

# TURNER STATION

Baltimore County, Maryland





This document is the final post-charrette report by the Baltimore County Office of Planning’s Community Design Team for the Turner Station community. The recommendations and designs in this report are based on input solicited from the community from the charrette Kick-off Meeting on April 30, 2009 and during the charrette, held May 28-June 2, 2009. The Community Design Team was also assisted and guided by the Turner Station Charrette Steering Committee which was formed during the summer of 2007.

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**\* Introduction**

In 2008 the Office of Planning created the Community Design Team (CDT), a team that pulls from the existing staff of planners and designers. One staff member, the CDT Coordinator, is assigned the full-time job of coordinating the CDT when the team's services are needed during the charrette week. The CDT Coordinator also identifies projects that may benefit from the charrette process, and then works with a community-based steering committee for at least six months prior to the charrette conducting community outreach and logistical preparation for the charrette.

The creation of the CDT took several years of preparation. It started with an analysis of the office's capability to effectively conduct a charrette, the development of a strategy for current staff to be removed from their regular office duties for 5-7 days, and the ability for the rest of the office to maintain a regular level of operation while a large number of staff were away. The Baltimore County Office of Planning is a larger agency, of about 40 staff members. Despite the large number of overall staff, the office developed a strategy to perform its regular duties, even with up to fifteen staff members participating in the charrette.



The CDT strives to coordinate and facilitate discussion and decision making between state and county agencies, property owners, developers, along with community and business groups to help communities create a vision for their community. Providing quality design ideas and guidelines for communities helps transform them into healthy and desirable places to live, work and play.

Developing and maintaining a quality design vision for communities that is consistent with Baltimore County's growth management and community conservation will also help achieve sustainable practices that facilitate state, regional and county goals on environmental matters.

The CDT has successfully completed two projects utilizing the charrette process. The projects include the Lower Back River Neck Community and the Turner Station Community.



On July 2, 2001, the Baltimore County Council passed a resolution sponsored by Councilman John Olszewski for the creation of the Turner Station Community Conservation Plan. After a year and a half of hard work, on the part of the community and county representatives, the plan was adopted by the County Council on December 15, 2003. Since that time, members of the community have been committed to implementing the recommendations from the community plan.

In 2007, based on recommendations in the community plan, a new steering committee was established for the purpose of overseeing a charrette for the creation of a housing revitalization and rehabilitation plan. The kick-off meeting for this effort was held on Monday, June 18, 2007 at the Fleming Center in Turner Station.

In preparing the community for the charrette, the Turner Station Charrette Steering Committee focused on preserving the historic nature of the community, while improving the quality of life for current residents and future generations of Turner Station, by increasing homeownership opportunities and encouraging housing improvements. The Steering Committee successfully led the community through this planning process, in which residents work alongside Baltimore County's Community Design Team to develop guidelines for infill development, housing rehabilitation, and homeownership incentive programs, as well as identifying potential for other neighborhood improvements.

The Kick-off Meeting for the charrette was held on Thursday, April 30, 2009 at 7 p.m. in the Fellowship Hall at St. Matthew United Methodist Church in Turner Station. The Kick-Off Meeting was well attended and participants took part in a Visual Preference Survey. The Visual Preference Survey is one of the tools used by the Community Design Team to encourage the public to give feedback on planning and design alternatives, and to participate in the creation of the plan. The value of the survey is in the range of opinions, the shared common ground, and the desires expressed by the public, giving a sense of what they would like to see in the community.



On Thursday, May 28, 2009 the Turner Station Charrette began and ran for six days, ending on Tuesday, June 2, 2009. The Community Design Team established a design studio in the community, located in the gymnasium of the Fleming Center.

The charrette design studio was open to the public and the Community Design Team focused on developing design concepts and recommendations for a minimum of twelve hours a day, for six days. The first three days of the charrette, the Community Design Team along with members of the Turner Station Charrette Steering Committee, representatives from various County agencies, as well as others who have an interest in Turner Station, met and discussed ideas for the plan. The Community Design Team took a walking tour of the entire community the first morning of the charrette.

To solicit as much public input as possible, presentations and focused discussions were scheduled for the first three days of the charrette. The second half of the charrette, the Community Design Team focused on working steadily to produce a set of recommendations based on the input from the community.

Using illustrations, plan drawings, and other diagrams, the Community Design Team presented a well-received set of preliminary recommendations to the community on the last evening of the charrette. This document is a refined version of those recommendations.



*Members of the Community Design Team along with representatives of the community and the Turner Station Charrette Steering Committee.*

### CHARRETTE STUDY AREA

The Turner Station Charrette study area was defined on the northern end by the intersection of Main Street and Dundalk Avenue; on the western edge by Broening Highway; on the eastern edge by Dundalk Avenue and Peach Orchard Creek; and on the southern end by Bear Creek.





**\* Connections**

## WALKABILITY

Walkability is one indication of the vitality and health of a community. The current level of walkability in Turner Station ranks fairly well, which in part is due to the age of the community and the fact that the area developed during a time when automobiles were not the primary mode of transportation.

Neighborhoods that exhibit high levels of walkability are commonly characterized as having destinations such as a shopping district or public spaces, that residents can reach on foot. The addition of housing density, public transportation, and low traffic speeds also contribute to the walkability of a community.

In order to study and evaluate the walkability of Turner Station the Community Design Team, with assistance from some members of the Turner Station Charrette Steering Committee, conducted a comprehensive survey of the community in May 2009.

This walkability survey allowed the Community Design Team to rate the pedestrian-friendliness of Turner Station based on national standards. Individual street segments were surveyed and the results for either each or both sides of the street were recorded on the survey sheet. The results were entered into a geographic information system and tallied to give a walkability “score” to each segment. Each of the nine walkability categories can earn a maximum score of 10. Street segment category scores are totaled and divided by the maximum possible (90) to get a percent score (of 100%) for each segment.

The results of the Turner Station walkability survey are displayed in maps in the Appendix of this document.

The images below show possible pedestrian improvements to Avondale Road.  
The addition of parking spaces would help slow traffic.



BEFORE

AFTER

The images below show possible pedestrian improvements to Avondale Road near the entrance to Turner Station Park.  
Highly visible pedestrian crossings, along with planted medians make the area safer and more inviting to pedestrians.



BEFORE

AFTER

A community is physically connected by its streets, sidewalks, and paths. Based on information gathered from the community, the Community Design Team conducted an analysis of these connections and proposed a few changes.

Three new connections were recommended:

### 1. New connection to Broening Highway from Main Street

This connection was proposed in order to redirect through-traffic from the more narrow Avon Beach Road to the wider, more easily navigable Sollers Point Road. The crossing at Avon Beach Road across Main Street to Broening Highway could remain open but the more formal crossing, with a signalized intersection, should be moved to the intersection of Main Street and Sollers Point Road.

### 2. New street connections within existing network

The need for new street connections within the existing street network were also identified. Most of the proposed connections serve to make logical connections between areas in Turner Station which may have been cut off from each other over time by physical barriers such as utility rights-of-way or lack of oversight of the street network as development occurred in Turner Station during the 20th century.

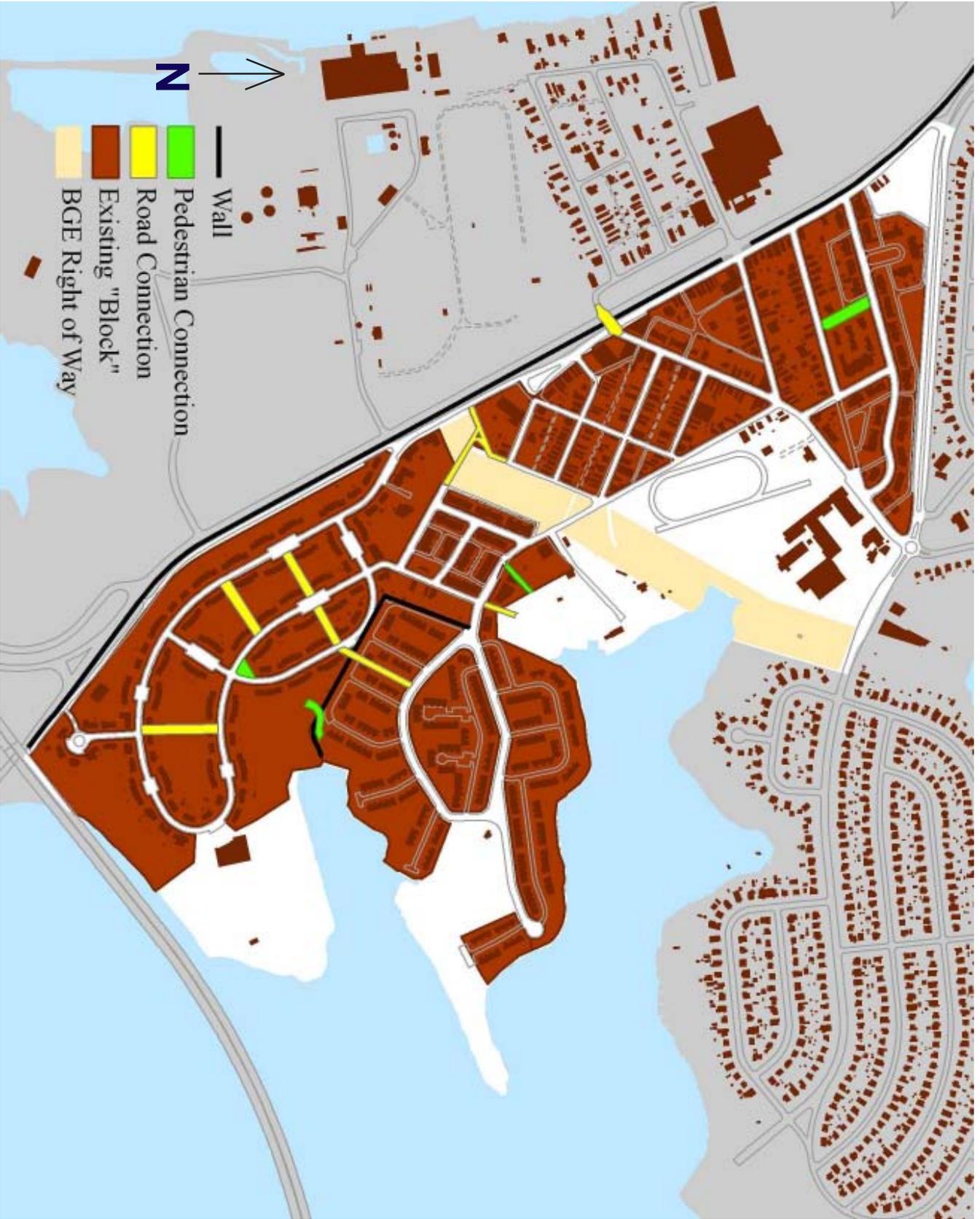
### 3. New pedestrian connections

Three new pedestrian connections were recommended by the Community Design Team. The first connection is within the same block as the Turner Station Apartments, located in the northern area of the community. This new connection would allow for a shortened block length and a path for pedestrians to walk between Chestnut Street and Oak Street without having to follow the entire block all the way to Main Street or Pine Street.

The second pedestrian connection is suggested between Lyons Homes and Day Village. This pedestrian connection would also call for the existing masonry wall, which physically separates the two communities, to be removed and replaced with a more attractive security fence with a gate.

The third pedestrian connection would be a new path from Avondale Road into the Turner Station Park.





The street connections in Lyons Homes could be approached in phases. The alignment of the proposed street connections, illustrated on the map on page 13, would run through areas where no buildings currently exist. With the creation of new street frontage, there would be future opportunities for new homes to be constructed within the existing framework of the Lyons Homes community.





Residents of Turner Station consistently expressed to the Community Design Team the problem with lack of wayfinding and identification signage within the community. The Turner Station Park currently only has a sign at its entrance. The Fleming Center and its park have directional markers. Additionally, sections of Turner Station, which have varying physical and architectural characteristics are known to residents but also not marked within in the community in any way. The Community Design Team developed a wayfinding plan showing proposed locations for directional signs to locations within the community, such as the parks. This plan could be expanded to include churches or other significant locations. For identifying neighborhood areas, the Community Design Team suggested toppers for existing street signs.



*Example of an existing street sign in the Carver Manor area of Turner Station with one of the proposed sign topper designs.*





Examples of the proposed wayfinding signage designs.



Based on comments from the community during the charrette, the Community Design Team recognized the community's strong ties to its past history and a Heritage Trail was suggested as a way for Turner Station to celebrate the history of the community.

The area that has grown into modern-day Turner Station was once only farmland. Before the turn of the 20th century, only a few houses stood on the land between the Patapsco River and Bear Creek. This tract of land was owned by J.M. Turner as early as 1877. Mr. Turner owned a guano importing business, and operated his office out of Pratt Street in downtown Baltimore. Guano is a type of manure derived from sea gulls. The rural character of the area began to change in the 1880s when the Pittsburgh Steel Company decided to build a steel plant across Bear Creek on land known as Sparrows Point. It was around 1888 that Mr. Turner sold a portion of his tract of land to the Sparrows Point Railroad Company. The railroad company erected a station, naming it for the Turner property through which the railroad passed on its way to Sparrows Point.

Around the time of World War I many African Americans had already begun moving North during what was called the Great Migration, in search of jobs that were not available to them in the South. With the onset of World War I, the steel mill at Sparrows Point became a full-time ship building center for the United States Navy, resulting in the need for large numbers of employees at the steel mill.

As was the case in most cities receiving an influx of new residents in search of jobs, new communities were formed. For African Americans at the time, this meant establishing their own independent and usually self-sufficient communities. Turner Station is one such community. The first housing developments in Turner Station started around 1920 in what was called Steelton Park, the triangular area bounded by Dundalk Avenue, Main Street, and Sollers Point Road. Shortly thereafter the community got its first school, Turner School which served first through fifth grades.



The community of Turner Station continued to grow and thrive throughout the 20th Century. Turner Station once boasted having over ten locally owned businesses, over eight churches, a community beach, a high school, various doctor's offices, and a movie theater. The community has also been the home to many famous and noteworthy African Americans.

The Community Design Team suggested that markers, similar to the one shown on the top left (an example from Norfolk, Virginia), could be placed in the existing sidewalks in front of the buildings, or the sites of former buildings that are significant to the story of Turner Station's history. The trail along with an educational brochure about each marker could provide many opportunities to bring awareness to positive and significant aspects of the community. The trail could be used as a marketing tool to attract new residents, or as a fundraising event with special guests leading a walking tour along the trail.

The Turner Station residents can work together to refine this idea and design the markers for this trail to celebrate the community's history. The sample on the bottom left illustrates one such design.



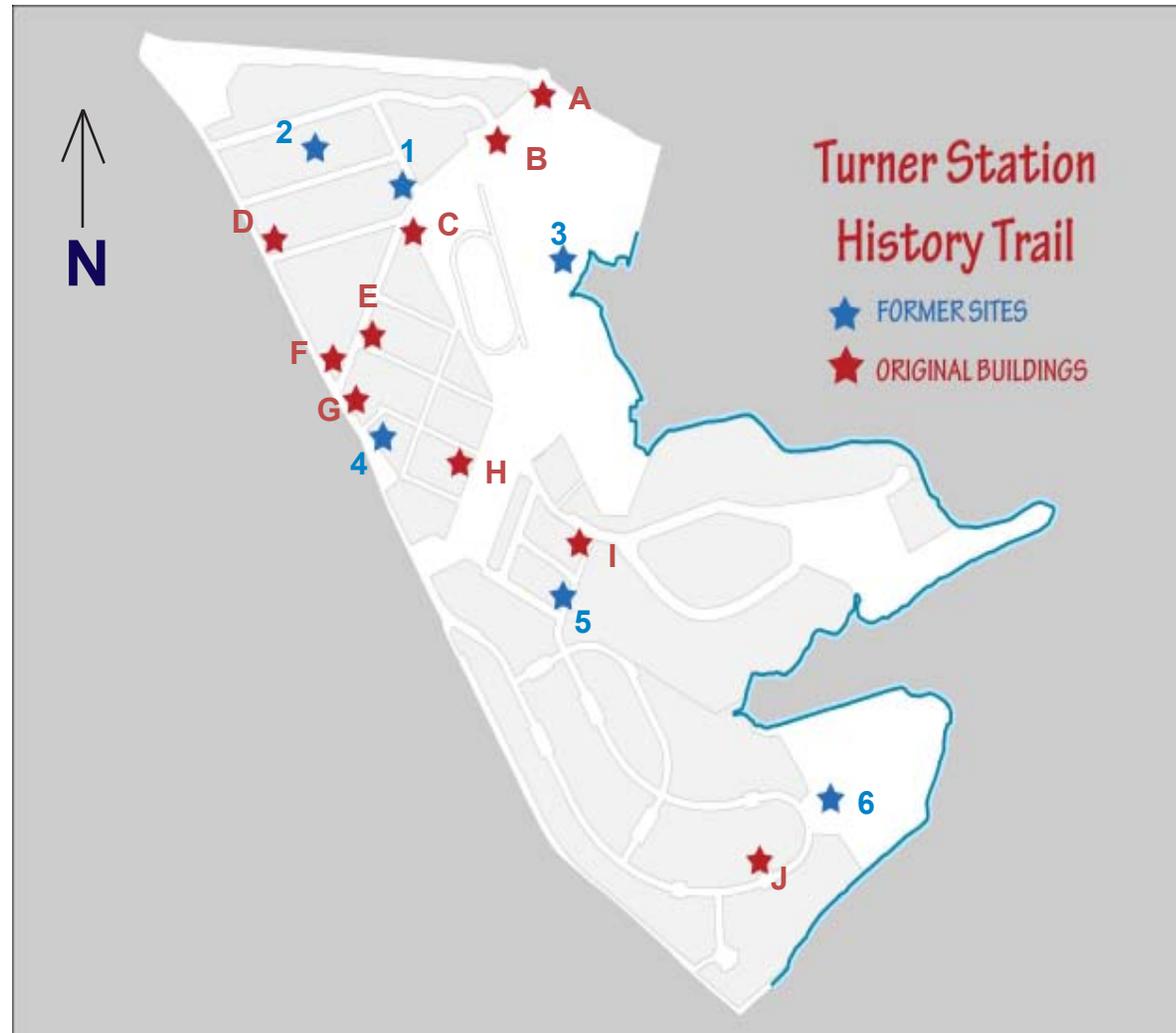
The Community Design Team's proposed Turner Station History Trail.

ORIGINAL BUILDINGS STILL  
STANDING IN COMMUNITY

- A) The Dog House (1952)
- B) Sollers Point High School (1948)
- C) The Ice House (1920s)
- D) Allmond's Confectionary (1940s)
- E) Former Post Office (1920)
- F) Dr. Thomas' Office
- G) Anthony Theater (1930)
- H) 208 Center Avenue (1920s)
- I) Dr. Wade's Home and Office
- J) Home of Henrietta Lacks

SITES OF FORMER BUILDINGS

- 1) Wyatt Grocery Store
- 2) Turner Elementary School
- 3) Edgewater Beach
- 4) Adam's Cocktail Lounge
- 5) Balnew Building
- 6) Fleming Elementary School

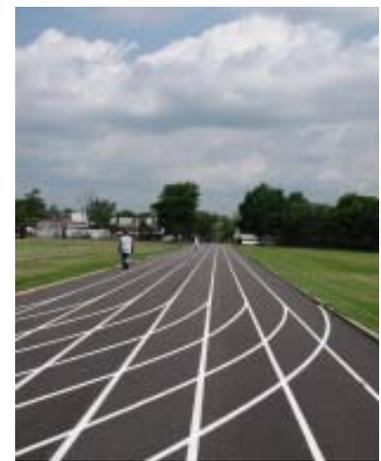




\* Green Spaces

Turner Station is a waterfront community, located off Bear Creek in eastern Baltimore County. The community has two county parks, Fleming Park and Turner Station Park, both on the waterfront. Fleming Park is highlighted by a pier, ballfields, and the Fleming Center, a building used for senior activities, organized recreation, and the Head Start program. Fleming Park is located on Bear Creek and has magnificent views of Sparrows Point. Turner Station Park is located off Peach Orchard Creek and has public use pavillions, a playground, and a pier with boat access to the water. In addition to these two County-maintained parks, Turner Station residents also have access to the newly refurbished track at Sollers Point Technical High School. While proposed plans for the high school property include a future change in use and the construction of a new community center, the track will remain on the site and will continue to be available for use by Turner Station residents.

The Community Design Team heard from the community that while park space is available, they would like additional opportunities for gathering spaces and exercise. Based on that input, the Community Design Team developed an overall Open Space plan for the community which includes proposed enhancements to the two existing parks, as well as expansion of the Health Path--a path that was proposed during the 2003 Turner Station Community Conservation Plan process.





## THE HEALTH PATH

The idea of a Health Path in Turner Station was proposed during the 2003 Turner Station Community Conservation Plan process. Early planning for this Path began with a survey conducted by Johns Hopkins Bayview Medical Center. The survey was conducted during May-August 2003 and was part of the Smart Step Forward campaign by the State of Maryland to increase walking and the development of walkable communities.

Based on the input from the survey, Johns Hopkins Bayview Medical Center concluded that residents of Turner Station seem to be strongly motivated to walk for health reasons. Improvements to the pedestrian infrastructure such as the creation of walking trails, adding lighting, and building and maintaining sidewalks, would provide residents a safer and more cohesive pedestrian environment.

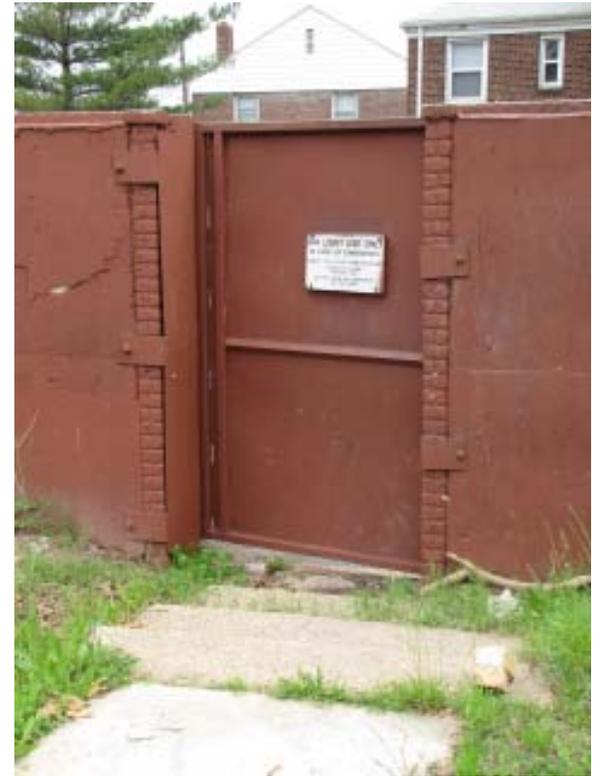
The Community Design Team heard from residents of Turner Station during the charrette process that they were still interested in the development of a Health Path in the community. Using the results of the survey conducted in 2003, the Community Design Team further investigated the potential and opportunity for such a Health Path and developed recommendations. The Community Design Team also conducted a more detailed walkability survey for the community, which looked at the pedestrian-friendliness of every street in Turner Station. This comprehensive survey, combined with the 2003 survey, were used to recommend a Health Path that extends throughout Turner Station, using a network of existing sidewalks and paths, as well as recommendations for new pedestrian connections and identifying parks and other locations in the community as walkable destinations.





### HEALTH PATH IN DAY VILLAGE

One suggestion the Community Design Team heard often from residents of Turner Station was a general dislike of the appearance of the masonry wall that surrounds the Day Village rental community. While many residents were interested in keeping a wall or fence in place for security reasons, most agreed that the wall could be more attractive. It was suggested that the existing wall be replaced with a six-foot tall decorative metal fence that would have accessible gates for pedestrians. The gates would also be useful for allowing access to the Health Path as it connects from Lyons Homes into Day Village and then back out to the Turner Station Park.





Existing masonry wall around Day Village



Example of metal fencing that could replace masonry wall



Example of pedestrian access gate



## FLEMING PARK

Fleming Park is one of the two existing Baltimore County-maintained parks in Turner Station. Located directly on Bear Creek, the park has wide-open views of Sparrows Point and the Francis Scott Key Bridge.

The Community Design Team gathered ideas from the community and made recommendations for enhancements to Fleming Park. The recommendations include leaving the existing pier on Bear Creek, as well as leaving the existing Fleming Center. Suggested additions to the park could include, adding the Health Path along with a new pier on Clement Cove, a new public use pavilion overlooking the water, and a new gate to Day Village so that the Health Path can be continuous throughout Turner Station.





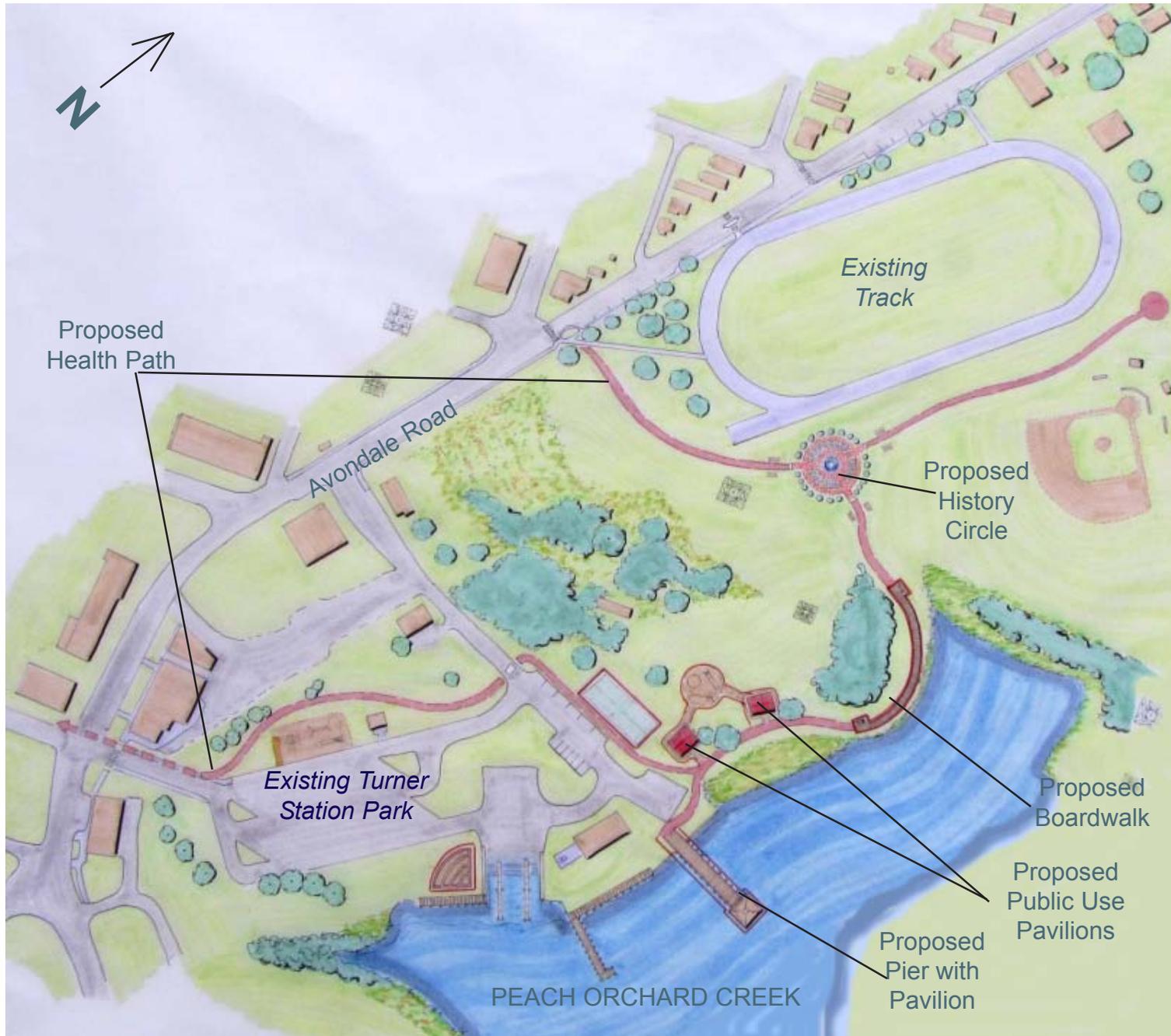
## TURNER STATION PARK

Turner Station Park is another Baltimore County-maintained waterfront park in the community. Located directly on Peach Orchard Creek, the park provides a fishing pier and a boat ramp with parking.

Residents of Turner Station suggested to the Community Design Team that the park be made more useable for residents who do not have boats. Suggestions were also made to include additional picnic areas, as well as providing a site for a monument or other gathering space focused on celebrating the rich history of Turner Station. The Community Design Team also recommended routing the Health Path through Turner Station Park, as was suggested at Fleming Park.



Illustration of proposed history circle for Turner Station Park







\* Gateways

SOLLERS POINT ROAD AT MAIN STREET

Sollers Point Road is the only road that completely bisects the Turner Station community, spanning from Dundalk Avenue on the north to Main Street and Broening Highway on the south. South-bound through traffic is currently directed from Sollers Point Road to Avon Beach Road, where a crossing with a light has been created to allow for traffic to move across Main Street and onto Broening Highway. Avon Beach Road is a small, narrow neighborhood street not well suited to high traffic volume. The Community Design Team recommended that traffic be kept on Sollers Point Road, which is a wider collector road, and that a new signalized intersection be created to allow access from Sollers Point Road and Main Street onto Broening Highway. The Community Design Team also recommended leaving the existing crossing at Avon Beach Road, but with signage directing traffic to stay on Sollers Point Road.

The proposed re-direction of traffic to continue on Sollers Point Road would also help to encourage revitalization of a major node along the community's Main street. Encouraging vehicular and pedestrian traffic to consistently access this route would provide support to businesses or other uses in this location.

View of Main Street (left) and Broening Highway (right) separated by the sound barrier wall, at the intersection of Avon Beach Road.



Vacant parcel located at the corner of Main Street and Sollers Point Road, adjacent to Union Baptist Church.



View of Sollers Point Road at the intersection of Main Street, looking toward the sound barrier wall along Main Street and Broening Highway.



Sollers Point Road at Main Street, looking northeast; bottom image showing a sketch of business and institutional uses proposed by an adjacent church, as well as streetscape enhancements such as crosswalks and trees and facade improvements at the Main Street Overlook Apartments.

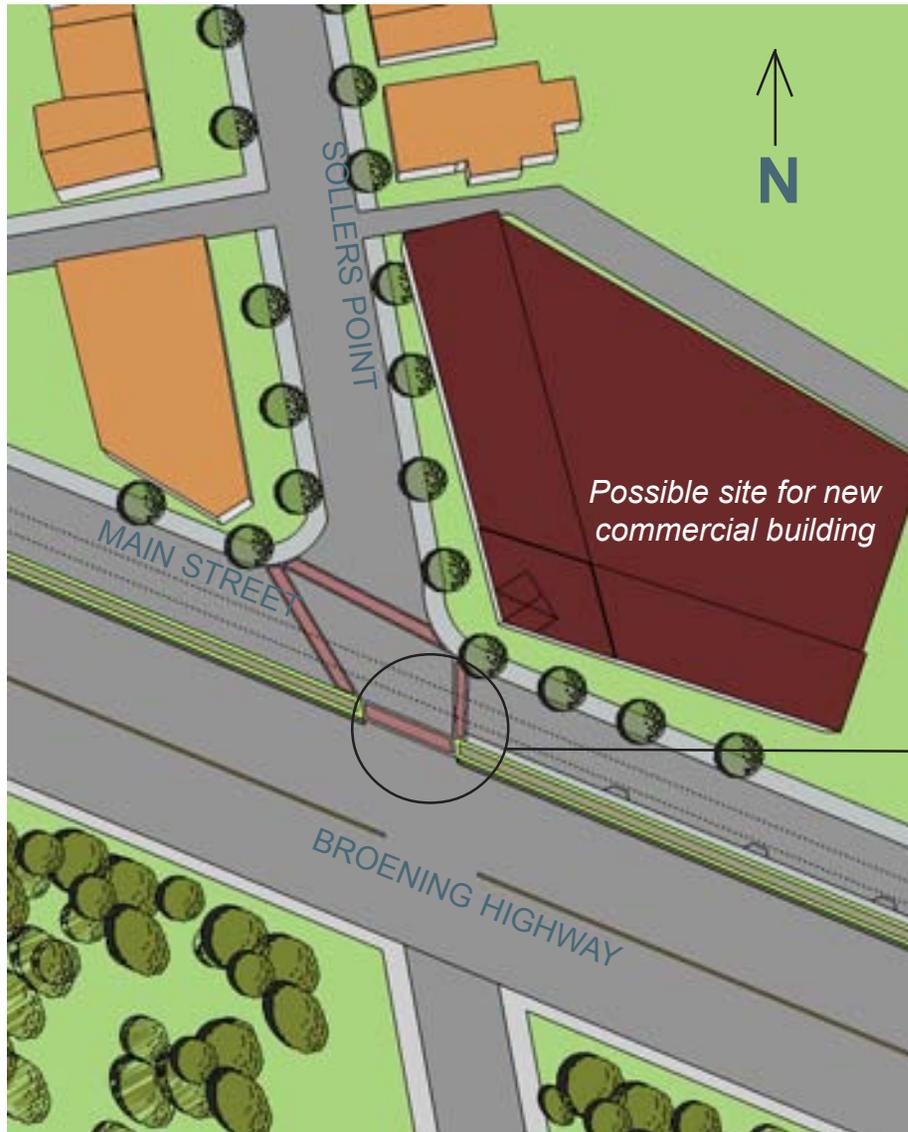


### SOLLERS POINT ROAD AT MAIN STREET--NEW ACCESS TO BROENING HIGHWAY

The Community Design Team recommended that a new signalized intersection be created to allow access from Sollers Point Road and Main Street onto Broening Highway.



The new design of the intersection at Sollers Point and Main Street could encourage revitalization of a major node along one of the community's traditional gateways. Encouraging vehicular and pedestrian traffic to consistently access this route would provide support to businesses or other uses in this location.



### SOLLERS POINT ROAD AT OAK STREET

This photo simulation shows a before and after view of recommended improvements to the intersection of Oak Street and Sollers Point Road. Improvements include redesigning the intersection to close the opening at Oak Street so that the telephone pole is no longer located in the middle of the street. Also recommended are more visible crosswalk markings and sidewalks. New housing could be possible on existing vacant property along the north side of Sollers Point Road.





AFTER

### SOLLERS POINT ROAD AT DUNDALK AVENUE

The Community Design Team also suggested improvements to one of the main gateways into the community--Sollers Point Road at Dundalk Avenue. Recently, Baltimore County implemented streetscape and traffic improvements at the intersection of Sollers Point Road and Dundalk Avenue. Baltimore County replaced a standard intersection with a traffic circle, which allows traffic to continue to flow without some of the dangers posed by a standard intersection marked with only stop signs.

Keeping in mind possible changes at the Sollers Point Technical High School site, the Community Design Team developed recommendations for a more formal streetscape plan on Sollers Point Road, south of the traffic circle from Dundalk Avenue. The streetscape plan would include pedestrian-scale lighting, more visible crosswalks, elements such as landscape plantings and decorative paving, as well as a connection to the proposed linear park along the south side of Dundalk Avenue.

Streetscape Enhancements from Dundalk Avenue to entrance of school site.





Proposal 1



Proposal 2

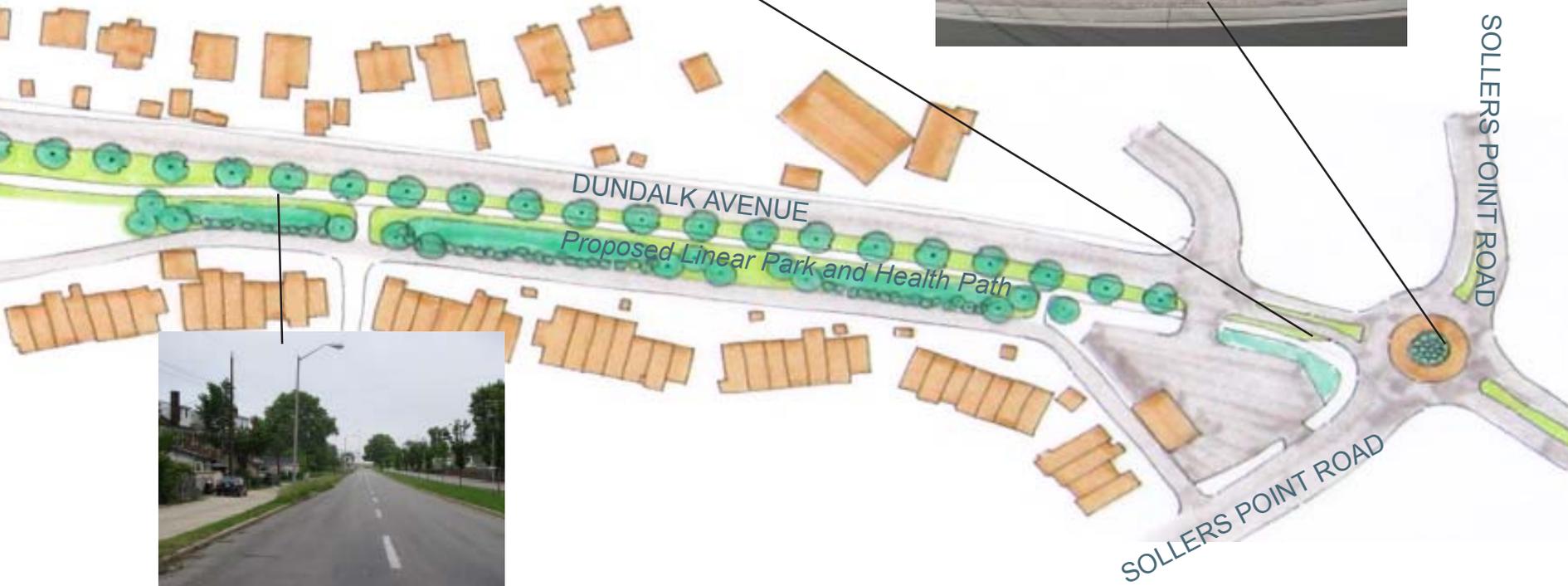
### DUNDALK AVENUE FROM MAIN STREET TO SOLLERS POINT ROAD

The Community Design Team heard from the community that there is a desire for additional active recreation space in Turner Station, especially for walking paths or trails. Based on the Community Design Team's analysis of neighborhood streets and possible walkability improvements, Dundalk Avenue, which is a four-lane divided road, provided an opportunity to combine the need for recreation space with the desire to improve walkability and pedestrian connections in the community. The community-wide Health Path will also be incorporated into this new park along Dundalk Avenue.

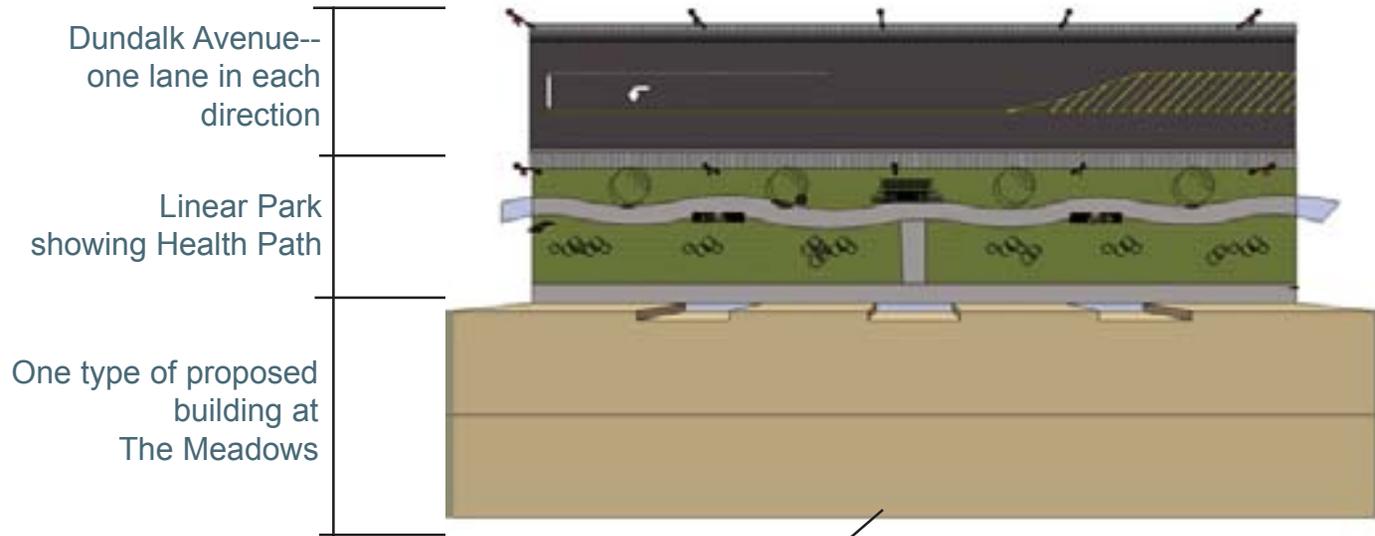


### CLOSING TWO LANES OF DUNDALK AVENUE

This proposed streetscape plan shows a linear park along the south side of Dundalk Avenue. This park would be located where two travel lanes currently exist. The Community Design Team suggested closing the east-bound lanes of Dundalk Avenue (the side closest to Turner Station) and turning that area into greenspace. Traffic could continue on Dundalk Avenue on the north side, changing from two lanes west-bound into one lane in each direction.



PROPOSED LINEAR PARK ALONG DUNDALK AVENUE



Examples of bio-swales or rain gardens used in Anne Arundel County, Maryland.



Bioswales are landscape elements designed to remove pollution from surface run-off water, and are commonly used along parking lots and streets. The water is filtered through the plants and soil in the bioswale before being released into the watershed.

Photo simulation showing proposed Linear Park and Health Path along the south side of Dundalk Avenue.



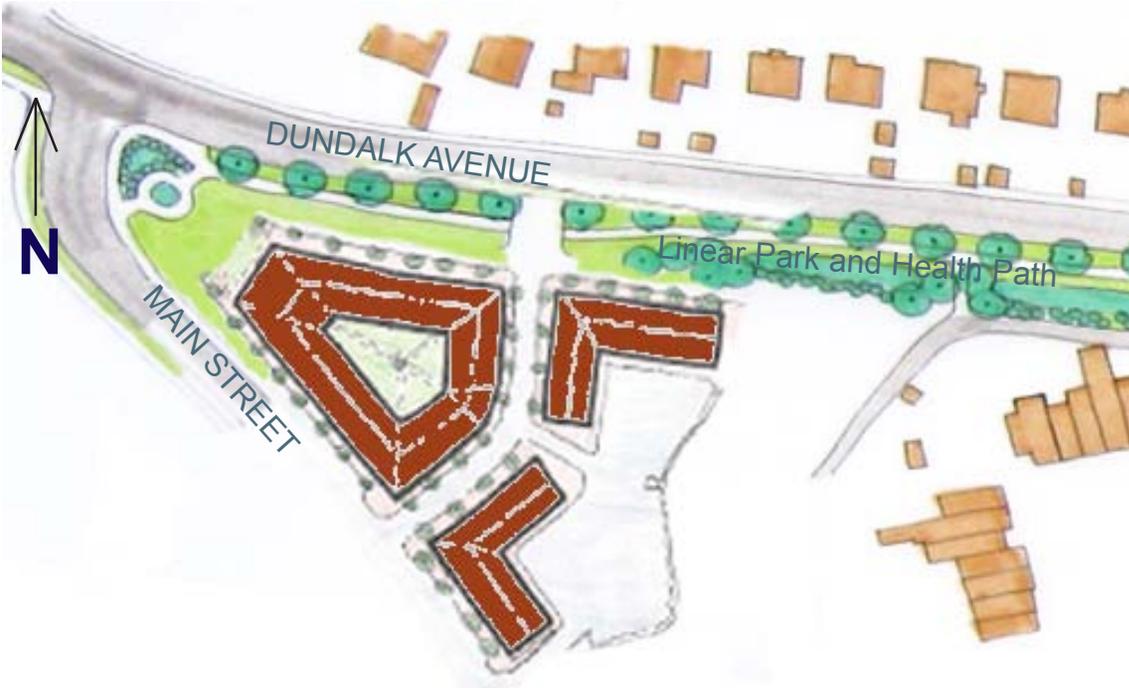
PROPOSED NEW RESIDENTIAL DEVELOPMENT--THE MEADOWS



Proposal 1 shows the creation of a new residential community which is characterized by five smaller buildings, grouped to create an opportunity for a mixed-use project that could contain residential as well as office or retail uses.



Proposal 1



Proposal 2 illustrates a development that contains three larger buildings that could be primarily residential or incorporate other uses such as office or small retail.

Proposal 2

MAIN STREET

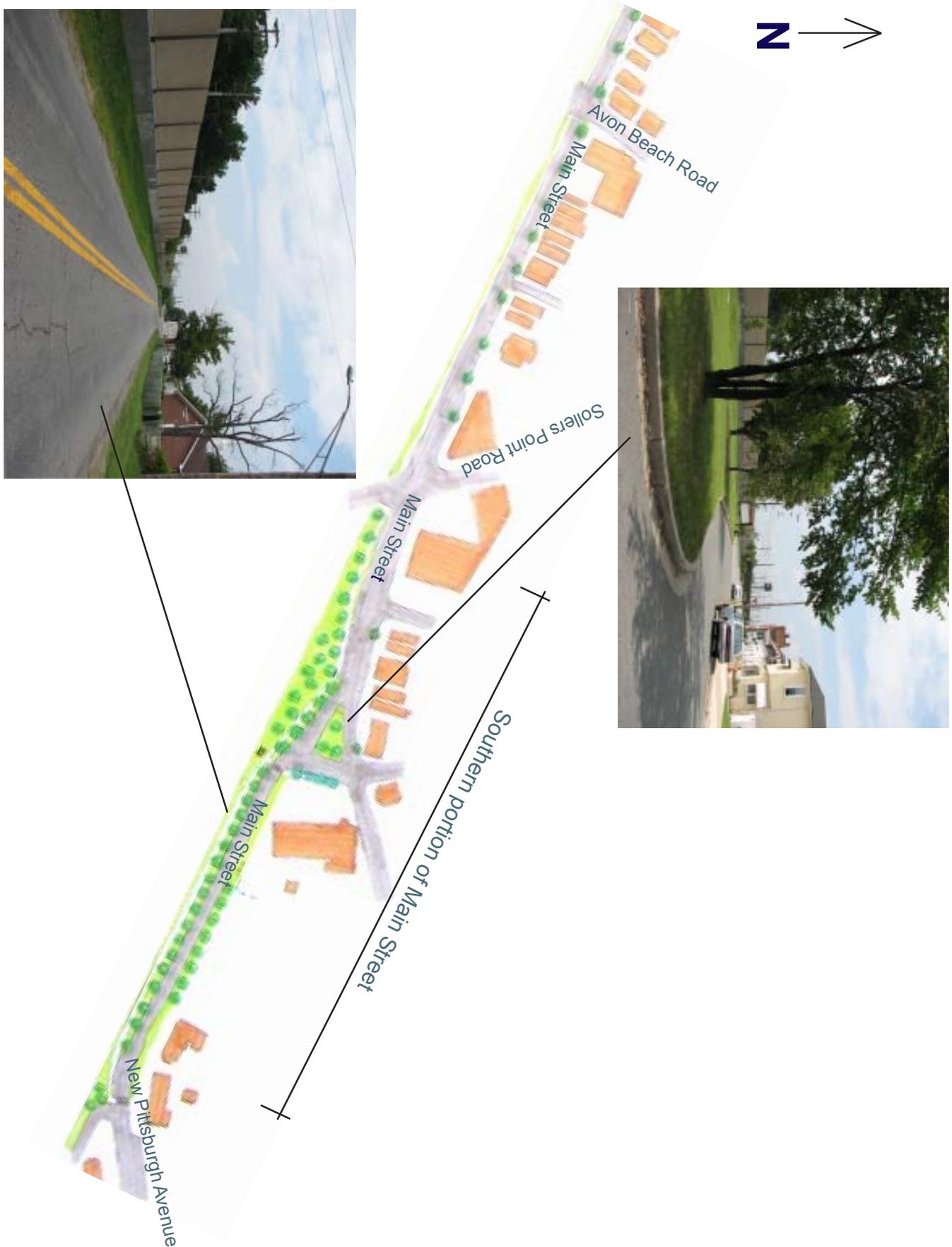
The Community Design Team proposed extending some of the streetscape elements that are currently in place along Main Street, from Sollers Point Road northwest to Dundalk Avenue, further south along Main Street from Sollers Point Road to New Pittsburgh Avenue.

Photos of the existing streetscape and landscaping along Main Street from Dundalk Avenue south to intersection with Sollers Point Road



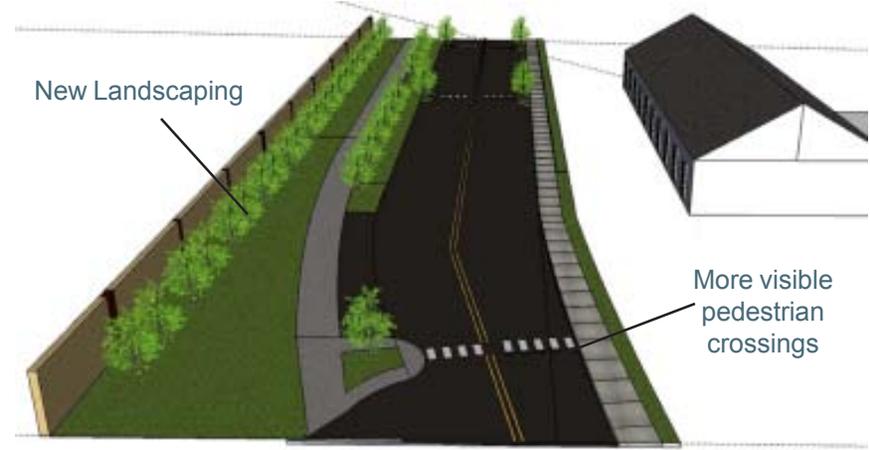
Photos of the existing condition of Main Street south of Sollers Point Road to New Pittsburgh Avenue. This area is addressed in the Community Design Team's recommendations.





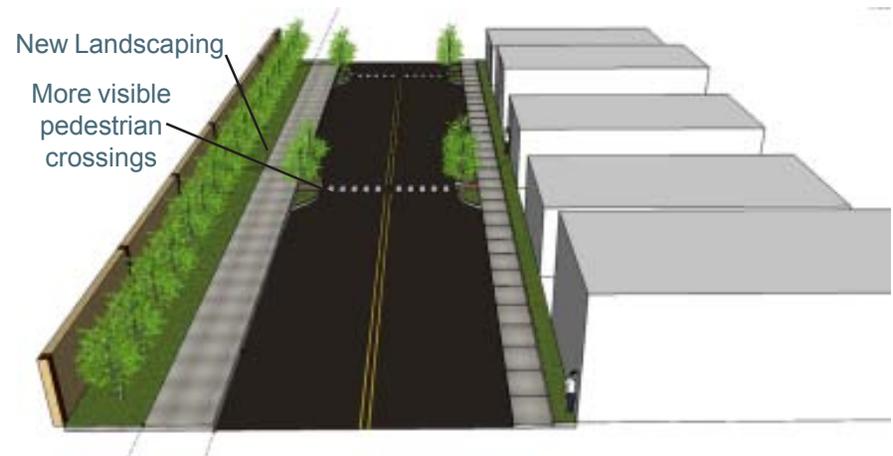
### PROPOSED STREETScape ENHANCEMENTS TO MAIN STREET

The Community Design Team proposed extending some of the streetscape elements that are currently in place along Main Street, from Sollers Point Road northwest to Dundalk Avenue, further south along Main Street from Sollers Point Road to New Pittsburgh Avenue.



### PROPOSED STREETScape ENHANCEMENTS TO MAIN STREET

The proposed streetscape improvements would include new sidewalks in some places with curbs and gutters, improved pedestrian crossings, landscaping along the street as well as on the sound barrier wall, and also incorporating the Health Path into the sidewalk network.







\* Housing

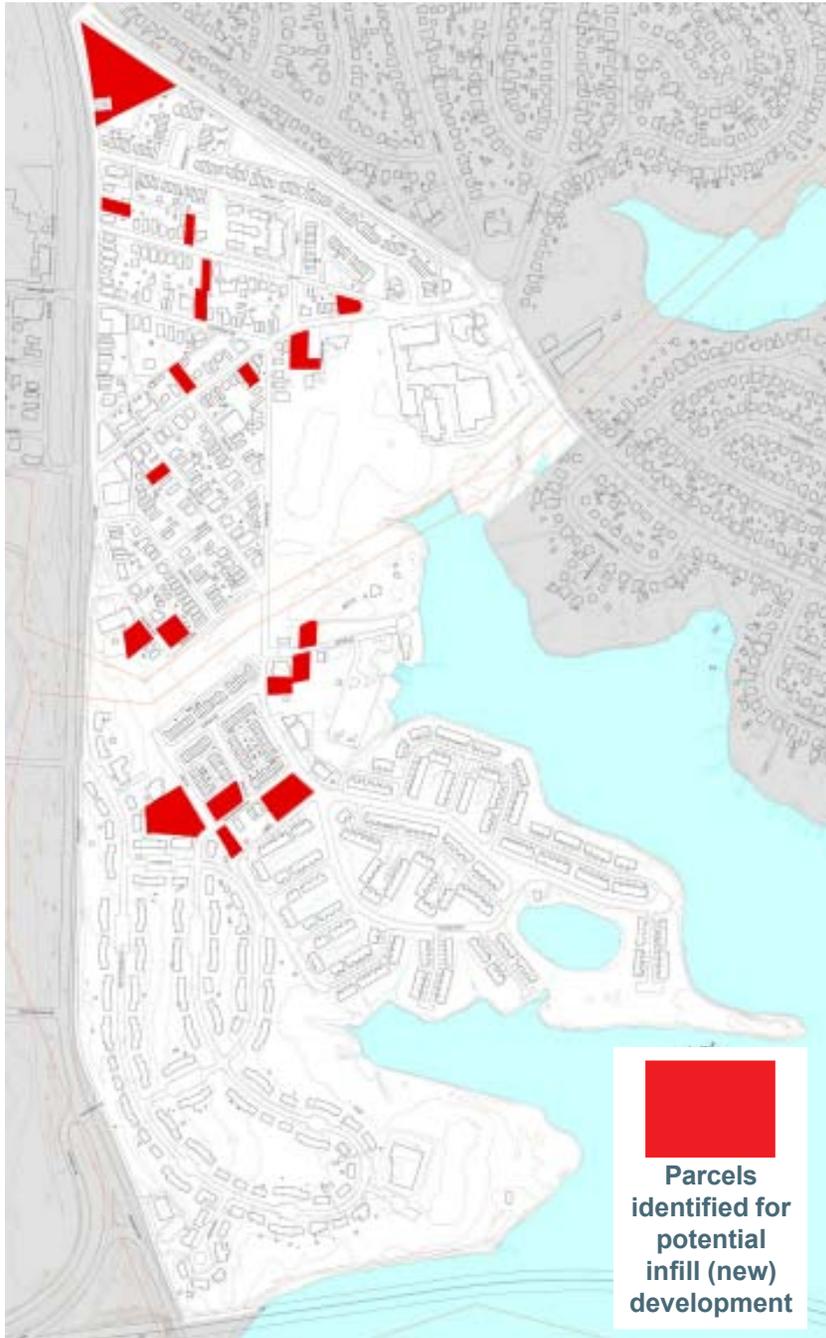
HOUSING

One of the most important physical elements of any community is its housing stock. Most of the homes in Turner Station were built over the course of a twenty-five year span, from about 1919 to 1945. This construction boom was fueled by an increased demand for workers at the nearby Sparrows Point Plant of Bethlehem Steel, a result of the United States’ involvement in World War I and World War II. The housing stock is a mixture of apartments, rowhouses, and single family homes, totalling 1291 residential units in all.

<b>Residential (1291 units total)</b>	
Apartments (772)	60%
Rowhouses (265)	20%
Single family homes (180)	41%
Single family, Semi-detached homes (74 units)	6%
<b>Homeownership and Rental (1291 units total)</b>	
Renters (991 rental units)	77%
Homeowners (300 homes)	23%

In order to evaluate and make recommendations, the Community Design Team first identified where vacant or empty parcels were located in the the community. This was done for the purpose of understanding where suggestions could be made for new, or *infill*, housing to be developed. As shown by the highlighted red areas on the map on page 53, there were only a handful of opportunities for new housing in Turner Station.

After evaluating the community for new housing potential, the Community Design Team then began to look at ways to improve and enhance the existing housing stock. A user’s guide, called the *Kit of Parts*, was developed to address both new housing and improvements to existing housing.



KIT OF PARTS

The Kit of Parts is a concept that was developed by the Community Design Team to address construction of new housing and to guide renovation and rehabilitation of existing housing in Turner Station. This concept provides the framework for a regulating document that could be used by the Turner Station Community and Baltimore County to encourage homeownership, attract new residents, and work with current owners to rehabilitate their homes. The Kit of Parts for Turner Station was modeled on a similar project in Baltimore County that was created for the East Towson community.

**WHAT IS THE KIT OF PARTS?**

A concept for housing construction and rehabilitation guidelines based on the historic character of housing in Turner Station

Elements of a house or building which could be affected:

- Windows and shutters
- Porches and entry steps
- Roof Type and Pitch (Hipped and Gable)
- Exterior building materials (siding and brick)

The intent:

- To encourage architectural character that is varied, but appropriate to the various housing types.
- To encourage re-investment in the community by developing a streamlined process for construction and rehabilitation, for existing and new homeowners.



The KIT OF PARTS would address:

- Rehabilitation
- New Construction
- Lyons Homes
- Green Practices
- Housing Programs





Residents of Turner Station expressed to the Community Design Team an interest in identifying locations for new homes to be built in the community.

Using two properties on William Wade Avenue as examples, these graphics illustrate the number and type of new single family detached homes that could be constructed using the Kit of Parts.

The proposed houses are similar in size, height, and architecture to other homes in the community.

KIT OF PARTS--Rehabilitation

Using the Kit of Parts, a homeowner could follow the guidelines to make improvements to an existing home. The Kit of Parts would provide information on how to construct a variety of porches for homes in Turner Station, as well as an addition and placement of new windows.

**BEFORE**



**AFTER**



BEFORE



AFTER

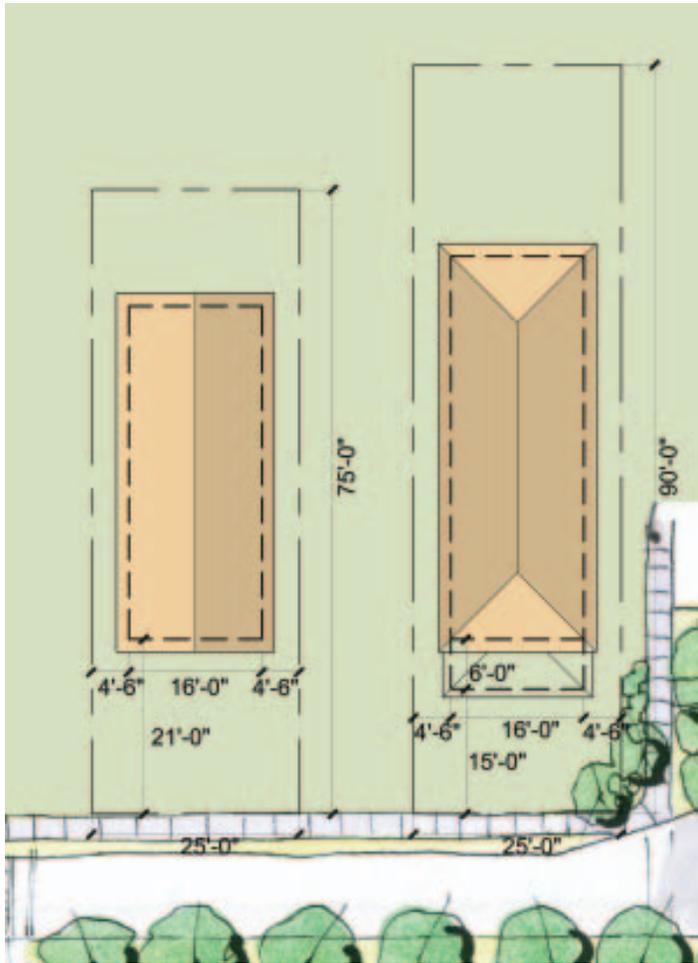


KIT OF PARTS

The Kit of Parts would also provide a typology of the variety of standard lot widths in Turner Station and the types of homes that could be built on those lots. This would further help to make new construction streamlined and easy for someone building a new house for the first time.

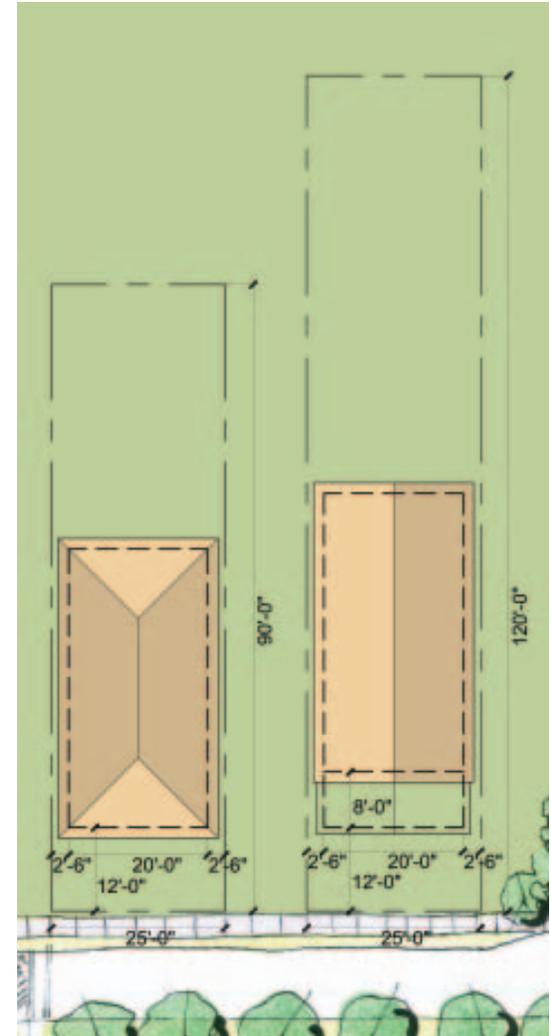
The Community Design Team preliminarily identified four common house widths in Turner Station. Using those typical widths along with architectural forms found in the community, the Kit of Parts would provide a pattern book of guidelines for constructing a new home or rehabilitating an existing home in Turner Station.





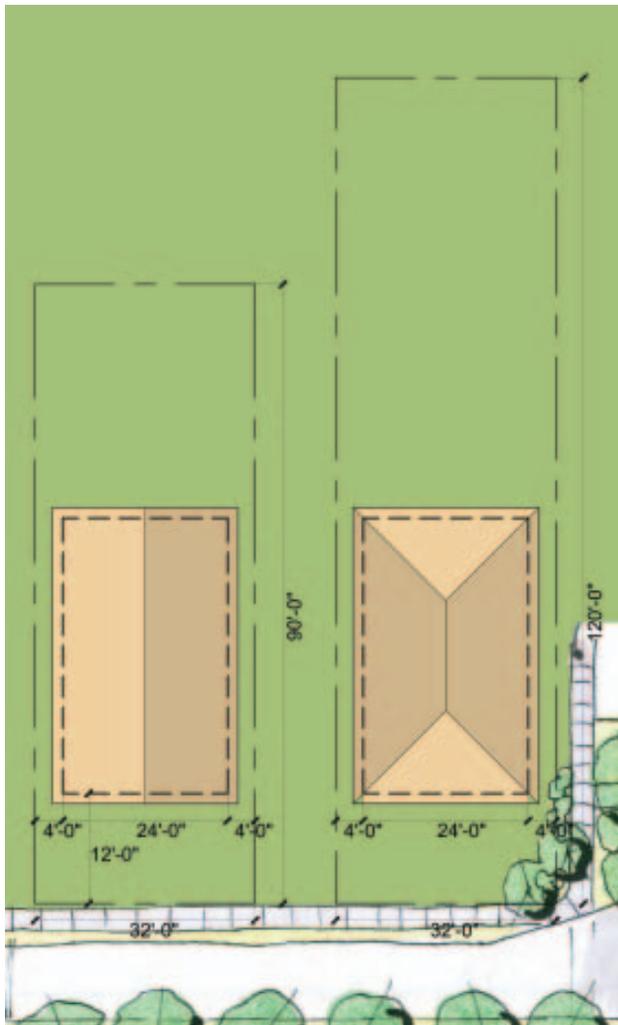
16 foot wide houses

KIT OF PARTS



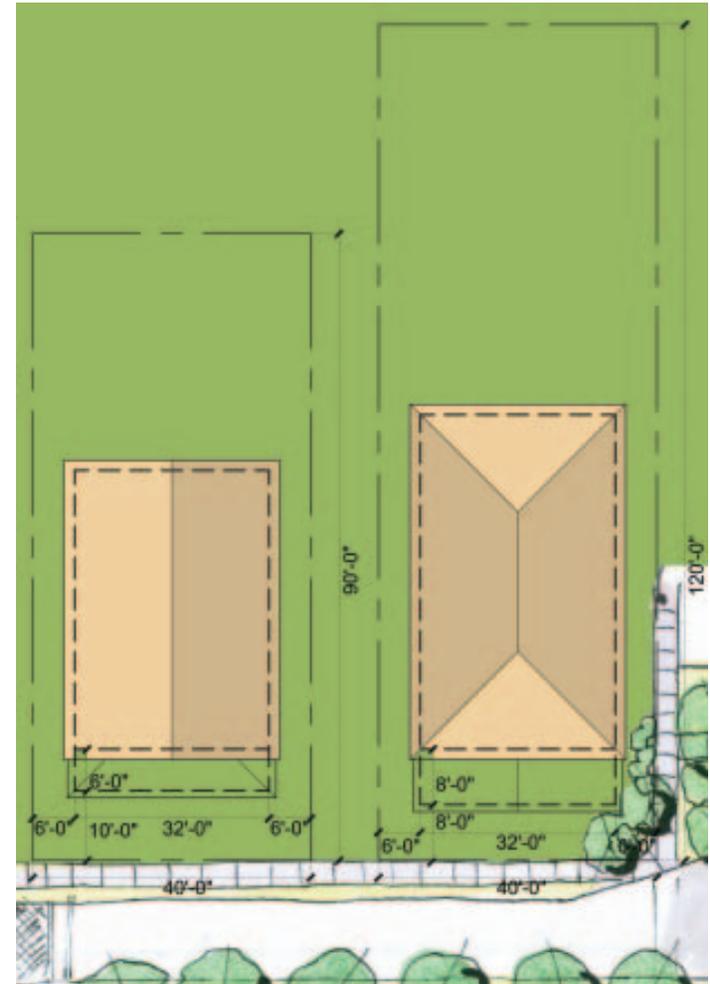
20 foot wide homes

KIT OF PARTS



24 foot wide homes

KIT OF PARTS



32 foot wide homes

KIT OF PARTS--Lyons Homes

*Proposed changes to the street network in Lyons Homes. The buildings in dark red are potential infill development.*

In the case of Lyons Homes, the Community Design Team proposed a dedicated section of the Kit of Parts to encourage enhancements to existing homes and apartments. This section would provide design suggestions for making simple facade improvements, as well as making more substantial improvements such as adding second story additions to buildings.

The Community Design Team also evaluated the layout of Lyons Homes and suggested areas where long blocks could be shortened to enhance walkability, while also providing opportunities for new infill housing within Lyons Homes.



*Existing street network in Lyons Homes, which is characterized by long, unbroken blocks and some areas of underutilized vacant land.*

KIT OF PARTS--Lyons Homes

*Existing Buildings in the Lyons Homes Community*



*Proposed enhancements in the Kit of Parts*



KIT OF PARTS--Lyons Homes

*Existing Lyons Homes Duplexes or Single Family Bungalows*



Proposed enhancements in the Kit of Parts showing possible second story additions.  
The example at the top shows a 4-unit building.  
The illustration at the bottom shows a 2 unit building.



KIT OF PARTS--Green Practices

The Community Design Team also suggested that Green Building Practices be incorporated into the Kit of Parts. Green Building Practices, as outlined by the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) Rating System, provide an opportunity for new construction and renovation efforts in Turner Station to have a more sustainable future and to operate more efficiently, thus costing the homeowner less money for services and maintenance.

**Green Building Practices fall into six categories:**

- Sustainable sites
- Water efficiency
- Energy and atmosphere
- Materials and resources
- Indoor environmental quality
- Innovation and design process

In addition, many local governments have adopted LEED incentive programs. These programs include tax credits, tax breaks, density bonuses, reduced fees, priority or expedited permitting, free or reduced cost technical assistance, grants and low interest loans.



**COMMUNITY WIDE EFFORTS**

- Trash separation--if no individual recycling bins then set up a centralized recycling center
- Infill development
- Second story additions instead of one-story, spreading footprints
- Use any broken/removed concrete for drainage gravel or new concrete aggregate
- Demolish carefully to re-use existing brick

**LANDSCAPING**

- Trees planted to shade roof
- Pervious paving on driveways and parking areas
- Water harvesting--collect rain water for watering plants and gardens
- Plant native water efficient plants

**NEW CONSTRUCTION**

- Use regional materials--not exotic or trucked in from great distances
- Point source water heaters--possibly with electricity from solar panels
- Double glazed low-E operable windows
- Low volatile organic compound carpet, paint, and construction adhesives
- Bamboo wood flooring

**RENOVATION**

*SIMPLE*

- Radon Testing
- Frequent air filter replacement in central HVAC systems
- Ceiling fans in living rooms and bedrooms
- Use compact fluorescent light bulbs
- Insulation--fiberglass in attic and blown-in for wall cavities
- Hot water pipe insulation--grey foam wrap
- Roof vents--ridge, soffit, and gables
- Energy Star appliances--refrigerators, stoves, hot water heaters, furnaces, microwaves, etc.
- Shading on south facing windows--awings (fabric or metal)
- Low-flow plumbing fixtures--1.6 gallons per flush toilets

*MORE COMPLEX*

- Point source water heaters--possibly with electricity from solar panels
- Double glazed low-E operable replacement windows
- Low volatile organic compound carpet, paint, and construction adhesives
- Bamboo wood flooring
- High efficiency HVAC systems
- Natural gas furnaces--replace fuel oil tanks and systems
- Kitchen cabinets made with no urea-formaldehyde resin

KIT OF PARTS--Housing Programs

In addition to providing design guidelines and suggestions for more environmentally friendly and sustainable building practices, the Kit of Parts would also contain a master list of housing incentives and programs available to current or first-time homeowners.

**KIT OF PARTS**  
**HOW-TO GUIDE FOR NEW AND PREVIOUS HOMEOWNERS**  
 With funding or assistance from Baltimore County, the State of Maryland, and/or Federal Government programs.

Single home on single lot or Development of multiple homes on multiple lots

- Baltimore County Funds
- State of Maryland Development Programs
- Federal HOME Funds
- Construction costs from a lender

Housing Renovation or Rehabilitation

- Baltimore County Grants
- State of Maryland Housing Rehabilitation Fund Program (MHRP)
- Federal HOME Funds
- Federal Housing Administration (FHA) 230K Loan
- Assistance from a local non-profit such as Rebuilding Together

Acquisition of Existing Home

- Baltimore County Settlement Expense Loan Program (SELP)
- Baltimore County Mortgage Assistance Loan Program (MALP)
- Baltimore County Downpayment and Settlement Expense Loan Program (DSELP)
- Maryland Community Development Administration (CDA) Loans
- Federal Housing Administration (FHA) Loans

Using the Kit of Parts, a new or previous homeowner could find programs to assist with purchasing and renovating an existing home in Turner Station. The Kit of Parts would also provide design guidelines for exterior renovations which would help maintain the character of the community, as well as provide free architectural resources.

*BEFORE*



*AFTER*



## KIT OF PARTS--Housing Programs

The Community Design Team also recommended that members of the community should consider forming a Community Housing Development Corporation (CHDO) for the purposes of marketing the community to new homeowners and possibly using funding from grants or other sources to purchase, renovate, and then sell homes in Turner Station. Similar CHDO organizations operate successfully throughout Baltimore County and have ignited interest in their community. The Community Design Team also recommended that members of the community may want to consider partnering for a short time with an established CHDO in order to learn from their experience and take advantage of their relationships with lenders and other financial resources.

Once Turner Station has established a group to operate a Community Housing Development Corporation in the community, the Community Design Team could then return to the community to work with residents and CHDO members to finalize the Kit of Parts into a document that would provide housing development guidelines for new or existing residents and CHDO members alike.

* Appendix			

## APPENDIX B

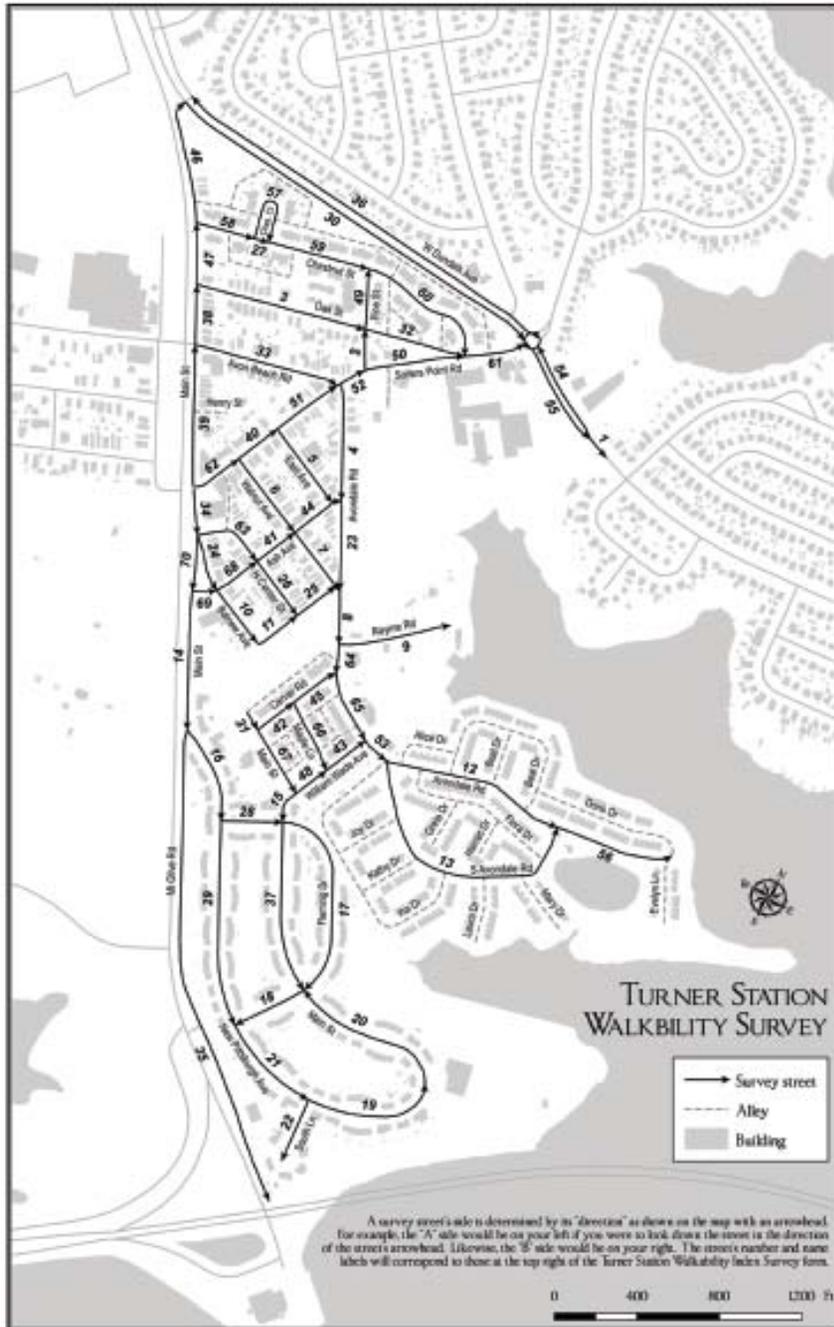
## Walkability Survey

The maps on the following pages show the walkability survey results, using data compiled by the Community Design Team and some members of the Turner Station Charrette Steering Committee in May 2009.

The map to the right shows the total walkability score for each street segment in Turner Station.

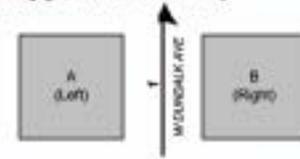
The map and form on page 77 are examples of the documents used in the field to collect walkability data.





**Turner Station Walkability Index Survey (planner-collected data)**

Date: \_\_\_/\_\_\_/2006  
 Start time: \_\_\_\_\_ a.m. / p.m.  
 Completed by: \_\_\_\_\_  
 Posted traffic speed: \_\_\_\_\_ m.p.h.



1) Free-Flow Traffic Speed: How fast do cars drive on this segment (either direction) when not slowing for other vehicles or traffic signals/signals. Try to get at least 3 samples in 10 minutes.

Vehicle 1: ___ mph	Vehicle 6: ___ mph	} Average speed: ___ mph	Speed value (circle one):
Vehicle 2: ___ mph	Vehicle 7: ___ mph		<10 mph (1)
Vehicle 3: ___ mph	Vehicle 8: ___ mph		10-20 mph (2)
Vehicle 4: ___ mph	Vehicle 9: ___ mph		20-30 mph (3)
Vehicle 5: ___ mph	Vehicle 10: ___ mph		>30 mph (4)

2) Street Pavement Width: What is the width (rounded to the nearest foot) of the pavement from curb face to outface?

Actual width-measurement: ___ feet	} Pavement width value (circle one):	
Number of driving lanes: ___		<20 feet (1)
		21-26 feet (2)
	27-32 feet (3)	
	33-40 feet (4)	

3) Presence of On-Street Parking: How much of the block face is available for parallel parking?

A (Left) side parking of block (circle one):	B (Right) side parking of block (circle one):
75-100% of block face (3)	75-100% of block face (3)
51-75% of block face (4)	51-75% of block face (4)
26-50% of block face (2)	26-50% of block face (2)
10-25% of block face (1)	10-25% of block face (1)
None (5)	None (5)

4) Sidewalk Width: What is the width (rounded to the nearest foot) of the sidewalk?

A (Left) side sidewalk width value (circle one):	B (Right) side sidewalk width value (circle one):
>8 feet (3)	>8 feet (3)
4 feet (2)	4 feet (2)
0 feet (1)	0 feet (1)
<4 feet (4)	<4 feet (4)

5) Block Length (WV) be measured in the GIS: How far do pedestrians have to walk to reach pedestrian crossings?

A (Left) side block length value (circle one):	B (Right) side block length value (circle one):
<101 feet (1)	<101 feet (1)
101-400 feet (4)	101-400 feet (2)
401-600 feet (2)	401-600 feet (3)
601-800 feet (3)	801-1000 feet (1)

6) Presence and quality of Pedestrian Features: If a sidewalk exists, is it in good condition and wide enough or clear of obstacles for wheelchair use? Are shade trees, pedestrian-scale lighting, or street furniture (public benches, etc) present?

Street trees: Y/N	Pub Lights: Y/N	Furniture: Y/N	Street trees: Y/N	Pub Lights: Y/N	Furniture: Y/N
A (Left) side pedestrian features value (circle one):			B (Right) side pedestrian features value (circle one):		
High quality (3)			High quality (3)		
Low quality (2)			Low quality (2)		
Moderate quality (1)			Moderate quality (1)		
No features exist (5)			No features exist (5)		

7) Land Use Mix: How many different land use types exist? For example, if only residences exist, circle 1. If residences and a school exist, circle 2.

A (Left) side land use mix value (circle one):	B (Right) side land use mix value (circle one):
>2 types (3)	>2 types (3)
1 type (2)	1 type (2)
0 types (1)	0 types (1)

8) Facade Design: Are the building faces designed in a manner attractive and useful to pedestrians?

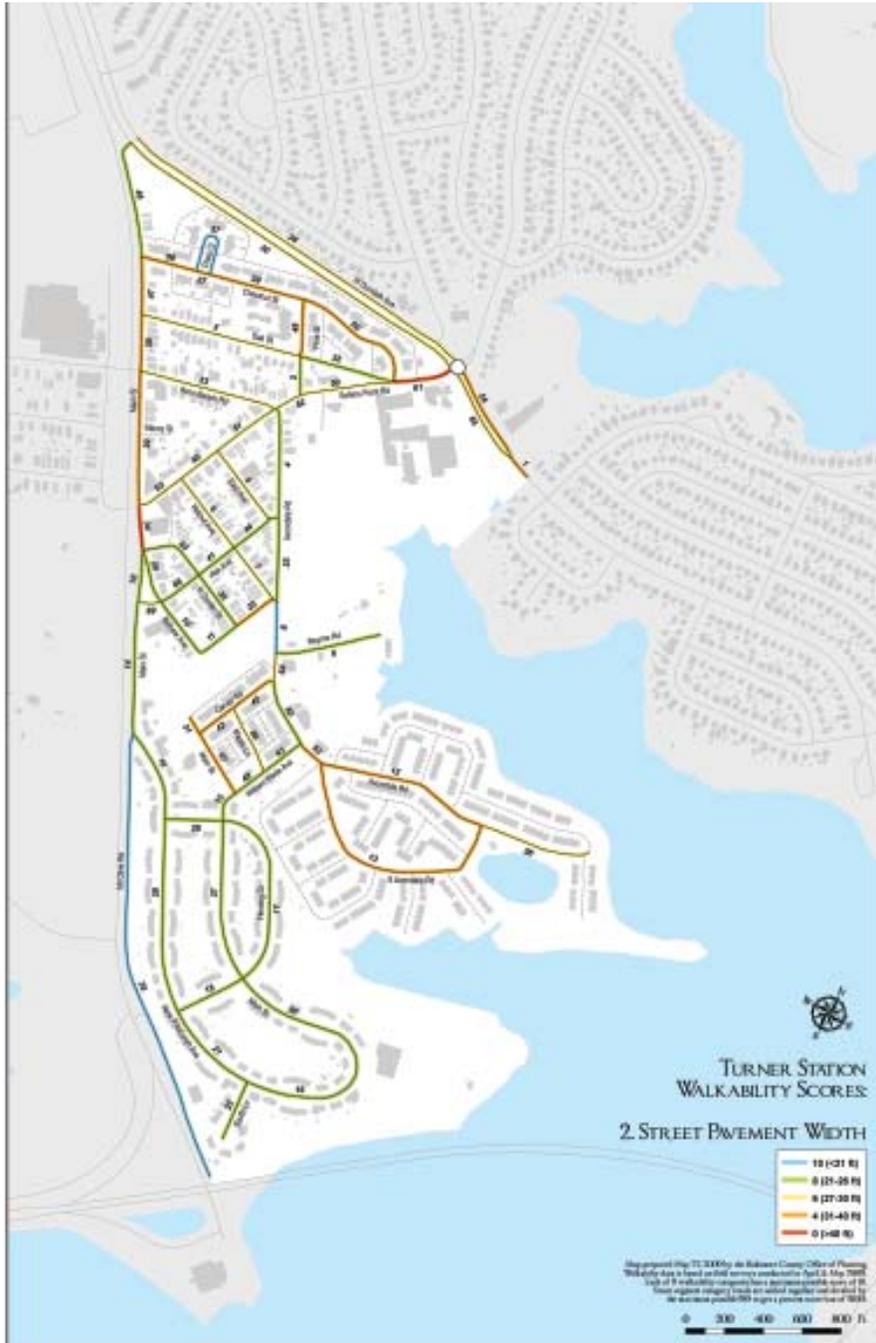
A (Left) side facade design value (circle one):	B (Right) side facade design value (circle one):
Small Mtgs, 10-20 doors/block, lots of character (3)	Small Mtgs, 10-20 doors/block, lots of character (3)
Small Mtgs, 10-14 doors/block, many details (4)	Small Mtgs, 10-14 doors/block, many details (4)
Large & small Mtgs, 6-8 doors/block, few details (2)	Large & small Mtgs, 6-8 doors/block, few details (2)
Large Mtgs, 0-8 doors/block, few or no details (1)	Large Mtgs, 0-8 doors/block, few or no details (1)
No buildings (5)	No buildings (5)

9) Transit/Bicycle Features: Do bus stops or bicycle racks exist on either side of the road segment? (circle one):

At least one bus stop AND one bike rack (4)
At least one bus stop OR one bike rack (but not both) (3)
Neither a bus stop or bike rack exist (2)

1) Traffic speed – Pedestrians feel more comfortable next to slower moving traffic. Accidents involving pedestrians and vehicles are more easily avoided and less fatal when vehicles are moving slower. For the most part, speeding is not prevalent in Turner Station. Only a few road segments seem to be problem areas: Dundalk Ave, Main Street (from Sollers Point south to New Pittsburgh), Sollers Point Rd (between Pine and Chestnut) and Avondale Rd near the track.





2) Street pavement width – Narrower streets tend to keep traffic speeds down and are less-imposing for pedestrians to cross. Mostly narrow, residential streets with plenty of on-street parking probably help keep speed in check. Segments with higher traffic speeds would benefit from some traffic calming measures such as narrowing the roadway and creating prominent pedestrian crosswalks.

3) On-street parking – Vehicles parked on the road offer a barrier between traffic in the road and pedestrians on the sidewalk. As mentioned above, Turner station has an abundance of on-street parking which probably helps keep traffic speeds down on neighborhood streets. Where parking is lacking on the more arterial roads seems to be where higher speeds occur.





4) Sidewalk width – Wide sidewalks give room for pedestrians to walk in both directions. Especially important is that they are wide enough and unobstructed (by telephone poles, for example) for use by people using walkers or wheelchairs. Where available, the sidewalks are generally between four and five feet wide. Few are much wider than that and they only exist for short stretches. Some areas have sidewalks on only one or neither side of the street, forcing walkers either into automobile travel lanes or onto the grass/dirt alongside the road.

5) Block length – Shorter block lengths can offer pedestrians more direct routes to varied destinations. Some of the longest blocks are in the Lyons Homes area. One of the recommendations of this report is to create some new street connections through those long blocks to offer pedestrians a shorter walk to wherever they may be going.

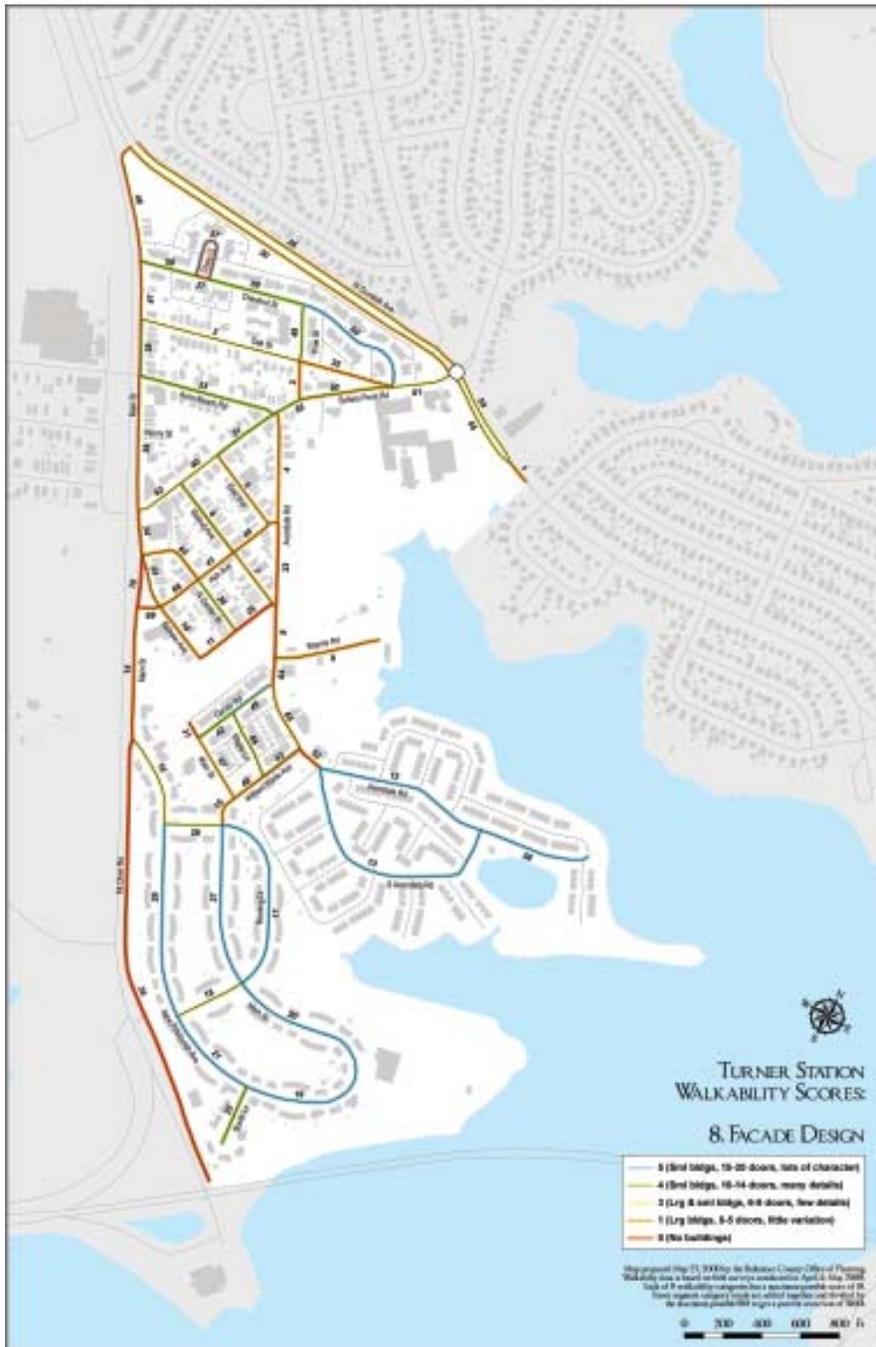




6) Pedestrian features – Well-maintained sidewalks, pedestrian-scaled lighting, shade trees, benches, or other features give pedestrians a more inviting and safer environment than a dark, dirt path. In addition to adding sidewalks where none exist, Turner station could benefit from more street trees, pedestrian-scale lighting, and benches for pedestrians in need of a rest.

7) Land use mix – Multiple land uses along a street, whether they be residence, business, church, or park offer pedestrians more activities closer to their homes. Given that Turner Station is largely a residential community, most streets only have one land use. The most uses along one segment can be seen along Sollers Point Rd near the high school.





8) Facade design – Smaller buildings with more windows and doors make streets safer by putting more “eyes on the street.” Most of the area is made up of relatively small buildings with lots of doors, however there are some more open areas which scored lower due in part to lack of any building frontage. The west side of Main St is the most glaring example.

9) Transit or bicycle features – A bus stop or bicycle rack can make it easier for pedestrians to leave their cars at home by giving them more transportation options. Turner station seems fairly well-served by two MTA bus lines, though the quality of the stops/shelters could improve. Bicycle racks are almost non-existent.



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