



Northwest Community Planning Forum



March 2005
Update December 2012

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Purpose

This Strategic Neighborhood Action Plan is intended as a guide for future investment and policies in the neighborhoods of Glen, Fallstaff, Cross Country, Cheswolde, and Mt. Washington as well as the adjacent Seton Business Park.

This investment will come in many forms:

- time
- money
- effort

And from many sources:

- residents
- community associations
- service organizations
- private sector
- philanthropy
- public sector

The neighborhoods of Northwest Baltimore are fortunate to have a dedicated funding stream to assist with implementation of this neighborhood plan. A portion of the statewide video lottery terminal revenue is designated to be spent within the plan area over the next 20 years. The plan will serve as a guide for identifying priorities for use of those funds. The Planning Department will work with community associations and local stakeholders to prioritize implementation of the goals and strategies outlined in this plan.

Guiding Principles

This plan was developed based on the following four guiding principles:

Partnership: Residents work with their neighbors across traditional boundaries, as well as with City agencies and other stakeholders, including nonprofits, churches, institutions, and businesses. During an era of limited resources, a broad stakeholder group has greater capacity to both create and implement the plan.

Priorities: The plan identifies key assets and builds upon these strengths within a framework of market demand. Cluster priorities target implementable agency actions and services for maximum impact.

Participation: The planning process is inclusive. Residents and other stakeholders have opportunities for decision-making and for carrying out improvement projects with the City's support.

Perspective: No one issue is the key to a successful plan. Neighborhood revitalization must be comprehensive, addressing many issues and priorities and establishing a long-term framework for future development and change.

Neighborhood Profile

Creating the Plan, 2005

In 2001, CHAI organized the Northwest Presidents Forum, made up of the Presidents of the Glen, Fallstaff, Cross Country, Cheswolde, and Mt. Washington community associations, to meet regularly to strategize about common concerns.

In August 2002, then Mayor Martin O'Malley announced a new neighborhood planning program, the Strategic Neighborhood Action Plan program. The Presidents Forum submitted a SNAP application in November 2002. In January 2003, Northwest Community Planning Forum (NWCPF) was awarded one of six SNAP designations within the 1st round of the program. Over the next several months, the Presidents Forum created a planning steering committee and began to formulate an outline for the planning process and planning topics.

On September 15, 2003, the NWCPF Steering Committee hosted a town meeting to get broad stakeholder input into the planning topics. A diverse and enthusiastic crowd of more than 250 people attended.

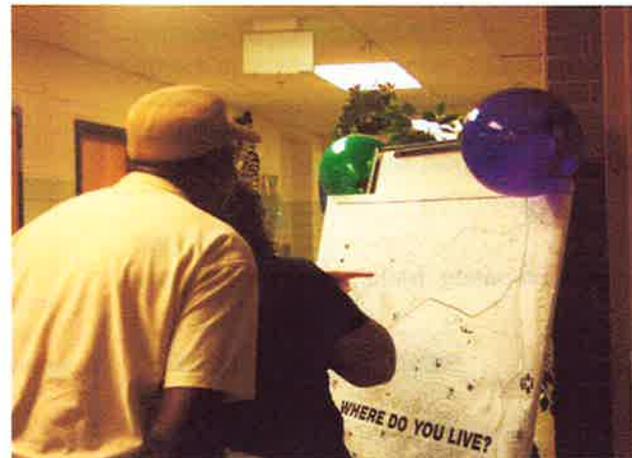
Between October 2003 and March 2004, the NWCPF Subcommittees - Housing/Zoning, Recreation and School Facilities, Major Corridors, Environment, Public Safety, Education, and Community Relations/Communication - held dozens of meetings with residents, community stakeholders, and city agencies to develop the SNAP document.

On May 17, 2004, the NWCPF Steering Committee hosted a second town meeting to get broad stakeholder feedback about the plan recommendations and to help prioritize the recommendations. Again, a diverse and enthusiastic crowd was up to the task.

The plan was adopted by the Baltimore City Planning Commission in March 2005.

Updating the Plan, 2012

Following adoption of the plan in 2005, many elements of the plan were implemented. In 2010, the Northwest Presidents Forum decided that the plan should be updated to reflect changes since the plan had been adopted and to identify new priorities. Community leaders were invited to participate in work sessions to discuss how to update the plan. Over the next two years, a series of meetings were held on five topic areas: housing, commercial, open space, transportation, and public safety. A town meeting was held to get additional feedback on draft recommendations. The Presidents Forum reviewed the notes from the town meeting and further refined the recommendations. A final draft of the updated plan was circulated through community associations before adoption by the Planning Commission.



Description of Neighborhood

Northwest Community Planning Forum is bounded by Northern Parkway to the south, the Jones Falls Expressway to the east, and Baltimore County to the north and west. The cluster is centered around Park Heights Avenue, Reisterstown Road, Greenspring Avenue, and Cross Country Boulevard.

Approximately 30,000 people live in the cluster, which is made up of 5 distinct neighborhoods: Glen, Fallstaff, Cross Country, Cheswolde, and Mt. Washington. The neighborhoods of Northwest Baltimore are generally thought of as Baltimore's Jewish neighborhoods. Drive up Park Heights Avenue on a Friday or Saturday evening and it's easy to see why: the sidewalks are filled with Orthodox families going to and from synagogue. Park Heights Avenue is the institutional main street for the region's Jewish population. But the neighborhoods are not just Jewish neighborhoods; they are extremely diverse. There is a large African American population and growing Latino and Asian populations in the area.



The Jewish Community Center is an important neighborhood anchor.

The cluster has a mix of land uses. While most of the land area is residential, there are two major commercial areas (Mt. Washington Village and Reisterstown Road commercial corridor), two business/industrial parks (Seton Business Park and Menlo Industrial Park), and a variety of institutional uses, ranging from the Jewish Community Center to the Mt. Washington Pediatric Hospital. The cluster is adjacent to three major regional landmarks: Pimlico Racetrack, Sinai Hospital, and Cylburn Arboretum.

History

Before 1950, approximately one quarter of the land in the neighborhoods of Glen, Fallstaff, Cross Country, Cheswolde, and Mt. Washington was developed. By 1970, with a few exceptions, the neighborhoods were developed as they are today. The local building boom followed national trends. The 1950s marked the largest growth of new housing in United States history. In addition to a booming housing industry, the 1950s ushered in new land use patterns. The car rose to prominence, land uses became more segregated, lawns became very popular, and developments spread out horizontally rather than vertically.

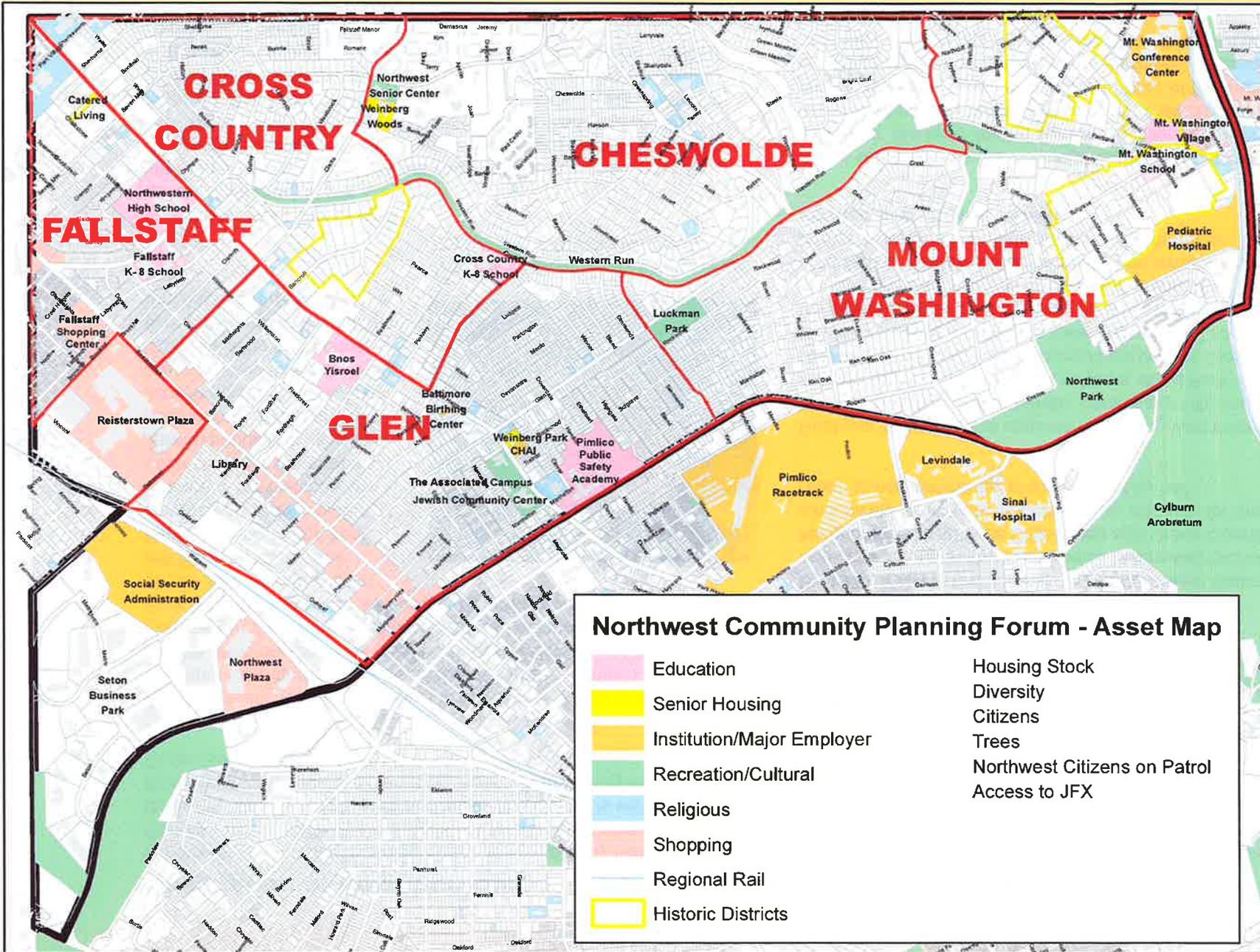
By 1970, three in four households in Northwest Baltimore possessed one car and one in four households possessed two or more cars. Neighborhoods such as Cheswolde and Cross Country were built as exclusively residential neighborhoods and are, for the most part, out of reach to non-residential places except by car.

Post-war builders were capable of leveling vast tracks of land but in Northwest Baltimore the terrain, particularly hills and stream beds, and the existing development patterns along Park Heights Avenue, Reisterstown Road, Greenspring Avenue, and Cross Country Boulevard made it difficult to clear vast sites. Consequently, smaller tracts attracted smaller builders who invested less capital in land consuming street designs and more in a variety of home and lot plans modified for smaller developments. The smaller scale of development tended to keep a few pedestrian friendly features. The City grid was retained, in a modified fashion.

At the same time as the housing market boomed in Northwest Baltimore, the local Jewish community migrated northward and westward because housing in this part of town was affordable, and more importantly, was not restricted. Four of Baltimore's largest congregations built synagogues in Northwest Baltimore between 1950 and 1961 – Baltimore Hebrew, Har Sinai, Oheb Shalom, and Beth El – all along Park Heights Avenue.

Neighborhood Profile

Asset Map



Overview

Existing Conditions

HOUSING

The Northwest Community Planning Forum is generally a bedroom community featuring diverse housing types, ranging from large, single-family, frame houses to high-rise apartment buildings. Most of the area consists of single-family detached and semi-detached homes, but there are concentrations of multi-family housing. High rise multi-family housing can be found along Park Heights Avenue and garden style apartment buildings are clustered throughout the neighborhoods.

COMMERCIAL

There are two commercial areas within the cluster: Reisterstown Road/Patterson Avenue and Mt. Washington Village. Mt. Washington Village and the Reisterstown Road commercial corridor are respectively located at the extreme east and extreme west of the cluster. Mt. Washington Village’s concentration of small shops has a very urban character while Reisterstown Plaza, Baltimore City’s largest shopping mall, has a very suburban character, but both are attractive community amenities.

OPEN SPACE AND RECREATION

Within the cluster there are three parks. Luckman Park is a small, mostly wooded park. The Western Run Stream Bed Park is a linear park that follows the Western Run from Fallstaff Road to the Jones Falls. A new park, Northwest Park, is the only park in the area with significant opportunities for active recreation space. Additional opportunities for recreation exist at the Public Safety Training Academy at Park Heights and Northern Parkway. In addition, the cluster is in close proximity to Cylburn Park and Arboretum, regionally acclaimed open space and wildlife habitat area.

TRANSPORTATION, STREETSCAPES, GATEWAYS

Park Heights Avenue, Reisterstown Road, Greenspring Avenue, and Northern Parkway connect the cluster with surrounding City and County neighborhoods. The cluster has immediate access to I-695 and I-83.

INDUSTRIAL

The Northwest Corridor Industrial Area and Seton Business Park are located along the western edge of the plan area.

The Baltimore Industrial Report evaluated the Northwest Corridor Industrial Area, along the CSX railroad tracks from Fulton Avenue to Fords Lane. The study noted that the Menlo Industrial Park was the only portion of the northwest industrial corridor that has long-term viability. The industrial properties in the rest of the corridor lack the access, size and infrastructure required to be competitive for industrial use. The Menlo Industrial Park is generally separated from residential communities by commercial properties along Reisterstown Road.

Seton Business Park is industrially zoned, but functions as a business park. The business park mostly consists of office buildings, but also includes some light industry, schools, and a large church.

Plan Context

The Northwest Community Planning Forum cluster is not an isolated set of neighborhoods. What happens in the adjacent neighborhoods is just as important to the long term health of the area as what happens within the area.

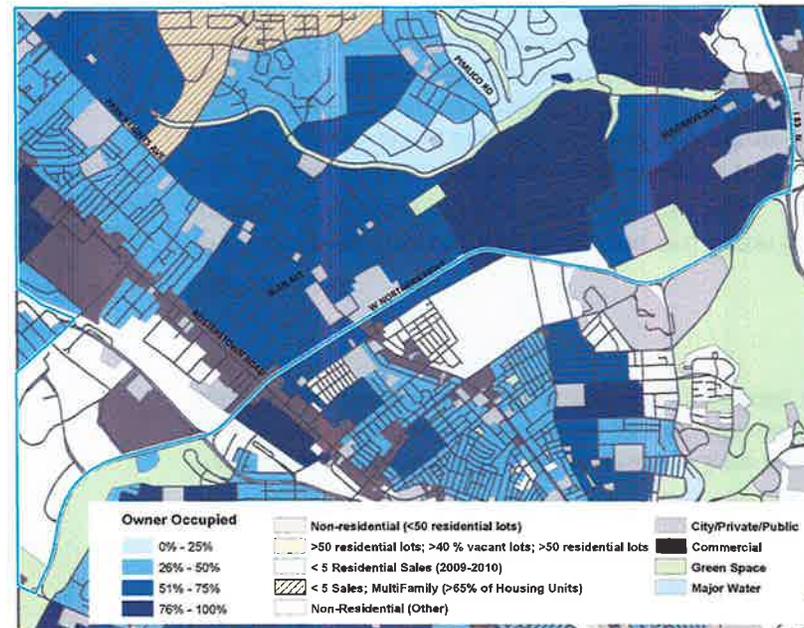
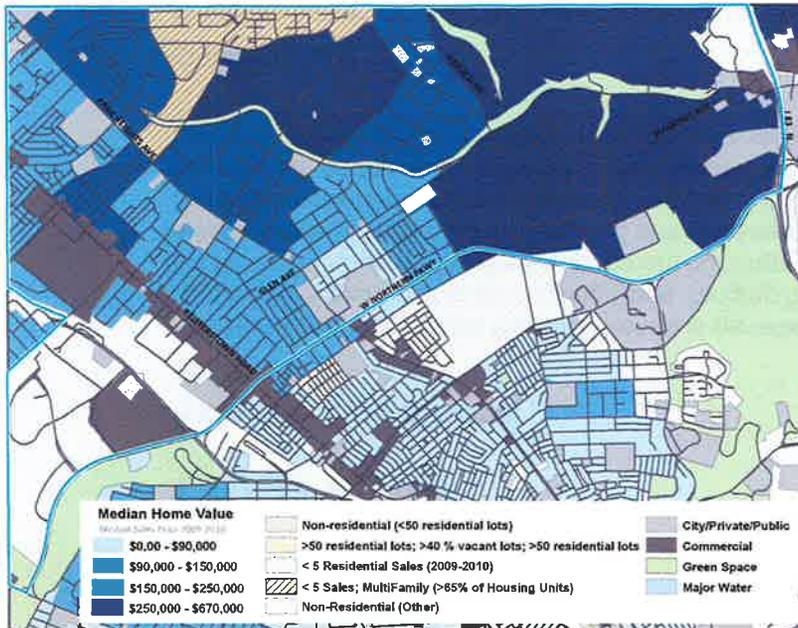
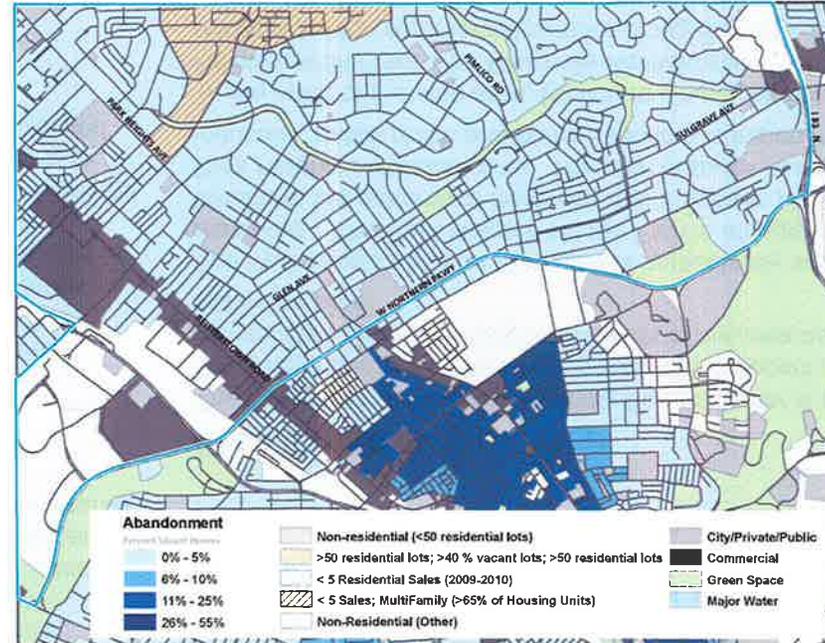
The Park Heights Master Plan area is immediately south of the plan area. The Park Heights Master Plan is an aggressive plan to transform the patterns of disinvestment that have plagued the southern Park Heights neighborhoods. The plan includes housing, commercial, industrial, public realm and human services components.

To the north of the plan area, Baltimore County completed a Pikesville Revitalization Plan. The Pikesville Revitalization Plan is an effort to reinvigorate the commercial corridor along Reisterstown Road. The Quarry development along Greenspring Avenue and Bonnieview development along Smith Avenue are two large scale development projects, located in the County, with impacts on City neighborhoods.

Housing

Housing Market

The housing market can be summarized by looking at three key data factors: Abandonment, Homeownership, and Assessed Value. Abandonment levels are uniformly low within the cluster and are significantly lower than in other portions of Baltimore City. Similarly, homeownership rates are high throughout the cluster, but are somewhat lower to the north of Western Run and between Park Heights Avenue and Reisterstown Road. Although abandonment rates are relatively even throughout the cluster, there is a marked difference between assessed values in Glen and Fallstaff compared to Cross Country, Cheswolde, and Mt. Washington. This is partially due to differences in housing stock. Glen and Fallstaff have large quantities of semi-detached houses whereas the other neighborhoods do not.

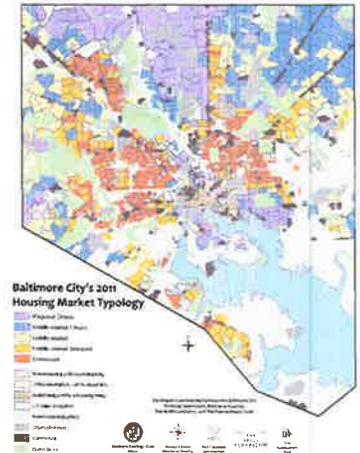


Housing

Citywide Housing Market Typology

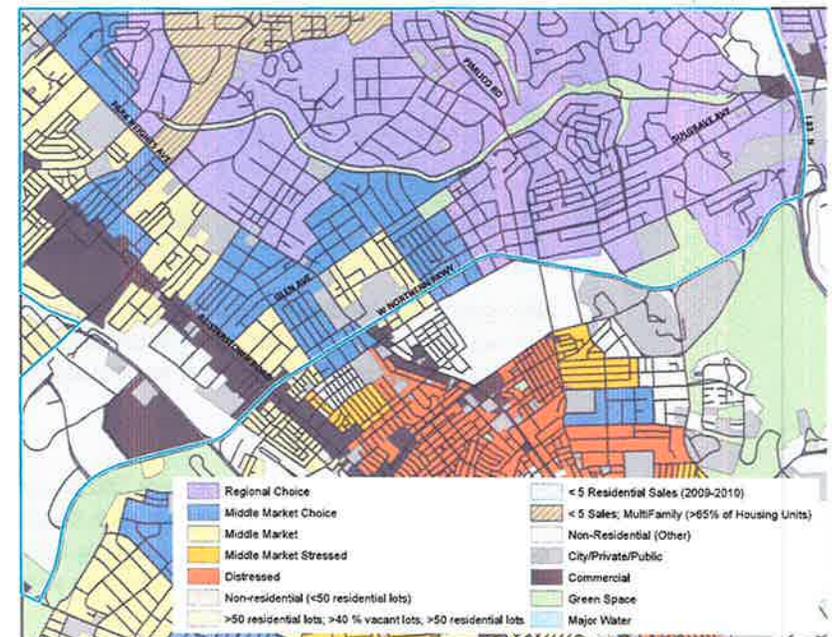
The Baltimore Housing Market Typology uses several data factors to categorize market conditions. The categories help identify appropriate strategies to address particular conditions in a neighborhood.

- **Regional Choice.** Neighborhoods in this category represent healthy, attractive areas with high owner-occupancy rates and high property values. The housing stock is well maintained and vacancy and abandonment rates are very low. Cross Country, Cheswolde, and Mt. Washington generally fit the Regional Choice typology.
- **Distressed.** On the other end of the spectrum, “distressed” neighborhoods have seen significant deterioration of their housing stock and ended up with dense concentrations of abandoned buildings and vacant lots. Traditional market forces are not working in these areas, nor are they likely to be re-established soon.



In between these two extremes are the middle market neighborhoods.

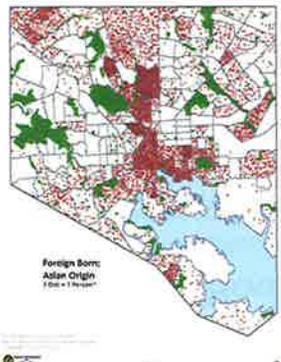
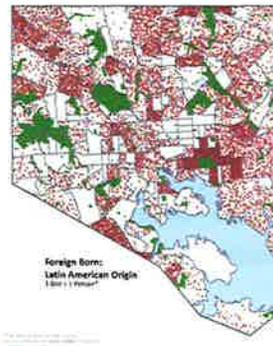
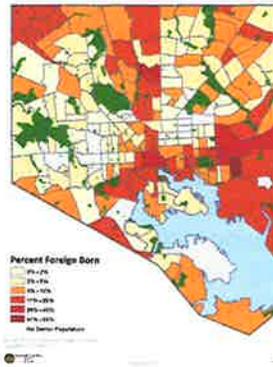
- **Middle Market Choice Neighborhoods.** Neighborhoods in this category are mostly found in the outer ring of the city. These neighborhoods have homeownership rates nearly as high as Regional Choice Areas and vacancy rates nearly as low. However, median values in these neighborhoods are appreciably lower. Portions of Glen fit the Middle Market Choice typology.
- **Middle Market Neighborhoods.** Neighborhoods in this category have median sales values above the citywide average as well as high rates of homeownership. These markets experienced high rates of foreclosure compared to more competitive markets, with slight population loss. Fallstaff and portions of Glen fit the Middle Market typology.
- **Middle Market Stressed Neighborhoods.** Neighborhoods in this category find themselves at a crossroads. These neighborhoods have moderate real estate values, average homeownership rates, and substantial vacancy rates, although not as substantial as Distressed Areas. Without intervention these neighborhoods could find themselves with widespread vacancies.



As a result of the recent housing crisis, particularly in the Middle Market and Middle Choice Neighborhoods, there are a growing number of vacant houses. These houses are often the result of foreclosure and are sitting vacant for increasing lengths of time, decreasing the value of the adjacent neighborhood. In some cases, the houses remain vacant indefinitely and in other cases they are purchased by investors who renovate them as cheaply as possible and rent them out to irresponsible landlords. To prevent these scattered vacants from further distressing these fragile housing markets, a strategy of acquiring these vacants and renovating them for homeownership should be explored.

Foreign Born

With the exception of Southeast Baltimore and the Charles Street corridor, Northwest Baltimore has the highest percentage of foreign born persons in Baltimore. Historically, the foreign-born population in Northwest Baltimore was European Jewish immigrants, but now the area is attracting immigrants from around the world. The increasing immigrant population is one reason that the population of this area increased from 2000 to 2010, even though the population for the rest of the City declined.

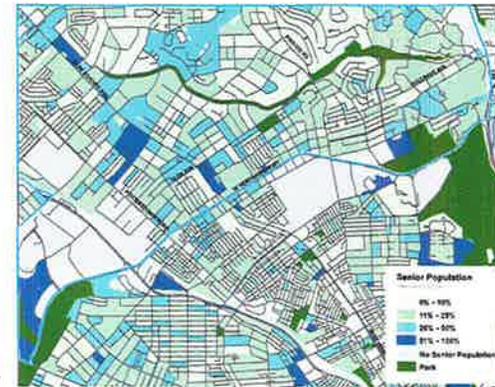


Seniors

The neighborhoods of northwest Baltimore are nationally recognized as Naturally Occurring Retirement Communities (NORC). NORCs are residential communities with a large concentration of elderly residents who live in their own homes and apartments, and wish to remain there as long as possible.

Senior Friendly Neighborhoods is a joint program of CHAI, The Associated: Jewish Community Federation of Baltimore, the Jewish Community Center, Jewish Community Services, and LifeBridge Health Systems to

serve the seniors in this area and assist with a variety of support services. In tandem, these agencies provide a range of services for seniors including transportation, counseling and case management, health assessments, socialization and recreation. These services also may include home repairs and renovations that make their homes accessible, safe, and in good repair. Programs that take place in apartment buildings, community centers, private homes and elsewhere may include lectures, discussion groups, social activities and movies.



CHAI's Senior Home Repair Program assists low to moderate income northwest Baltimore homeowners ages 62 and older, and homeowners who have physical disabilities. Homeowners may qualify for a variety of repairs including: roof, gutter and chimney repairs, plumbing and electrical work, railing installation, grab bars and other bathroom modifications, wheelchair ramps, smoke detectors, handyman jobs, and more.

Housing

Facilitate Modernization of Properties

Properties within the plan area are primarily well maintained, but there are occasional properties in each community that need attention. Poorly maintained properties are the exception, not the pattern, but it is important to address them so that they don't become prevalent.

Code Enforcement

In many cases, property owners have the ability to invest in their property, but have chosen not to for a variety of reasons. Code enforcement is a useful tool to prompt property owners to make basic improvements to bring the property up to code, and may sometimes serve as a catalyst to motivate a property owner to make more extensive investment.

In order to maximize the impact of code enforcement, a system of pro-active code enforcement rather than complaint driven code enforcement should be explored. As part of that system, it will be important to identify appropriate roles for Office of Neighborhoods, community associations, block captains, etc.



Financial Assistance

Revolving Loan Fund

In some cases property owners do not have the financial ability to invest in their properties. In these cases, property owners need direct financial assistance through a revolving loan fund.

Establish a no interest revolving loan fund to provide financial assistance with (a) rehabilitation of properties in the community - including residential and commercial, single family and multi-family, owner occupied and rental - and (b) development of new homes and businesses. The fund would be used to make loans at favorable interest rates to promote investment.

The fund could support loans to

- existing and new homeowners to modernize and renovate their homes, including "green" retrofits
- apartment and condo buildings to address deferred maintenance, landscaping, and other capital improvements
- existing business owners to modernize and improve the appearance of their businesses
- developers to build new housing stock to meet the needs of the community
- potential businesses to establish a new business
- develop or retrofit housing to accommodate seniors and persons with disabilities

Matching Grants

In some cases, property owners are not motivated to make an investment for a variety of reasons. These property owners need assistance in undertaking the right project and/or a financial incentive to motivate them to make an investment.

Establish a matching grant program to provide financial incentives for minor exterior rehabilitation of properties in the community - including residential and commercial, single family and multi-family, owner occupied and rental. The grant program would be used as an incentive to promote investment.

The program could be used to support:

- Façade Renovations, residential and commercial
- Healthy Neighborhoods strategies
- Landscaping and other exterior improvements
- Competitions and awards
- Retrofitting homes for seniors and persons with disabilities



Technical Assistance

Community Associations

Dealing with “problem properties” is a constant struggle for community associations. Associations invest significant time, money, and effort into their communities, but often don’t have the expertise or capacity to maximize their efforts. Providing community associations with technical assistance through community organizers, architects, property managers, lawyers, etc. would help community associations make the best use of their limited resources.

Provide community associations assistance with technical assistance on topics, such as:

- Maximizing 311
- Code enforcement
- Strategies for improving and building relationships with owners/managers of:
 - Multi-family properties
 - Institutional properties
 - Absentee landlords
 - Commercial properties
 - Condo associations
- Recognition and award programs
- Healthy Neighborhoods concept
- Historic Designation
- Data collection
- Land use

Property Owners

Property owners often want to undertake home improvement projects, but are intimidated by the process. They don't know where to start, what project will provide the most value, how to hire and manage a reputable contractor, etc. When a homeowner makes a commitment to stay in the neighborhood and wants to put an addition on his house that should be a neighborhood success story. But depending how the addition is handled, the addition can detract from the aesthetics of the neighborhood or demonstrate investment. With some technical assistance, property owners seeking to do home improvements can receive assistance with the home improvement process so that it is not so overwhelming and so they make decisions that increase the value of their homes and the neighborhood.

Provide property owners with technical assistance on topics, such as:

- Realizing the benefit of investing in home improvement projects
- Developing the scope of work
- Selecting contractors
- Inspecting completed work

Technical assistance could be offered to property owners throughout the neighborhood, whether or not they were receiving financial assistance.

Just as homeowners need assistance selecting contractors, landlords may need assistance selecting property managers, or learning how to become a good property manager themselves.

Condo Associations

Throughout the area there are many condo associations in need of technical assistance. Associations need technical assistance in building the capacity of the condo associations, addressing deferred capital and maintenance needs, creating appropriate fee structures, etc.

Housing

Park Heights Avenue: Urban Boulevard

The section of Park Heights Avenue within the planning cluster is one of the most attractive major corridors in Baltimore City. Unlike Reisterstown Road and most other major corridors, Park Heights Avenue is not a commercial corridor. Instead, it is best described as a thriving urban boulevard. To preserve the special character of Park Heights Avenue, we must identify and preserve what sets Park Heights Avenue apart from other major corridors.

Land Use

Part of the strength of Park Heights Avenue is the diversity of land uses along the corridor, including a variety of institutional uses. Historically, major corridors were prime locations for fancy estates. Now major corridors are less desirable for single family homes. While some grand estates and other single family homes still exist on Park Heights Avenue, the boulevard has remained successful by becoming the institutional spine of the community. The combination of institutions, from places of worship to high density, high-rise apartment buildings contribute to Park Heights Avenue's vibrancy and grandness.



The Importance of "The Front"

Park Heights Avenue's collective front yard transforms the street from an ordinary corridor into a grand, green boulevard. Buildings are set back from the street, with green lawns and landscaping between the street and the buildings. Parking in front of buildings is rare, and where it does occur it is screened with landscaping so that it is not visible from the street. Buildings are oriented towards Park Heights Avenue, creating a vibrancy along the street.



R-9 Zoning Category

To preserve and enhance Park Heights Avenue as a green urban boulevard, two new zoning categories are being created as part of the City's comprehensive rezoning. The first new zoning category is a revised R-9 zoning category. The new R-9 category will allow rowhouses, garden apartments, or high density development, but will require large front yards along Park Heights Avenue. This will allow flexibility for new development while maintaining the character of the green urban boulevard. The second new zoning category is the Detached Mixed Use Overlay. This is an overlay district that is being applied to very small sections of Park Heights Avenue. It will allow more flexibility for re-use of existing detached homes that have limited potential to remain occupied and well maintained as single family homes on such a busy street. It will allow these homes to be used for a limited number of other uses, but does not allow retail establishments.

Serve Transportation Needs of Pedestrians and Drivers

Park Heights Avenue is used extensively by both pedestrians and drivers and needs to accommodate both sets of needs. Compared to most major corridors there are limited curbs cuts - sidewalk interruptions for driveways - on Park Heights Avenue. Parking is accommodated from the sides or rear of buildings. By limiting curb cuts, pedestrians, particularly those with baby strollers or wheel chairs, have more continuity, and both pedestrians and drivers face fewer distractions.

Housing Recommendations

Facilitate the modernization of properties.

Enforce maintenance standards by partnering with Code Enforcement.

- Explore opportunities for pro-active, rather than complaint-driven, code enforcement.
- Explore opportunities for swifter, more forceful code enforcement.
- Identify roles of community associations, block captains, Office of Neighborhoods, etc.
- Make renters feel more welcome, while educating them on rights and responsibilities.

Offer financial assistance to property owners to invest in their properties beyond minimum standards described in the housing code.

- Create or expand revolving loan fund to provide assistance to property owners.
- Create or expand matching grant programs to provide assistance to property owners.

Offer technical assistance to community associations, property owners, and condo associations to facilitate the modernization of properties.

- Provide technical assistance to community associations to allow them to most effectively use their limited resources.
- Provide technical assistance to property owners to assist them with the home improvement or property management process.
- Provide technical assistance to condo associations to help them develop plans for long term sustainability.

Acquire distressed vacant properties and renovate for homeownership.

Ensure that land uses are appropriate and attractive.

Preserve Park Heights Avenue as an “Urban Boulevard.”

- Maintain front setbacks.
- Prohibit parking in front setback.
- Limit curb cuts.
- Uses should have a “front door” facing Park Heights Avenue.
- Maintain diversity of uses, including “institutional” uses, such as places of worship, schools, multi-family housing, and service providers; prohibit commercial uses.
- Encourage long range “campus” planning, where appropriate.

Ensure that development projects are compatible with the integrity and stability of the neighborhood.

- Design: While diversity of building design is not unwelcome, the community has the right to expect that developers and builders will create high quality structures that are appropriate to the character of the neighborhood.
- Open Space: Open space should be preserved where possible, as a visual, environmental, and recreational asset.
- Traffic: Any increases in traffic volume should be accompanied by appropriate improvements to the transportation network and/or traffic calming measures on surrounding streets.
- Community review: Community associations should have the opportunity to review and comment on all development proposals.

Promote infill development that complements existing neighborhoods.

- Additions to existing homes that are visible from the street should be reviewed by the community.
- Consider scale, style, building materials, etc. of existing housing stock when planning new development.
- Utilize crime prevention through environmental design (CPTED) techniques when planning new development.
- Disturb environment as little as possible.
- Preserve specimen trees and other special features.

Commercial

Reisterstown Road

Reisterstown Road is the main commercial corridor serving the plan area. In 2005, the Strategic Neighborhood Action Plan recommended a streetscape plan to improve the aesthetics and operations of Reisterstown Road. Construction is expected to begin in 2012. The plan also included land use and design recommendations for Reisterstown Road. As a result, the Urban Renewal Plan was amended with new land use restrictions and strict new design guidelines. These measures combined with the financial and technical assistance mentioned in the Housing section, should go a long way towards improving the appearance of Reisterstown Road over the next several decades. Even with all of this positive change in the works, the abundance of used car dealerships remains a point of contention between residents and business owners.

Streetscape

As a result of the 2005 plan, Reisterstown Road is scheduled for \$9 million in roadway improvements to include roadway rehabilitation, sidewalks, ADA compliant sidewalk and pedestrian ramps, new curbs and gutters, and storm drain improvements. Traffic signal reconstruction, signs, pavement markings, roadway widening at the northern and southern end of the project and landscaping will also be provided. Construction is expected to begin winter of 2012 and continue for 18 months.

New Development

Transit oriented development of the park and ride lots at Reisterstown Plaza Transit Station has begun and should lead to additional demand for a mix of high quality commercial land uses along Reisterstown Road. The first development, relocation of the Social Security Administration headquarters from downtown, is underway. This office complex will house 1600 employees who will likely patronize businesses on Reisterstown Road before, during, and after work.

Incentives and Enforcement

A carrot and stick approach is probably the most effective way to get businesses to improve the appearance of their properties. The Baltimore Development Corporation (BDC) and Comprehensive Housing Assistance, Inc (CHAI) are both able to assist businesses in making improvements, but they have limited staff capacity to do the time-consuming outreach that is required. With assistance from the Planning Department and community representatives, it should be possible to do door-to-door outreach. For those businesses that don't make improvements voluntarily, code enforcement is necessary. Coordinated multi-agency enforcement "sweeps," are much more effective at addressing violations than efforts by a single agency.

Land Uses

Over the long term, to significantly change the character of Reisterstown Road means thinking about land use and design, not just beautification and code enforcement. Some of the existing land uses along Reisterstown Road have negative implications for the surrounding residential communities. Changing the land use and design guidelines for those portions of Reisterstown Road that are adjacent to residential properties would minimize the spillover of nuisance behaviors, particularly noises and smells.

In 2009, the Reisterstown Plaza Transit Station Urban Renewal Plan (URP) was updated to implement the land use restrictions mentioned above. The URP limits certain land uses along the portions of Reisterstown Road that are immediately adjacent to residential properties while allowing more flexibility in use along those portions of the road that are immediately adjacent to industrially zoned properties.

Commercial

Design Guidelines

The URP also establishes design guidelines for Reisterstown Road. The design guidelines have four goals: improve visual appearance, improve pedestrian environment, encourage economic development, and create more consistent design features. These goals are achieved through design requirements for buildings, parking lots, signage, and a pedestrian oriented streetscape, .



Merchants Association

The residential neighborhoods in the area are represented by community associations, but the commercial properties in the area do not have a functioning merchant association to represent their needs. Creating such an association would allow the merchants to communicate with each other, identify common concerns, and create positive change.



Used Car Dealerships

There is an opportunity to embrace the used car dealerships that dominate Reisterstown Road and capitalize on this niche market. Working with the auto dealerships, rather than against them, the community can create an attractive destination for auto shopping. As the area becomes a desirable shopping destination, more retailers and restaurants will be attracted to the area. According to the Baltimore Sun, "LeaseTrader.com recently came out with the top 10 destinations where people travel to pick up a car they bought online. The website, a car leasing marketplace, is calling the trend "automotive tourism." About 38 percent of lease transactions take place between parties who aren't in the same region, up from 31 percent five years ago, according to the website." Baltimore ranked #3.

In addition, supporting the car dealerships, provides an opportunity for supporting services, such as detailers, upholsters, and repair, to populate the adjacent industrial park and provide local jobs.



Implementing this would require creating an effective merchant-community organization with staff support and dedicated resources for commercial improvements. The program would need similar capacity and resources as a Main Street program, although the purpose would be significantly different.

Many of the automotive-related businesses are unattractive, but an automotive use does not have to be unattractive. One of the biggest reasons that many of the automotive uses are unattractive is that the business does not properly fit on the property. Among the problems with businesses that are too large for their space are: cars overflow into the right of way; cars are jockeyed onto residential streets; there is no space for fencing and landscaping, both in the front along Reisterstown Road, and in the back and/or side next to residential properties.

Parking for Library

The library has been completely renovated, but there is still no parking for library patrons. The library is a tremendous asset for the neighborhood and the commercial corridor, but it is imperative to identify parking on an adjacent or nearby site.

Mt. Washington Village

While Reisterstown Road is a very suburban commercial experience, Mt. Washington Village, located at the other end of the planning area, is a very urban commercial experience. It truly feels like a village of restaurants, boutiques, salons, and services. Generally, the village is very successful and is a destination for neighborhood and regional shoppers. Like many successful urban commercial districts, the area struggles with parking challenges. Also, the area could benefit from collaborative marketing, signage, and streetscape projects.

Pimlico Racetrack

The community expects to be an active partner with the property owner and other affected communities in developing long term plans for the Racetrack.



If the property is to continue as a Racetrack for the long term, the community would like to work with the property owner to develop a model that is economically successful and more fully utilizes the property without disrupting adjacent residential neighborhoods. There may be opportunities to continue as a Racetrack and add other amenities on the site, for both the community and patrons.

If the property is not to continue to be a Racetrack, the community would like to work with the property owner to develop a plan for the best and highest use for the site that is compatible with surrounding residential neighborhoods. As detailed in the Park Heights Master Plan, there are opportunities for residential and/or office development with commercial development at Park Heights and Belvedere.

Commercial Recommendations

Improve appearance, functionality, and uses along Reisterstown Road.

Complete roadway improvements along Reisterstown Road from Northern Parkway to County Line and Patterson Avenue from Reisterstown Road to Wabash Avenue.

Form and support a strong merchants association.

Use new office development as catalyst for new retail development.

Create a used car dealership district.

- Create a used car dealership district with a distinct sense of place through common marketing, signage, logos, etc.
- Help dealerships make their businesses more attractive through technical and financial assistance as described above.
- Help dealerships be better neighbors by creating a merchant-neighbor council to work on issues such as parking, landscaping, pedestrian access, and signage.
- Help businesses deal with space limitations by exploring arrangements for display of vehicles along Reisterstown Road and storage of vehicles in the nearby industrial district.

Identify parking solution for the Reisterstown Road library branch.

Work with individual businesses to create positive change.

- Coordinate with merchants association to create team of community and government representatives to go door-to-door offering businesses assistance and seeking aesthetic and other improvements in return.
 - Trees/landscaping
 - Signage
 - Facades
 - Fences
 - Trash
 - Truck routes
- Encourage commercial entities to partner with schools, institutions and community associations to foster training and workforce development, including after-school programs.

Enforce rules and regulations.

- Create a team of community and government representatives to monitor and enforce violations.
 - Community
 - Baltimore City Department of Housing and
 - Community Development – Zoning Code, Building
 - Code
 - Baltimore City Health Department
 - Baltimore City Police Department
 - Maryland Department of the Environment
 - Baltimore Development Corporation
 - Baltimore Planning Department

Support Mt. Washington Village commercial area.

Partner with Mt. Washington Village Merchants Association to improve parking, marketing, signage, and streetscape.

Open Space and Recreation

In 2005, the Northwest cluster of neighborhoods had very limited open space. Luckman Park and the Western Run Stream Valley were the only public parks within the area. Since 2005 two significant open space areas have been added: The forty eight acre parcel formerly known as the “University of Baltimore Fields” has been leased to Baltimore City Rec and Parks and renamed “Northwest Park” and the former Pimlico Middle School has become the Public Safety Academy with the promise that it’s fields will be available for community use. These changes have created new opportunities and challenges for the SNAP communities.

Jones Falls Trail and Western Run Greenway Spur

The Jones Falls Hiking Biking trail currently extends from the Inner Harbor to Cylburn Arboretum. Plans call for the trail to be extended across Northern Parkway (via pedestrian bridge), through Northwest Park, through wooded property owned by the Mount Washington Pediatric Hospital finally culminating at the Mt. Washington Light Rail Station. Plans for this section of the trail (Phase V) are complete and are being reviewed. The plan is fully funded and construction is expected to begin in early 2013 once state and federal approvals are complete.

As part of Phase V of the Jones Falls Trail, a spur is planned to run along the south bank of the Western Run from the Mt. Washington Light Rail station to the intersection of Greenspring Ave. and Cross Country Blvd. The Western Run Greenway is a proposed path system that will link the neighborhoods to each other and to destinations along the path, such as Luckman Park, Mt. Washington Village Commercial District, Mt. Washington School, Mt. Washington Arboretum, Mt. Washington Light Rail, and the Planned Jones Falls Trail system. The Western Run Greenway will improve an existing linear park from a visual and environmental asset into an important recreational system for communities in northwestern Baltimore. The greenway will be a unifying element for the entire area that creates an image and identity for the area and has a favorable impact on the desirability of the area.



In 2005 a proposal to extend this path from Greenspring Avenue to Fallstaff Road was rejected by the community.

Luckman Park

Luckman Park is at the intersection of Mt. Washington, Glen, Cheswolde, and Cross Country. As such, it is a valuable resource for inter-community relations and could be a meeting place for neighbors from different races, cultures, ethnic backgrounds and socio-economic means.

Luckman Park is literally a hidden treasure. Geographically, the park is nestled into the fabric of the neighborhood. On the one hand, this location provides for a serene, safe setting away from the hustle and bustle of commercial corridors. On the other hand, because it is removed from the major corridors, many residents do not encounter the park on a regular basis and some do not even know of the park's existence.

Nonetheless, the space is a unique oasis, a one-block square park with remarkable diversity of use and vegetation. With increased advertising and programming, the Friends of Luckman Park expect to educate more residents about the resources that the park has to offer.

Recreation and Parks is undertaking renovations and improvements based on a new master plan for Luckman Park. The plan was developed in a series of community meetings that began in 2005. The plan calls for an amphitheater, enhanced walking paths, playgrounds and tennis courts and a thinning of the tree canopy. It envisions a space for family gatherings and recreation, but does not include playing fields or extensive open space. Implementation has begun and is expected to be completed by May 2013.



Open Space

Public and private open spaces exist throughout the neighborhood. These spaces should be preserved as open space and enhanced to serve as community assets. Some open spaces, such as the median strips at the Glen Avenue Fire Station, could provide an attractive amenity if landscaped. Other open spaces, such as the space at Reisterstown Road and Fallstaff Road, serve as a community gateway.

The open space in the SNAP area is largely concentrated in large parks on the eastern end of the area. Since many residents of the SNAP areas, especially the Orthodox Jewish Community, walk extensively and do not drive on Saturdays there is a pressing need for small, scattered open spaces that can serve informal neighborhood gatherings.

Northwest Park

Northwest Park is a 48 acre open space now managed and maintained by Baltimore City. The park features open playing fields, green spaces, a golf driving range and several unused buildings.

Starting in 2011, the City Department of Rec and Parks began development of a master plan for NW Park in partnership with the Mt. Washington Improvement Association and is currently conducting community meetings to gather input before finalizing the plan.



Public Safety Academy

The fields at the Public Safety Training Center at Northern Parkway and Park Heights Avenue can be re-purposed to support the community as well as the mission of the City Police and Fire Academies.

School Facilities

With few recreation/open spaces in the Northwest neighborhoods, it is important to utilize all potential opportunities. School buildings and grounds have many of the facilities – fields, tracks, pools, gymnasiums – that are needed for recreational activities, but these facilities are used for only a portion of each day and a portion of each year. By partnering with the schools, specifically the Baltimore City School and Family Councils, the community can expand the number of recreational opportunities. The schools also benefit from the partnership because more people are engaged in the school environment and community residents can advocate and fundraise to upgrade facilities.

In 2005, the plan identified opportunities for improved recreational facilities on school grounds. With the exception of the recommendations for Pimlico MS (see above), all of these have been implemented or are in progress.

- Maintain and complete original plans for Fallstaff EMS playground
- New tennis courts at Northwestern HS
- Upgrade playground at Mt. Washington ES
- Upgrade playground at Cross Country EMS



Open Space Recommendations

Jones Falls Trail and Western Run Spur

- Form a “Friends of the JFT” group to work on improvements and maintenance of the woods adjacent to the trail.

Western Run Park

- Continue regular stream clean-ups of the stream and adjacent lands
- Establish a “Waterkeeper” for the Western Run to monitor stream health and advocate for the stream.
- Support maintenance of the Mt. Washington Arboretum.
- Work with DPW to complete the Stream Bank remediation project in a way that enhances the park for community use.

Luckman Park

- Support funding to complete the master plan, maintenance and additional improvements to Luckman Park, especially gardening and beautification.
- Expand “Friends of Luckman Park” to include members of all surrounding communities.
- Develop activities and events designed to draw participants from different neighborhoods, cultural and racial groups. Make Luckman Park a center for inter-community socialization. Sponsor inter-community picnics or concerts to increase park usage.
- Seek ways to have a paid or volunteer Park Steward who would arrange programming and oversee maintenance of the park.

Northwest Park

- Finalize a master plan for Northwest Park and begin implementation.
- Begin immediate improvements to the park spaces and seek funding for remediation or demolition of the park buildings (as determined by the master plan).
- Establish a “Friends of Northwest Park” group to work with BCRP on park programming, maintenance and improvements.
- Investigate sources of funding to refurbish and re-open the field house building and provide resources to manage programs at that facility.
- Work with relevant organizations to maintain and expand the community gardens and promote other “green” endeavors at the park.

Pimlico Public Safety Academy

- Develop a master agreement between the Police Department, Rec and Parks and the community governing the use of the fields
- Develop a master plan for the portion of the fields that will be available to the community and administered by BCRP.
- Form a “Friends of the Pimlico Public Safety Academy” group to partner with BCRP in the use and maintenance of the fields.
- Develop programming for the fields in the form of organized youth activities or leagues.

Open Space

- Develop an inventory of existing open space resources in the SNAP communities and identify unused, or under-used, lands that could be converted for public open space.
- Establish pocket parks or playgrounds where possible. These may be public/private partnerships maintained by “Friends Groups” or community associations instead of City owned parks.
- Consider way to prevent development of open spaces and prevent further infill of the few remaining green spaces.

Sustainability

Across the globe, individuals are going green. In addition to the collective efforts of individuals going green, it is important for neighborhoods to go green. Community associations should pursue a “green” agenda that includes the following topics:

Pursue “green” initiatives, such as:

- Tree Baltimore – Participate in program to increase tree canopy.
- Urban gardens – Organize volunteers to plant and maintain urban gardens at public and private open spaces.
- Green buildings – Work with developers to encourage green buildings. CHAI’s new offices and the proposed SSA building can serve as models.
- Air quality testing – Identify a partner to conduct air quality testing.
- Stream clean up events – Organize volunteers to conduct stream clean ups.
- Watershed improvements - Participate in watershed partnerships to improve the quality of the Jones Falls watershed.

Conduct community education campaigns regarding “green” topics, such as:

- Energy efficiency – Potential benefits of energy efficient home improvements.
- Storm drains – Importance of keeping drains clear of trash and debris.
- Trash removal – Importance of good sanitation practices.
- Rodent infestations - Importance of good sanitation practices.
- Snow removal – Importance of prompt sidewalk clearance.
- Ticks and Lyme disease – Potential risks and methods of prevention.

Advocate for city services and policies that support “green” communities, such as:

- Recycling – Expand recycling services to include multi-family properties.
- Leaf removal – Heavy tree cover is a neighborhood, and environmental asset, but every fall it becomes a safety liability when streets are covered with wet leaves.
- Street sweeping – If not promptly removed, litter and other debris becomes a sanitation problem, and ultimately finds its way into the Bay through the storm drains.
- Trash in streams – Filter debris entering streams. Address proliferation of plastic bags.
- Erosion control – Continue efforts to address erosion at Western Run Stream.



Transportation, Streetscapes, and Gateways

Since 2005, many of the transportation recommendations included in the SNAP plan were implemented. Cross Country Boulevard was resurfaced, sidewalks were added where missing, and a new traffic light was installed at the intersection with Taney adjacent to the elementary school. Northern Parkway was also resurfaced and sidewalks were added where missing. Greenspring Avenue was resurfaced, sidewalks were added where missing, and a new bike lane, parking lane, and other traffic calming features were installed. Improvements to Reisterstown Road have been designed and construction will begin in the winter of 2012. The improvements include resurfacing and traffic improvements, such as adding a turn lane at Northern Parkway and adding a travel lane where there is currently only one travel lane between Labyrinth and Fallstaff.



Despite the significant investment in transportation infrastructure in the plan area since 2005, transportation issues, such as traffic and street disrepair, continue to have a negative affect on daily quality of life within the plan area. Neighborhoods need to develop a working relationship with the Department of Transportation to create transparent systems for addressing these issues in a strategic manner, rather than through ad hoc complaints. As a baseline of data for establishing this working relationship, a traffic and transportation study of the entire SNAP area to evaluate needs and available resources should be conducted.

Safety

While the 2005 plan addressed safety concerns on major corridors within the plan area, it did not address safety concerns on residential streets and smaller intersections. There are many locations throughout the area that are chronic safety concerns. In order to prioritize among the many concerns identified by residents, data regarding the locations of serious accidents and deaths should be reviewed. In addition, the area should be canvassed to identify locations with inadequate lighting, particularly for pedestrians.

Distribution of Traffic

Traffic has a very direct impact on quality of life. Many of the neighborhoods within the plan area experience traffic that exceeds local trip generation. In some cases, this traffic is on major corridors and is being generated by developments outside the plan area, particularly new developments to the north. In other cases, this traffic is on residential streets and is being generated by people trying to save time and cut through residential neighborhoods instead of using main arterials. It is important to evaluate these traffic patterns comprehensively so that in solving one traffic concern, another traffic concern isn't created. As part of this effort, it will be necessary to identify where traffic should be channeled and how to improve and incentivize alternative modes of transportation.

Alternative Modes of Transportation

The plan area is well served by alternative modes of transportation, especially compared to the rest of the City. On one side of the plan area is a metro station with a large park and ride and on the other side of the plan area is a light rail station with a small park and ride. The area is also well served by public busses and senior shuttles. There is a substantial network of bike lanes within the area, and this network is growing every year. Most of the plan area does have sidewalks, unlike many suburban counterparts, but many of the sidewalks are broken, narrow, and not ADA compliant (e.g. no ramps, poles and other obstacles in the middle of the sidewalk). Given the heavy pedestrian volumes in the community, the state of the sidewalks is not acceptable. Improvements are needed for all non-vehicular modes of transportation, particularly around major destinations, such as schools, transit stations, places of worship, major commercial areas, parks, and community facilities.

Transportation

Park Heights Avenue

Park Heights Avenue is one of the most heavily walked corridors in Baltimore City, and yet the sidewalks are minimal. Sidewalks are minimal width, with frequent interruptions for utility poles, signage, etc. The sidewalks are not ADA compliant and do not accommodate the heavy pedestrian volumes.

The corridor is heavily walked for many reasons:

- It is lined with multi-family buildings so there is a high residential density along the corridor. Among these multi-family buildings are more than 600 independent senior housing units.
- It is lined with institutional buildings, including schools, which have heavy pedestrian volumes, and synagogues, many of which require patrons to walk on the Sabbath and holidays.
- It is a major bus route.
- It is a pleasant walking route compared to the hustle and bustle of Reisterstown Road.

To accommodate the heavy pedestrian traffic and to further the concept of Park Heights Avenue as an urban boulevard, as established in the 2005 SNAP, the sidewalks should be widened to create a pedestrian promenade. It may only be practical to widen sidewalks on the east side of the street because there are few utility poles compared to the west side of the street, which is lined with utility poles.



Safe Routes to School

Safety around Cross Country Elementary/Middle School was a major concern five years ago and continues to be a major concern today. As a result of the 2005 SNAP, a traffic light was installed at the intersection of Cross Country and Taney Road. Similar safety concerns exist at many of the local public and private schools.



Safe Routes to School is a comprehensive approach to safety issues around school facilities. The approach combines engineering, such as new traffic lights, with enforcement, education, and encouragement. Engineering solutions could include a better design of bus parking and drop off areas, parent parking and drop off areas, sidewalk improvements, and traffic devices. Enforcement could include partnerships with the Police Department to enforce speed limits, cross walks, no parking signs, etc. Education of students, parents, and the broader community about safety and the importance of creating a walkable community is a critical component of a successful strategy. Last, but not least, as more students and parents walk or bike to school, the larger the constituency advocating for safe streets is. By creating a school-community partnership to implement a comprehensive strategy, the safety issues around the school can be addressed most effectively. As shown, implementing an engineering solution, such as a new traffic light, in the absence of a comprehensive strategy, is not effective.

Implementing this would require creating a Safe Routes to School taskforce at each school with safety concerns. It is important that school leadership – principal and other administrators, teachers, and parents – be committed to taking a leadership role. Community stakeholders and the Department of Transportation also should participate in the taskforce. Resources for Safe Routes to School are available through the State on a competitive basis and the Maryland Safe Routes to School Network is available to provide technical assistance.

Transportation Recommendations

Conduct Traffic and Transportation Study

Perform a traffic and transportation study of the entire SNAP area to evaluate needs and available resources.

- Safety
 - Serious accidents and deaths
 - Inadequate lighting, particularly for pedestrians
- Distribution of traffic
 - Through neighborhoods (origin outside SNAP area and destination outside SNAP area)
 - Within neighborhoods (origin and/or destination within SNAP area)
 - School-related traffic patterns (public and private)
 - Evaluate air quality as a result of heavy traffic volumes
- Alternative modes of transportation

Pedestrians

- Repair broken sidewalks. Explore creating a fund to assist property owners with this cost.
- Make sidewalks ADA compliant.
- Add sidewalks to highly traveled streets with no sidewalks, or inconsistent sidewalks, such as Kelly Avenue.
- Increase pedestrian safety features, such as crosswalks, pedestrian paddles, count down pedestrian signals, etc.

Bicycle

- Implement the City's bike master plan.
- Conduct bike safety workshops.

Public Transportation

- Improve access and safety for light rail and subway.
- Continue and strengthen senior shuttles, such as Northwest Senior Shuttle.
- Support transit oriented development at Reisterstown Plaza Metro Station. Incorporate pedestrian access

improvements into development.

- Explore feasibility of public or private shuttle buses.
- Explore feasibility of establishing an Independent Transportation Network (ITN).
- Park Heights Avenue
 - Widen the sidewalks to create a pedestrian promenade along at least one side of Park Heights Avenue.

Improve Transportation partnership

Establish a "Transportation Council" with representatives of each neighborhood to work with the Department of Transportation and Department of Planning on the long term transportation needs of the greater SNAP community.

- Council members:
 - Neighborhood representatives (Glen, Fallstaff, Cross Country, Cheswolde, Mt. Washington)
 - Multi-modal representatives (pedestrian, cyclist, transit user, driver)
 - City agency representatives (Department of Transportation, Planning, Office of Sustainability)
- Develop a 5 year plan for transportation improvements, traffic calming, maintenance and capital improvements.
- Develop a process to schedule repairs and maintenance for streets based on objective evaluation. Resources should be allocated to the streets most in need of repair as determined by the DOT regardless of neighborhood.
- SNAP Transportation Council makes recommendations to DOT based on:
 - Baseline data re condition from DOT
 - Agency priorities (DOT, Fire, Police, DPW)
 - Neighborhood priorities among agency priorities

Implement Safe Routes to School Programs at local public and private schools.

Education

Northwest School Community Partnership

In 1997, CHAI, the community development agency of The Associated: Jewish Federation of Baltimore, formed the Northwest School-Community Partnership to promote greater cooperation between residents and neighborhood public schools. The Partnership soon became a vehicle for people in the community—principals, administrators, neighborhood association presidents, police, city council members and concerned parents—to work together to enhance public education.

As the name suggests, the Northwest School Community Partnership is a partnership between local schools and local community stakeholders. The partnership has helped schools with financial resources, volunteers, and major initiatives, such as the new Fallstaff playground. The partnership is also an important tool for sharing information and identifying shared priorities. To truly be a NW school community partnership, the partnerships should include private schools.

School Facilities

Like most schools in Baltimore City, the schools in Northwest Baltimore have tremendous capital and maintenance needs. The maintenance needs can be divided into four broad categories:

- (1) systemics, such as new windows, boilers, roofs, plumbing, etc.,
- (2) major repairs, require special expertise or materials
- (3) minor repairs, can be performed by handyman
- (4) curriculum-related, such as science labs, athletic facilities, etc.

The school system does not have the financial capacity to make all of the improvements that need to be made. In previous years, most of the school system's limited capital budget has been used for major renovations of one or two schools. Now, the school system is seeking funding to implement comprehensive renovation and replacement of aging school facilities based on data in the Jacobs report. The Jacobs report, which has been completed, provides detailed data about the facility conditions, educational adequacy, and capacity of each school facility. This data will be used to create a 10-year plan to transform the school system's facility inventory for the 21st century. As this plan is developed and implemented to improve the schools for kids, it is also important to create an ongoing process to find ways to make school facilities better for public community space for residents. Schools should be community education centers. Schools should support educational needs of broader community when not in use by students.

Education

Education Recommendations

Strengthen the NW School Community Partnership as a coalition of government, public and private schools, community, non-profit and business associations to advocate for improving neighborhood schools.

Schools

- Expand extra-curricula activities.
- Improve technology.
- Institute school greening initiatives.
- Improve marketing of schools.

Adult Education

- Offer English as a second language (ESOL) classes for adults and Spanish classes for native English speakers.
- Encourage adult education classes through BCCC at Northwestern HS.
- Hold adult education & community events at public schools.
- Convene Community Association leadership development seminars.

Community Facilities

- Expand youth programming in cooperation with the Public Safety Training Academy.
- Hold joint community-police events at the Public Safety Training Facility.
- Propose parking solutions for the library branch.

Public Safety

Community Participation

The Northern and the Northwest Police departments report that crimes against property and larceny are the most common crimes. These crimes need to be abated so that residents will continue to want to live in the community. Cops are not effective at maintaining public safety by themselves. Active community participation is important at every level, from the individual to the community association to volunteer safety groups. Most of the community-based policing takes place during the evening and at night; however, police report that a significant number of crimes in the area occur during the day when it is assumed that most people are away from their homes. A considerable number of crimes in Northwest are perpetrated by youth and occur during school hours.



Public Safety Facilities

It is important that public safety facilities are in good condition to facilitate activities that take place inside as well as serve as a neighborhood anchor. The community expects to be an active partner with the City in developing long term plans for public safety facilities.

Glen Avenue Fire Station

The Glen Avenue Fire Station is a neighborhood anchor as well as an important public safety resource. The building is in poor condition and needs to be completely renovated to properly serve its function.

New Northwest District Police Headquarters

The Northwest Police Headquarters is not located within the plan area, but it serves the plan area. The station is obsolete, poorly designed and poorly located. A new station would provide officers with better resources to do their jobs more effectively. The station is currently located at 5271 Reisterstown Road. One potential location for a new station is Park Heights Avenue near Belvedere Avenue. This would move the station closer to the plan area and would also make it easier for police to address this high crime area, allowing more police resources to be directed elsewhere in the district.

Public Safety Recommendations

Improve community participation in public safety

Individuals

- Educate residents as to the proper use of 911 emergency services and difference between 311 City services.
- Encourage citizens to know their rights and insist on a crime report for an incident.

Community Associations

- Encourage residents to go on police ride-alongs.
- Encourage events with police at the Training Academy and also continue the Shomrim event that was held last year.
- Establish a program to identify house numbers.
- Encourage police to take reports for each incident so that crime statistics will reflect an accurate percentage.
- Increase and continue neighborhood-wide events like “National Night Out”.
- Organize training for neighborhood association leaders and members in conflict mediation skills.
- Celebrate ethnic, cultural, religious and economic diversity.

Citizen Volunteer Safety Groups

- Enlist people to join “Block Watch” program and “Operation Crime Watch”.
- Continue to support public safety organizations (SHOMRIM / NWCP).
- Establish representative from each community safety group as a liaison to each of the 5 neighborhood associations.
- Promote collaboration among all volunteer safety groups.
- Hold volunteer fair to provide information about volunteer opportunities.
- Start a public awareness campaign to educate citizens about the roles of the community safety groups.

Improve public safety facilities

Partner with Fire Department regarding long term plans for Glen Avenue Fire Station.

Partner with Police Department regarding long terms plans for Northwest District Police Headquarters.

