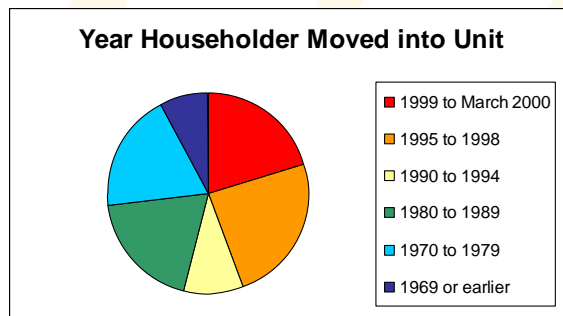


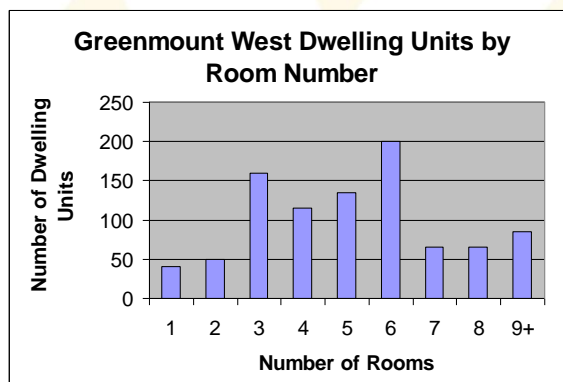
3 EXISTING CONDITIONS

3.1 Development

Greenmount West has 870 dwelling units, with 60% of these dwelling units occupied as of the 2000 Census. Length of time the householder has lived in the structure varies greatly, with 27% of the population residing in same unit within the neighborhood for 30 years or more. It should be noted that this data likely did not include residents of the industrial buildings because these buildings were only legally used as artist studio space in 2000, although casual usage as residences also occurred.



The housing stock of Greenmount West is comprised of both rowhomes in the core of the neighborhood and loft style buildings along the Jones Falls Expressway at the south end of the neighborhood. Greenmount West provides a variety of housing options, ranging in size from studio apartments to large single-family homes. This supports a diversity of incomes and household types among the neighborhood's residents.



Homeownership

Homeownership encourages community investment in the neighborhood as well as supporting the financial security and stability of area residents. According to the data provided in the 2000 Census, 20% of the 520 occupied housing units in Greenmount West were owner-occupied units.

Single-Family Residences

The rowhomes that make up the majority of Greenmount West were originally designed as single-family homes, often to accommodate the employees of the industry located in the loft style buildings at the south of the neighborhood. During the second half of the 20th century, economic pressures cause some of these structures to be converted into apartments, although many remain single-family homes to this day.



Multi-Family Residences

Rowhomes that have been converted to multi-family residences typically house three to eight dwelling units housed in each historically single-family rowhome. Properties converted from single- to multi-family are clustered along Calvert Street and Guilford Avenue, with many of the smaller two-story rowhomes on the east/west streets remaining single-family residences.

Apartments offer an affordable housing option that supports the goals of the Greenmount West community to maintain diversity because they are often an attractive housing type for either young individuals who have not yet established a family or the elderly. Individuals that do not own their residences are more vulnerable to market conditions that may cause their rents to increase, which could cause long time residents to no longer be able to afford their apartments. Rowhomes converted to multi-family residences often lack the amenities associated with larger apartment developments, such as laundry facilities, storage, off-street parking, and wheelchair accessibility, and as such are often less marketable.

Commercial Structures

Some of the rowhomes on North Avenue have been converted to accommodate commercial uses such as carry-out food establishments on the first floor, with either small offices or apartments on the upper floors. Larger commercial structures have replaced rowhomes at the corner of North and Greenmount Avenues (the Rite Aid building) as well as at 1803 Guilford Avenue (former grocery store, currently vacant) and at 1400 Greenmount Avenue (the Station North Thrift Store).

Loft Buildings

Many of the industrial structures located along the Jones Falls Expressway at the south end of the neighborhood have been used as artist live/work space as most factory uses were abandoned in mid to late 20th century. The open layouts of these loft buildings accommodates both the semi-industrial uses required for the fabrication of art as well as other light industrial uses and the freeform living space that many artist prefer.

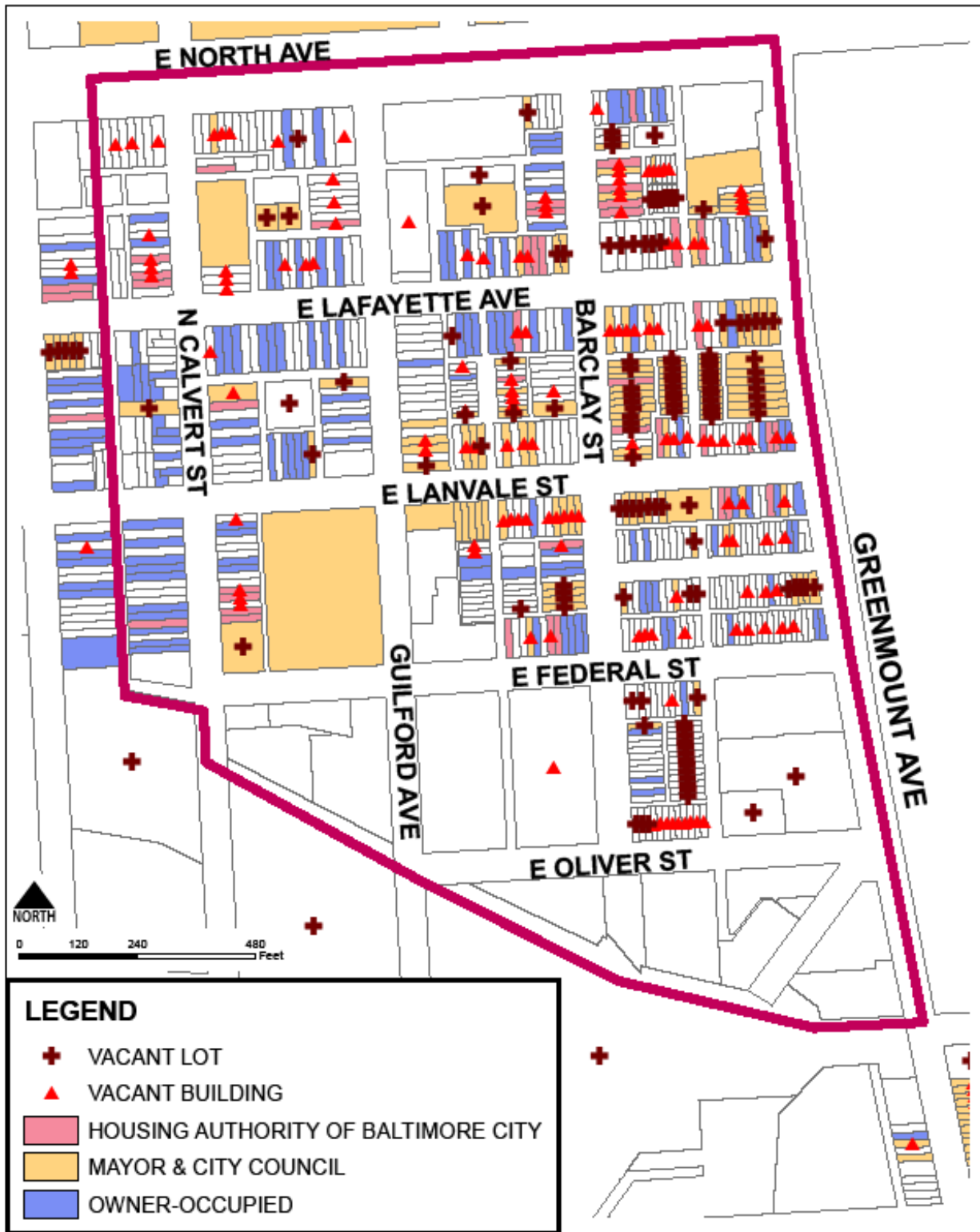


Some of the few remaining industrial users within Greenmount West are the Industrial Roll Company at 1613 Guilford Avenue, which produces rolls used in steel manufacturing, and a printing facility on Oliver Street.

Summary Table of Existing Development Map

Property Type	Number	Percentage
City Owned Properties	167	25%
Housing Authority	40	6%
Mayor and City Council	127	19%
Owner Occupied Properties	123	18%
Vacant Buildings	137	20%
Vacant Lots	127	19%
Total Properties	680	100%

Map 2: Existing Development



3.2 Parks, Open Space & Recreation

The large amount of open space found in Greenmount West currently stretches community resources thin in an attempt to maintain and monitor the activities within these open spaces. Many of the open spaces in Greenmount West are the result of blight clearance programs of the 1980s, making them often poorly situated within Greenmount West for passive or recreational open space uses. Open space located on major thoroughfares are difficult to access by pedestrians and secluded “pocket parks” often become magnets for crime. The significant amount of vacant land in Greenmount West, while not formally park land, provides the community with both short term open space and long term development opportunities. Many of these lots are currently planted with trees and grass and do provide passive open space, but also often serve more as a haven for crime than as a community asset.

Calvert & Federal Park

Calvert & Federal Park is located at the northeast corner of Calvert and Federal Streets and is the only Department of Recreation and Parks operated open space in Greenmount West. The park is relatively small (0.196 acres) and is located on a major vehicular route at the southernmost edge of the neighborhood along the Jones Falls Expressway. The park features a colorful mural on the side of the adjacent structure which, because of its prominence for northbound vehicular traffic on Calvert Street, serves as a gateway into the Greenmount West neighborhood.



The configuration of the park, with planting and fencing along the street frontage with an internal pedestrian walkway, insulates users from vehicular traffic. The park is primarily used by residents walking their dogs because its small size makes it difficult to attract other uses.

Calvert & Earecksen Open Space

The Calvert & Earecksen open space is located on the north side of Greenmount West, south of the intersection of Calvert Street and North Avenue, and is substantial in size (0.399 acres). Visibility from adjacent structures into the open space is minimal as it is primarily fronted by the sides and rears of adjacent multi-family and commercial structures. The open space is currently secured by a fence on three sides and a low brick wall along the Calvert Street frontage, but plants along the park's edge are overgrown, obscuring street-level visibility.



A portion of the open space has been used for community gardens. The lot's size and prominent location along a major thoroughfare make it well situated for long term development.

McAllister Street Open Space

The McAllister Street open space is located in the interior of the square block bounded by North and Guilford Avenues and Lafayette and Barclay Streets. The open space features a swing set, but it is underutilized because of its secluded location and poor lighting tend to attract crime. Because of its secluded location and lack of street frontage, the McAllister Street open space is unlikely to be developed unless in conjunction with the redevelopment of a vacant commercial building directly to the west. If it is to be retained as open space, community-managed open space would likely be most successful because additional community investment in the site would act as a deterrent to crime.



Lanvale & Barclay Open Space

The Lanvale & Barclay open space (0.140 acres) is currently unprogrammed open space fronted by the properties on the north side of 400 block of Lanvale Street, with the rear of the properties on north side of 400 block of Pittman separated from the open space by an alley. Secondary access is provided by Brentwood Avenue from the south.



While the Barclay Street frontage is visible to vehicular and pedestrian traffic accessing the North Avenue corridor, the mid-block portion of the lot is isolated from street activity. Traffic is minimal on this portion of Lanvale Street because the one way traffic dead ends one block to the east at the Greenmount Cemetery. There is also minimal pedestrian activity in the area because properties only front the open space on one side. This lack of activity creates a haven for undesirable behavior.

Hunter's Lot

The parcel known as Hunter's Lot is a privately-owned open space located in the interior of the square block bounded by Guilford Avenue and Calvert, Lafayette, and Lanvale Streets. Although the property is fenced and has been improved with a gazebo and lighting, maintenance is inconsistent because of ownership issues.



1700 Block of Greenmount Open Space

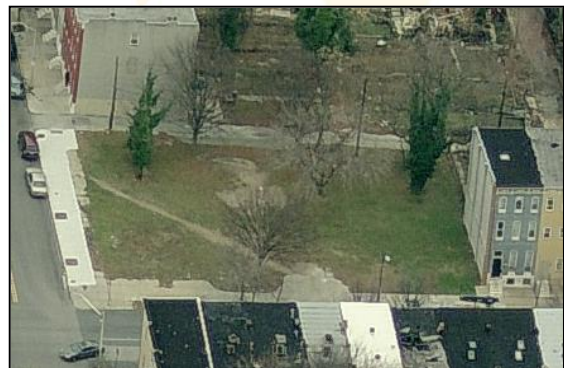
The majority of the block bounded by Greenmount Avenue and Lafayette, Lanvale, and Barclay Streets is currently vacant land, particularly along the Barclay and Greenmount frontages. The block is bisected by Brentwood Avenue, which runs north/south, essentially parallel to Barclay Street and Greenmount Avenue. There is casual usage of a portion of City-owned property along Greenmount, including improvements of landscaping, fencing, a covered picnic area, and a latrine, while a portion along Brentwood is casually used for urban agriculture.



The large size of the site, as well as the fact that much of the land is City-owned, make it a potential location for additional acquisition to assemble a development parcel to be disposed of by the City through a Request For Proposal process. Given the general state of disrepair of many of the remaining structures on the contiguous block faces of Lanvale and Lafayette Streets, consideration should be given as to whether it is necessary for the entire square block to be acquired for redevelopment to occur. The retention of public open space, particularly along the Barclay Street frontage because of its character as a neighborhood arterial street, should be encouraged as part of any redevelopment on this site.

Barclay and Lafayette Open Space

The northeast corner of the intersection of Barclay and Lafayette is a privately owned vacant lot of particular concern to the surrounding community because of a previous proposal to develop the site as a community-based correctional facility. Because of its private ownership and past development proposals, it is likely that this open space will eventually be developed.



1500 Greenmount Avenue Open Space

The open space at 1500 Greenmount Avenue was formerly the site of an office building for the Department of Social Services, and is located directly across from the Green Mount Cemetery gate house. When the Department of Social Services relocated within the neighborhood to Guilford Avenue, the historic industrial structure at this site was demolished. As a “brown field” site it does not offer any natural features or any programmed usage. Its location at the fringe of the neighborhood, as well as the concentration of vacant homes across Brentwood Avenue has caused this open space to go unutilized. The City has awarded this site to a developer for affordable housing which is currently under construction.

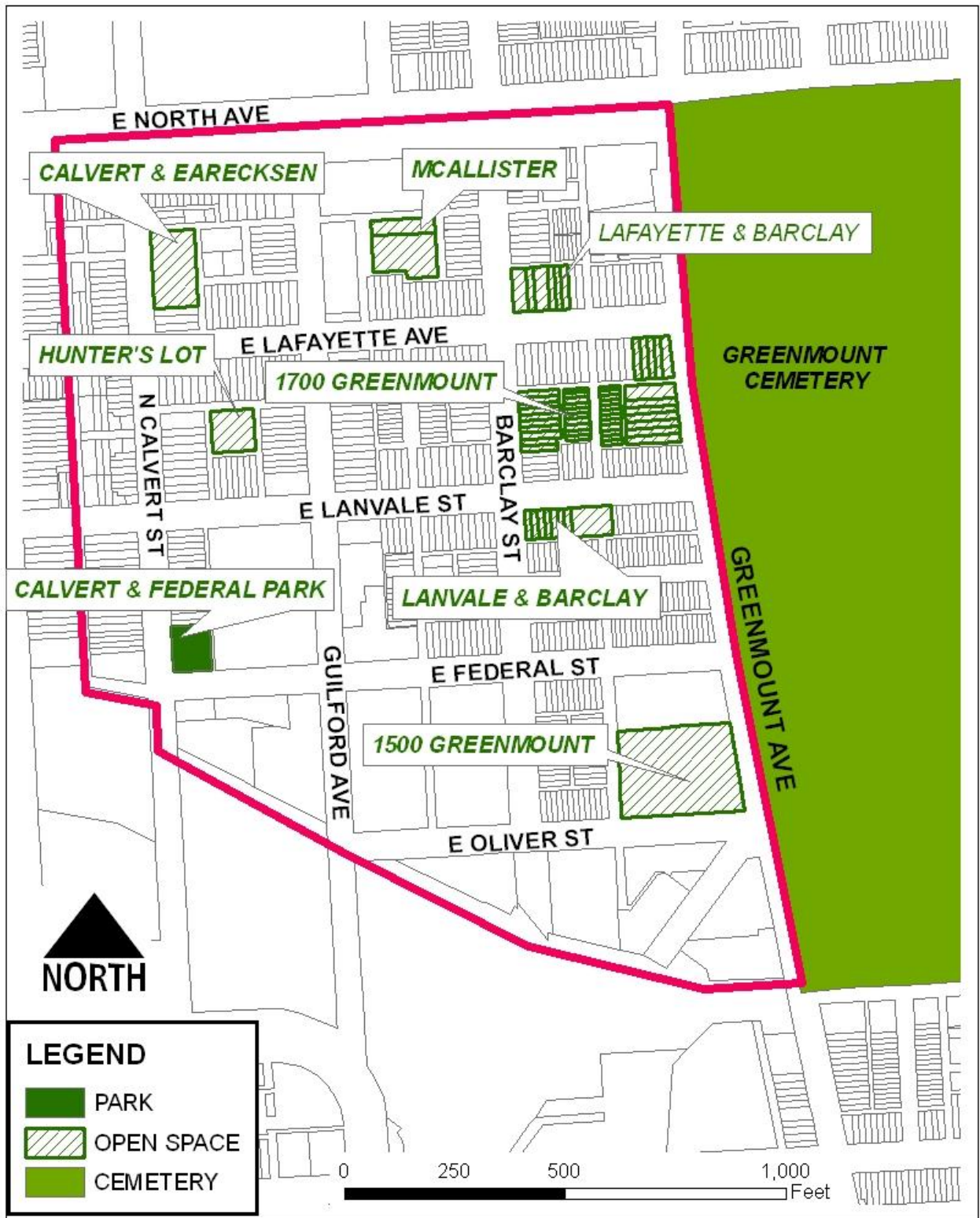


Green Mount Cemetery

The Greenmount West community is bounded on the east side by the historic Green Mount Cemetery, which is an early example of the Victorian rural cemetery movement. It was intended to be a destination for family picnics and served as a sprawling respite from the density of the urban city. The cemetery features a gothic revival chapel designed by J. Rudolph Niernsee and J. Crawford Neilson, in addition to the many graves of notable figures in Baltimore's history. Although cultural changes have caused this cemetery to no longer be the open space destination that it once was, it attracts historians, heritage tourists, and genealogy enthusiasts. Options to engage the Green Mount Cemetery as an active recreational amenity for the residents of the adjacent residential communities should be explored. The cemetery is open to the public free of charge Monday through Saturday from 8am to 4pm.



Map 3: Existing Open Space



3.3 Transportation

Greenmount West is bounded by major thoroughfares, with the interior streets predominately carrying local traffic. The northern boundary of the neighborhood is North Avenue, historically the northern city limit, which today serves as the major east/west route within the city. Pedestrian traffic crossing North Avenue is common because of its central location and the number of bus routes that converge at this point. Many of the existing pedestrian crossings along North and Guilford Avenues are wide and poorly marked, lacking painted crosswalks or pedestrian crossing signals, which results in an unfriendly environment for pedestrians.



To the east, Greenmount West is bounded by Greenmount Avenue, which experiences large amounts of traffic farther north, while it has excess right-of-way at this location for the current traffic levels. Pedestrian crossings to the east side of the street are poorly marked, likely because Greenmount Cemetery lies to the east and thus the east side of the street experiences little pedestrian traffic. The excessive width of the street encourages speeding by motorists. Traffic calming measures and “bump outs” at pedestrian crossings to allow better pedestrian access to the east side of Greenmount should be explored.

The western boundary of Greenmount West is Calvert Street, which accommodates only one-way traffic northbound. Calvert Street is heavily used by evening commuter traffic despite the residential character of its buildings because of its width and connectivity with the Central Business District. Although during off-peak hours traffic on Calvert Street is light, traffic often travels at excessive speeds because of the wide road width. Traffic calming and methods of diverting commuter traffic to less residential roads should be explored.

The southern boundary of Greenmount West is formed by the Jones Falls Expressway, a highway built over the historic stream that served as a geographical barrier between Greenmount West and Baltimore in the 1800s. The Jones Falls Expressway is the predominate highway route from Baltimore's Central Business District to its northern counties.



3.4 Transit Resources



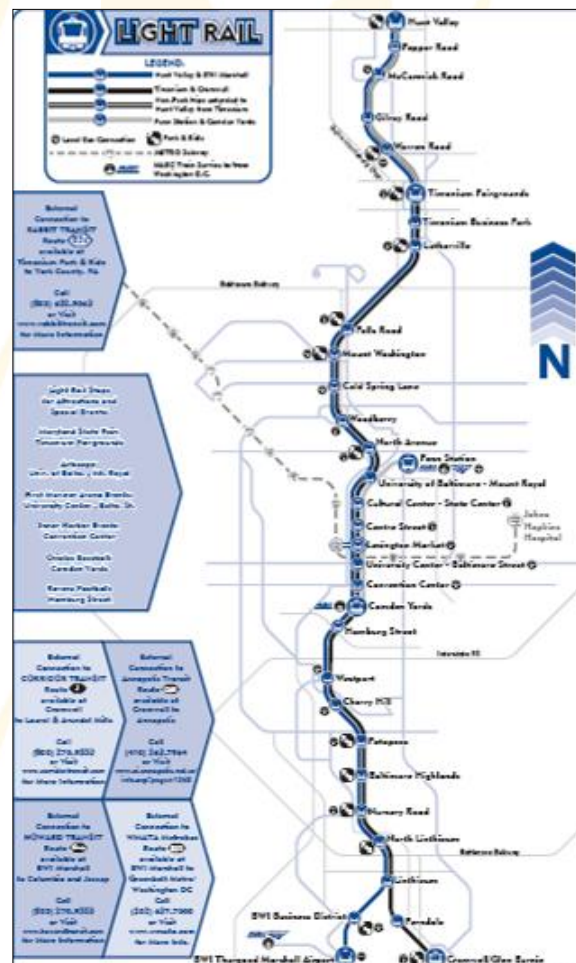
The Greenmount West community is situated in the vicinity of multiple public transit resources, including MARC, Amtrak and light rail train service from Baltimore's Penn Station and multiple points of access to the MTA bus system.

Baltimore's Pennsylvania Station

The transit resources at Penn Station provide both regional and commuter rail services, allowing for regional travel via train as well as a transit connection with the BWI Thurgood Marshall Airport. The commuter train serves Odenton, Aberdeen, Bowie State, the BWI Thurgood Marshall Airport and Washington D.C.. Commuters utilizing the MARC service from Penn Station frequently park in the Greenmount West neighborhood, making it difficult for residents to park during the day.

Light Rail

The Penn Station & Camden Yards light rail line can be accessed from the Penn Station stop and serve the south of the City, while the Hunt Valley & BWI Thurgood Marshall Airport line and the Timonium & Cromwell line can be accessed at either the University of Baltimore/Mt. Royal stop or the North Avenue stop. To the south, the light rail provides access to the Central Business District, the University of Maryland Baltimore Campus, Lexington Market, the Inner Harbor, Linthicum and BWI Thurgood Marshall Airport. To the north, the light rail provides access to Mt. Washington, Timonium and Hunt Valley. The light rail intersects with Baltimore's metro rail system at both the Cultural Center and Lexington Market stops, which provides access to destinations on the east and west sides of the city.



Greenmount West Master Plan

As of 2009, there are existing plans to extend the light rail to include a yellow line running east and west through the city, which would add significant access to additional employment, recreation, and service centers in Baltimore for Greenmount West residents.

MTA Bus System

The MTA bus system provides access to both north/south and east/west transit because of the proximity of Greenmount West to the route transfers that occur at North Avenue and Charles and Saint Paul Streets.

North/south routes are located on Guilford Avenue, Greenmount Avenue and Charles Street/Saint Paul Street, providing connectivity to the neighborhoods of Mount Vernon to the south and Barclay and Charles Village to the north with access to employment opportunities located in the Central Business District, the Johns Hopkins University Homewood Campus, and Union Memorial Medical Center. East/west routes are located on North Avenue and Preston and Biddle Streets.



Charm City Circulator service is expected to begin operation in Fall 2009. The circulator will provide expedited shuttle bus service from downtown to North Avenue on the north with a fleet of 18 clean-energy buses, as well as additional lines connecting riders to transit hubs including Penn Station and employment centers including Harbor East, the Science and Technology Park at Johns Hopkins and the Baltimore Bio Park.



3.5 Employment

One pressing problem for Greenmount West citizens is unemployment. According to the 2000 Census, 45% of the population over the age of 16 in the Greenmount West is in the civilian labor force, but 27% these residents are currently unemployed and actively seeking employment. This compares with a national rate of participation in the civilian labor force of 64% and a national unemployment rate of 6%.

Income

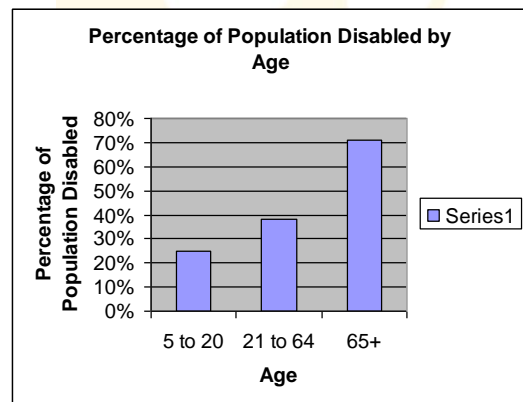
The median income for Greenmount West is \$14,091 per year, with 50% of the population qualifying for poverty status.

Education

There are 305 individuals over the age of 3 years that are currently students, with 44% of students enrolled in elementary school. Of the population over the age of 25, the majority did not attain a high school diploma, and only 1% earned a bachelor's degree.

Disability

Approximately 40% of the total Greenmount West population qualifies for disability status, a rate twice the national average. Among the 21 to 64 age group, the percentage of the population that is currently unemployed is approximately 10% greater for disabled individuals compared with that experienced by the neighborhood as a whole.



Local Employment Opportunities

Many major institutions are located in the immediate vicinity of Greenmount West that provide a wide range of employment opportunities, including service, administrative, manual labor, and professional jobs. Nearby governmental employers include the headquarters of the Baltimore City Public Schools, Department of Social Services, and the State Parole and Probation facility. Educational employers include the University of Baltimore and Maryland Institute College of Art. There are a large number of small service sector and retail employers along the commercial corridors of North Avenue and Charles Street, including small businesses located in the Greenmount West Arts and Entertainment District PUD. Approximately eight manual labor jobs are currently provided at the Industrial Roll facility, with additional industrial jobs provided by the printer on Oliver Street.

Access to Regional Employment Centers

Residents of Greenmount West have access to a wide variety of employment options because of the strong transit resources located in the neighborhood. To the south, light rail and bus access serves the downtown employment center within the Central Business District, at the University of Maryland Medical Campus, and the Inner Harbor. Along the Howard Street corridor on the west side of downtown, the light rail intersects with Baltimore's metro system at both the Cultural Center and Lexington Market stops, providing access to employment centers on both the east side (e.g. the Johns Hopkins Medical Institute) and west side of the city (e.g. Social Security Administration).

To the north, bus access serves employment opportunities at the Johns Hopkins University Homewood Campus and Union Memorial Medical Center in Charles Village, as well as the Towson area. The light rail provides access to employment opportunities in northern Baltimore City and Baltimore County, including Mt. Washington, Timonium and in Hunt Valley, as well as BWI Thurgood Marshall Airport to the south.

Commuter train service from Pennsylvania Station allows access to a wide range of employment opportunities in the vicinity stops in Odenton, Aberdeen, Bowie State, BWI Thurgood Marshall Airport and Washington D.C..



Additionally, Greenmount West is located directly adjacent to the Jones Falls Expressway (I-83), which serves as the major highway access to northern Baltimore City and intersects Baltimore's Beltway (I-695).

3.6 Land Use

Greenmount West is a mixed-use residential neighborhood which includes commercial, industrial, office and artist live/work uses scattered throughout the neighborhood.

Residential

Residential uses form the core of Greenmount West, with non-residential uses typically concentrated on the periphery of the neighborhood on the more major streets. Although the rowhomes were historically single-family, many of the three- and four-story structures on Calvert Street, Guilford and North Avenues, generally on the north and west sides of the neighborhood, have been broken up into apartments to accommodate the demand for more affordable unit sizes. Most of the two-story structures on Federal and Pittman Streets, on the south side and east side of the neighborhood, generally remain intact as either rental or owner-occupied single-family homes.

Commercial

Neighborhood commercial uses currently exist in non-conforming structures with historic storefronts throughout the residential core of the neighborhood. Often, the residences in the upper floors of these structures remain vacant even if the commercial space is occupied. The occupancy of these residences would improve the maintenance of these structures and encourage better management of the businesses below. The current population of the neighborhood and the small floor plates of the existing commercial spaces make it unfeasible to support businesses in all of the storefronts, but there is the potential for expansion of neighborhood commercial uses in these existing non-conforming storefronts as residential development occurs and the neighborhood population grows.



Community commercial activities within Greenmount West are generally located on the North Avenue corridor. The pharmacy at the corner of North and Greenmount Avenues is the largest retail establishment in the neighborhood, with smaller restaurants located just to the west of the neighborhood on North Avenue. Additional community commercial uses such as a thrift store are centralized on the neighborhood's other major thoroughfare, Greenmount Avenue.

Industrial

Few of what was once many industrial users remain in the loft style buildings in the southern portion of the neighborhood. The most visible industrial user is the Industrial Roll facility at 1613 Guilford Avenue, which produces rolls used during the manufacturing of steel products, centrally located within the neighborhood across Guilford Avenue from the Baltimore City Montessori Public Charter School. Other active industrial user within community include Lewis Advertising, a printing company at 325 Oliver Street, and various fabrication, light construction and renovation small businesses located in the Cork Factory at 1601 Guilford Avenue.



Artist Live/Work

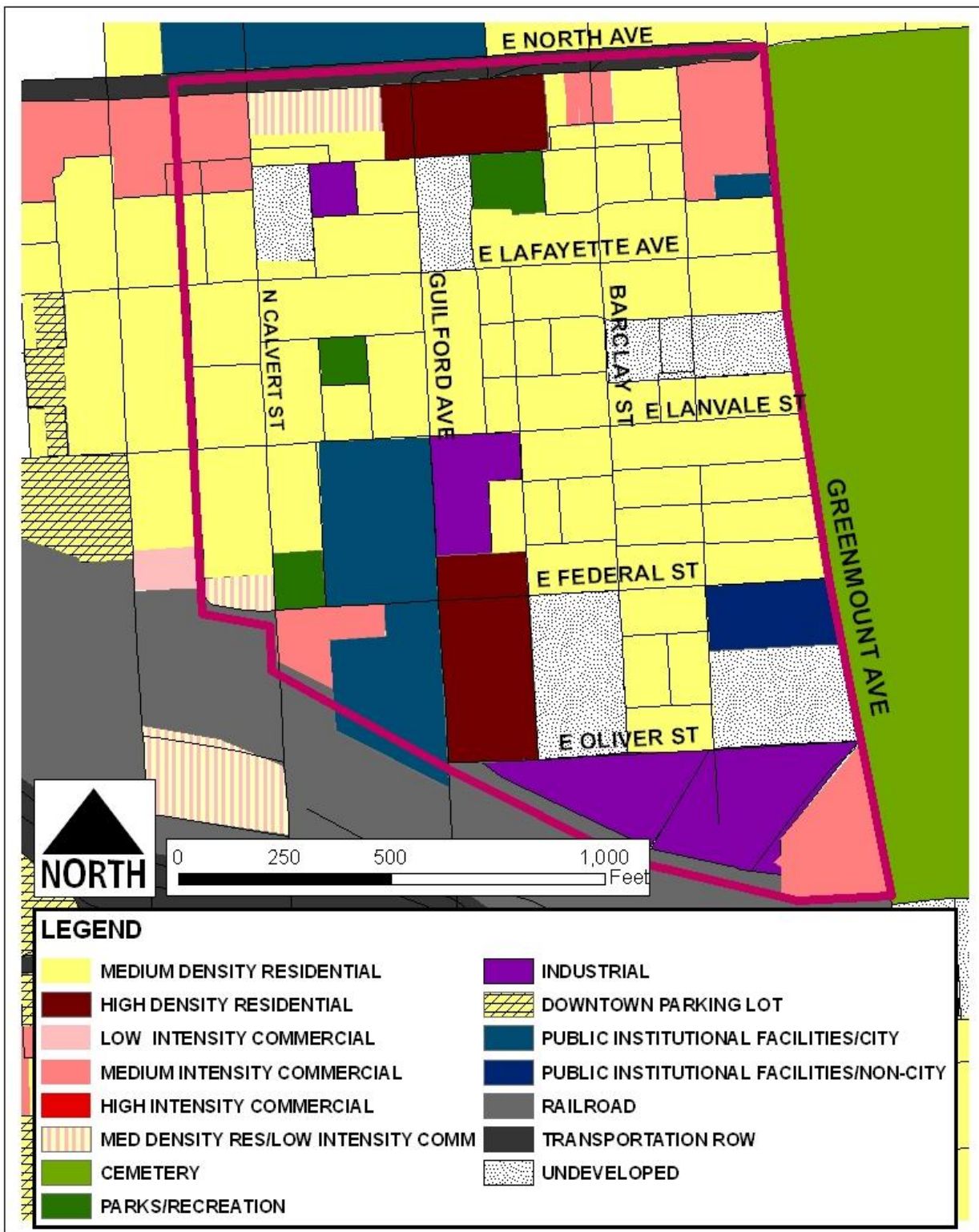
The majority of the historic industrial buildings at the southeastern portion of the neighborhood have been converted into artist live/work space as they were vacated by their previous industrial users in the mid to late 20th century. This use takes advantage of the open floor plans of these structures with a mix of light industrial uses associated with art fabrication, residential uses, and accessory art gallery space. Additionally, nearby arts and entertainment commercial activities in Charles North along Charles Street and North Avenue support this artist live/work space.

Office

Along Calvert Street there have historically been scattered small offices, a use which responds to the higher levels of traffic on this corridor without compromising the existing rowhouse fabric. Additionally, the redevelopment of the Railway Express Building at the southernmost portion of the neighborhood as apartments, including live/work units to accommodate small owner-operator businesses, creates a strong link between the higher concentration of office space to the south in the Mount Vernon neighborhood and the Calvert Street corridor in Greenmount West. The Station North Townhomes also feature live/work units at the corners of Calvert and Lanvale and Lafayette.



Map 4: Existing Land Use



3.7 Zoning

Zoning regulations determine how property can be used as defined by zoning districts, which roughly correspond to the land uses identifies in the previous section. Greenmount West's mixed-use nature, as evidenced by the range of existing lands uses, is accommodated by a variety of zoning districts within the neighborhood. Additional information on these zoning districts, including relevant bulk, density, and use restrictions, is available in Appendix D: Current Zoning Categories. Greenmount West also has a zoning overlay district known as a Planned Unit Development, adopted by the Mayor and City Council in 2003, which permits select arts-related commercial uses and residences that would otherwise not be permitted by the underlying industrial zoning.

Map 5: Existing Zoning

