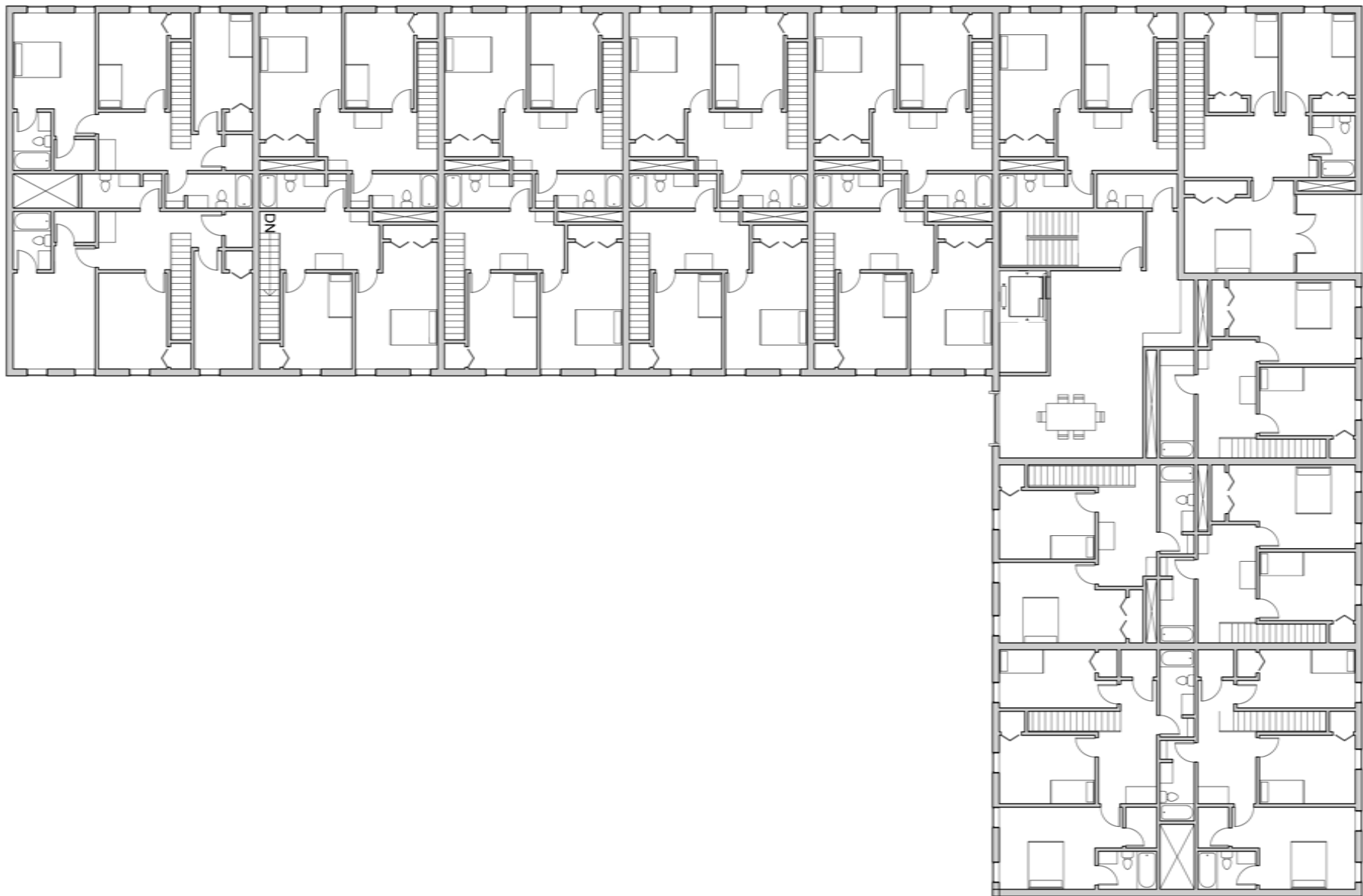
HOUSING

MULTI UNIT DWELLING II THIRD FLOOR

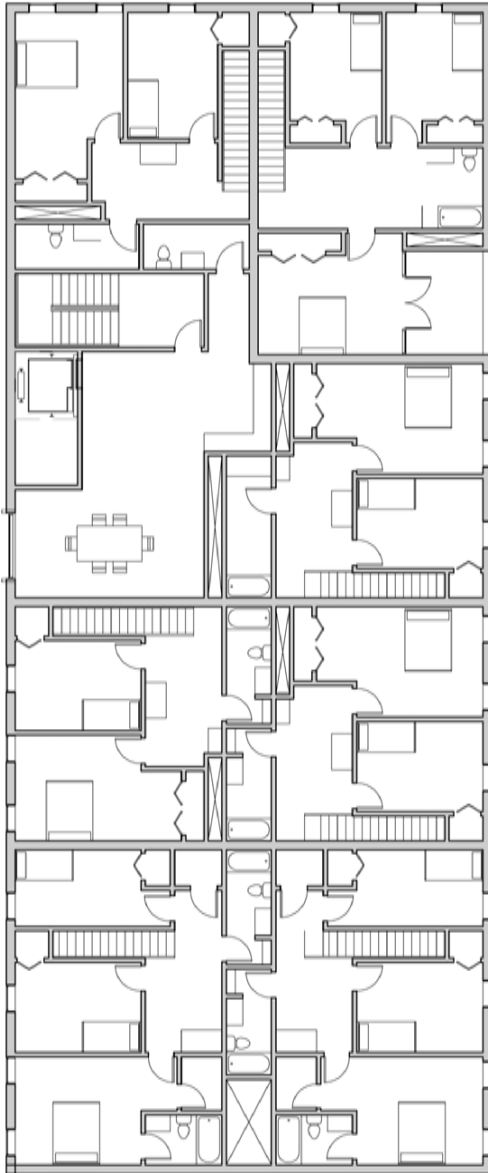
To decrease the overall size of the building, the residential portion is all made up of maisonette units both two bedroom and three bedroom units which again occur on the ends. the hallway to access each unit is on every other floor so that the services could be located in between the units on the second floor creating a buffer among the units.







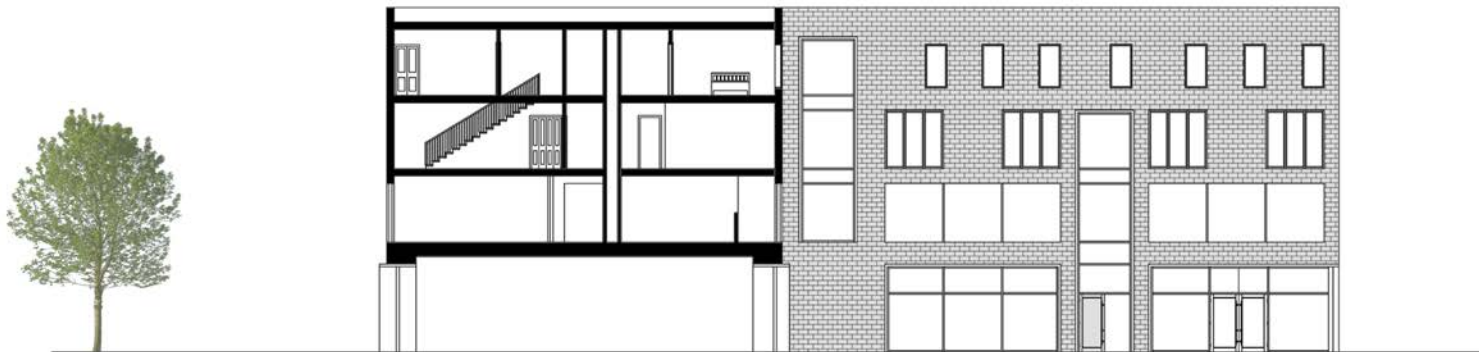
MULTI UNIT DWELLING II FOURTH FLOOR | HOUSING



Note on the top floor there is a room which can be used by the tenants for larger gatherings, it includes a full kitchen, bathroom and flexible space

HOUSING

MULTI UNIT DWELLING II SECTIONS





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APPENDIX

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APPENDIX | CODES AND ZONING

Land Use Provisions and Building Requirements

a. PERMITTED USES

(1) Residential

(a) Residential uses shall be restricted to uses listed in the R-8 and General Residence and O-R-2 Office Residence Districts as listed in the Zoning Code of Baltimore City with the exception of clubs and lodges- non-profit, rooming and boarding houses for three or more roomers - but not exceeding ten rooming units in each structure, non-profit homes for the rehabilitation of non-bedridden alcoholic persons and for the care and custody of homeless persons, community correction centers, clinics: health care, parole and probation offices, antenna towers and microwave relay towers and installations for communications - transmission or receiving, bus and transit turnarounds and passenger shelters, rooming and boarding houses with eleven or more rooming units, travel trailers and similar camping equipment - parking or storage, and hospitals. The O-R-2 uses shall be limited to 1700 – 1720 Edmondson Avenue and 634 – 638 N. Gilmore Street. The following accessory uses shall be permitted:

- i Customary home occupations, operated only by a resident family or member thereof, shall be permitted as accessory uses provided one non-illuminated sign, not over 8” wide and 16” long, located inside of the building, shall be the only means of advertising permitted and provided further, that no equipment, stock or machinery, other than that used in an ordinary dwelling, shall be permitted.
- ii The office of a physician, dentist, architect, attorney, or other professional person located in the bona fide residence of such professional person shall be permitted as an accessory use provided:
 - (a’) that not more than two persons, not residents of the building in which such office is located, are employed;
 - (b’) that such office use shall be confined to not more than the first floor or basement of the building;
 - (c’) that no parking of automobiles shall be per-

mitted on or in the property so used except as hereinafter provided;

(d’) that no advertising sign or device shall be displayed except a flat, ornamental, non-illuminated sign not exceeding one square foot in area may be placed against the exterior of the building.

- iii. An accessory use shall be limited to the lot upon which the use, to which it is intended to be accessory is established.
- iv. Garages:

The use, without repair facilities and without storage or sale of inflammable liquids, of:

- (a’) a building, covering not more than 660 square feet of a lot, for housing not more than three automobiles;
- (b’) space, not exceeding 660 square feet in area, for housing not more than three automobiles within a building used as a dwelling;
- (c’) garages and accessory buildings may be constructed in rear yards provided that not more than fifty percent of the area of the rear yard (computed by multiplying the depth of the required rear yard by the width of the rear yard) is occupied by such garages and accessory buildings, and the area of the lot that may be occupied, in the aggregate, by a building and garages and accessory buildings, shall be increased by ten percent of the area of the lot in addition to the maximum percentage of area of lot which may be occupied by buildings, as set forth in the following table, and further provided that the height of such garages and accessory buildings shall not exceed 15 feet, measured from the ground floor of such buildings.

Percentage of Area of Lot and Rear yards - “B” Height and Area District Zones **

Maximum percentage of area of lot which 100% for other buildings may be occupied by for a dwelling; buildings	60% for a dwelling; On an interior lot On a corner lot 75% 100% for other
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Minimum depth of rear yard required for buildings other buildings 20 feet for dwellings; none required for

**** “B” Height and Area District Zones were repealed and replaced with current zoning by Comprehensive Rezoning, 1971.**

In addition, the following will be permitted subject to decision of the Board of Municipal and Zoning Appeals after public notice and hearing.

- (a') a garage, without repair facilities and without either storage or sale of inflammable liquids, in a rear yard;
- (b') a garage, without repair facilities and without either storage or sale of inflammable liquids, which is not within 75 feet of any street, and which is not in a rear yard;
- (c') a garage, without repair facilities and without either storage or sale of inflammable liquids, on or under the surface of a lot used as an apartment house;
- (d') a space, to be used as a garage, without repair facilities and without either storage or sale of inflammable liquids, within a building used as an apartment house.

- (b) Hotels and transient housing shall not be permitted on land to be acquired (see Section D-1 below on page 13) within the project area.
- (c) New and expanded semi-public (institutional) uses will be permitted.

(2) Mixed Residential (Residential containing Non-Conforming Uses)

Current uses classified as non-conforming by Zoning Enforcement shall abide by the existing regulations listed under this section.

- (a) The non-conforming use shall not be changed to any use except those permitted within the R-8 Zoning District of the project area as specified above or to any of the following uses: barber shop; beauty shop; clothing store; drug store; food store; laundry and dry cleaning pick-up station; office, business or professional; shoe store; shoe repair shop; tailor shop.
- (b) The non-conforming use shall not be extended, expanded, enlarged, or added to in any manner.
- (c) No exterior sale or display of merchandise shall be permitted in connection with a non-conforming use.
- (d) One identification sign shall be permitted for each non-conforming use provided:

- i. that such identification sign shall be limited to the name or description of the business or nature of the non-conforming use;
- ii. that only one such identification sign shall exist for each non-conforming use and shall not in gross area exceed one (1) foot times the frontage of the non-conforming use, or twenty (20) square feet, whichever is less, and further provided, however, that the aggregate gross area of all such signs on a building or structure containing more than one non-conforming use shall not exceed sixty (60) square feet;
- iii. that such identification sign shall be located flat against the building or structure containing the non-conforming use and project not more than twelve (12) inches from the building or structure; nor project higher than 15 feet above the mean level of the curb or one (1) foot above the floor level of the second story, whichever is lower;
- iv. that no pulsating or animated sign shall be permitted.

- (e) In the event of discontinuance or abandonment of any non-conforming use for a period of six (6) consecutive months, such non-conforming use shall not there-after be re-established except that a use specified above in Section C.2.a(2)(a) (page 4) may be re-established.

(3)Major Non-Conforming Commercial

Current uses classified as non-conforming by Zoning Enforcement shall abide by the existing regulations listed under this section.

- (a) The non-conforming use shall not be changed to any use except those permitted within the R-8 Zoning District of the project area as specified above.
- (b) The non-conforming use shall not be extended, expanded, enlarged, or added to in any manner.
- (c) One identification sign shall be permitted for each non-conforming use provided:

- i. that such identification sign shall be limited to the name or description of the business or nature of the non-conforming use;
- ii. that only one such identification sign shall exist for each building or structure containing a non-conforming use, or uses, and shall not in gross area exceed one (1) foot times the frontage of such building or structure or twenty (20) square feet, whichever is less; and
- iii. that such identification sign shall be located flat against the front of the building or structure containing a non-conforming

use and project not more than twelve (12) inches from the building or structure; nor project higher than fifteen (15) feet above the mean level of the curb, or one (1) foot above the floor level of the second story, whichever is lower;

- iv. that no pulsating or animated signs shall be permitted;
- v. that, however, in the case of non-conforming theaters or automobile service stations the provisions set forth in paragraphs (c)i, (c)ii, and (c)iii, page 8 shall not apply.

(4) Commercial

Uses permitted within the commercial use areas shall consist of the following:

- (a) Uses of land or buildings permitted and as limited in the adjoining residential areas within the project area.
- (b) The following retail stores and services: Antique or gift shops; Bakeries, where all products are sold at retail on the premises; Barber shops, Beauty shops, and similar personal service shops; Confectionery stores and snack bars; Delicatessens; Drug stores; Financial institutions or agencies; Florist shops; Food stores; Hardware stores; Household appliance shops; Ice or ice cube dispensers - no manufacturing of ice on the premises; Laundromats, hand laundries, or laundry and dry cleaning pick-up stations; Jewelry stores, including watch repairing; Meat stores - animal or fowl storing or killing not permitted; Music or phonograph record shops; Offices, business and professional; Restaurants, with or without liquor licenses; Shoe stores and shoe repair shops; Sporting goods shops; Tailor shops; Variety stores; Wearing apparel shops. In addition, such carpet cleaning establishments as exist at the time of the approval of this Plan by the Mayor and City Council of Baltimore will be permitted to remain.
- (c) Undertaking establishments and funeral parlors.

(5) Public

- (a) Existing public uses identified on the Land Use Plan will be permitted to remain.
- (b) The public (inner block) open space areas shown on the Land Use Plan have been redeveloped for (a) active and passive recreation, or (b) for active and passive recreation and parking.

The deterioration of the 29 Inner Block parks has made it necessary to consider options for their reuse. Proposals for the reuse of these parcels shall be submitted for review by the Department of Housing and Community Development, the Department of Planning, other City agencies as necessary and the local Harlem Park community organizations.

It may be necessary to consolidate certain Inner Block Parks with adjacent land for proposed new development.

(6) Semi-Public (Institutional)

Existing semi-public (institutional) uses identified on the Land Use Plan will be permitted to remain. New semi-public (institutional) uses will be permitted.

b. REGULATIONS, CONTROLS AND RESTRICTIONS TO BE IMPOSED ON THE SALE OR RETENTION OF LAND AND PROPERTIES ACQUIRED:

Regulations, controls and restrictions to be imposed on the sale or retention of land and properties acquired, shall be in effect for a period of not less than 30 years from the date the Plan is last amended. Such regulations where applicable will be imposed by agreements for land disposition and conveyances executed pursuant thereto.

(1) General Provisions

- (a) The Developer shall devote the land to the uses specified in this Plan and to no other uses.
- (b) The Baltimore City Department of Housing and Community Development specifically reserves the right to review and approve the Developer's preliminary drawings and specifications and final working drawings and specifications for redevelopment or rehabilitation with respect to their conformance with the provisions of this Renewal Plan and all other appropriate Baltimore City Building Codes.

- (i) No buildings, structure, or parking area shall be constructed over an easement within project area without the prior consent of the Commissioner of the Department of Housing and Community Development and the Director of Public Works.
- (ii) No materials shall be stored or permitted to remain outside buildings.
- (iii) No waste material, refuse, or garbage shall be permitted to remain outside buildings except as permitted by the Baltimore City regulations regarding containers for garbage; the areas for such containers shall be properly screened from adjacent properties and public streets and alleys.
- (iv) Landscape treatment encompasses the planting of any, all, or a combination of the following: trees, shrubs, ground cover, grass, flowers. The amount of landscape treatment should be determined by the nature of the development and should serve to improve the utility of the site, enhance building design, and soften and relieve the environmental and visual impact of the development. All screening and landscaping shall be maintained in good condition.

(2) Clearance and Redevelopment Areas

(a) Inner block open space areas

The deterioration of the 29 Inner Block Parks has made it necessary to consider options for their reuse. Proposals for the reuse of these parcels shall be submitted for review by the Department of Housing and Community Development, the Department of Planning, other City agencies as necessary and the local Harlem Park community organizations.

(b) Residential Areas - Bulk Regulations, Parking Requirements and Accessory Uses:

Bulk and parking regulations as outlined in the R-8 Zoning District of the Zoning Ordinance of Baltimore City shall be observed. Accessory uses shall be limited to the following: Garages, signs as regulated by Chapter 10 of the Zoning Ordinance of Baltimore City, temporary real estate sales offices, for the purpose of conducting the sale of lots or improvements in the developments in which such office is located -- for a period not to exceed the duration of active construction and for one year thereafter, and tool houses and other similar structures for the storage of accessory supplies. Any other accessory uses are subject to the approval of the Commissioner of the Department of Housing and Community Development.

- i. Maximum building height shall be 65 feet.
- ii. All land not covered by structures shall be landscaped with trees, grass, shrubbery, walkways and/or paving as appropriate. All landscaping is to be maintained in good condition by the property owner as specified by disposition agreements.

(c) Commercial Areas

Uses shall be limited to those permitted under the B-1 Zoning District with the exception of liquor stores-package good stores, taverns and pawn shops. Bulk regulations and parking requirements as outlined in the B-1 Zoning District shall be observed.

- i. No commercial establishments shall be permitted to have upper story windows that are boarded or in disrepair. Upper story windows can be replaced with an opaque, Plexiglas material.
- ii. Exterior signs advertising only the principal business conducted on the premises shall be permitted. The total area of all signs shall not exceed 10% of the total area of the building façade; except that in addition one sign not to exceed three (3) square feet in size may be installed at the service entrance

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- of each individual store.
- ii No animated, pulsating or projecting signs shall be permitted.

(3) Rehabilitation Areas

Properties acquired by the Mayor and City Council of Baltimore for resale for rehabilitation or reconstruction pursuant to this Plan shall be sold subject to the following conditions:

- (a) Property rehabilitation shall comply with the codes and ordinances of the City of Baltimore. In addition, the following standards must be observed:
 - i. Windows and frames shall be repaired and painted if salvageable. If windows (sash and frame) are to be replaced, they must be of a size and configuration to match the original masonry opening. Black metal or iron vertical security grilles may be used on basement windows. Boards may be used only in cases of active rehabilitation on properties.
 - ii. New doors shall fit existing masonry openings. Where possible, existing architectural details such as marble base, lintels, door surrounds and steps must be retained.
 - iii. Property exteriors shall not be covered with vinyl, aluminum or other inappropriate material.
 - iv. Property exteriors shall be chemically cleaned, not sandblasted.
 - v. The Commissioner of the Department of Housing and Community Development reserves the right to review and approve or disapprove rehabilitation permits.
- (b) Building height shall not exceed that of the structure under rehabilitation. In the case of reconstruction of row housing, building height shall not exceed that of abutting structures. In the case of reconstruction of detailed housing, building height shall not exceed that of adjacent structures.
- (c) All land not covered by structures shall be landscaped appropriately with trees, grass, shrubbery, flower beds, walkways, and/or paving as appropriate. All landscaping is to be maintained in good condition by the property owner as specified by disposition instruments.

3. Zoning

APPENDIX | CODES AND ZONING

- a. A map showing zoning districts proposed to be established in order to put the Land Use Plan into effect is given as Exhibit No. 3, Zoning, dated March 30, 1959, and revised June 30, 1959, April 1, 1960, and June 24, 1998.

- (b) **Residential Areas - Bulk Regulations, Parking Requirements and Accessory Uses:**

Bulk and parking regulations as outlined in the R-8 Zoning District of the Zoning Ordinance of Baltimore City shall be observed. Accessory uses shall be limited to the following: Garages, signs as regulated by Chapter 10 of the Zoning Ordinance of Baltimore City, temporary real estate sales offices, for the purpose of conducting the sale of lots or improvements in the developments in which such office is located -- for a period not to exceed the duration of active construction and for one year thereafter, and tool houses and other similar structures for the storage of accessory supplies. Any other accessory uses are subject to the approval of the Commissioner of the Department of Housing and Community Development.

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(3) **Rehabilitation Areas**

Properties acquired by the Mayor and City Council of Baltimore for resale for rehabilitation or reconstruction pursuant to this Plan shall be sold subject to the following conditions:

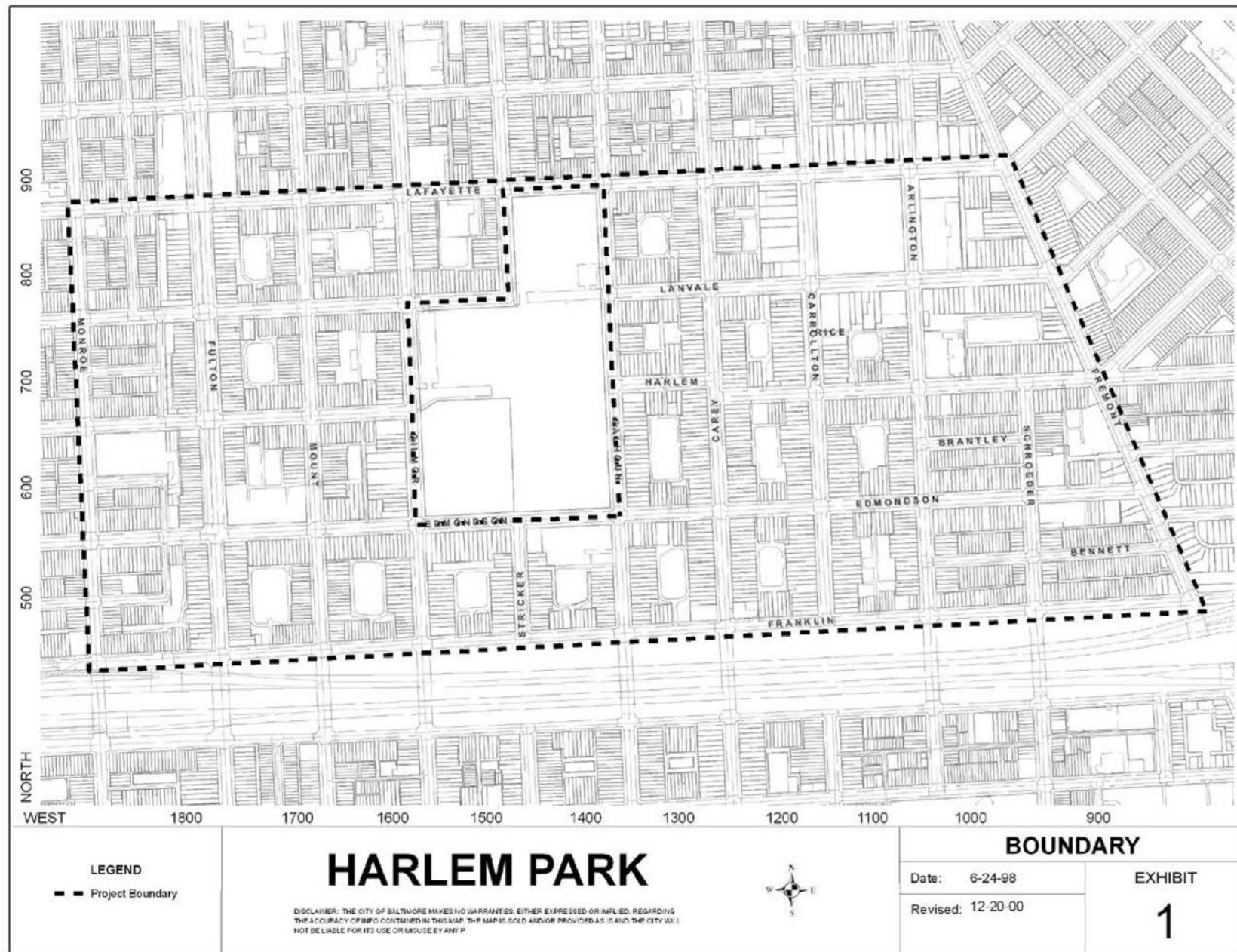
- (a) Property rehabilitation shall comply with the codes and ordinances of the City of Baltimore. In addition, the following standards must be observed:

- i. Windows and frames shall be repaired and painted if salvageable. If windows (sash and frame) are to be replaced, they must be of a size and configuration to match the original masonry opening. Black metal or iron vertical security grilles may be used on basement windows. Boards may be used only in cases of active rehabilitation on properties.
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- iii. Property exteriors shall not be covered with vinyl, aluminum or other inappropriate material.
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APPENDIX

MAPS

