

Baltimore City Waterfront Promenade Implementation Strategy

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1991

This study was partially funded by the Coastal Resources Division of the Maryland Department of Natural Resources through a grant from the National Oceanic and Atmospheric Administration, Office of Coastal Resources Management.

Baltimore
THE CITY THAT READS
PORT L. SCHIFFRICK, MAYOR

BALTIMORE CITY WATERFRONT PROMENADE IMPLEMENTATION STRATEGY

Prepared by the
Baltimore City Department of Planning
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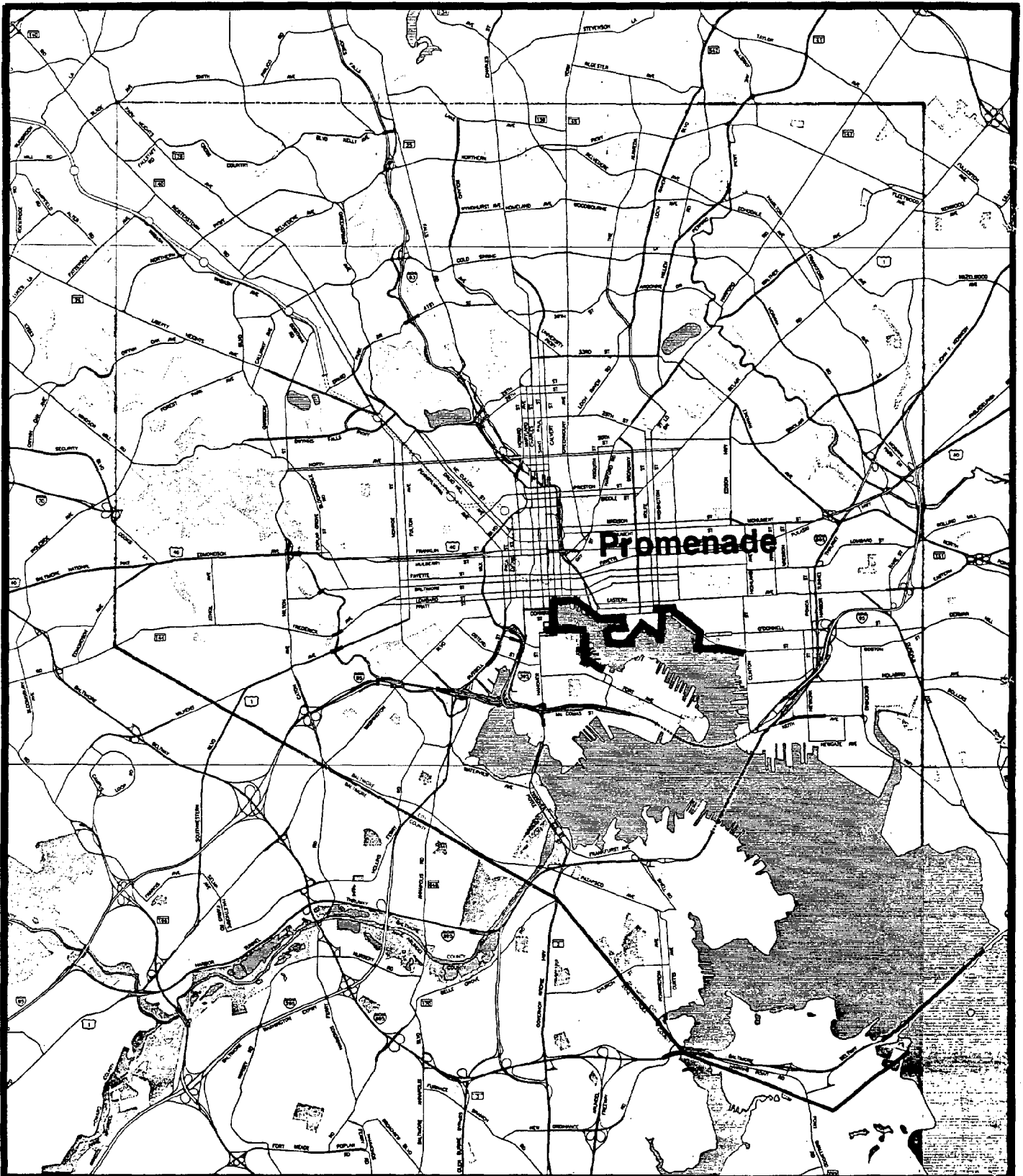


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TABLE OF CONTENTS

Introduction	Page 5
Existing Conditions	Page 9
Issues and Opportunities	Page 11
-- Museum of Industry to Harborview Boatel	Page 11
-- Propeller Yard	Page 14
-- Caroline and Lancaster Streets	Page 15
-- Brown's Wharf West	Page 19
-- Ann Street	Page 23
-- Belt's Arundel Concrete	Page 25
-- Tserkis	Page 31
-- Scarfield/Anchorage Northshore	Page 33
-- Harris Creek Park	Page 35
-- Marino/Renneberg/Lighthouse Point	Page 38
Design Standards	Page 41
Implementation	Page 45
Conclusion	Page 47
Appendix A: Signage Design	



City Map

Baltimore City Department of Planning

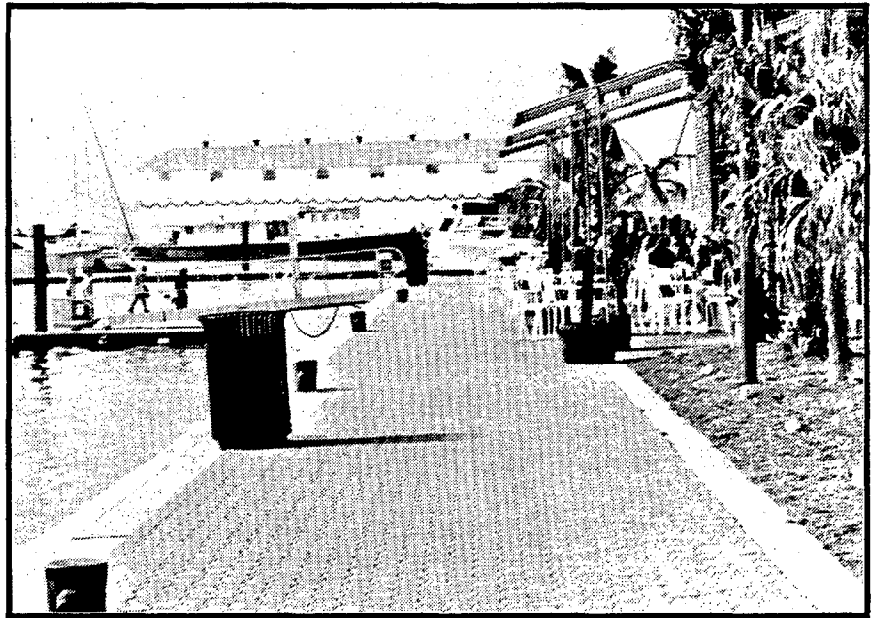


INTRODUCTION

The Baltimore Harbor Waterfront Promenade is a public pedestrian walkway with accompanying landscaping along the Harbor's edge. When complete, it will be 7.5 miles long and extend clockwise along the shores of the Northwest Branch of the Patapsco River from the Museum of Industry on Key Highway through the Inner Harbor, Fells Point and Canton to Canton Waterfront Park. It will vary in width and materials depending on the site constraints and character of the adjacent areas while providing a pleasant, obstacle-free way of seeing the development along the water's edge, the water quality and the activity on the water.

The purpose of the promenade is to reunite the people of the City with the natural harbor and to increase the enjoyment of waterfront activity and consequently the quality of life. The promenade gives residents and visitors alike free access to the water while enhancing the visibility and vitality of waterfront developments.

The City's goal is to have a walkable waterfront route -- composed of a combination of permanent and temporary walkway sections -- by the Summer of 1992 to coordinate with the celebration of the 500th anniversary of Columbus discovering America. This event will be highlighted by a summer-long series of



Existing Promenade at the Bay Cafe and Marina

events and Tall Ships visits similar to those surrounding the 1976 Bicentennial and 1986 Statue of Liberty events.

Purpose of Study

The purpose of the study is two-fold: to document the City's progress to date toward its stated goal of continuous access along the redeveloped area of the waterfront, and to prepare concept plans, an implementation process and funding options for all the "missing links." In this way, at least a temporary promenade can be completed by the summer of 1992. A follow-up implementation plan can then be prepared to assure the completion of the permanent promenade.

History of the Promenade

Although hundreds of towns sprang up along the shores of the Chesapeake Bay during the colonial period, only Baltimore grew to be a major center for industry and commerce. The factor that set Baltimore apart from the other settlements was its port. By the time of the World Wars, Baltimore was one of the leading centers for waterborne commerce in the United States.

However, in the years after World War II Baltimore's older piers and warehouses -- particularly in the Inner Harbor area -- became obsolete. The need for larger and larger parcels of land kept the port moving outward from the downtown area until the

confined waters of the Inner Harbor and the short piers and small lots of Fells Point and Canton were no longer used. This trend, together with other economic conditions, cast the future of the

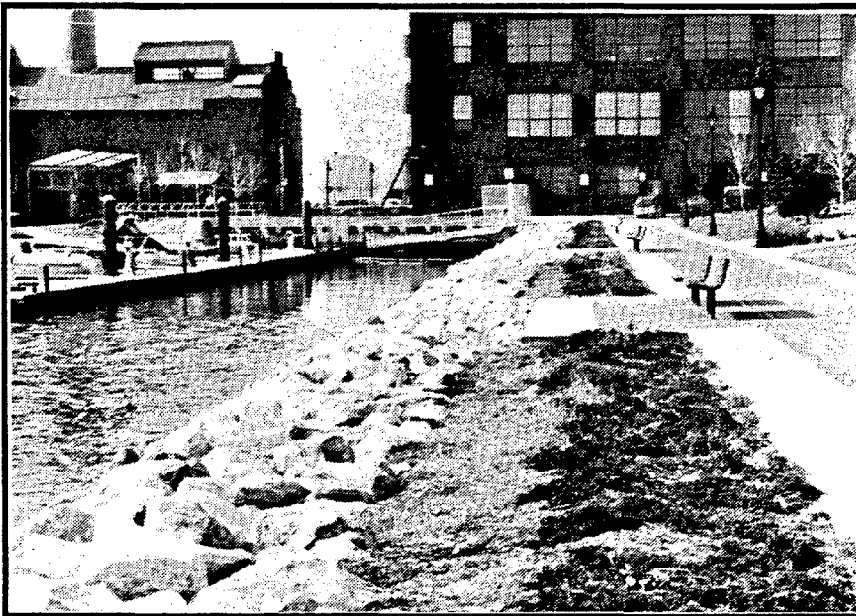
City's core into doubt. In the mid-1950's, a group of business people and the City began to formulate a strategy to renew the heart of the City. This strategy became embodied in the 1964 Wallace-

McHarg Plan, which set forth a 30-year, \$260 million effort to revitalize the financial and municipal districts and to make the waterfront a new focal point for Baltimore. The scope of the project was massive, with over 700 pieces of property targeted for change.

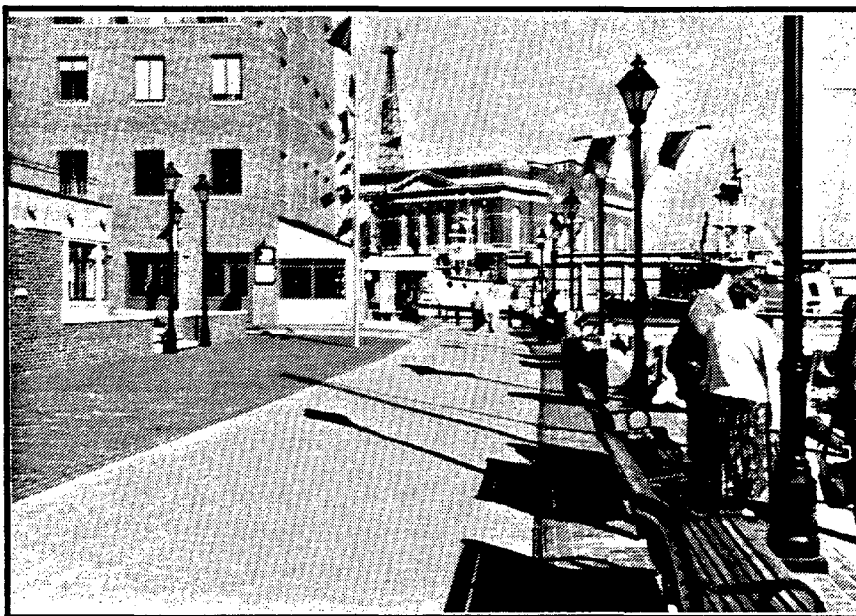
The plan's call to open up the water's edge to the public was especially noteworthy. Although the aesthetic and commercial importance of public waterfront access may seem obvious today, at that time waterfronts were more likely to be proposed for new highways than for public use. As late as 1968 there were plans to build a super-highway along the base of Federal Hill with a bridge over the Harbor that would have cut off the Inner Harbor Basin.

By the late 1960's, plans for the Inner Harbor development were well underway and a continuous waterfront walkway -- known as the promenade -- was a fixture of the plan. The shoreline bulkhead and brick promenade on the north, west and south shores of the Inner Harbor Basin were completed in 1975. Since that time, all Urban Renewal Plans for waterfront areas within the 7.5-mile path have required the installation of the promenade.

The means for accomplishing the construction have varied, mainly because the earliest developments were subsi-



Promenade at Canton Waterfront Park



Promenade at Brown's Wharf

dized with federal money to encourage their location in these areas with derelict buildings and dilapidated piers. As property values have risen and federal money evaporated, the responsibility for constructing and maintaining the promenade has become that of the property owner.



Promenade activity at the Inner Harbor

43

44

45

46

EXISTING CONDITIONS

Overview

Approximately fifty percent of the waterfront promenade was complete or under construction as of July 1991.

Most of the completed sections are in the Inner Harbor, with significant pieces of Fells Point and Canton also complete. The City built and owns much of the promenade which exists today including all of the sections in the Inner Harbor as well as the section in Canton Waterfront Park and that adjacent to the Anchorage Townhouses and Tower. The other sections were privately developed and are now public easements over private property.

There are three major sections of the promenade that are incomplete. However, efforts are underway to complete them:

- o Harborview, located north of Webster Street and south of the Propeller yard along Key Highway, is a 1500-unit residential development with an approved development plan. This plan includes a well-designed promenade. Approximately two-thirds of it will be complete by 1992, with the rest completed as development proceeds.

- o Inner Harbor East is a large, mixed use development along Lancaster Street just

east of the Inner Harbor. New roads, utilities, bulkheading and promenade are under construction by the City as part of this development. Completion is expected in the Spring of 1993.

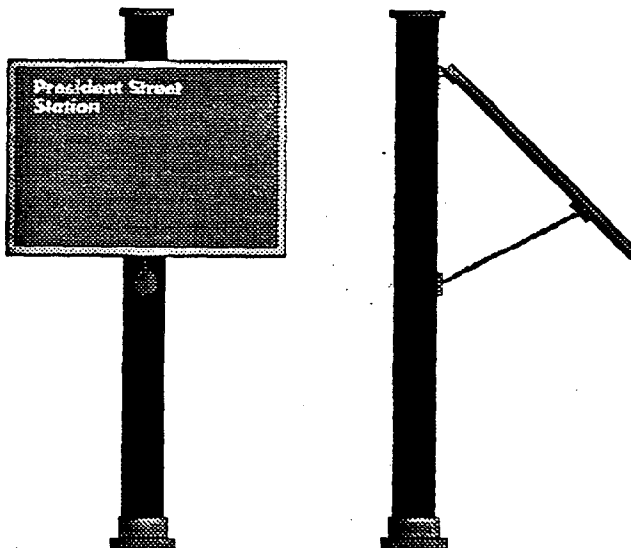
- o The Allied Chemical site is an 18-acre peninsula site located near the mid-point of the 7.5 mile promenade. This site is presently undergoing extensive environmental remediation that will include new bulkheading around the entire site and a promenade. However, due to this extensive work the promenade will not be completed before the end of 1996. A temporary route around the Allied Chemical Site is discussed in this report.

The other unbuilt sections of the promenade are discussed below. These ten areas fall into three categories: private property with incomplete but approved development plans, private property that contains an active industrial use or is vacant without an approved development plan, or City-owned property such as street rights-of-way or unimproved open space.

The Public Access Marker, mounting approximately nine feet off the ground to buildings or existing poles, signals a corridor to the waterfront. These two foot diameter cast metal rings feature the logo of the promenade.

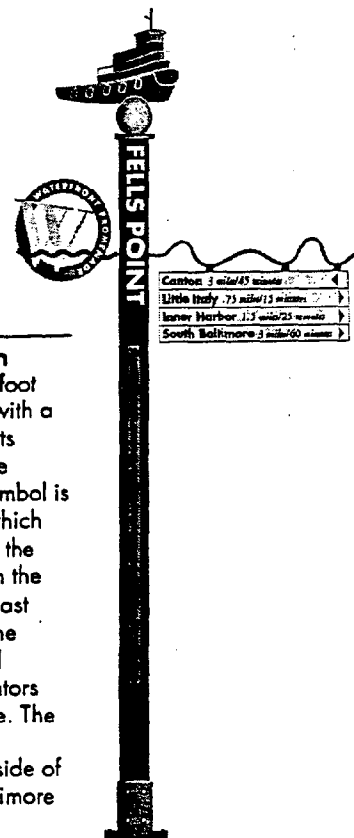


The Fact Plaques are four foot high freestanding wood posts with interpretive information displayed on one foot six inch by two foot three inch porcelain enamel panels attached to those posts.



Community Anchor Sign

Front Elevation
The sign is a ten foot high wood post with a variety of elements attached to it. The neighborhood symbol is a metal cut out which sits on the ball at the top and rotates in the wind, while the cast metal logo and the porcelain enamel directional indicators mount off the side. The community name appears on one side of the sign with Baltimore on the other.



Signage concepts.



Baltimore City Department of Planning

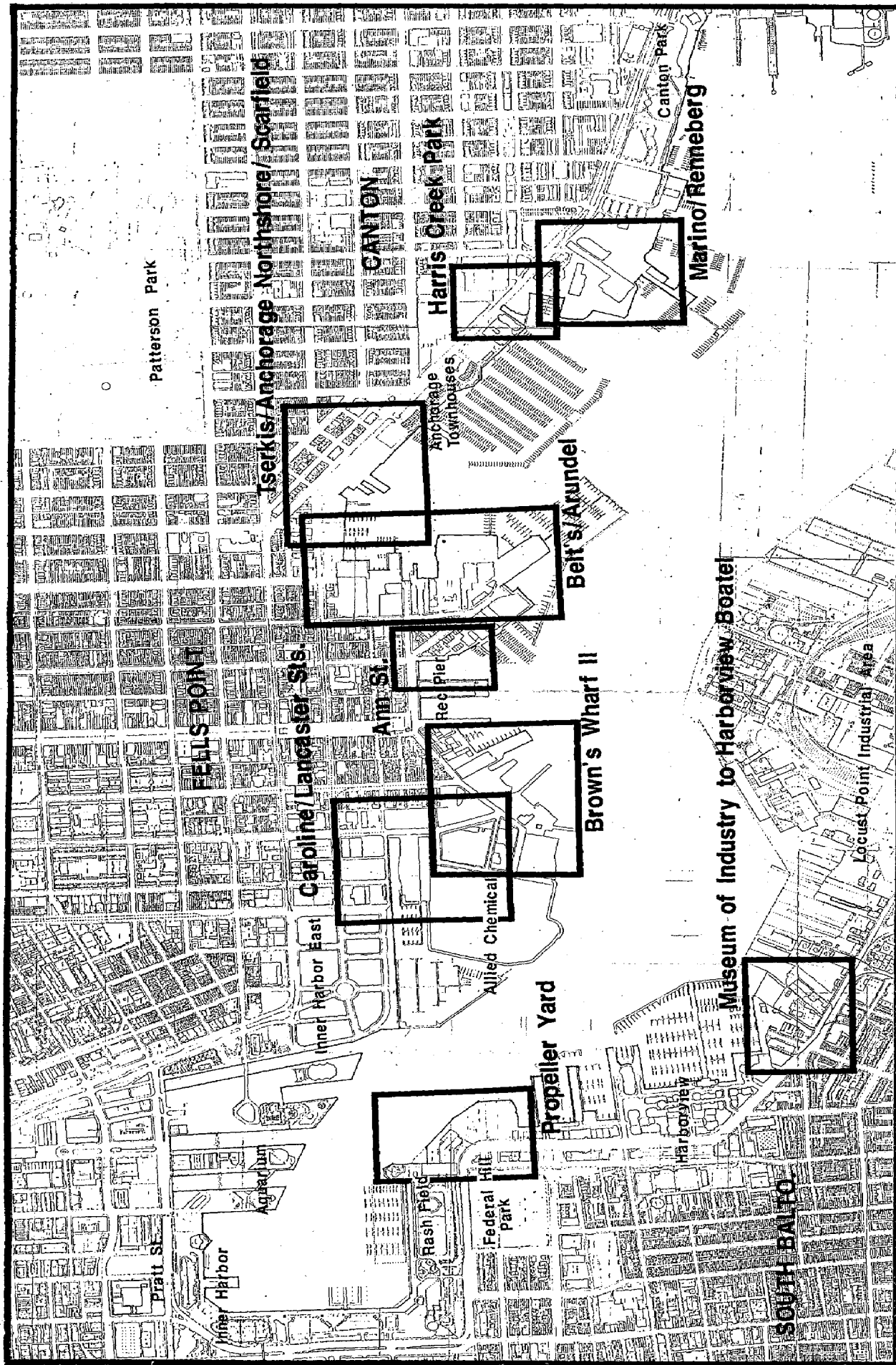


Complete

Not Complete - Study Area

Special Condition - noted in report

Promenade Status



OLD
NEW

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Study Areas

ISSUES AND OPPORTUNITIES

Museum of Industry to Harborview Boatel

Overview

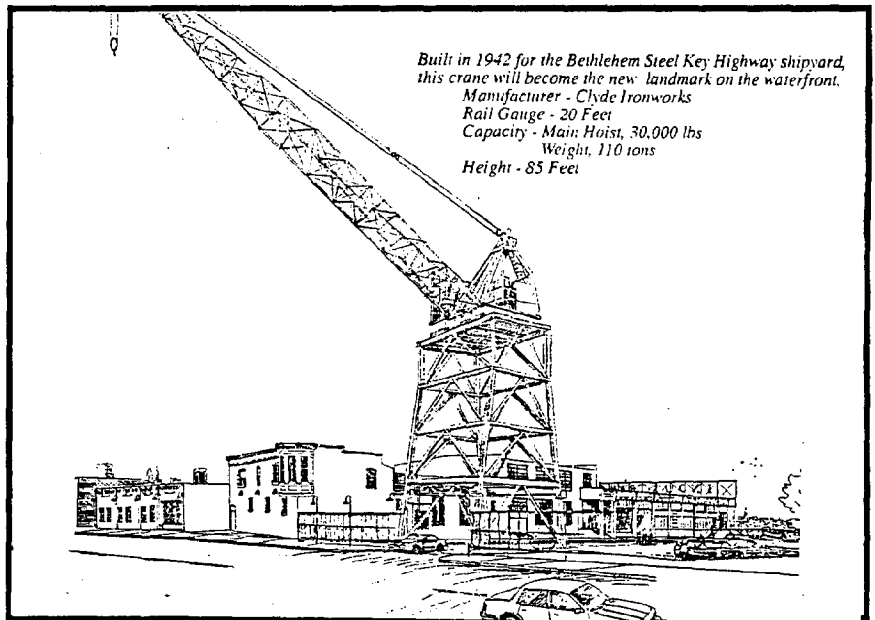
This study area is the southern terminus of the promenade. There are three sections in the area: the Museum of Industry and the Fire Department Repair Shop -- both owned by the City, and the proposed boatel site owned by the Harborview developers. Only the boatel site has an approved Urban Renewal Plan but it does not recognize that the promenade will cross the site.

o The Museum of Industry

The Museum will be a good beginning/ending point for the promenade as it is a public building that reaches out to the City philosophically and physically. This site serves as a transition point between the industrial areas to the east and the redevelopment areas to the west. The museum is planning and beginning construction on a number of physical improvements. An 85-foot high crane, relocated from the former Bethlehem Shipyard now under development as Harborview, is being installed at the Key Highway entrance. This will serve as an announcement of and sign for the Museum -- and potentially for the promenade. In addition, the



Museum of Industry from Key Highway.



Museum of Industry - Proposed Entry

Museum is planning parking lot and open space improvements that will accommodate the promenade and an access corridor through the site. A possible long-range project may provide additional bus and auto parking.

opportunity for a special use/event at that point.

entrance presents an opportunity for a grand entrance to the museum, the promenade and the entire waterfront. An access corridor will be provided along the east edge of the parking lot which currently occupies the sideyard.

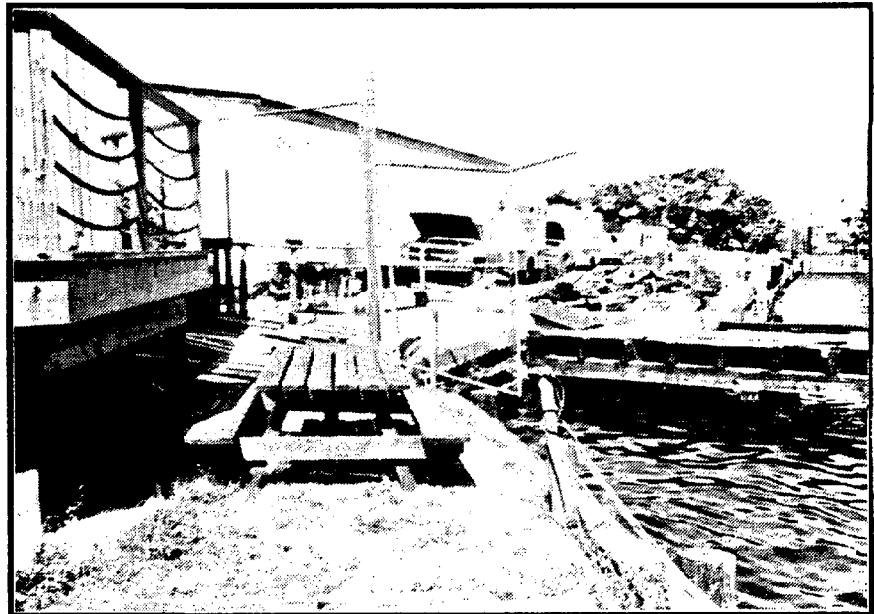
Design Alternatives

o The Museum of Industry

The installation of the 85-foot crane at the side-yard

o Fire Department Repair Building

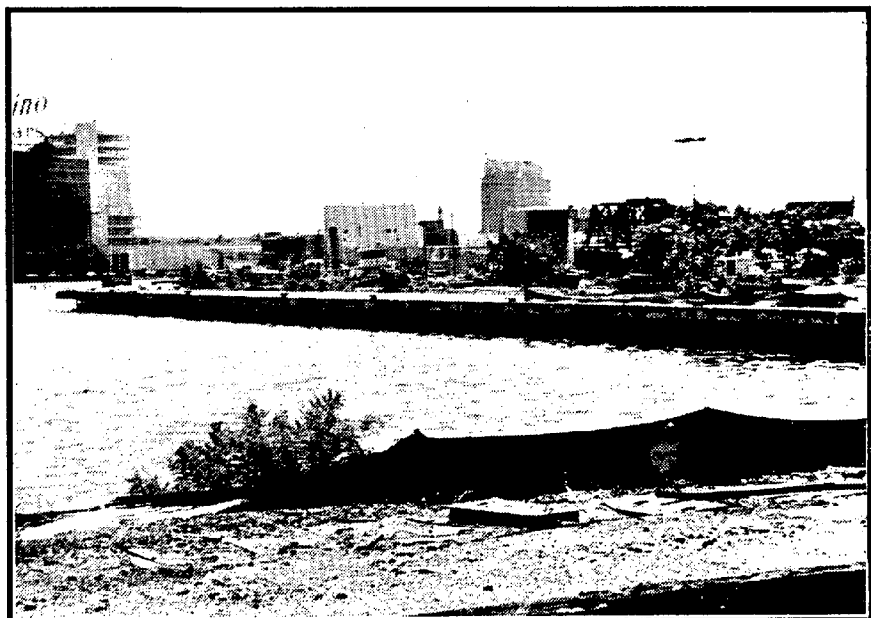
This building is used for the storage and repair of Fire Department vehicles. At this time there is little use of the waterfront, but the Fire Department has plans to repair the bulkhead and rebuild their pier to permit the storage and repair of the boats. The building is located on the Key Highway property line with approximately 100 feet of open space between it and the water. There do not appear to be any physical obstacles to a public promenade, but adequate security for Department property will have to be provided.



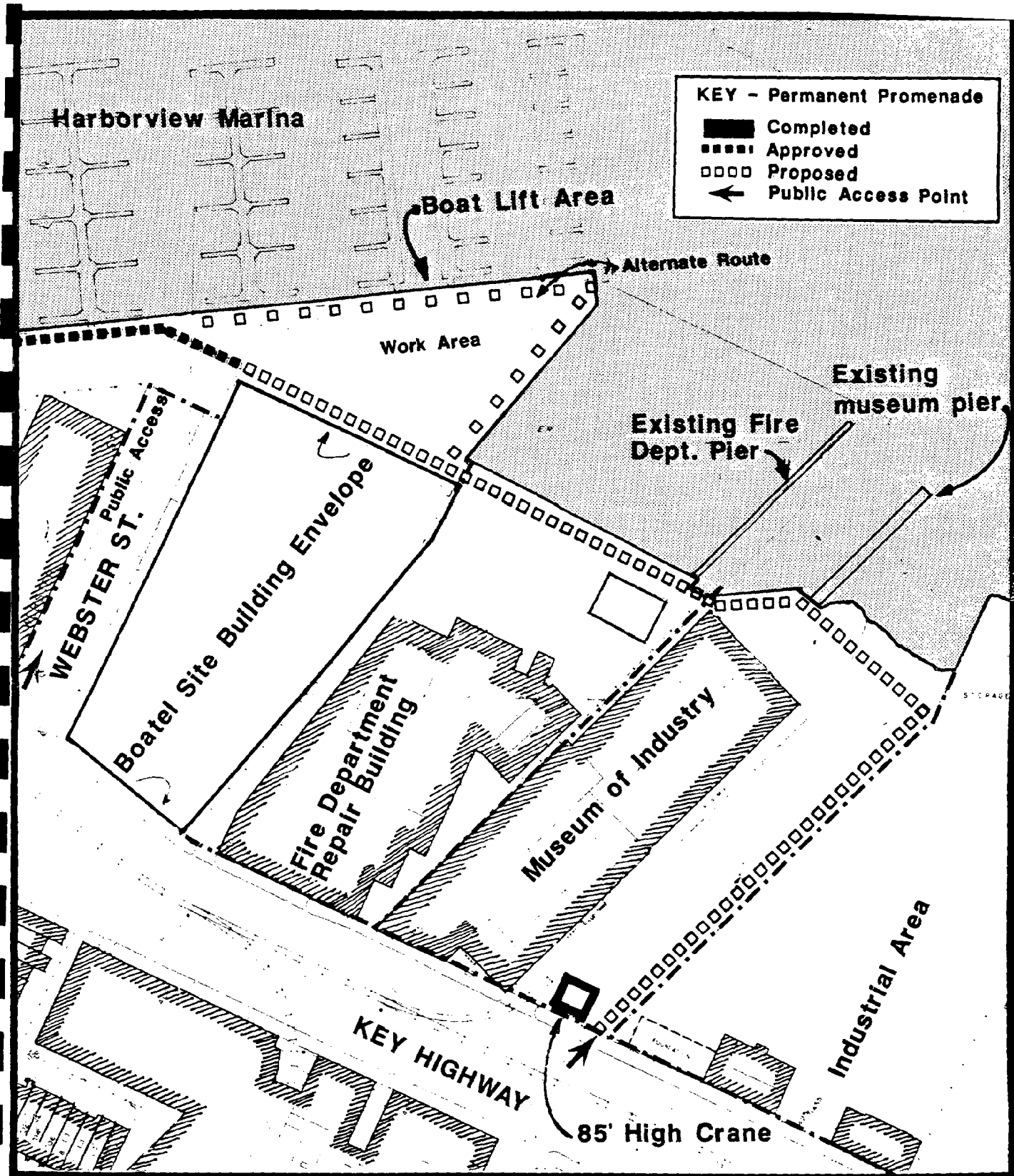
Water's edge looking towards Fire Department building and pier

o Harborview Boatel

The challenge for this site is to design a promenade section which is compatible with both the land and the water uses on the site. The proposed boatel will be a storage building for boats. Boats will be lifted out of the water and mechanically moved to the boatel building. Since this involves crossing the promenade with boats and boat lifts there is a pedestrian safety issue. The shoreline in this section juts out prominently into the water providing an



View towards Harborview Boatel site



Museum of Industry to Harborview Boatel

Baltimore City
Department of Planning



The water's edge is rough with no continuous bulkhead, and there is a pier which is secured and used by the museum. In the future, a number of site plan alternatives are possible for this property depending the number of parking spaces

desired, and the level of security needed for the museum. For example, the promenade could begin as a sidewalk leading from Key Highway and then following along the water's edge. Most likely this walkway would be constructed of

macadam similar to the existing path on the site. If there is a problem with the stability of the water's edge, the sidewalk could become a wooden walk on wooden piles along the water. The irregular water's edge and the museum's collection could provide interest for a museum display/picnic area.

o Fire Department Repair Building

Engineers have completed a study of the alternatives for bulkhead repairs and pier enhancement to accommodate docking and storage of fire boats. If this plan moves forward and the water's edge is used for fire boats, there will need to be additional fencing to secure the boats while allowing the pedestrians to walk through. The outdoor storage yard may also need additional fencing.

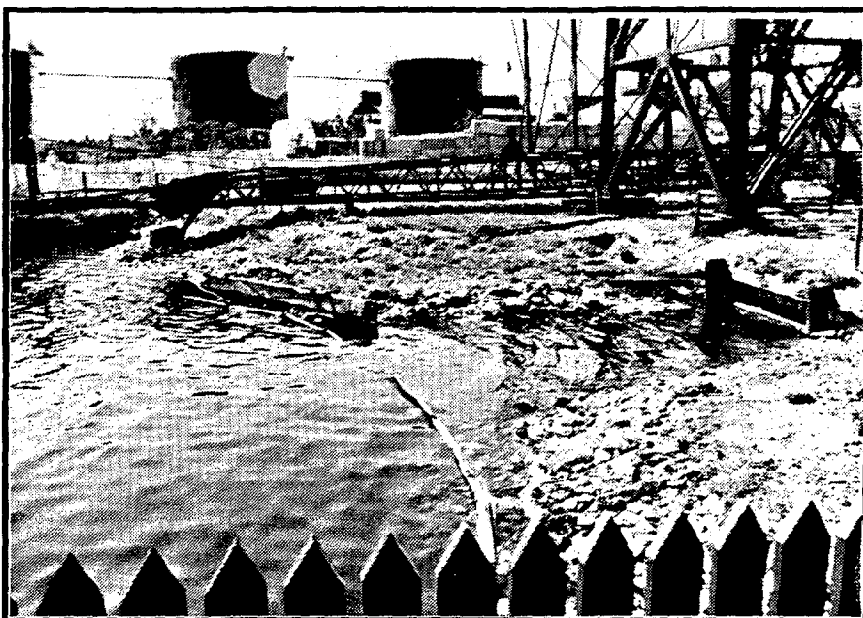
The walkway surface consists of broken concrete pavement in need of repair or replacement. However, there are no major grade level change problems in this area.

o Boatel

There are two different potential routes across the site depending on the need to separate pedestrian traffic from boat lift traffic. The promenade could either follow the perimeter of the site or cut through the middle. The latter provides a better outdoor work area for the boatel users. The former allows the public to reach the most prominent point on the site.



Water's edge in front of Museum of Industry building



Museum of Industry -- water's edge in front of parking lot

Propeller Yard

Overview

This privately-owned 5.6-acre site, adjacent to the Inner Harbor has no approved development plan at this time. Guidelines for its redevelopment were prepared as part of the Key Highway Waterfront Study, Summer 1990. Those guidelines -- which include a requirement for a waterfront promenade -- will be refined and become part of the Key Highway waterfront Urban Renewal Plan.

In addition, Key Highway from Covington Street to Lawrence Street is scheduled for reconstruction beginning in 1994. The sidewalks along Key Highway will serve as a temporary promenade route until the Propeller Yard is redeveloped.

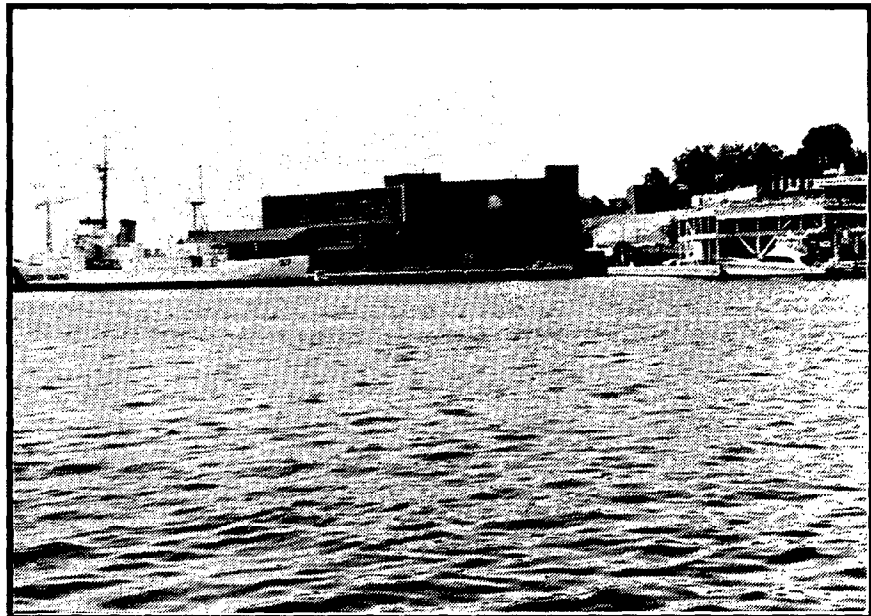
Design Alternatives

The Key Highway Waterfront Study outlines a long-term vision for the promenade in this area. It includes recommendations for generous public access opportunities and view corridors to the waterfront, in addition to the walkway along the waterfront. If the parking garage remains, a pedestrian bridge will be necessary to reach the site from the waterfront walk near the Rusty Scupper. The developer of the Propeller Yard should be expected to bear the cost of this bridge given the improved site access it would provide.

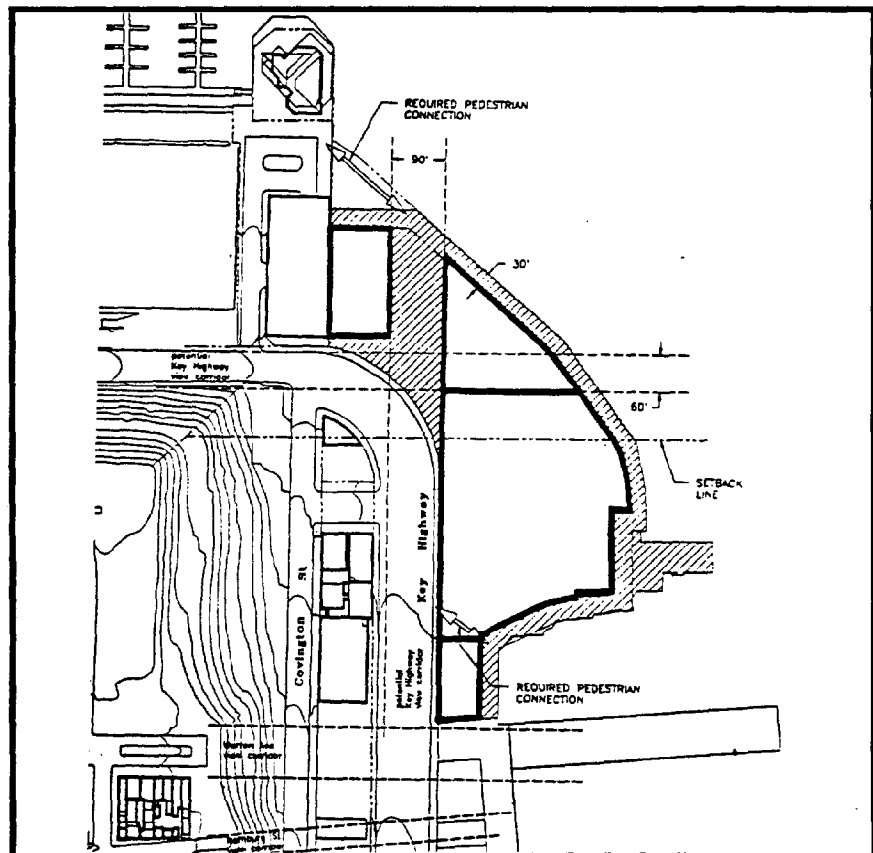
The temporary route until the Propeller Yard is developed is

the sidewalk along Key Highway, which will be an attractive tree-lined boulevard. Adequate signage will be

necessary to designate this temporary route.









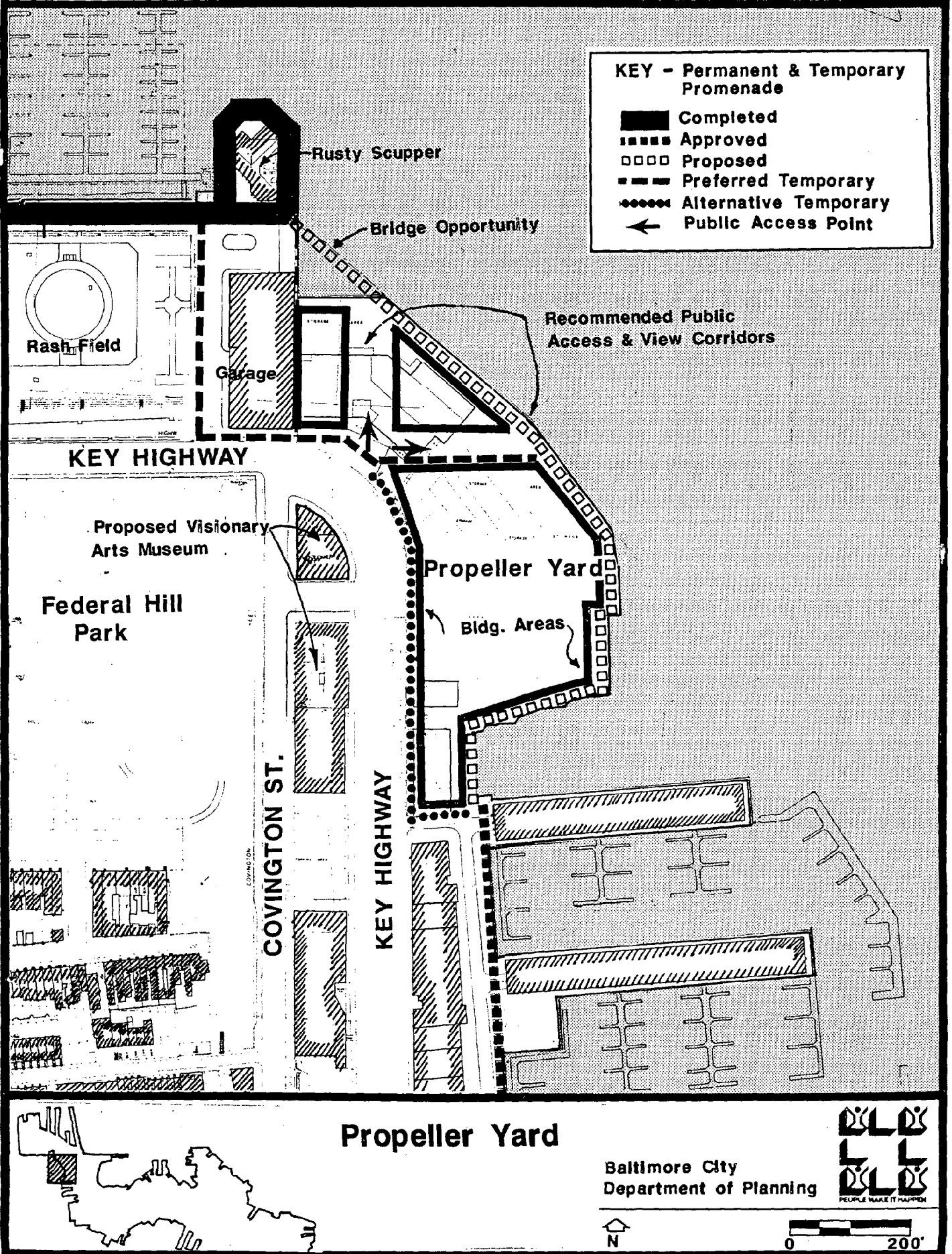
Propeller Yard from the north side of the Harbor



Key Highway Plan -- Propeller Yard

KEY - Permanent & Temporary Promenade

-  Completed
-  Approved
-  Proposed
-  Preferred Temporary
-  Alternative Temporary
-  Public Access Point



Caroline and Lancaster Streets

Overview

This area contains many underutilized industrial sites and surface parking lots. The remediation of the Allied Chemical site and the completion of street and promenade improvements at Inner Harbor East are expected to foster increased development activity on these sites. This portion of the promenade runs along Lancaster Street from Central Avenue (end of Inner Harbor East) east to Caroline Street and continuing south on Caroline to Thames Street. Eventually the promenade will wrap around the Allied Site. But this cannot happen until 1996 at the earliest.

o Lancaster Street

The Lancaster Street portion is composed entirely of City-owned right-of-way. It is accessible for pedestrian use though there is no sidewalk and the street is in need of repair. A concept design for this street and promenade has been prepared suggesting widening the street by acquiring land to the north. This allows the alignment of this part of Lancaster Street to better coincide with Inner Harbor East. Funds have not been allocated for this work.

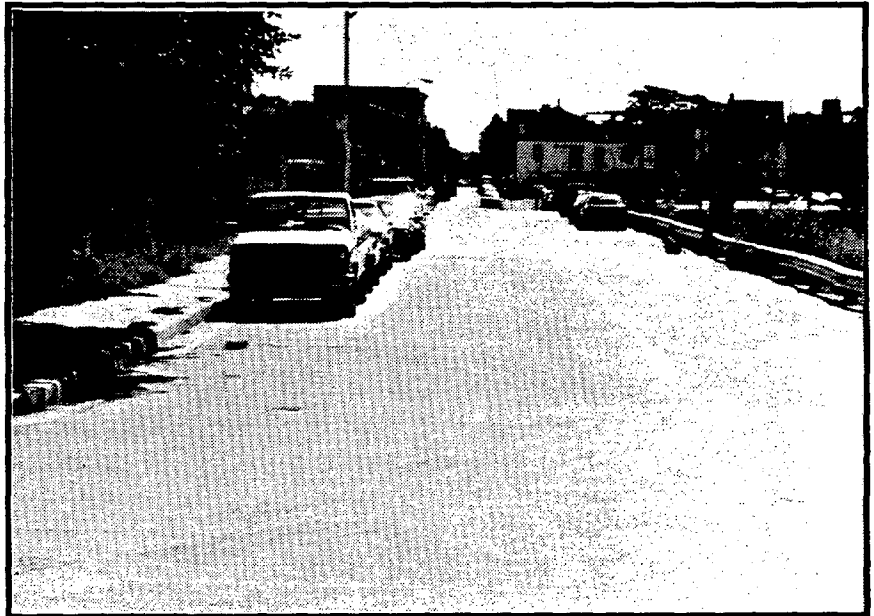
o Caroline Street

Caroline Street will serve as the temporary route until Allied is completed and the promenade is installed. Caroline Street has incomplete and broken sidewalks but it is walkable. It is

scheduled for future rebuilding. This design and timing of these improvements should be coordinated with the Allied remediation, the development of the six acres between Allied and Caroline Street and the improvement of Lancaster Street.

Design Alternatives

The long term solution for Lancaster and the northern portion of Caroline Streets is new bulkheading and promenade similar to that which is under construction at Inner Harbor East. The permanent



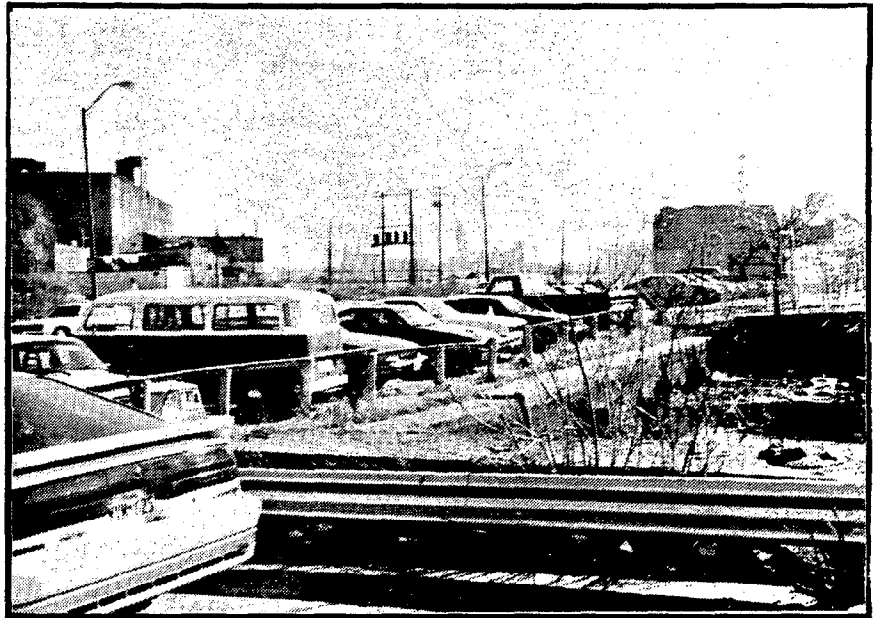
Lancaster Street looking east towards Caroline Street



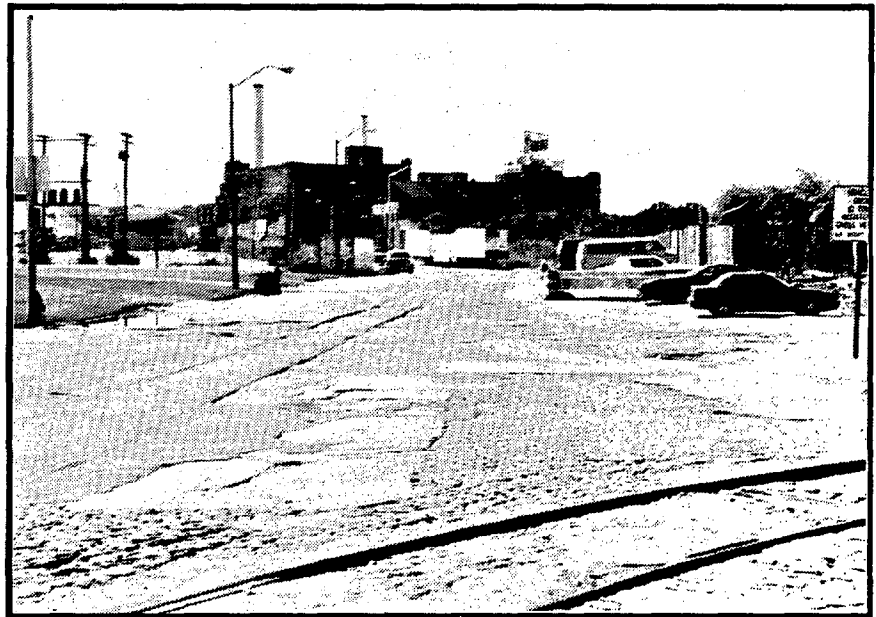
City Dock with Maritime School and naturalized shore

connection is around the Allied Site and won't be complete until 1996. See Map. Allied Chemical has prepared a conceptual design for the promenade around the contaminated portion of the site but has not looked at the connections to the rest of the promenade.

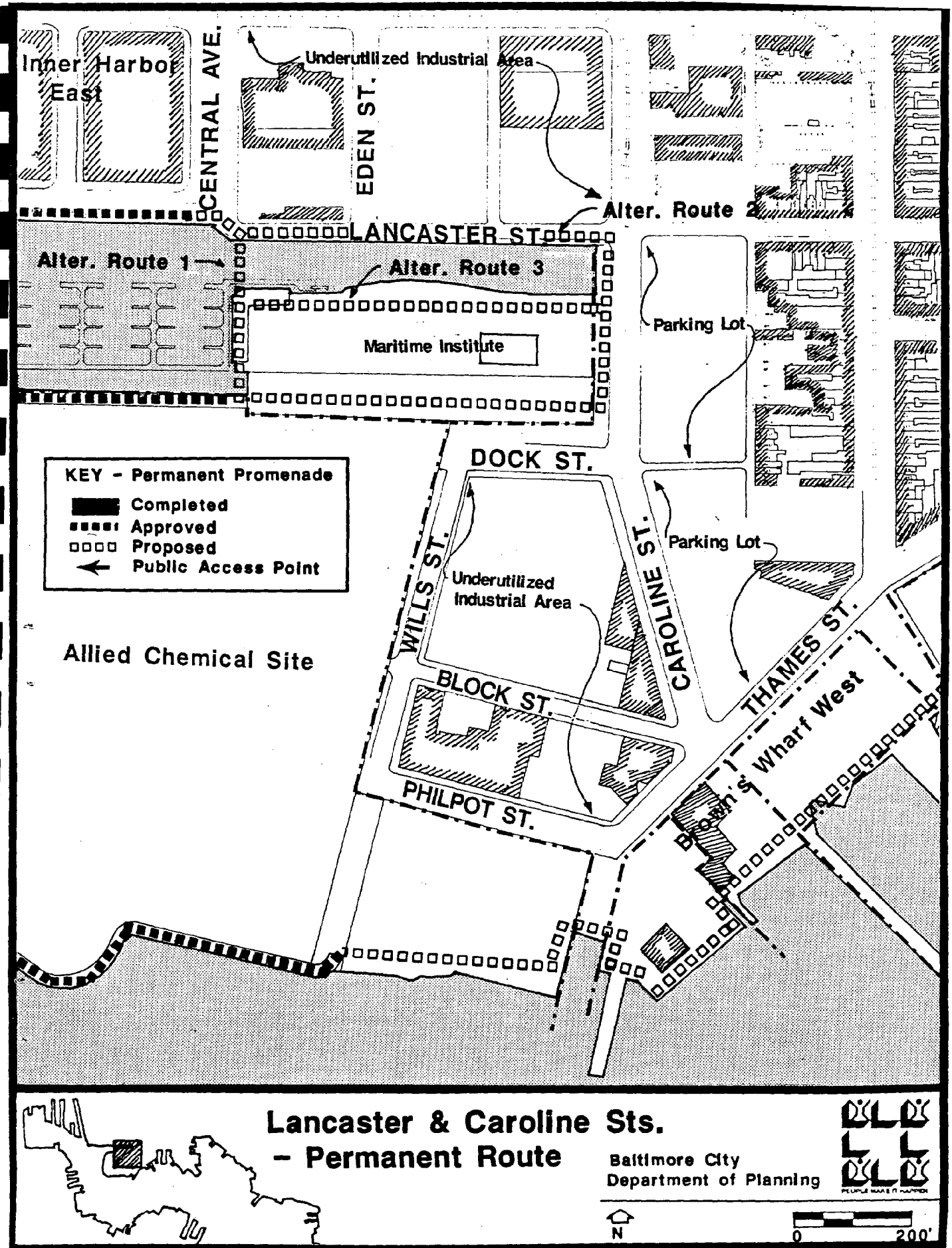
The temporary solutions vary slightly but essentially are temporary asphalt type sidewalks along Lancaster and Caroline Streets. Caroline Street provides opportunities for screen walls along the parking lots. These could become mural walls or other public art opportunities until additional redevelopment begins in that area.

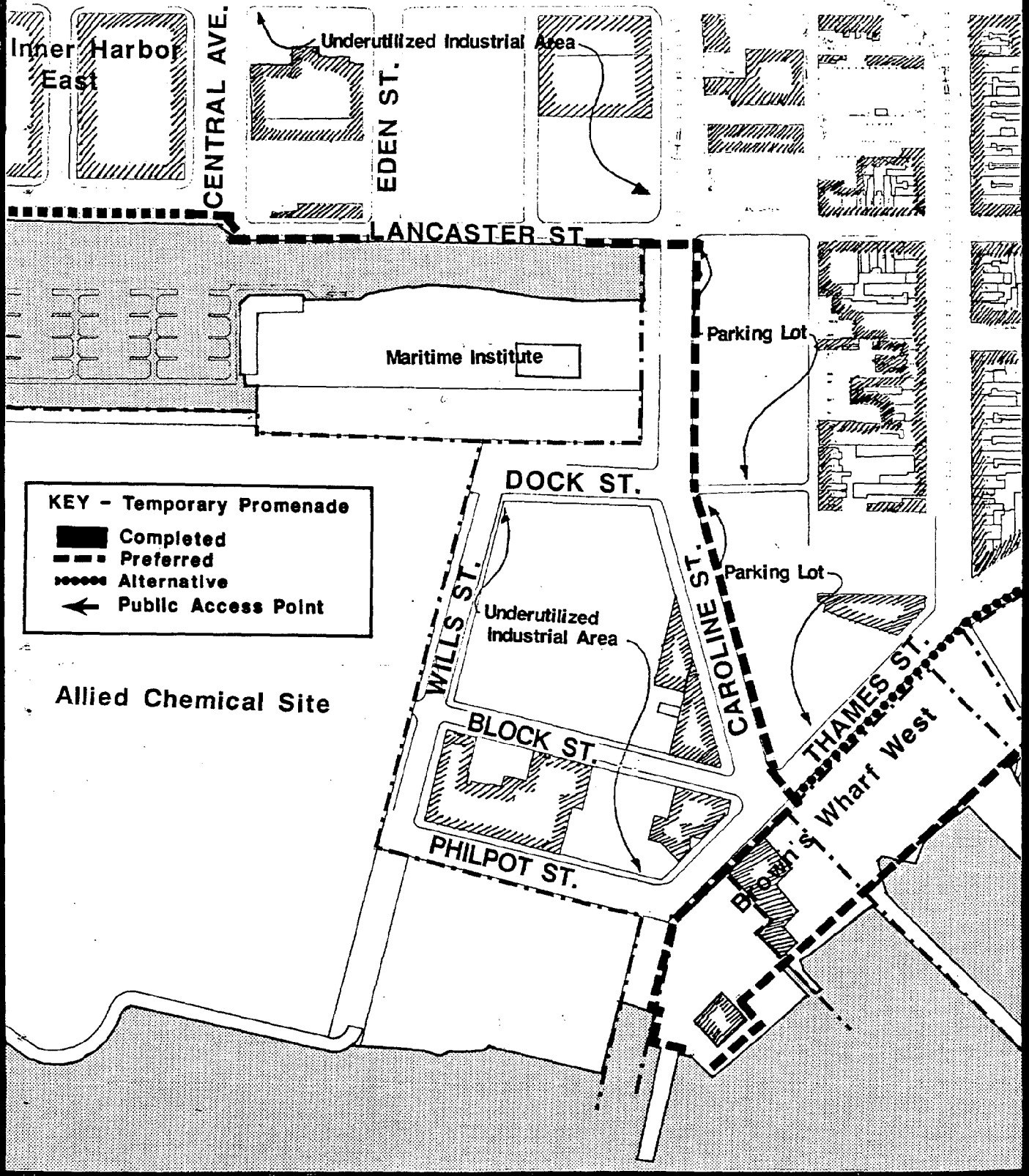


Lancaster and Caroline looking south over the water's edge



Caroline Street looking south towards the water





KEY - Temporary Promenade

- Completed
- Preferred
- Alternative
- Public Access Point

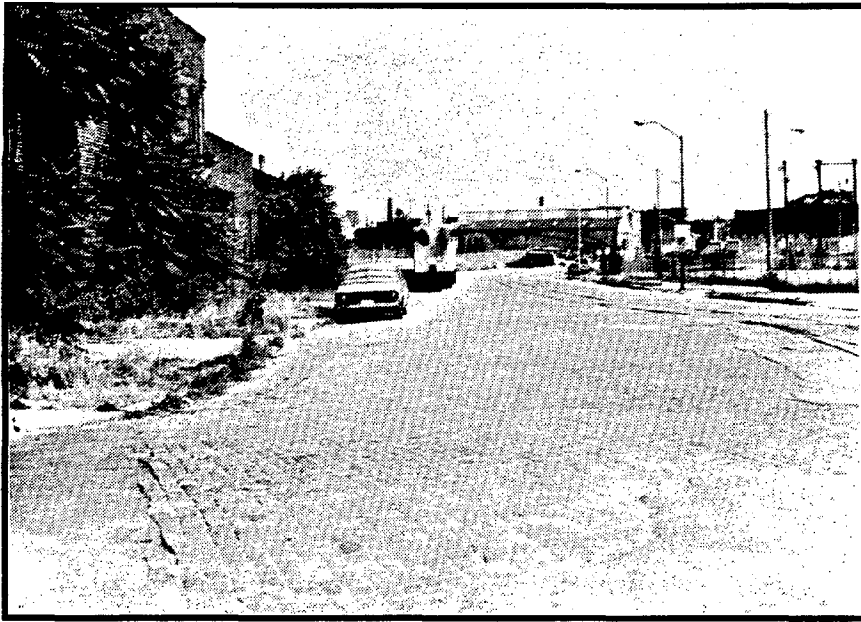
Allied Chemical Site



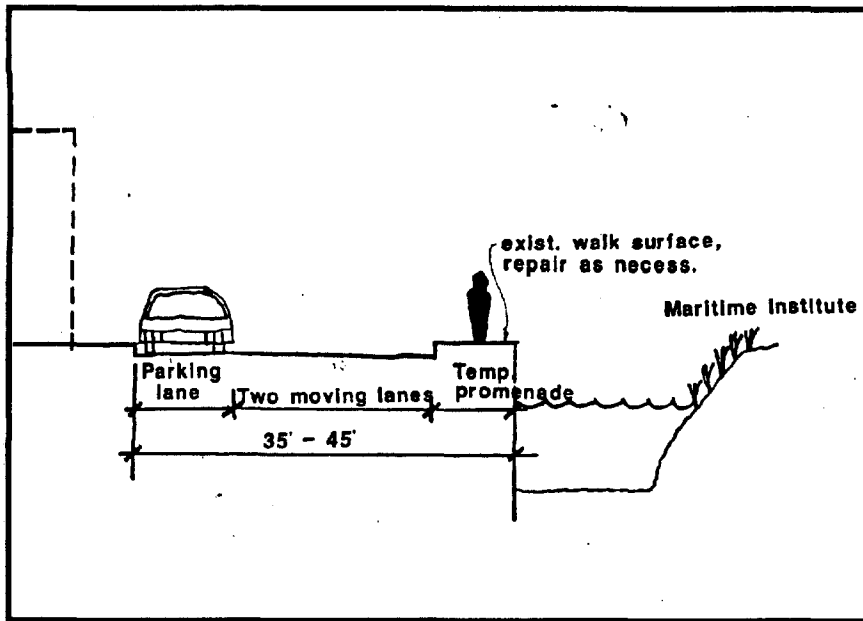
Lancaster & Caroline Sts. - Temporary Route

Baltimore City
Department of Planning

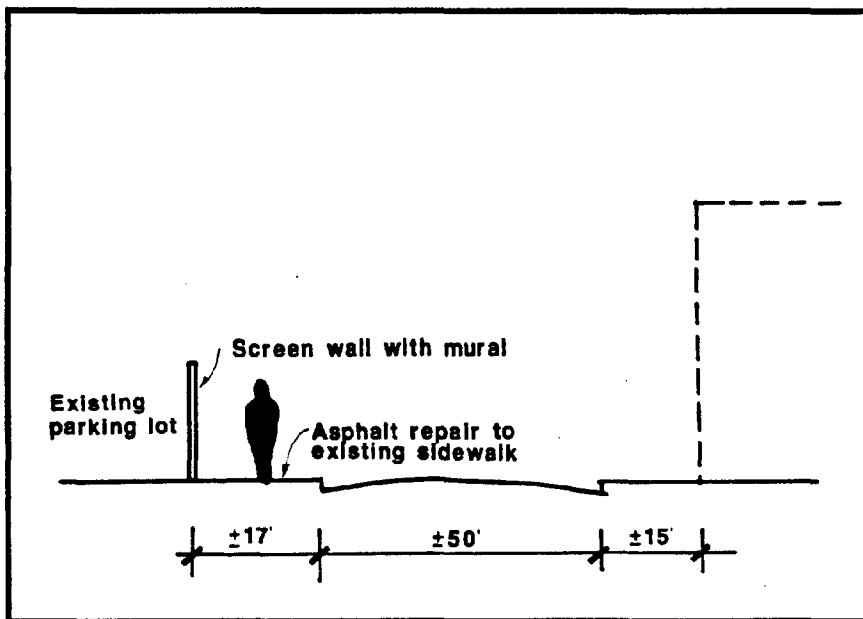




Caroline Street looking north



Temporary Route -- Lancaster Street Section



Temporary route -- Caroline Street section

Brown's Wharf West

Overview

This property is separated from the Allied site by the foot of Thames Street as it dead-ends into the water on the west and continues east to the completed portion of Brown's Wharf. Most of this site with the exception of Bond Street and the pier (Jackson's Wharf) is owned by Constellation Properties, developers of Brown's Wharf. The pier is slated for acquisition for public purpose in the Fells Point Urban Renewal Plan.

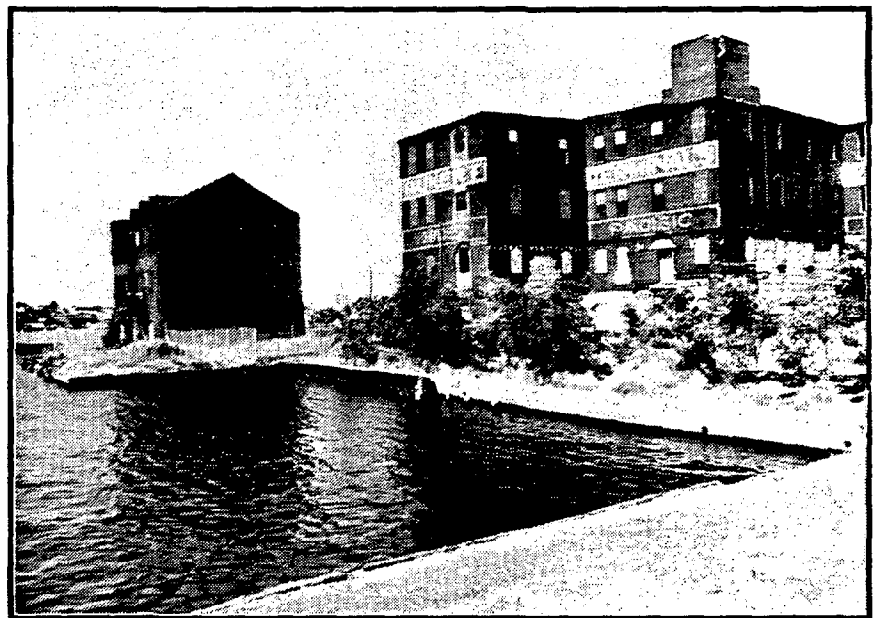
The challenge in this area will be to facilitate reuse of the Terminal Warehouse while bringing the promenade through or around the structure, yet still allowing for service access for commercial tenants. There are opportunities to vary the promenade experience here depending on the relationship of the promenade to the Warehouse or any replacement development and the pier. The Sugar House is the other historic building on the site. This is a small building that sits close to the water's edge. Its configuration on the site and its object-like character provide an opportunity for a plaza or other promenade extensions in open space.

Design Alternatives

There are a number of options and opportunities for parts of this area. Thames Street is both a major Fells Point street and a public access corridor. It has the unique characteristic of starting and ending at the water's edge. (See study ar



Brown's Wharf West -- Temporary parking lot looking towards the Terminal Warehouse



Sugar House and Miller's Warehouse

Belt's/Arundel.) The existing shore has a crumbled bulkhead and there is an adjacent pier that has historic significance. A special plaza or other public open space with signage is appropriate here.

The permanent route will connect from the end of Thames Street and follow east along the water's edge to the Terminal Warehouse site. There are three basic approaches to the permanent promenade route whether or

not the Terminal Warehouse building is reused or other development occurs on the site. The pros and cons of the three alternatives are listed below:

o Through the building

Direct route; interrupts the 1st floor of the building; limits vehicular access to the pier unless there is a car crossing of the promenade; provides a varied promenade experience.

o Around the building(s)

Keeps building free of promenade; limits vehicular access to the pier unless there is a car crossing of the promenade; fairly direct route.

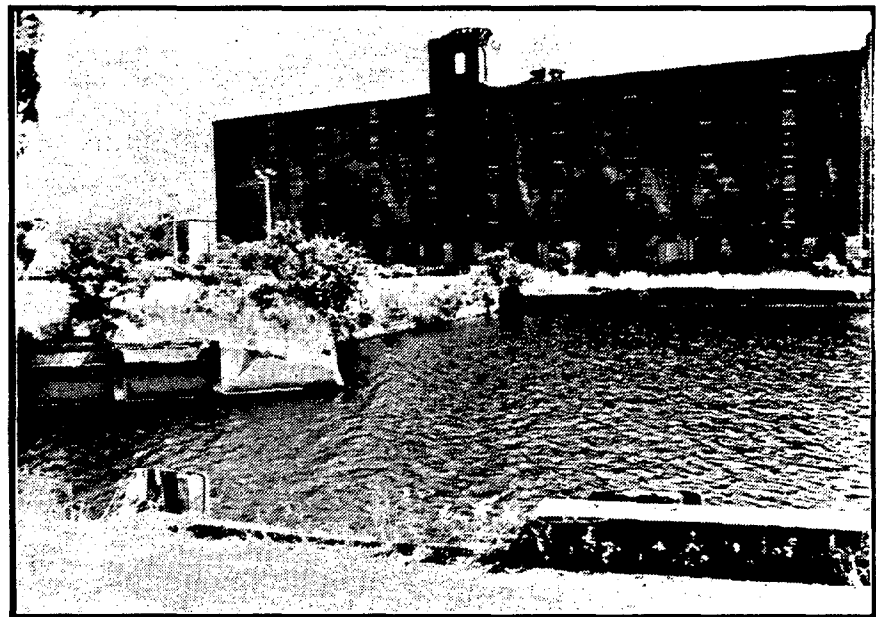
o Around pier perimeter

Provides public access to the outermost point of the pier; most of the pier; creates a very long route.

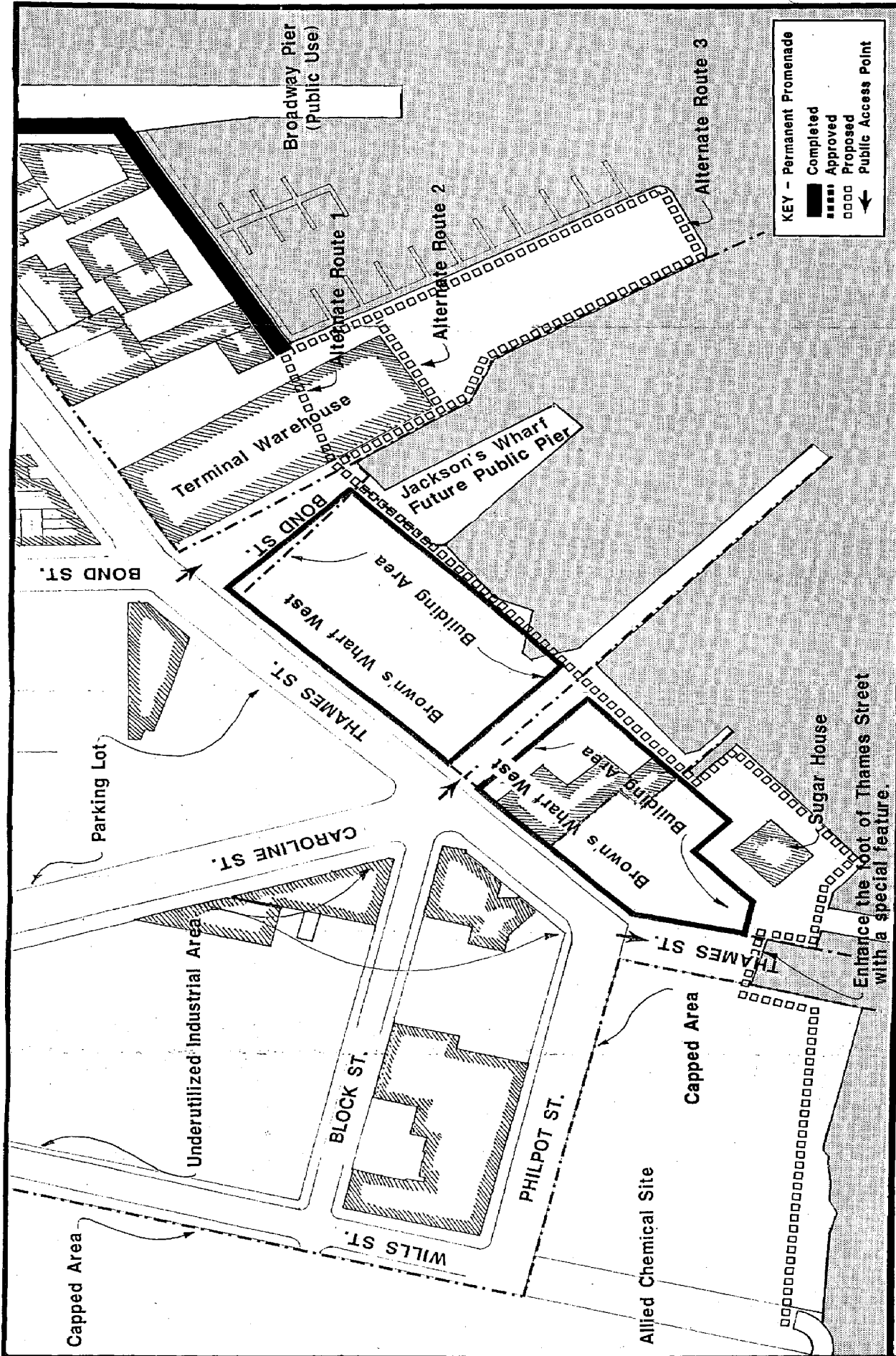
The temporary route could connect to the south end of Caroline Street and continue east along the sidewalk of Thames Street to Broadway. This would require sidewalk improvements and signage. It is not the ideal solution because it doesn't permit much waterfront access. Another option is to provide dead-end public access corridors on the public streets, Thames, Bond and Philpot/Caroline and/or to acquire easements across the property owned by Constellation even before they are ready to develop. This option would allow a walk on the water side of their parking lot.



Thames Street meets water, looking north towards Allied Chemical



Terminal Warehouse from the pier



KEY - Permanent Promenade

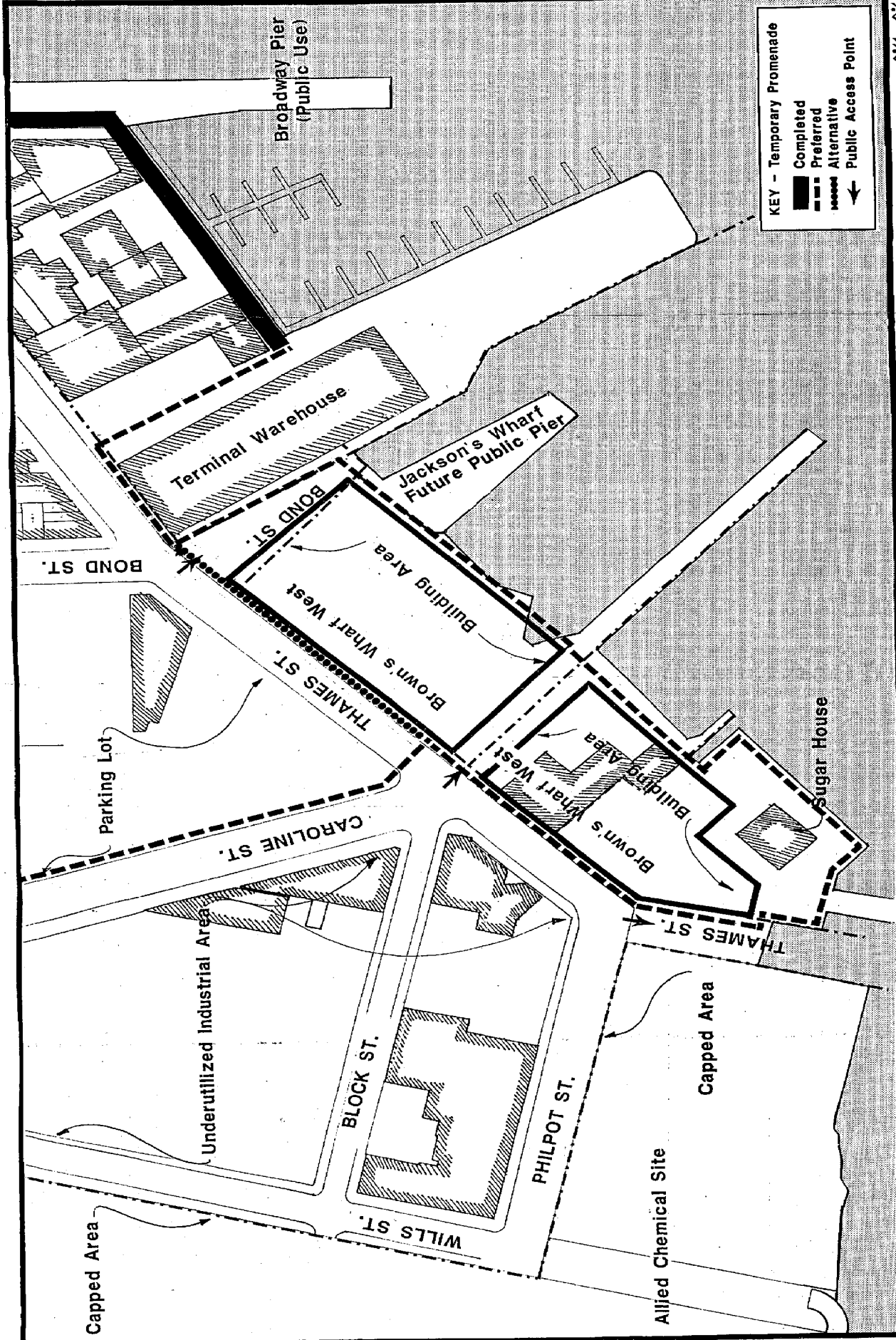
- Completed (thick black line)
- Approved (dashed line)
- Proposed (dotted line)
- Public Access Point (arrow)

Brown's Wharf West Permanent Route

Baltimore City Department of Planning

0 100'

N



KEY - Temporary Promenade

- Completed (Solid line)
- Preferred (Dashed line)
- Alternative (Dotted line)
- Public Access Point (Arrow)

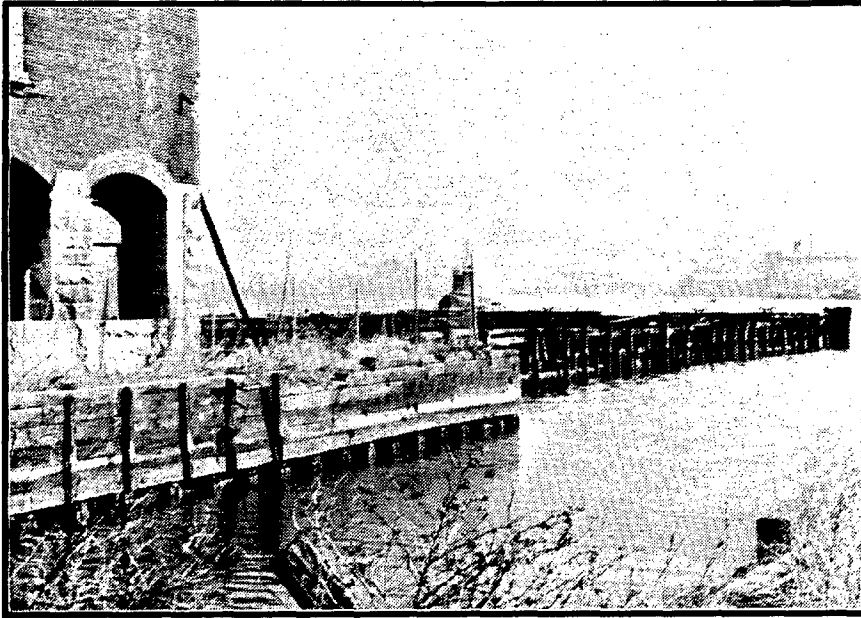
Brown's Wharf West - Temporary Route

Baltimore City Department of Planning

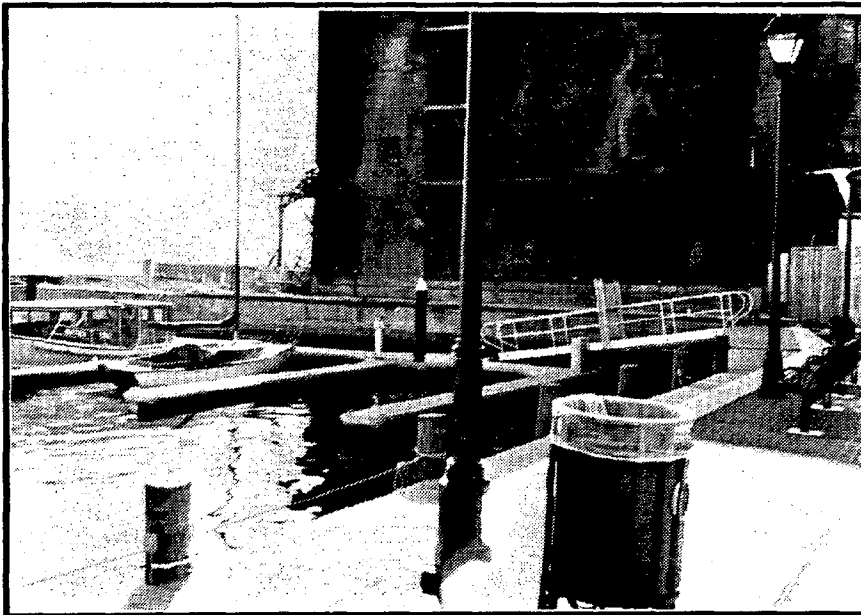
0 100'

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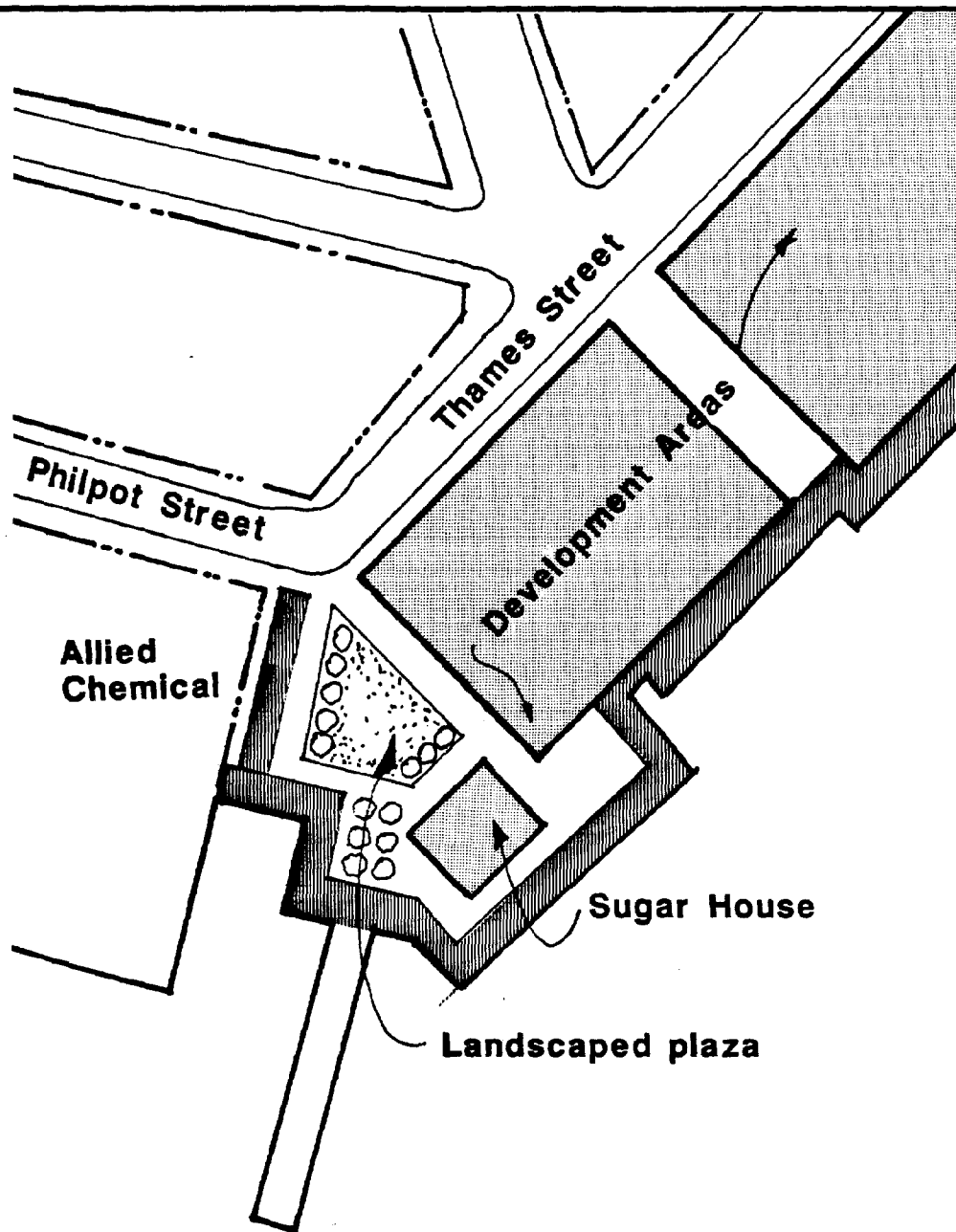




Close-up of Terminal Warehouse and pier looking south



Terminal Warehouse from the completed Brown's Wharf



By incorporating the end of Thames St. with the development site - Brown's Wharf II, a design solution could:

- enhance the Sugar House renovation and other site development.**
- provide more visible public access to the water and promenade.**

Opportunities at the foot of Thames Street

Ann Street

Overview

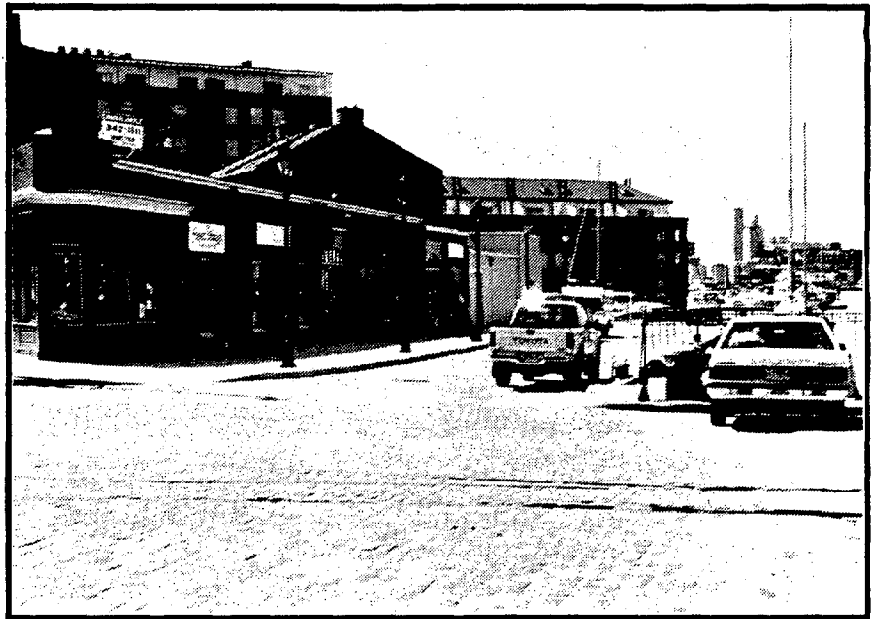
Ann Street is a public right-of-way between the water and a privately-owned, commercial site. The bulkhead is deteriorating but is not in imminent need of repair. A short-term solution has been completed by the widening of the sidewalk in front of the commercial property. A long-term design solution will be implemented when the bulkhead has to be replaced.

Between the foot of Ann Street and the completed promenade at Harbor's Edge, Belts Landing and Henderson's Wharf is a small portion of waterfront without a completed promenade. It is privately-owned and requires an easement. The adjacent buildings contain light industrial uses but will most likely become commercial, similar to the types of uses recently completed at Ann and Thames Streets. The promenade surface is concrete (depressed for brick) and is very adequate for a walkway until redevelopment is complete. There is a chain link fence at either side of this area that needs to be removed in order to open this up.

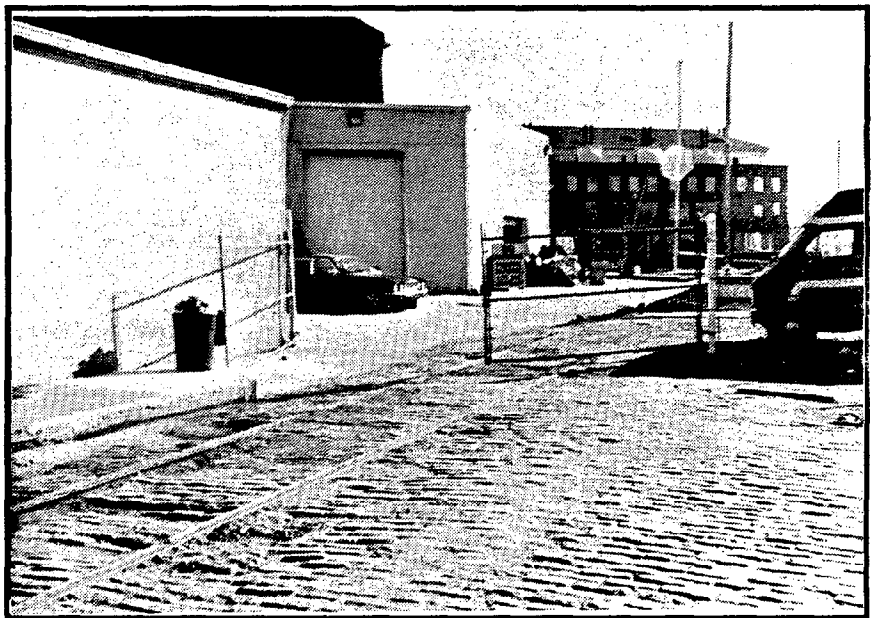
Design Alternatives

In addition to acquiring an easement, there is one minor physical obstacle to a complete promenade connection here. The light industrial buildings on Fell Street with their backs to the water have a depressed concrete pavement. It is in good condition and appears to have been designed to accommodate brick. Either the brick

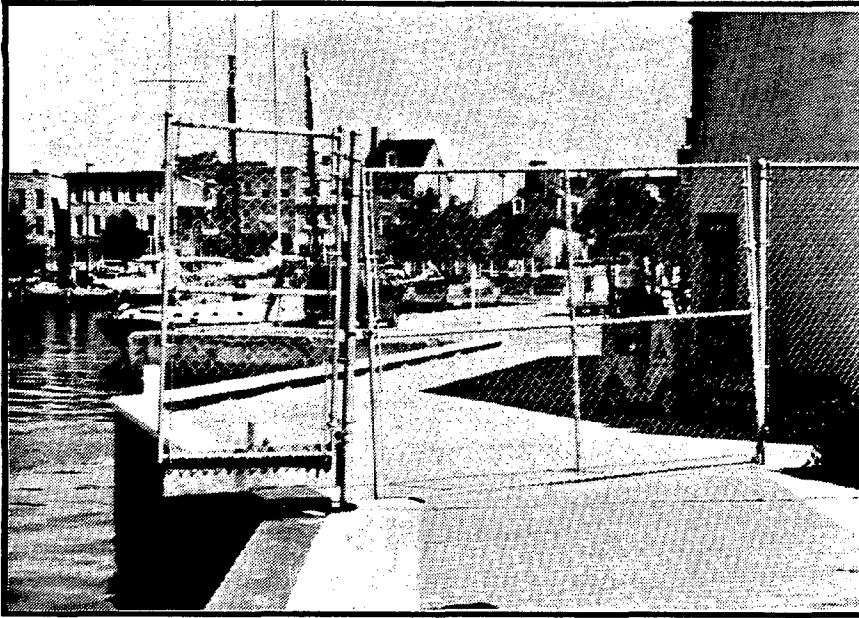
should be installed or temporary asphalt curbs should be installed to eliminate the step.



Ann Street looking south from Thames Street



South end of Ann Street looking south



Looking north towards Harbor's edge

THAMES ST.

Recreation
Pier

Recessed concrete paving,
install brick pavers
& remove fences on
either end.

Enhance with
special feature

ANN ST.







FELL ST.

Harbor's Edge
Townhouses

Public Access Corridor

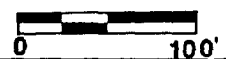
Belt's Landing

KEY - Permanent & Temporary
Promenade

-  Completed
-  Approved
-  Proposed
-  Preferred Temporary
-  Alternative Temporary
-  Public Access Point

Ann Street

Baltimore City
Department of Planning



Belt's/Arundel Concrete

Overview

There are three components to this section of the promenade:

o Arundel Concrete and Swann's Wharf

This site, extending from Henderson's Wharf to Thames Street, is considered an active industrial site. No promenade is feasible until the site is redeveloped. The Wolfe Street sidewalk can serve as the temporary walkway.

o Thames Point Apartments

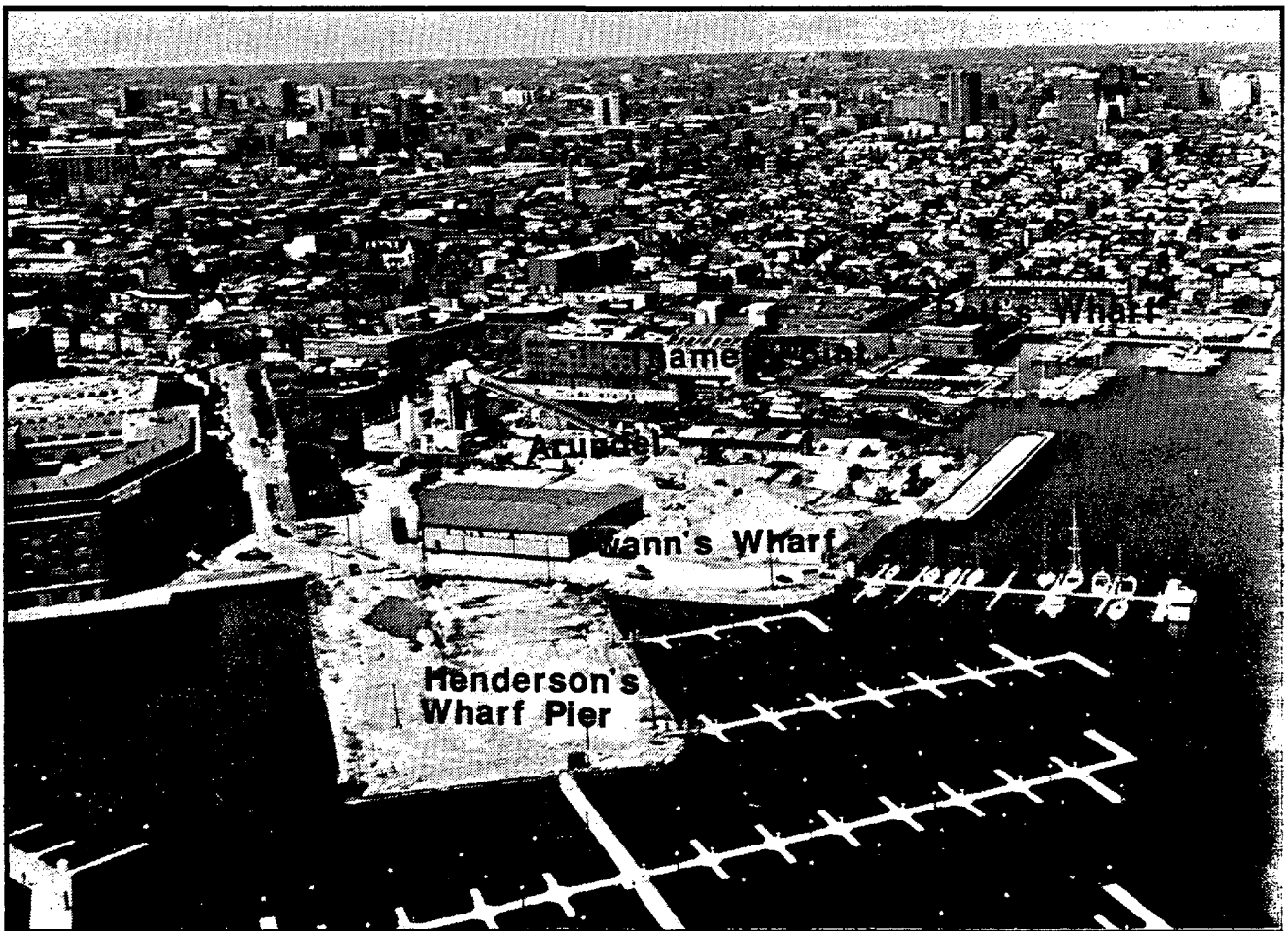
This apartment building property has a wooden promenade that is not open to the public. City approval of this project did, however, require this promenade to be open when the adjacent Belt's Wharf promenade opened.

o Belt's Wharf

This is an existing warehouse building redeveloped for office use. There is a concrete waterfront walk that is not connected to adjacent properties due to a grade differential.

Design Alternatives

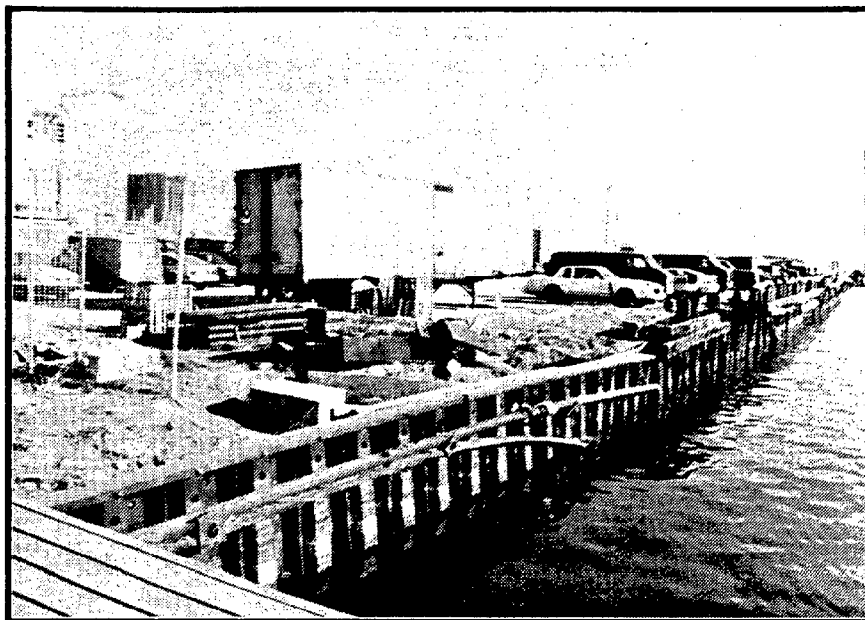
This is a complicated area comprised mostly of industrial uses. Property owners are not required to install a promenade as long as an industrial use is active. The temporary route will follow from the promenade at Henderson's Wharf north along Wolfe Street to Thames, east on Thames Street and then connect to the Thames Point Apartments promenade. From there it steps up to the existing Belt's promenade and steps down to the completed portion of the promenade at Belt's Parking Area. This route would require an ease-



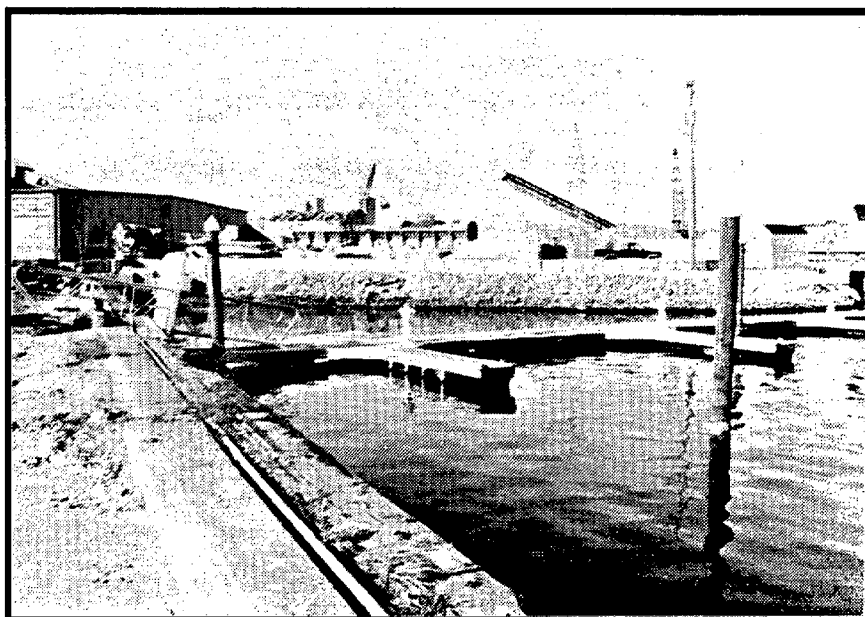
Aerial view of Henderson's Wharf, Arundel Concrete, Belt's Wharf and Thames Point

ment to use Thames Point Apartments' existing promenade. Also this route would not be wheelchair accessible; the temporary, wheelchair-accessible route would be to continue north on Wolfe Street to Aliceanna and Aliceanna to Chester Street Park.

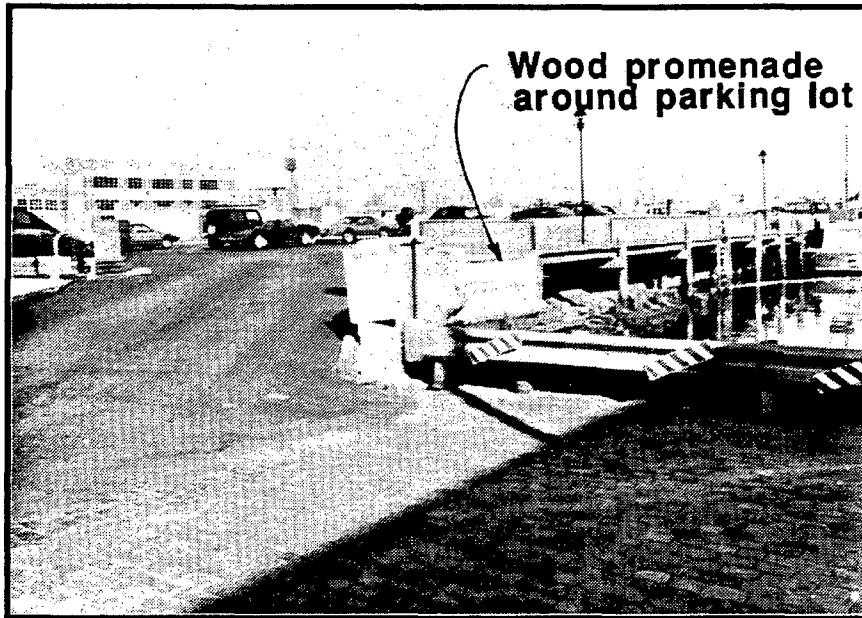
The permanent route could include a ramped connection to the Belt's Wharf promenade. The east end of Thames Street is an opportunity for a special event, plaza, artwork or signage.



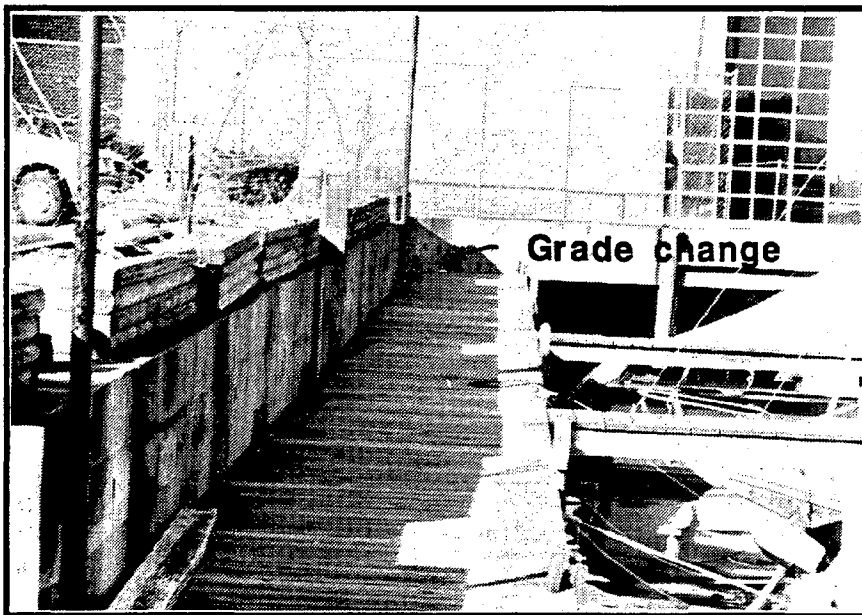
Pier at Henderson's Wharf



Arundel Concrete from Henderson's pier



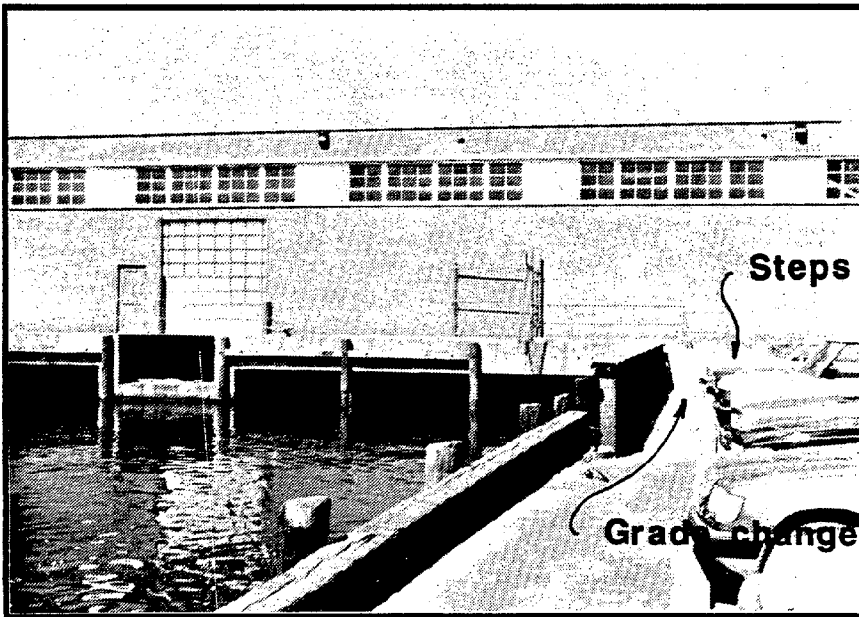
Thames Point Apartments parking lot and promenade



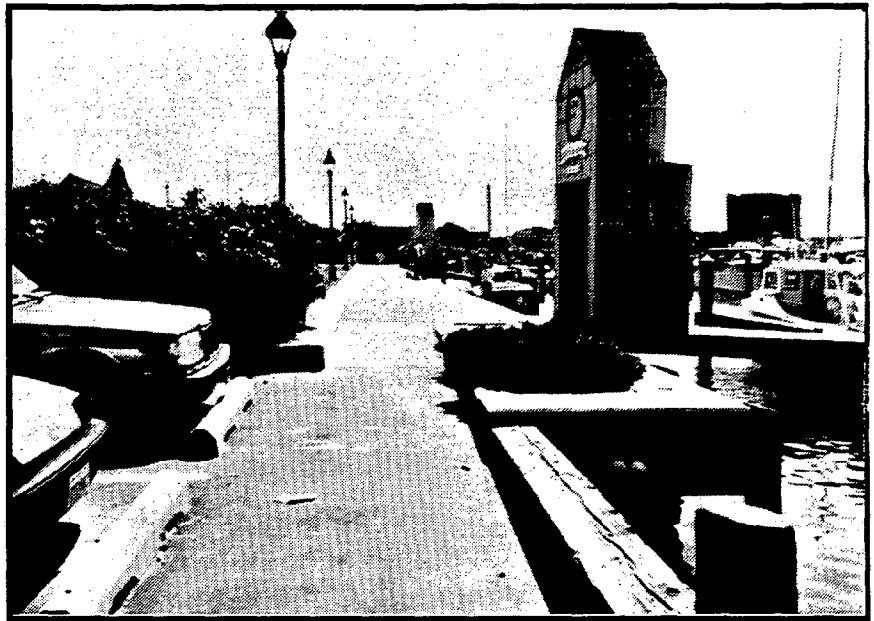
Thames Point promenade intersection Belt's Wharf



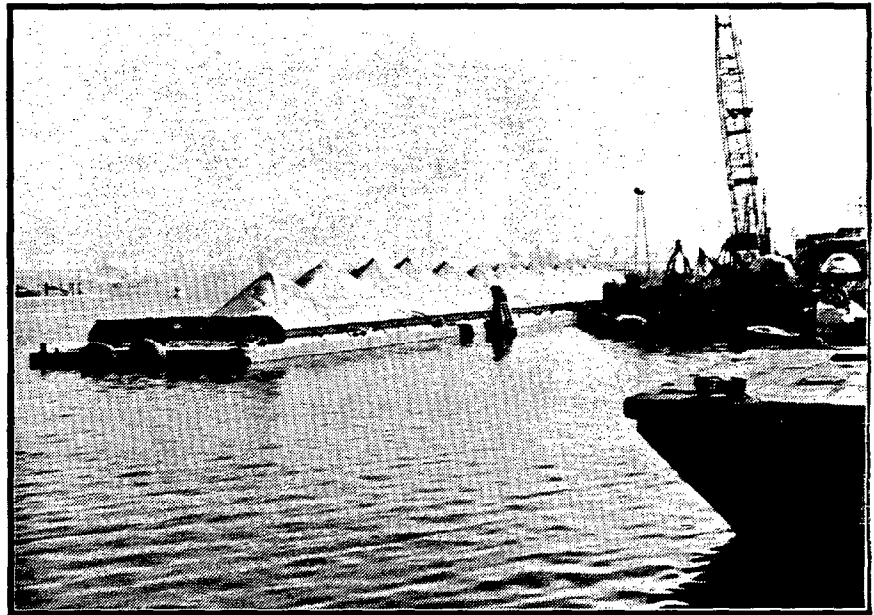
Belt's Wharf looking north



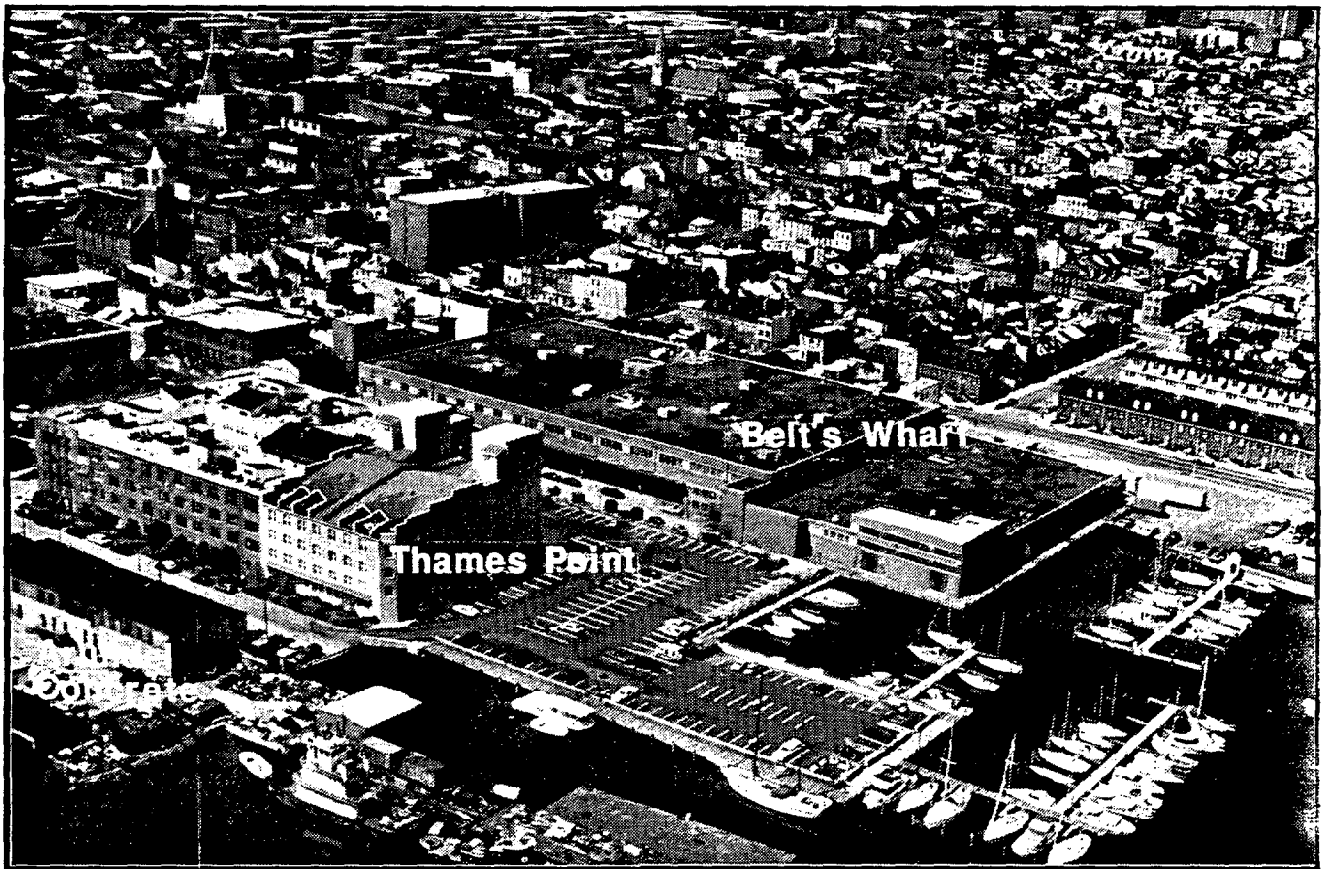
Belt's Wharf building and parking lot



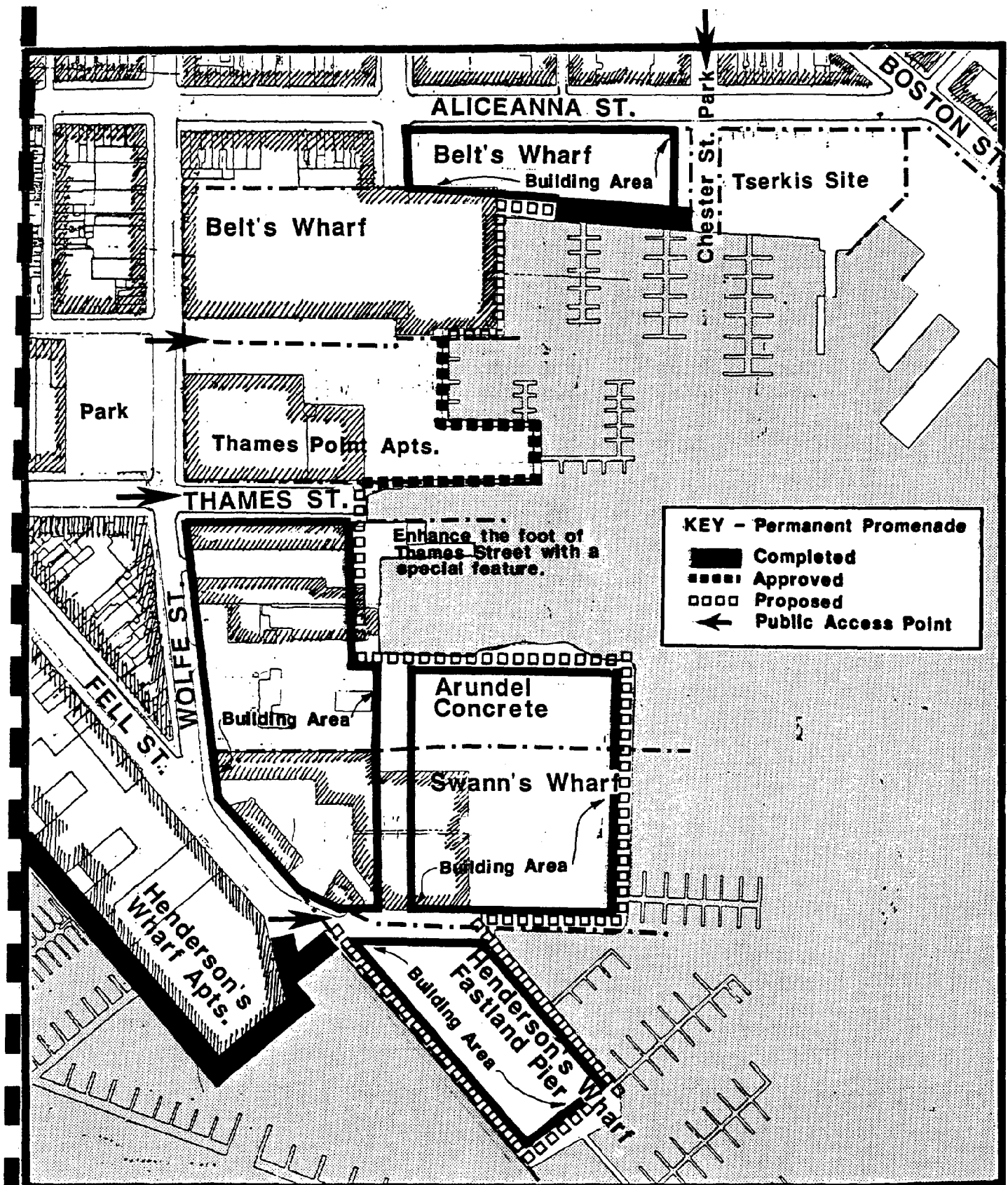
Belt's Wharf parking lot looking east towards Chester Street park



Arundel Concrete looking west



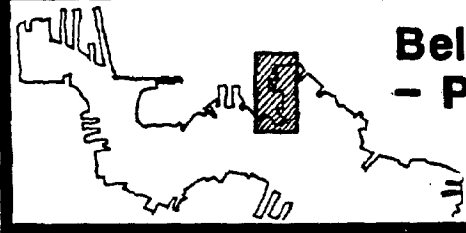
Aerial view from the southeast



KEY - Permanent Promenade

- Completed
- Approved
- Proposed
- Public Access Point

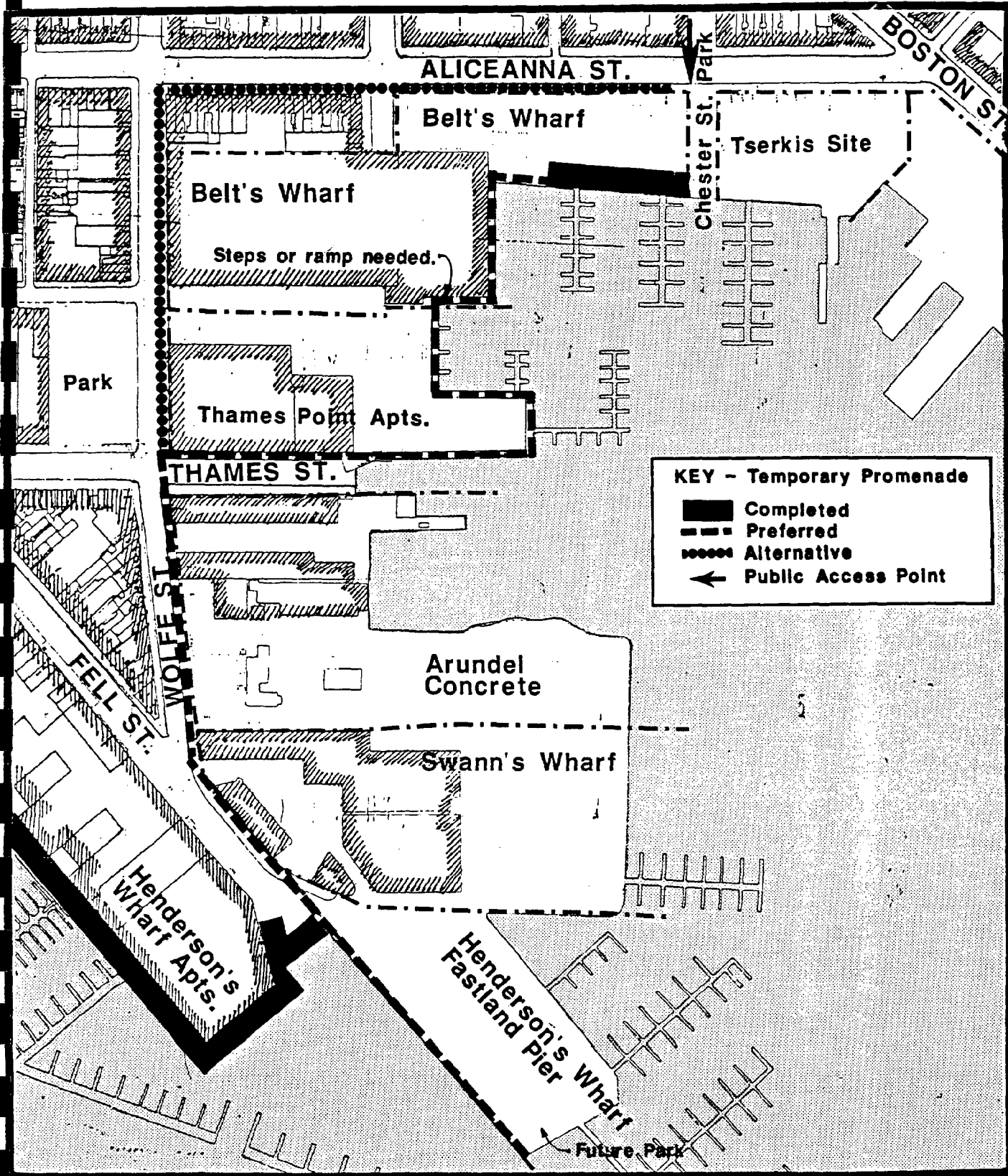
Enhance the foot of Thames Street with a special feature.



Belt's/Arundel - Permanent Route

Baltimore City
Department of Planning



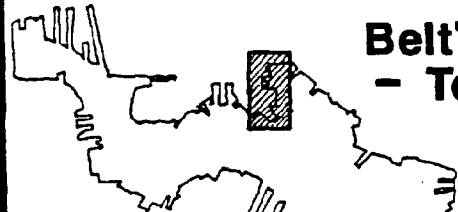


KEY - Temporary Promenade

- Completed
- Preferred
- Alternative
- Public Access Point

Belt's/Arundel - Temporary Route

Baltimore City
Department of Planning



Tserkis

Overview

This is a gravel lot site without any permanent structures. Though there is no promenade easement at this time, it is possible to walk across this site. An issue in the construction of the permanent promenade will be marrying the brick promenade to the west with the proposed wood promenade to the east. The change would best be made

on the east side of the site at the bend in the shoreline which may provide an opportunity for a special event in the promenade to ease the transition.

Design Alternatives

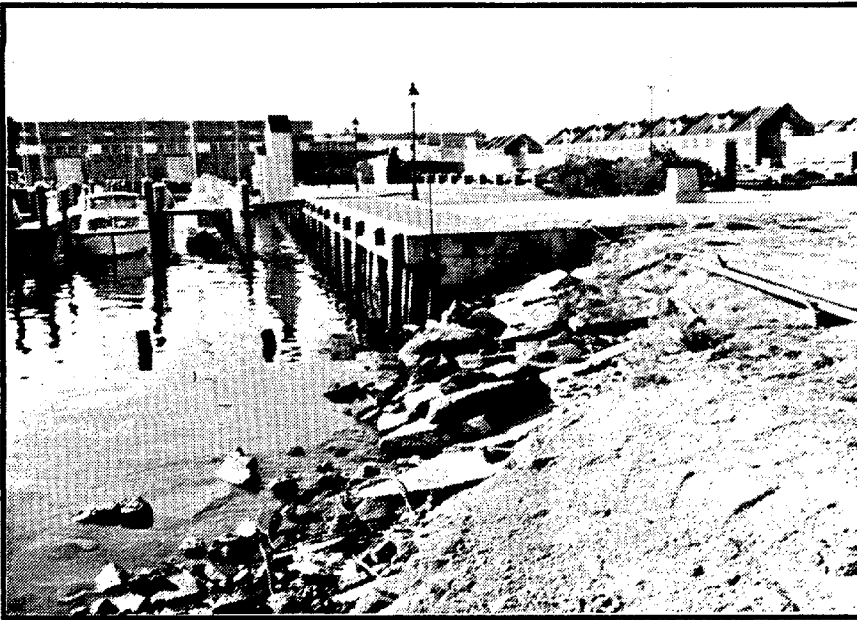
The temporary and permanent routes would ideally be in the same location. They both require an easement on the property for public access. The difference is the temporary route may be gravel,

wood chips or asphalt. The permanent route would occur with redevelopment and will require bulkhead improvements and a brick walkway.

An opportunity exists for a pavilion, a tower, or other special feature to note the bend in the promenade at the east property line adjacent to the Anchorage Northshore property.



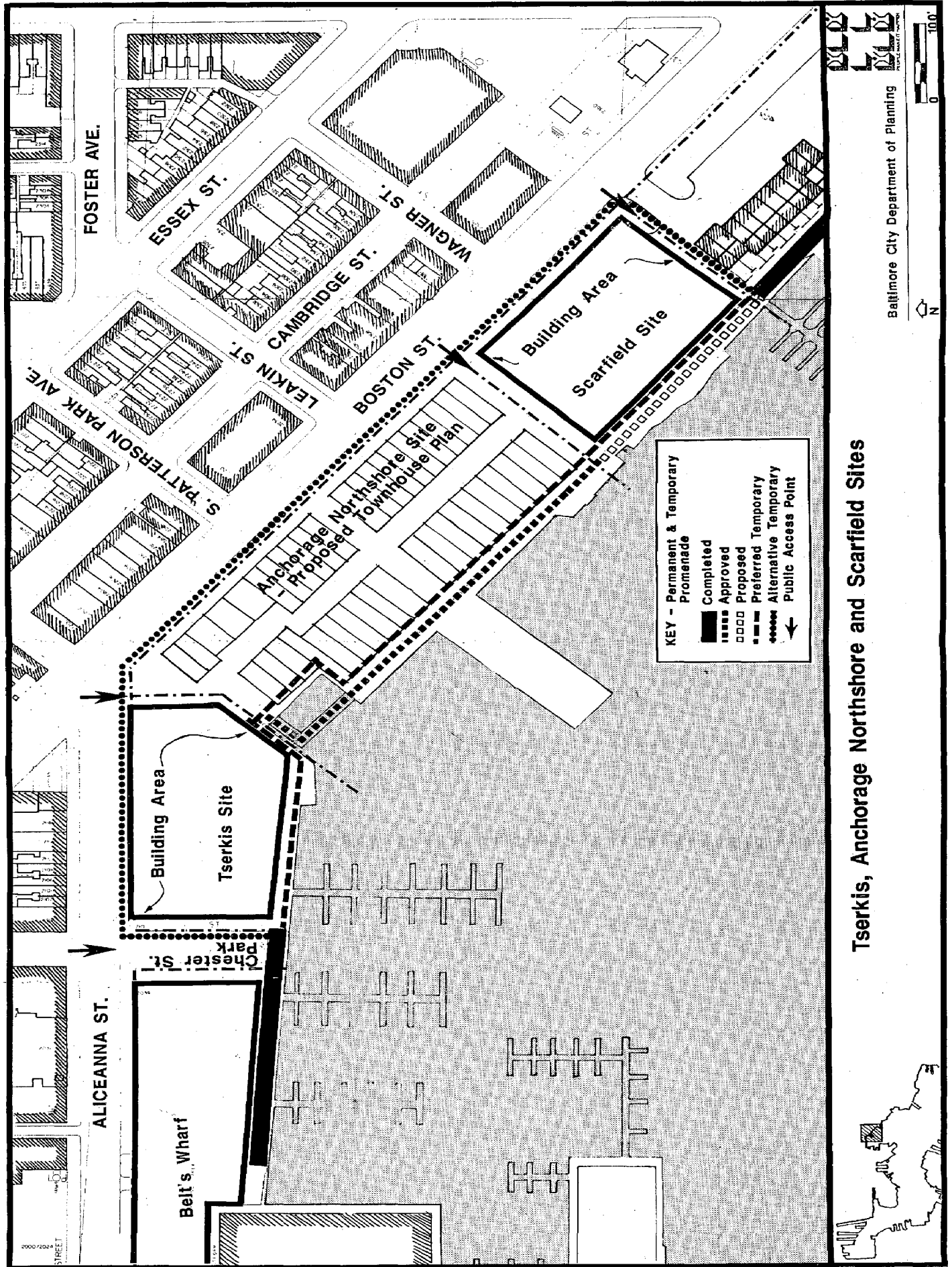
Aerial view



Tserkis property looking west



Tserkis property looking east towards Anchorage Northshore



Tserkis, Anchorage Northshore and Scarfield Sites

Baltimore City Department of Planning

Scarfield/Anchorage Northshore

Overview

These two sites are both proposed for residential development that will include a promenade. Anchorage Northshore is likely to begin construction in early 1992. At this point there is no schedule for the Scarfield property, meaning that there will be a gap in the promenade at this point along Boston Street. This section should have a temporary promenade when the marina is completed. An irregularity in the shoreline on the east end of the Scarfield property might require the cooperation of the Anchorage Townhouse Condominium Association in order to make the pedestrian connection. This also may be an opportunity for an event in the promenade.

Design Alternatives

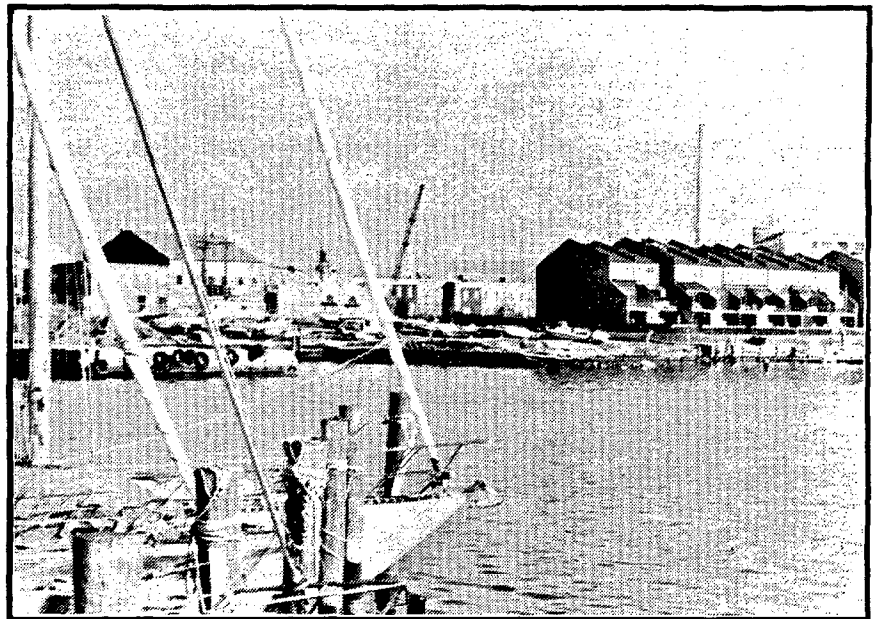
These two sites have approved development plans that include promenades. Anchorage Northshore is a townhouse plan that includes townhouses on the pier. Their requirement to get vehicular access to the pier and to maintain vehicle and pedestrian separation necessitates their ramping a wood boardwalk type promenade over the driveway. This should provide an interesting variety to the promenade experience by allowing people to get up higher over the water. The challenge in this type of promenade is in designing a connection to the traditional brick walkway.

The Scarfield property has an

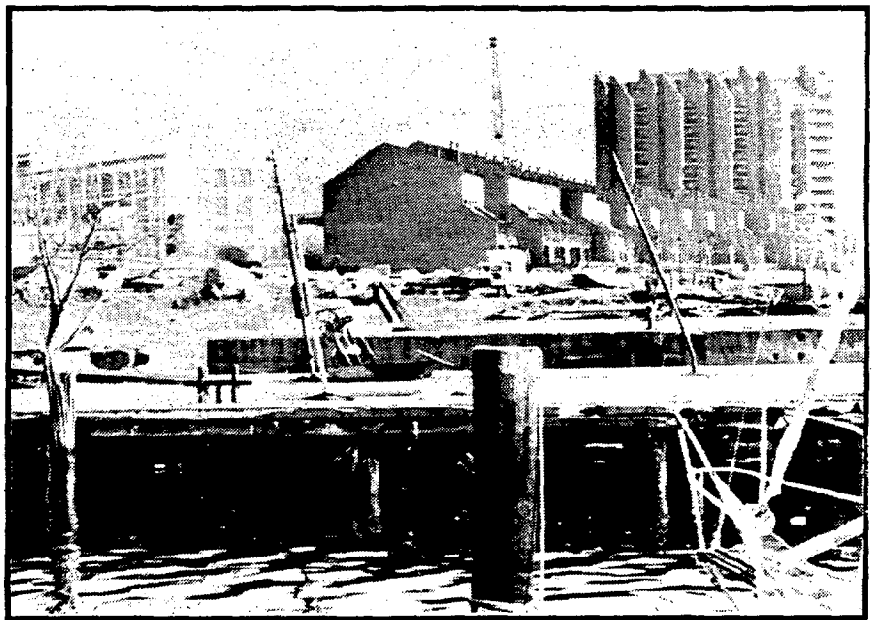
approved plan for a mid-rise apartment building with a brick promenade and new bulkheading.

Assuming the necessary easements can be obtained, the best temporary route across this property would follow the

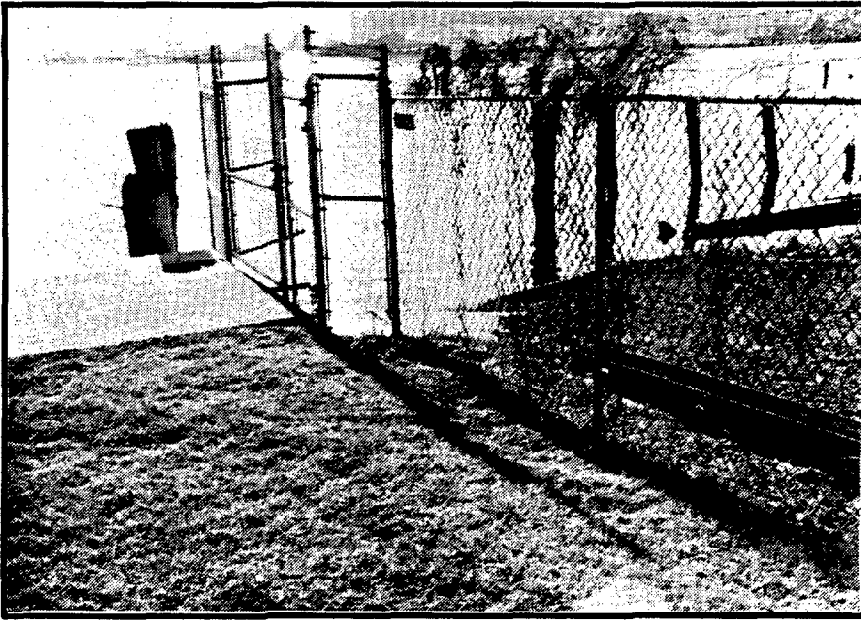
water's edge. The walkway surface could be either gravel or asphalt depending on how long it will be in place, although a gravel surface would not be wheelchair-accessible.



Scarfield/Anchorage Northshore site from Thames Street



Close-up of Scarfield/Anchorage Northshore site



*End of completed promenade at Anchorage Townhouses meeting
Scarfield property*

Harris Creek Park

Overview

This 3/4-acre City-owned site is planned to be a park. The pedestrian bridge has been completed to the east and the Shipyard Apartments has a completed promenade to the west. The site contains a wood fishing pier that is very popular in the neighborhood. There is an opportunity for a natural shoreline treatment on this site since the decision has

been made to rebuild the Lakewood storm drain in roughly its current location and not reroute it through the park.

Design Alternatives

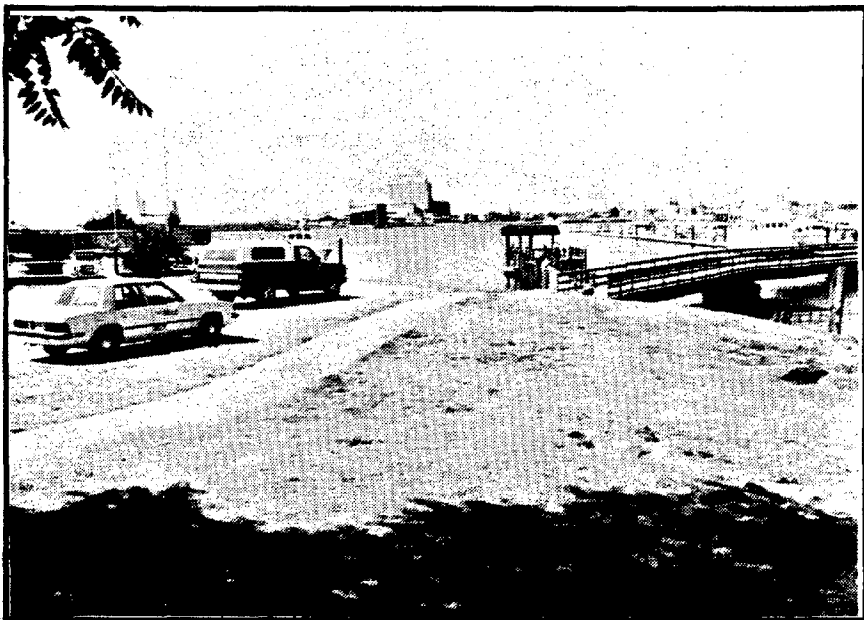
This site is City-owned and fully accessible to the public. With the completion of the pedestrian bridge over the Harris Creek outfall, it has been connected to the Anchorage Tower and townhouses to the west. There is a concrete retaining wall and about a

three-foot grade change that prevents the connection to the east. Temporary steps or a ramp could be installed that would be replaced by a grade change in the permanent park design.

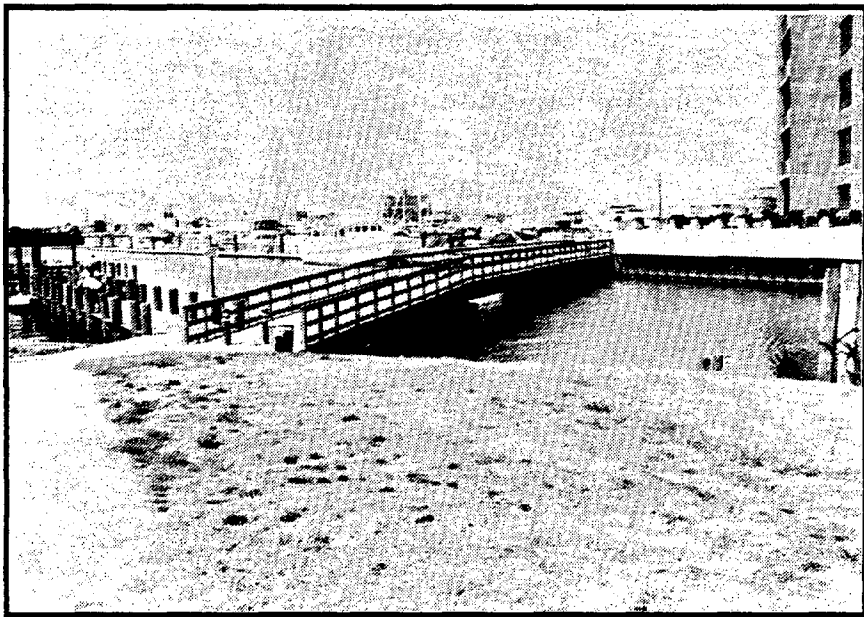
The conceptual design for the park includes a promenade along the water's edge with a natural green shoreline. It also includes an upper level sidewalk along Boston Street and a simple open green space for the rest of the park.



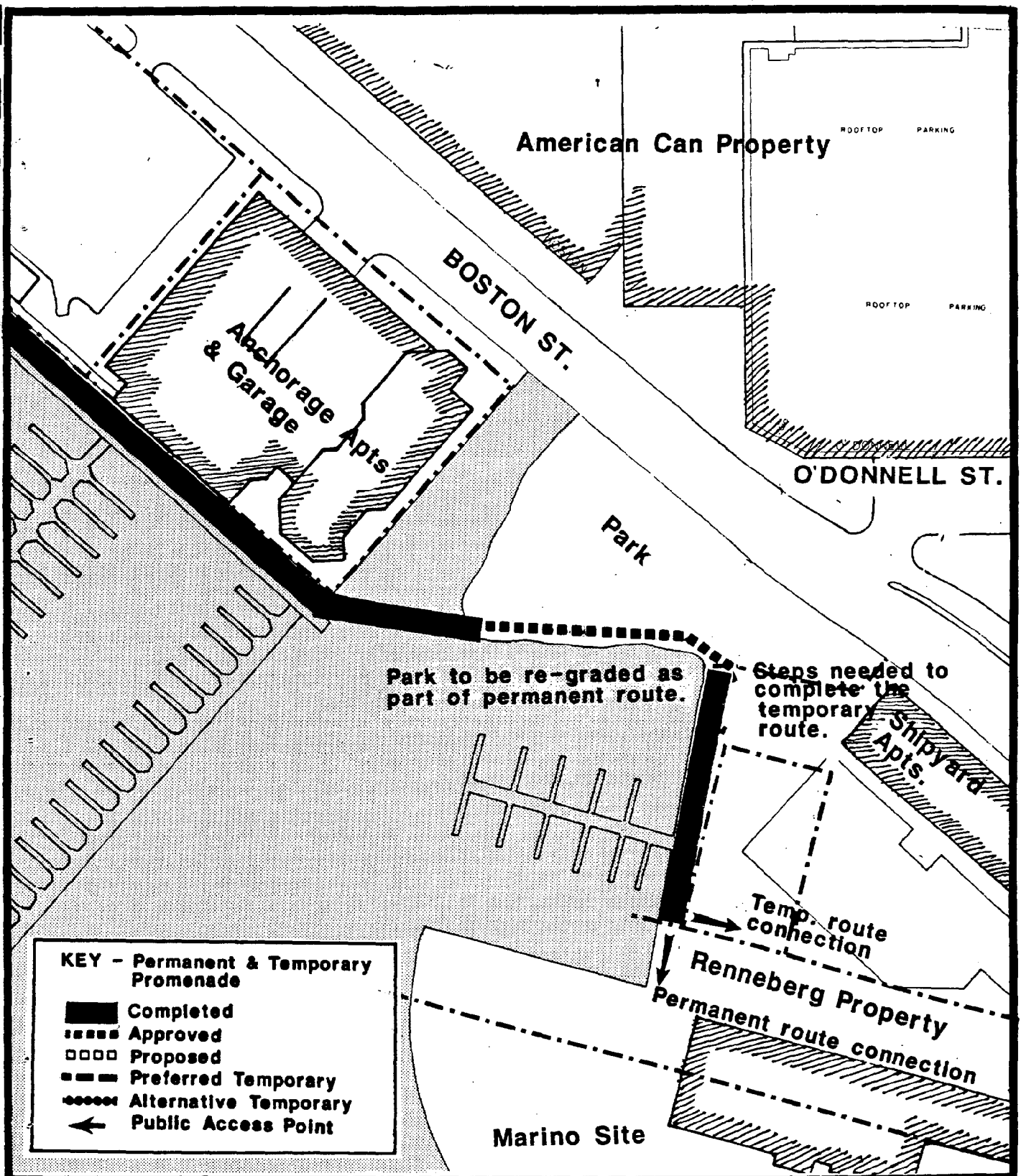
Aerial view looking northeast



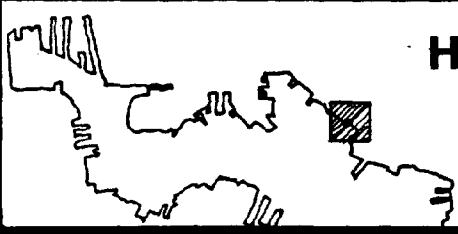
Harris Creek Park from Boston Street



Pedestrian bridge over Harris Creek outfall



- KEY - Permanent & Temporary Promenade**
- Completed
 - Approved
 - Proposed
 - Preferred Temporary
 - Alternative Temporary
 - Public Access Point



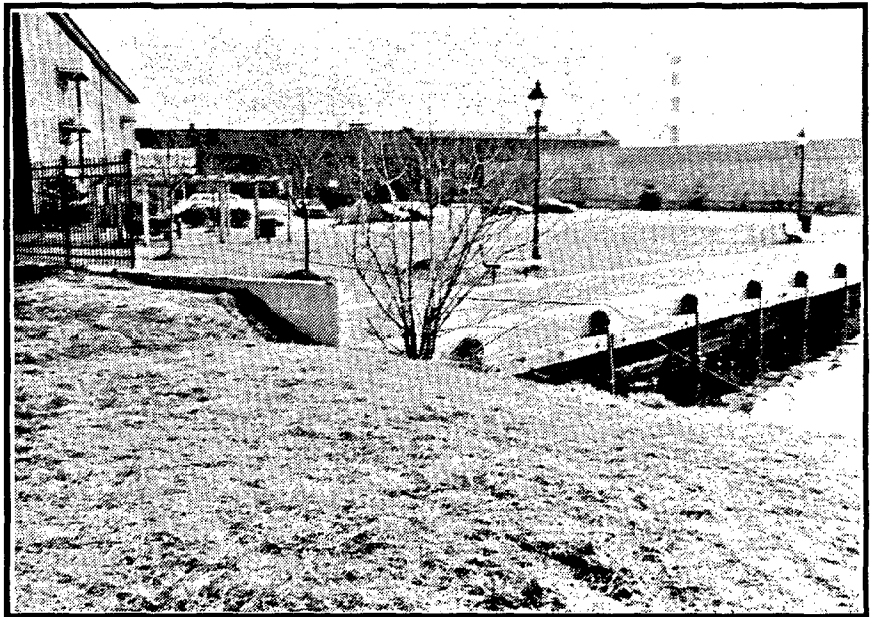
Harris Creek Park

Baltimore City
Department of Planning





Harris Creek Park looking towards Shipyard Apartments promenade



Shipyard Apartments promenade

Marino/Renneberg/ Lighthouse Point

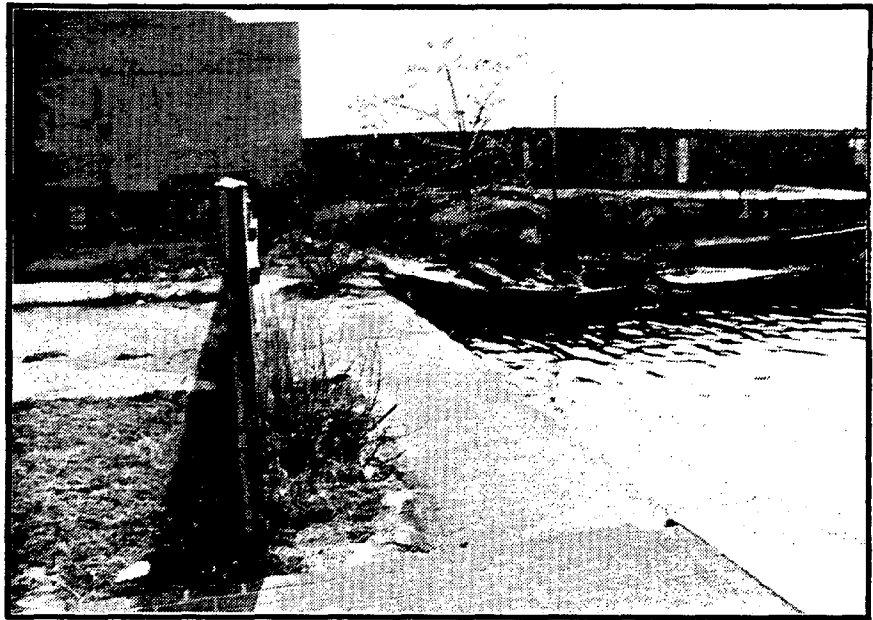
Overview

These two adjacent properties are located between the Shipyard Apartments and the proposed Lighthouse Point development. The Renneberg site is a vacant industrial site with only about 100 feet of shoreline. The Marino site is approximately 5 acres with an active industrial use on the site, truck storage. Approximately one third of the land along the water's edge may have some structural problems because it was a concrete fill site. There is potential for alternative sidewalk and street walkway to connect from The Shipyard Apartments to Lighthouse Point.

Lighthouse Point is an eight acre site with an approved development plan that includes a continuous wood boardwalk type promenade. Presently the project is on hold due to financing complications.

Design Alternatives

These two sites are semi-active industrial sites and exempt from promenade requirements until they are redeveloped. The temporary route could connect from the south end of the Shipyard Apartments promenade, east across the Renneberg property to Lakewood Avenue, south on Lakewood Avenue to the entry to the Lighthouse Point development. This would require an easement on the Renneberg property.



Marino/Renneberg site from Shipyard Apartments

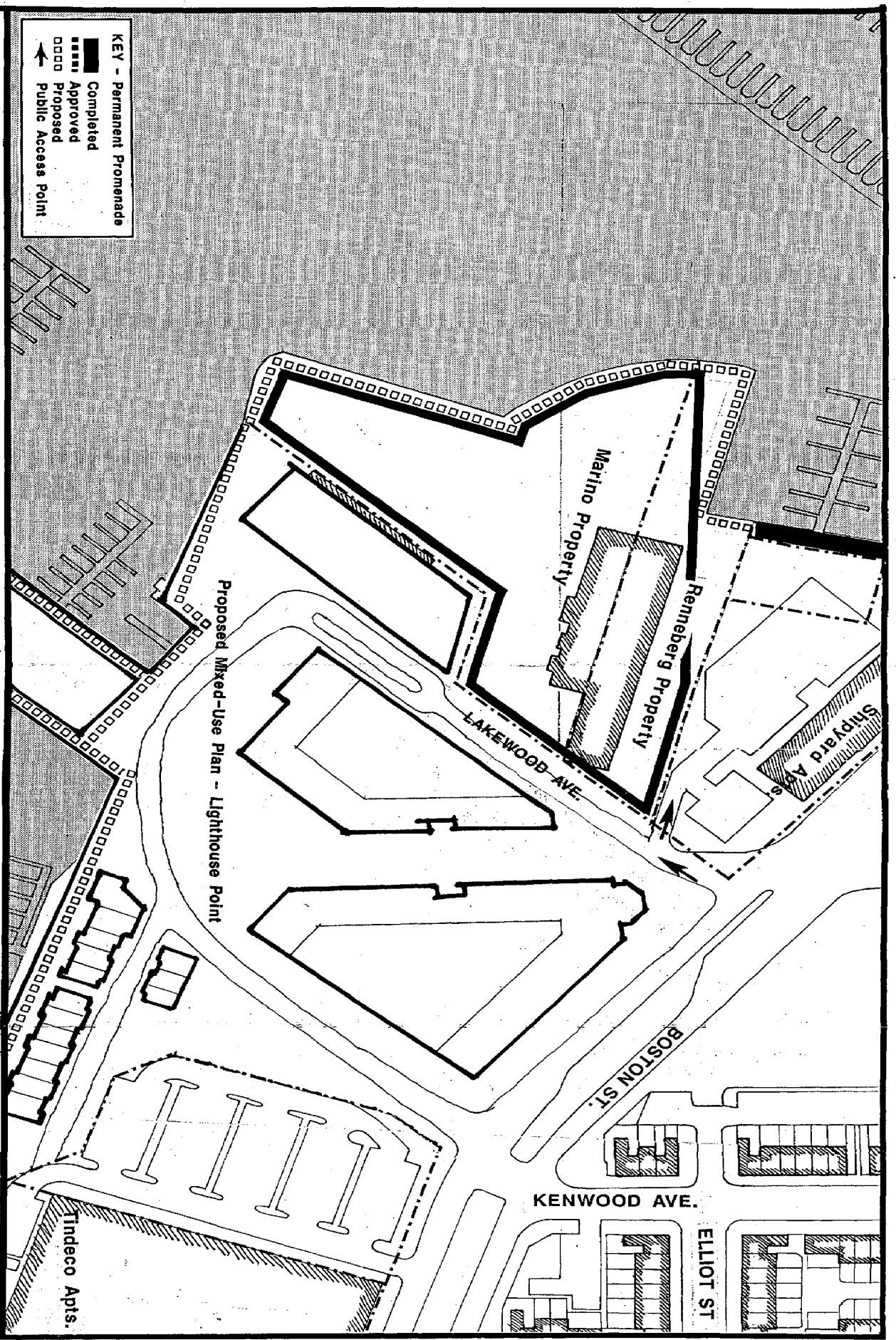
The permanent route would not be installed until redevelopment and would follow the water's edge.

The Lighthouse Point development was expected to have a completed promenade by 1992. If that is not completed, a temporary route could be established across the site with an easement and signage.

KEY - Permanent Promenade

- Completed
- Approved
- Proposed
- Public Access Point

Marino & Renneberg Sites and Lighthouse Point - Permanent Route



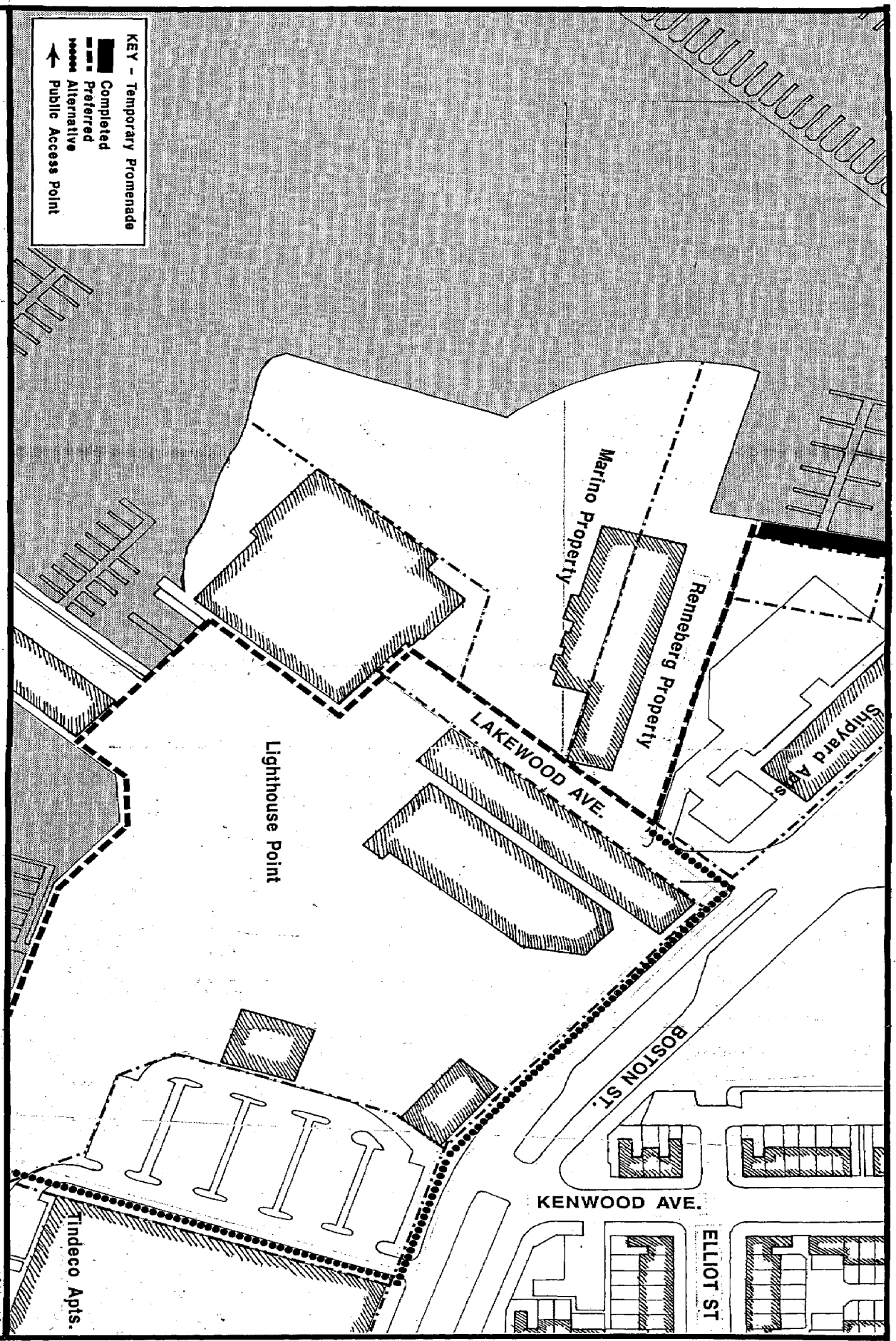
Baltimore City Department of Planning



KEY - Temporary Promenade

- Completed
- Preferred
- Alternative
- Public Access Point

Marino & Renneberg Sites and Lighthouse Point - Temporary Route



Baltimore City Department of Planning

0 100'

N



Aerial view looking north



DESIGN STANDARDS

Promenade Design Policies

The Inner Harbor promenade is designed to accommodate heavy pedestrian use. Its construction is steel and concrete bulkheading and brick walkways. This is the most costly type of construction along the water's edge. The first promenades constructed outside the Inner Harbor were in Fells Point/Canton. The Urban Renewal Plans for these areas specify a twenty-foot-wide pedestrian easement composed of an 8-foot landscaping strip and an 8-foot-wide brick walkway bounded by 2-foot concrete bands on each side. This design necessitated a steel bulkhead to support the concrete and brick walk. This is still the preferred solution, especially in the high traffic areas and/or when existing bulkheading is in place or new bulkheading to be installed as part of the project.

Areas that have a natural shore that is relatively stable and do not require bulkheading have been given the option of a wood boardwalk type of promenade. This allows preservation of a more natural shoreline habitat. While wood is also a less expensive solution for the land owner, it does not provide as desirable or durable a walkway surface.

In exchange for using this cost saving option the land owner is

required to provide some additional public benefit, for example a larger public space in the development.

The walking width for the promenade is a minimum of 12 feet with an 8-foot green space where appropriate. There will be some flexibility in these dimensions in the promenade sections outside of Urban Renewal Area Plans, such as the Museum of Industry.

The promenade is seen as a pedestrian walkway so the goal is for full handicapped accessibility and minimal vehicular crossings. This goal will not be able to be fully achieved in the temporary route. Two areas have substantial grade changes (Belt's/Arundel and Harris Creek Park) that will require major construction to correct. Unstable site conditions in other areas would require extensive site work in order to use asphalt surface that would allow wheel chair and strollers etc. Wood chips will be the less expensive alternative where necessary.

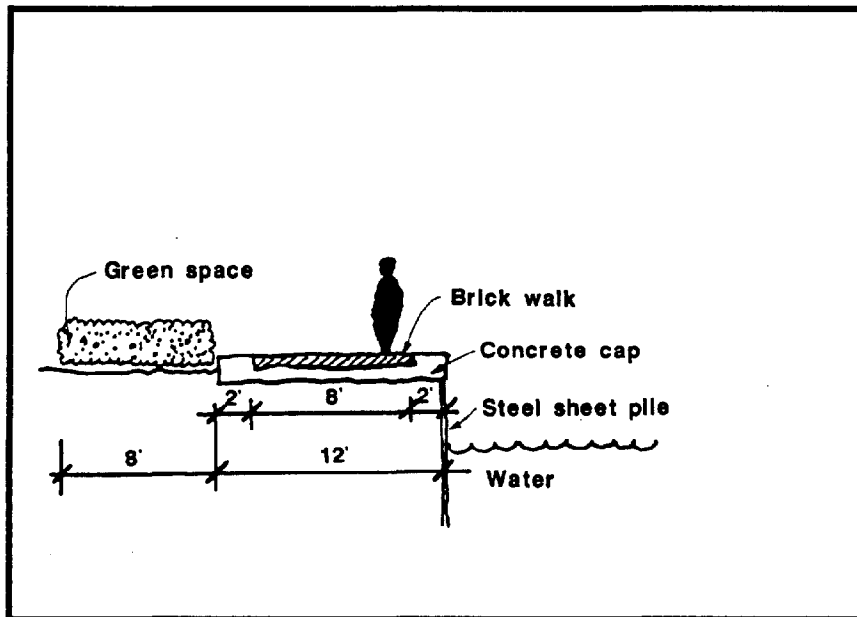
Street furniture such as benches, trash cans, and light fixtures are desired along the promenade and are specifically required in the Fells Point and Canton Urban Renewal Plans. The signage program has been adopted by the Mayor's Promenade Task Force and should be the only permanent signage along the walkway.

Other obstructions such as utility meters and satellite dishes are not permitted. The street furniture amenities will be encouraged for the temporary route but not required. Many of the undeveloped sites have no utilities to access for lighting. Where the temporary route follows existing streets adequate lighting and trash receptacles exist.

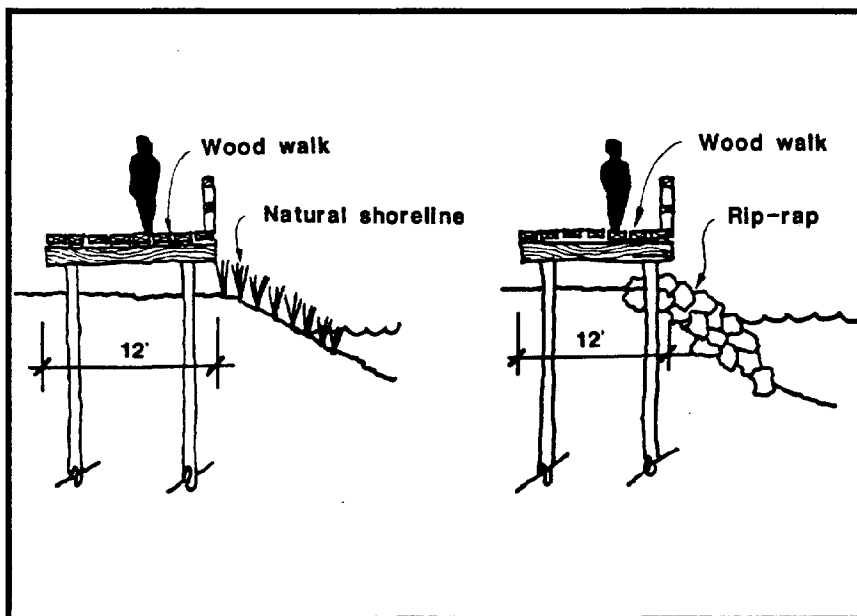
Handrails are generally not permitted except in locations where the promenade is substantially greater than the average 5 to 6 feet above the water.

Types of Promenade Design

Permanent Types

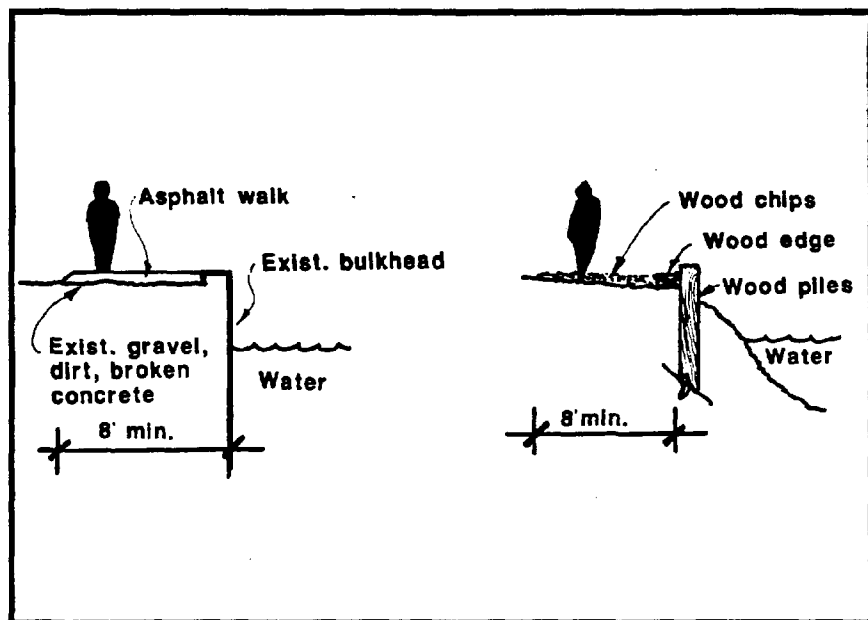


Bulkhead shoreline with brick and concrete walk with planting area where possible. This 20-foot-wide total easement is typical throughout Fells Point and Canton. The promenade is wider in the Inner Harbor and other areas.



Natural shoreline with a boardwalk. Plant material can be used to help stabilize the shore. Stone rip-rap can be an alternative if there is a steep or exposed shoreline that needs additional stability.

Temporary Types



Asphalt is one of the best temporary walkway surfaces for areas that have a stable shore. Where soil conditions are less stable, wood chips can be used with railroad ties or some other edging material.

IMPLEMENTATION

Implementation is divided into a number of different areas including costs and financing, priorities, easements and plans review. To coordinate implementation and other promenade issues an interagency task force has been in place for approximately one year. This task force has representatives of the Housing and Community Development Department, Planning Department, Recreation and Parks Department, Law Department and Mayor's Office. This group will work with this report and focus on implementation by:

- o Prioritizing Areas
- o Developing a presentation and meeting with property owners to discuss the importance of the total promenade, development plans, temporary promenade, and easement agreements.
- o Working with appropriate City agencies to implement both temporary and permanent promenade sections on City property. This will include but not be limited to working with City highway maintenance personnel and cooperating with the Planning Department's Capital Improvement Planning Division.

- o Coordinating design review of new promenade sections as development plans are reviewed. Special attention will be given to areas where different properties intersect to insure that design and materials are compatible and that the route is aligned correctly.
- o Working with the Baltimore Harbor Endowment and other groups to promote the promenade. Assist in encouraging the installation of the comprehensive signage system.
- o Developing and coordinating the placement of a very simple interim signage system to guide users along the path until permanent signs are installed.

The tables on the following pages summarize specific implementation issues for each area.

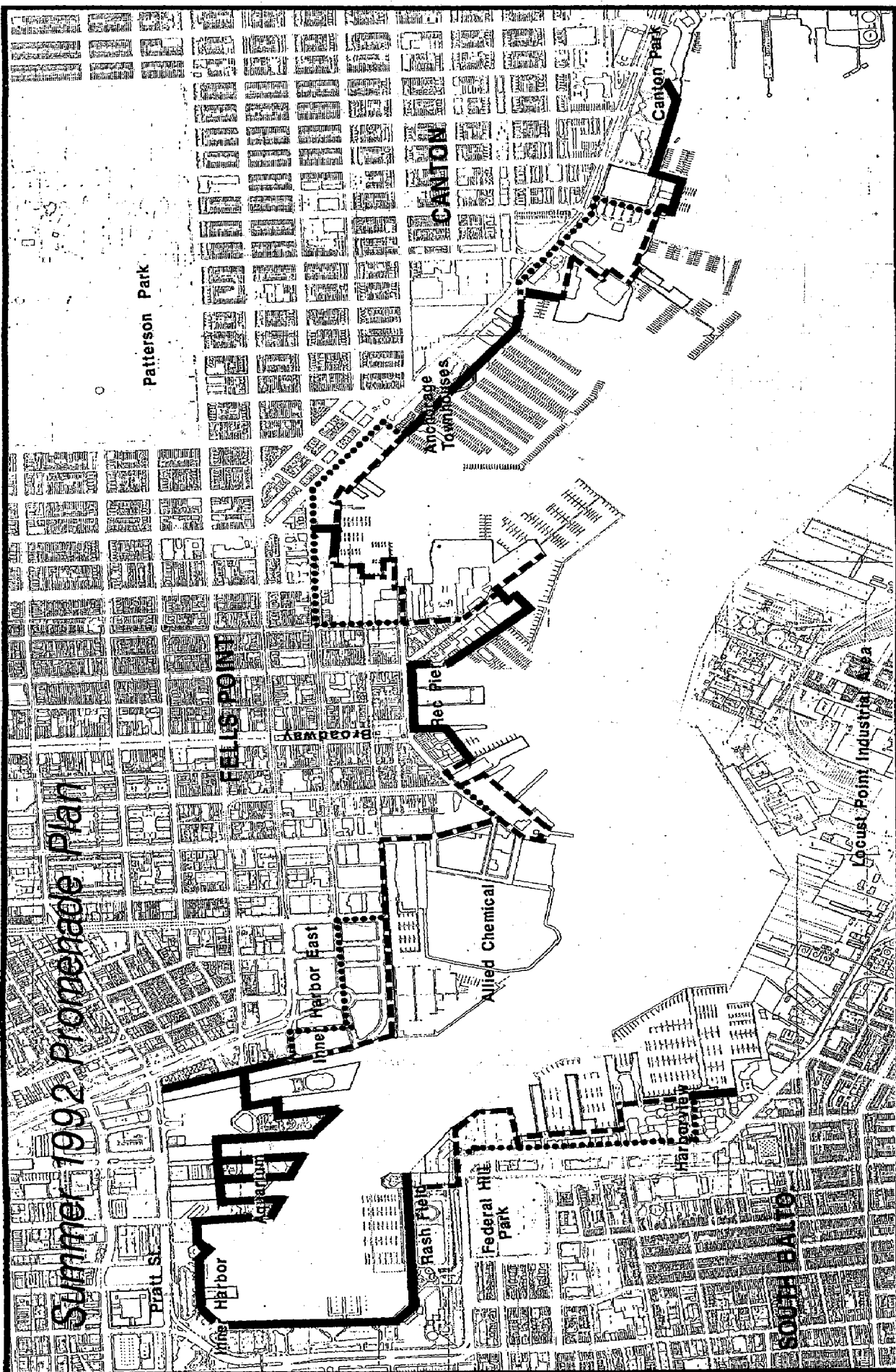
Promenade Implementation -- Permanent Route

Area	Cost	Essential	Potential Funding Source	Next Steps
Museum of Industry to Bond				
- Museum of Industry	350 L.F. @ \$80 = \$17,500 from street to water's edge plus any fencing costs	None needed (City-owned), but lease to Museum may need to be amended to accommodate public access.	Private sources/State grant	Work with Museum to include the promenade in their overall development planning.
- Fire Department	\$93,000 - \$123,000. Estimate is to repair bulkhead. There may be some additional walkway costs plus fencing.	None needed (City-owned)	Future CIP request, future State Waterway Improvement Funds request	Work with Fire Department to assess impact of walkway on operations.
- Boatel	Water's edge route: 520 L.F. @ \$1,000 = \$520,000. Both solutions would be part of any development plan for the site.	Needed	Property owner. Bulkhead and walkway improvements would be part of costs for any likely development of the site.	Continue to work with property owner to get an easement.
Propeller Yard	Bridge: 175 long Promenade: 1140 L.F. @ \$1,000/L.F. = \$1,140,000.	Needed, but proposed Urban Renewal Plan designates area as promenade. Covenant requires public access.	Property owner. Bulkheading and walkway improvements would be included in site development costs. Bridge should be added to that.	Continue to work with developer as redevelopment plans evolve. Clarify promenade requirements in Urban Renewal Plan amendments.
Lancaster and Caroline Streets				
- Lancaster Street	650 L.F. @ \$1,000 = \$650,000	None needed (City-owned)	Future CIP request	Coordinate with City agencies involved in design and construction.
- Caroline Street	Only a small portion is part of PERMANENT route.		Future CIP request	Coordinate with City agencies involved in design and construction.
- Maritime Institute	750 L.F. @ \$80/L.F. = \$17,500	None needed (City-owned), but the lease with the Maritime Institute may need amending.	Private sources/State grants	Begin to discuss route alternatives with Maritime Institute. Route does not need to be in place until Allied Chemical promenade is open.
Allied Chemical (included for reference, though not part of study)		Needed	Allied Chemical	Continue to coordinate with Allied on design issues.
Brown's Wharf West				
- Thames Street	60 L.F. @ \$1,000 = \$60,000	None needed (City-owned)	Future CIP request/Private sources	Coordinate City street improvements with Brown's Wharf and Allied
- Brown's Wharf West	+/- 1050 L.F. @ \$1,000/L.F. = \$1,050,000	Needed	Property owner. Bulkheading and walkway would be included in site development costs.	Continue to coordinate with developer on redevelopment plans.
Ann Street				
- Ann Street		None needed (City-owned)	Future CIP request	Ann Street is open and usable, but may need reconstruction in the next five to ten years. City agencies need to coordinate.
- Small private portion	+/- \$5,000 preliminary work is done. Bricks need to be laid.	Needed	Property owner	Remove fences at either end of property.
Belt/Arundel				
- Arundel Concrete		Needed	Property owner	None until industrial use vacates site. Then coordinate on redevelopment plans.
- Thames Point		Needed	Property owner	Discuss with owner easement issue and future development plans for site.
- Ball's Wharf	Cost of correcting grade changes plus cost of small portion of promenade	Needed	Property owner	Work with present and/or future developer on redevelopment plan.
Teebitt	230 L.F. @ \$1,000/L.F. = \$230,000	Needed	Property owner	Work with present and/or future developer on redevelopment plan.
Anchorage North Shore/Scarfield	Anchorage: 470 L.F. @ \$1,000 = \$470,000; Scarfield: 250 L.F. @ \$1,000 = \$250,000.	Needed	Property owner	Work with present and/or future developer on redevelopment plan.
Harris Creek Park	\$1,000,000 includes park improvements.	None (City-owned)	Interstate Division of Baltimore City. Park of Boston Street reconstr. plan.	Coordinate with Boston Street Improvements.
Marino/Rennsberg	+/- 800 L.F. @ \$1,000/L.F. = \$800,000	Needed	Property owner. Bulkheading and walkway would be a part of likely site development costs.	
Lighthouse Point (approved but on hold)	+/- 1,000 @ \$1,000/L.F. = \$100,000 (not including pier)	Needed	Property owner. Bulkheading and walkway would be part of any site development costs.	

Promenade Implementation -- Temporary Route

Area	Cost*	Easement	Potential Funding Source	Next Steps	Alternative Route
Museum of Industry to Harborview Boatel				No strong need for temporary route because site is route endpoint. More useful to concentrate on permanent route.	
Propeller Yard					
- Water's edge	Demolition, rough grading and +/- 1140 L.F. of temporary walkway.	Needed	Property owner		Key Highway sidewalk if site is under construction.
- Key Highway	Existing sidewalk with repair/improvements as necessary.	None needed	Property owner	Until the bridge is installed from Inner Harbor, portions of Key Highway sidewalk will be used.	There will be construction on Key Highway starting approximately in January 1994 and continuing for a minimum of 18 months.
Lancaster and Caroline Streets					
- Lancaster Street	650 L.F. @ \$50 = \$32,500	None needed	Highway maintenance funds	Asphalt sidewalk at the water's edge, possibly relocating guard rail.	
- Caroline Street		None needed	Highway maintenance funds	Asphalt sidewalk, possible screening/ fencing/ mural wall along parking lots.	Possibly involve MACAC for artists' murals. Possible private control.
Brown's Wharf West					
- Thames Street		None needed (City-owned)		Site is accessible now, so no temporary route is needed.	
- Brown's Wharf West	+/- 1050 L.F. @ \$50 = \$52,500	Needed	Property owner	Now a commercial parking lot. With add'l asphalt and/or fencing relocation a temporary walk could be achieved. Would need to go around Terminal Warehouse.	Thames Street would be alternative during site construction.
Ann Street		Needed	Property owner	Temporary route should not be necessary; permanent route close to completion.	
Belt's/Arundel					
- Arundel Concrete		None needed	None needed. Sidewalks exist.	Route would use City street as long as industrial use is active.	
- Thames Point	A set of steps up to Belt's site	Needed	Property owner/Other private sources	Easement is the primary obstacle. Steps are a minor cost.	If construction is under way on either site, existing streets would be used.
- Belt's Distribution	Some adjustments in the parking lot	Needed		Easement is primary obstacle.	
Tucktis	280 L.F.	Needed	Property owner/Other private sources	Easement is MAJOR obstacle. Since surface is largely compacted gravel, an asphalt walk could be installed inexpensively.	
Anchorage Northshore/Scarfield	470 L.F. @ = , and 250 L.F. @ = , respectively.	Needed	Private	Easement is the MAJOR obstacle. An asphalt walk may be difficult to install because site is so raw. Wood chips and railroad ties may be necessary.	
Harris Creek Park	A set of steps down to Shipyard Apartments	None needed	City Department of Recreation and Parks	Site is fully accessible with gravel areas. An asphalt path would make surface smoother.	
Martino/Renneberg	Minor	Needed	No significant cost	Route could continue back to Lakewood Street across Renneberg property with an easement and some minor asphalt curbing.	
Lighthouse Point	Minor	Needed	Property owner/Other private sources	Surface is compacted gravel. It could be improved with an asphalt walk. Easement is major obstacle.	

Summer 1992 Promenade Plan



Baltimore City Department of Planning

Scale: 1 inch = 1 mile

North Arrow

KEY

- Completed Permanent Promenade
- Preferred Temporary Route
- Alternative Temporary Route

Implementation Strategy

Summer 1992 Plan

CONCLUSIONS

The 7.5-mile waterfront promenade is a unique and wonderful asset to Baltimore and its overall redevelopment efforts. It will allow public access to a large and varied portion of Baltimore's waterfront. Since the promenade connects many of the City's most popular attractions, it is both easy to locate and convenient to use for residents and tourist.

This plan attempts to outline the issues involved in the completion of the 7.5-mile waterfront walk. In 1990, when the Urban Renewal Plans for Fells Point and Canton were amended, 1992 was set as the goal for substantial completion of the promenade. With the changes in the development climate that goal has become more difficult to achieve, and greater portions of the route will be temporary promenade than was originally envisioned.

This plan is the key to the long range success and completion of the walkway. The Key Highway Urban Renewal Plan amendment process is scheduled to begin in early 1992 and the Central Avenue area will be re-studied as part

of a comprehensive planning effort for the area between the Inner Harbor East and Fells Point. The Mayor's Promenade Task Force will continue in its efforts to oversee the implementation of the promenade -- both temporary and permanent sections.

This plan will serve as a framework to:

- o Focus on design issues and options;
- o Show a clear vision of linkages and opportunities;
- o Identify problem areas needing more work.

This document will also serve as a reference for the Task Force and help the members when discussing the promenade with various property owners. It will also be used as a reference for all capital budget planning, enabling the City to take advantage of ongoing and planned projects to minimize the cost and maximize the benefits of the promenade.



*The Ribbon that Ties Baltimore's
Past and Future Together*

Baltimore Waterfront Promenade Signage Project

A project of:

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*Building
A Better
Harbor*

There are four types of signs in the signage program.

Public Access Markers

The Public Access Markers will direct walkers from the city streets to the water's edge promenade. These simple logo signs will be mounted to existing poles or buildings to mark designated public access corridors.

Number: 35 approx
Locations: Public access and public view corridors

Fact Plaques

Interpretive panels will provide fascinating stories about the City and the Harbor. These signs will also mark the trail of the promenade with the logo, a map and directional information, while providing interpretive information about an event, a place, a person or an activity. Together these educational signs will create two parallel waterfront walking tours; a "Harbor Nature Walk" and a self-guided tour on the waterfront's rich past and present.

Number: 40 approx
Locations: Up to six signs per mile, primarily in public parks and plazas, but also along privately-owned, publicly accessible stretches of the promenade

Community Anchors

These richly embellished sign posts will be located in the major neighborhoods on the promenade to tell the story of people and places of Baltimore, by examining the city through different time periods, by highlighting local points of interest periods and by providing a promenade map and directional markers.

Number: 5
Locations: Canton Waterfront Park, Fells Point Broadway Pier, Little Italy, Inner Harbor, and South Baltimore

Interpretive Theme Sites

These multi-media public sculptures will communicate the interpretive themes of the promenade. Through a collaborative process, these public art installations will be realized in partnership with the Mayor's Advisory Committee on Arts and Culture. The final results will express the creative imagination and energy that grows out of the team process.

Number: 3
Locations: Public space appropriate to the stories being told

Interpretive Themes

Five themes will provide the underlying ideas that unite the different elements of the signage program for the visitor.

The topics are the individual stories and images that communicate these ideas for visitors to the Promenade.

Together they create a self-guided tour of the city, its history and urban fabric, "The Making of Baltimore" and a "Harborside Nature Trail".

People of Baltimore

Social History

Ethnic groups
Social classes
African Americans
Immigration
Neighborhoods

The Harbor City

Architecture and Planning

The different settlements
Growth of the city
The built environment
Work and play at the harbor

Baltimore as a Transfer Point

Industrial History

From inland to Baltimore and then around the World
Manufacturing and processing
Railroad
Shipping and shipbuilding

The Harbor as a Natural Environment

Ecology and the Environment

Ecosystem
The fish and birds in the harbor
Water and air quality
Garbage & pollution
Cleaning up the harbor

Sea Meets Shore

Geography

The harbor
The creeks
The changing shoreline

Fact Plaque Topics

People of Baltimore	The Harbor City	Baltimore as a Transfer Point	The Harbor as a Natural Environment	Sea Meets Shore
<p>Our Native Land: How the harbor area was used by native Americans before settlement by European newcomers</p> <p>The Peopling of Baltimore: From the first settler to tomorrow's refugee, each new arrival begins a new chapter in the City's story.</p> <p>B&O Immigration Pier, Locust Point: Port of entry for the old world overflow.</p> <p>Spires of Baltimore: Ethnic churches provided a cultural bridge between old ways and new lives.</p> <p>A City United: Baltimoreans turned out in force to defend their city in the Battle of Baltimore (1814), a battle that spawned our national anthem.</p> <p>A City Divided: Union troops were stationed on Federal Hill (1860) to ensure that the city remained in the Union despite Confederate sympathies in the city.</p>	<p>Baltimore City is Born, 1797: Incorporation harnessed the energies of three former rival settlements, Baltimore Town, Jones Town and Fells Point.</p> <p>Days of Flame: The Great Baltimore Fire (1904) rivaled the conflagrations in Chicago and San Francisco in property damage.</p> <p>Time Out! Then as now the water invites leisure-time pursuits like picnicking, fishing, crabbing, and excursions to amusement sites up and down the Bay.</p>	<p>Baltimore Harbor: Inland waterway to America's heartland.</p> <p>Federal Hill and the Maritime Society's Observation Tower: First alert for trade and commerce.</p> <p>The Baltimore Clipper: Native-born thoroughbred in the high-stakes race for distant markets.</p> <p>Fells Point in the War of 1812: Command center for the maritime defenses of Baltimore.</p> <p>The Chesapeake Marine and Drydock Company: First black-owned shipyard opened in Fells Point (1868)</p> <p>The John W. Brown, Liberty Ship: Baltimore's contribution to to WWII.</p> <p>125 Years of Chromium Manufacture: It's costs, its benefits, and its consequences.</p>	<p>Refuse, Drains, and Booms: The trashing of the harbor.</p> <p>Crabs, Eels, and Catfish: Nature's bottom scrubbers.</p> <p>Anyone for Lunch? The food chain in the harbor.</p> <p>Birds of a Feather: Common species in the harbor and their migratory patterns.</p> <p>What's Missing in this Picture: <i>Enlarged and original sketch</i></p> <p>Smell of the Sea and the Smoke-stack: The affect of the air/gas-to-water cycle on water and air quality.</p> <p>From Soft to Hard: The consequences of bulkheading the shoreline on aquatic life.</p>	<p>A Most Pleasant Vista: Captain John Smith pays Baltimore harbor a visit.</p> <p>The Changing Face of the Inner Harbor: The contours of the shoreline have constantly been reshaped to meet the needs of commerce and trade.</p> <p>"Fill in That Stinking Cesspool": Civic activist Thomas Buckler offers a proposal (1859) to level Federal Hill and use the spoil to fill in the harbor as a solution to the basin's foul smell and unsightly pollution.</p> <p>The Jones Falls: This rambunctious stream separated Baltimore Town from Jones Town with periodic floods along its course and marshland at its mouth.</p> <p>Harris Creek: Whether flowing freely as the site of yesteryear's shipyard encased in concrete as today's storm drain, the creek seeks the sea and must be respected.</p>

(continued next page)

**Fact Plaque
Topics**

**Baltimore as a
Transfer Point**
(continued from
previous page)

The Gantry Crane:
Off-shore remnant of the
rail/sail coinnection.

**Gibbs packing
House, Canton:**
Pioneer in processing
the bounty of the Bay.

**Tin Decorating
Company of Balti-
more:** Creating
containers as elegant as
the thing contained.

Canton Company:
Captain John
O'Donnell's vision of
planned development.

**Ships of the
Harbor:** Profiles of the
vessels that work a busy
port.

Waterfront communities have a story to tell. Community Anchor Signs will provide the open pages to write the story of these places and their residents.

A tall post with panels providing an overview of the community, a snapshot of the place during a particular era, and a record of the voices of the people will tell that story. Historians and community representatives will help select a symbol to mark each neighborhood.

Detailed maps will entice walkers into neighborhoods to make discoveries only steps from the water while promenade maps will give a picture of the larger harbor context.

South Baltimore

The voices of the people of South Baltimore

Introduction to South Baltimore

South Baltimore in a different era: *Wartime! 1940's*. Shipyards and related industries on Locust Point churn out ships and war material for WWII.

Promenade map with detail map of South Baltimore and points of interest

A symbol of South Baltimore

Directional indicators to other communities

Inner Harbor

The voices of the people of the Inner Harbor

Introduction to the Inner Harbor

The Inner Harbor in a different era: *The Beginning, 1730-1750*. Settlement slowly springs up around the harbor's rim.

Promenade map with detail map of the Inner Harbor and points of interest

A symbol of the Inner Harbor

Directional indicators to other communities

Little Italy

The voices of the people of Little Italy

Introduction to Little Italy

Little Italy in a different era: *The Age of Immigration, 1840-1840*. The immigrant trickle becomes a flood as thousands seek a new life in a new land.

Promenade map with detail map of the Little Italy and points of interest

A symbol of Little Italy

Directional indicators to other communities

Fells Point

The voices of the people of Fells Point

Introduction to Fells Point

Fells Point in a different era: *Time of Revolt, 1770-1820*. The Revolutionary War and its aftermath propel the Point into maritime prominence.

Promenade map with detail map of the Fells Point and points of interest

A symbol of Fells Point

Directional indicators to other communities

Canton

The voices of the people of Canton

Introduction to Fells Point

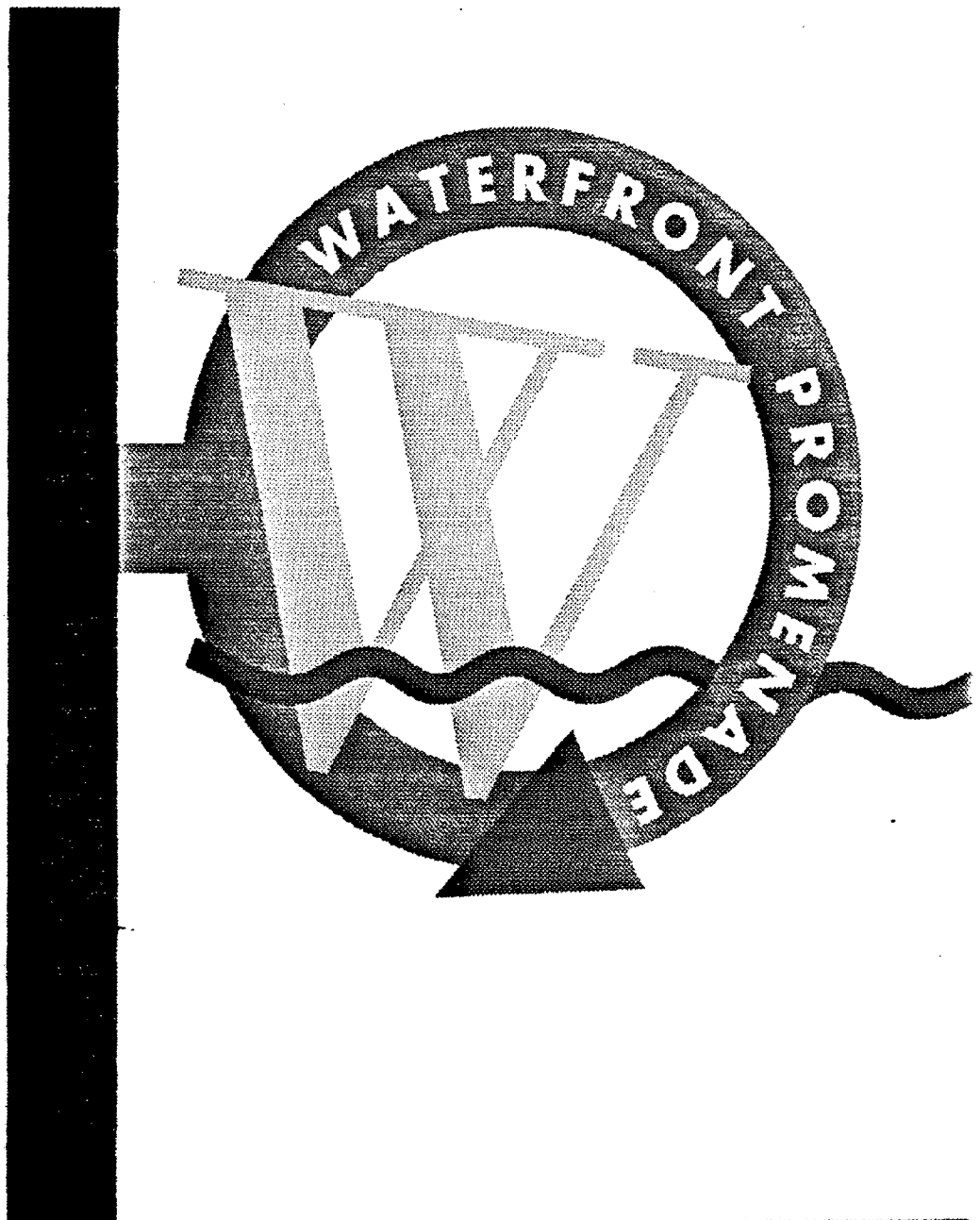
Canton in a different era: *Revolution in Mass Production, 1890-1920*. A new century ushers in great technological innovations in the canning and can making industries.

Promenade map with detail map of the Canton and points of interest

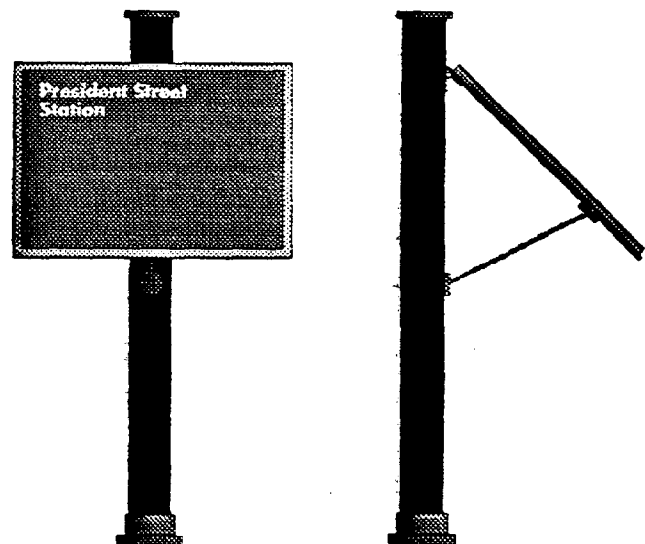
A symbol of Canton

Directional indicators to other communities

The Public Access
Marker, mounting
approximately nine feet
off the ground to
buildings or existing
poles, signals a corridor
to the waterfront. These
two foot diameter cast
metal rings feature the
logo of the promenade.



The Fact Plaques are four foot high freestanding wood posts with interpretive information displayed on one foot six inch by two foot three inch porcelain enamel panels attached to those posts.

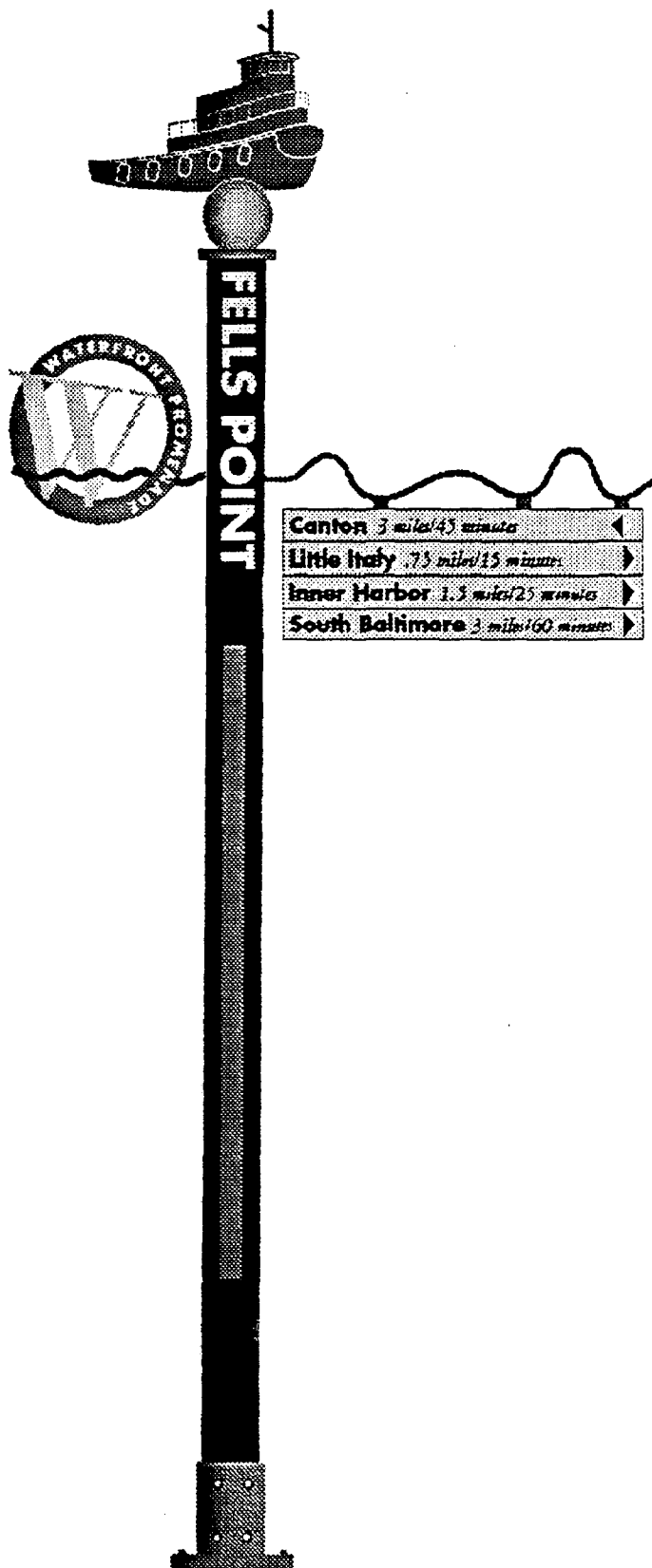


The interpretive panels on the Fact Plaques carry text and pictures to tell a particular story which is keyed to one of the five larger themes. The logo helps mark the trail of the promenade and the map provides orientation to other sites.



Front Elevation

The sign is a ten foot high wood post with a variety of elements attached to it. The neighborhood symbol is a metal cut out which sits on the ball at the top and rotates in the wind, while the cast metal logo and the porcelain enamel directional indicators mount off the side. The community name appears on one side of the sign with Baltimore on the other.



Side Elevation

This view shows two of the porcelain enamel interpretive panels that mount to the sign. Different kinds of information appears on the panels on the other side. The larger panels are three feet square while the smaller panels are one foot six inches by four foot six inches.



Time panel

One of the interpretive panels on the Community Anchor paints the picture of a particular era in the history of that waterfront community.

This is a preliminary presentation of a typical time panel.

Fells Point in the 1840's



Architecture

Greek revival:
Brick buildings with
white wood trim

Natural History

Terns still nested
in the gardens
of Fells Point

The People

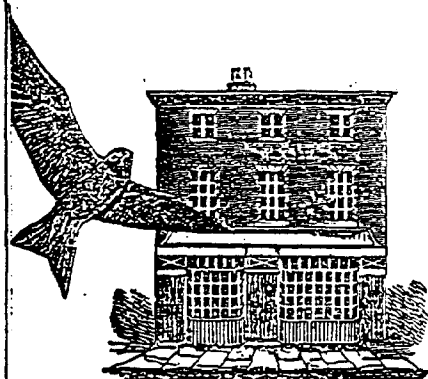
Population 12,000
English, Irish, German
Working class

Industry

Shipbuilding, carpentry,
oyster processing,
chandlery,

Ecology

Clean water allowed
children to swim in
the harbor



Boomtown

The 1840's saw
phenomenal growth in
the principle suburb of
the city



Introductory panel

This panel provides an overview of the neighborhood, giving a contemporary snapshot of the place with some historical context.

This is a preliminary presentation of a typical introductory panel.

Fells Point

Haven for Sailors
Home for Bohemians



The Streets are clean, cheerful and pleasantly ornamented with trees. The houses are constructed of well-made brick with delicate white doors and shining knockers and handles, clean white marble steps and windows with green Venetian shutters.

Settled in 1730 by William Fell, Fells Point was one of the three original settlements which joined together in 1797 to form the City of Baltimore. Fell had rightly recognized the unique advantage for shipping that the area's stable shoreline and deep water offered.


Prosperous Port:



By the mid 18th century, Fells Point dominated the other two settlements, Baltimore Town and Jones Town, in waterborne commerce and shipbuilding.

Local Color:

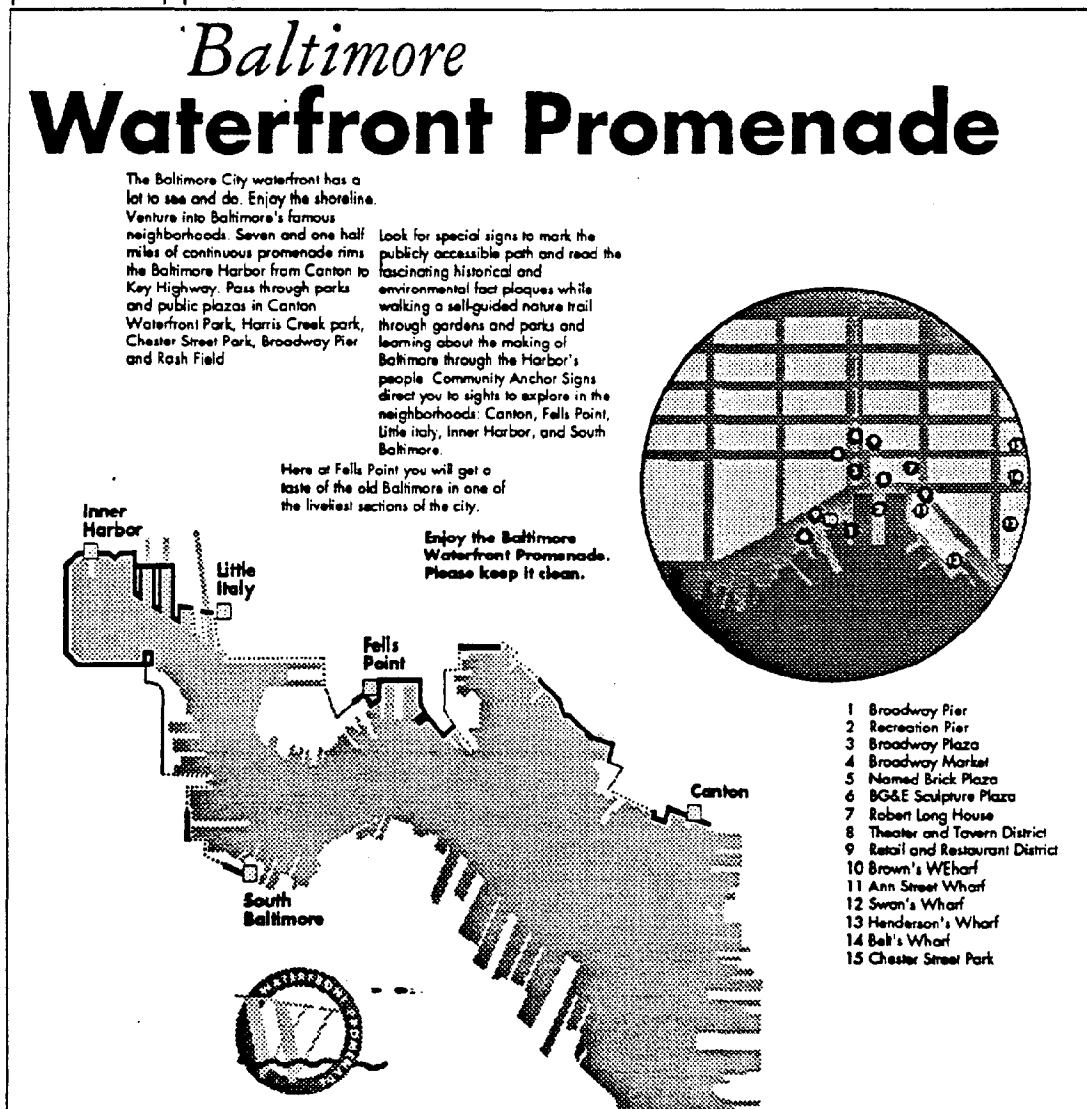





Promenade map

The map panel gives an introduction to the Promenade and provides a map of the harbor. Local points of interest are keyed to an inset map of the community.

This is a preliminary presentation of a typical promenade map panel.



People panel

One of the interpretive panels tells the stories of the people who have lived in the community. Using documents, letters and published accounts, the voices of the people themselves will tell these stories.

This is a preliminary presentation of a typical people panel.

The **People** *of Fells Point*

Araber/1950

*Who will buy
my fresh ripe tomatoes?*
Chesapeake Crabs!

Piping hot
bread and rolls,
just fresh from
the oven!

Immigrant/1840

*The Streets are
clean, cheerful and
pleasantly
ornamented with
trees. The houses
are constructed of
well-made brick
with delicate white
doors and shining
knockers and
handles, clean
white marble steps
and windows with
green Venetian
shutters.*

Shipwright/1740

The Pride of Baltimore:

We built her
in just 45 days from
fine New England pine,
the best workmanship
in the colonies.

Chandler/1920

Hey babe,

what'll it be for you today -

*10 yards of our best rope,
a fine solid brass sextant
perhaps?*

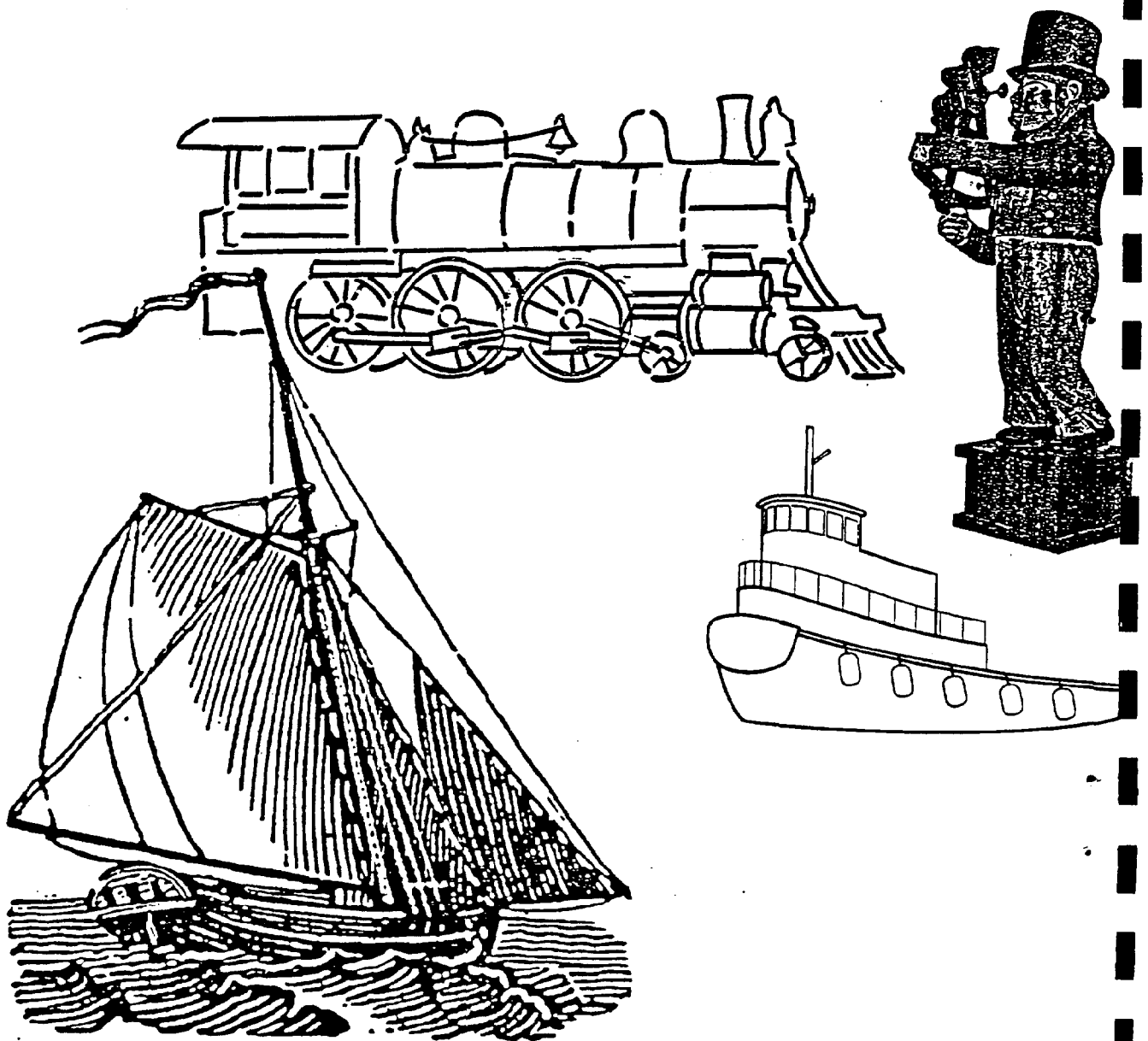
Mother/1700

*Dearest Son,
Springtime is the loveliest
I've seen in years, and my
garden is abundant with
lilacs, forsythia, jonquils and
tulips. My work in the garden
passes the lonely hours wait-
ing for you to return from
the sea.*

**Neighborhood
Symbol**

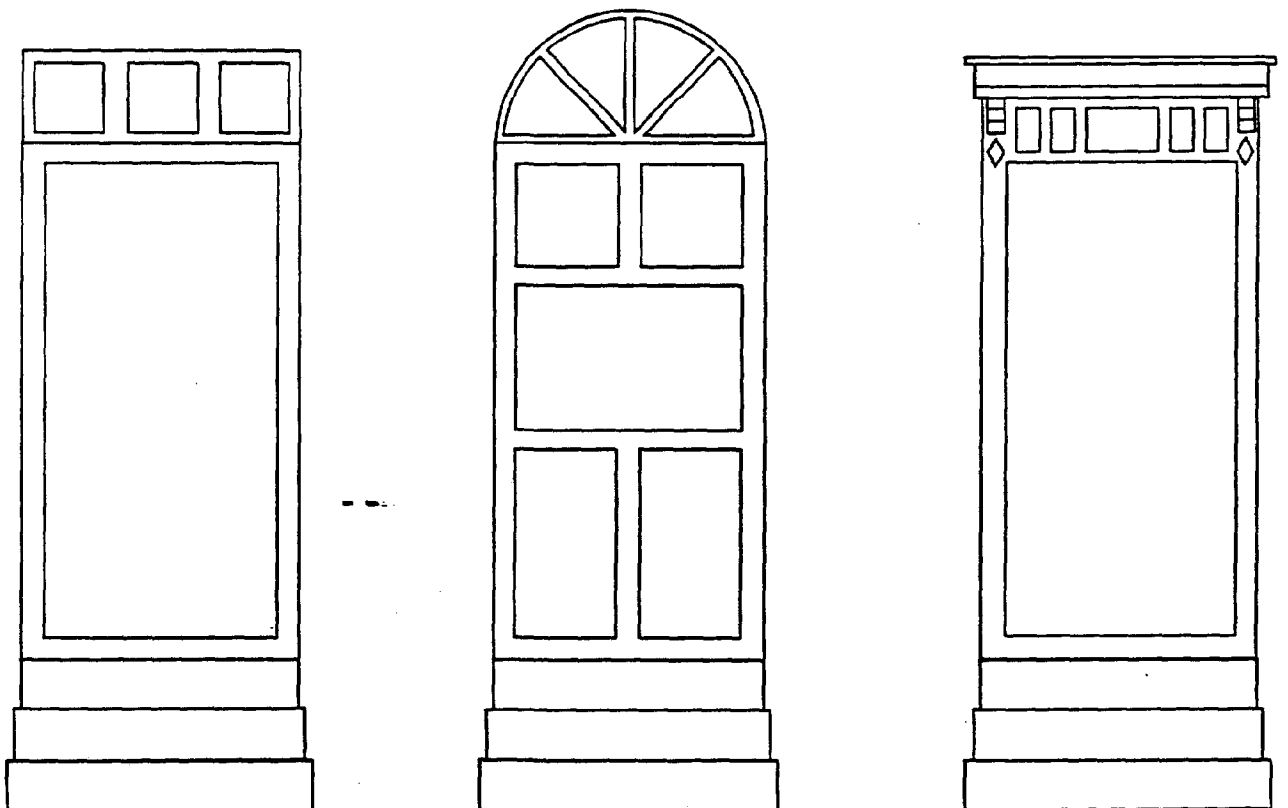
Each of the Community Anchor Signs will be topped with different icon that is representative of that neighborhood. These cutout symbols will mount to the ball at the top of the sign and rotate in the wind.

These images and sketches are representative of the kinds of icons that might appear atop the signs.



Harbor City

With doorways of different architectural styles, classic white marble steps, a model of the Washington monument, smokestacks and steeples, this installation evokes the flavor of the built environment of the city. A mosaic map could show the relationship between the eighteenth-century outline of the harbor and the present day contour, and the predominance of Charles Street in the downtown development.



Baltimore Neighbors are known for their involvement in on-going projects affecting their community. The Baltimore Waterfront Promenade Signage Project will continue to engage individuals and groups in public access and community signage along the shoreline. With their help, the Endowment will ensure a "user friendly" system of directional and interpretive markers.

Community Anchor Sign Development

Many important issues have yet to be decided, and community participation will be solicited in the development of the Community Anchor Sign.

Neighborhood Symbol that tops off the sign.

Process: To be discussed in conjunction with the era that will be highlighted for the community. Our team of historians will suggest a list of symbols. Each neighborhood affected can indicate their preferences.

The Time Panel highlights one era that represents an important time in the neighborhood history. (i.e. 1840's shipbuilding for Fells Point or 1980's renaissance for Inner Harbor)

Process: To be discussed in conjunction with the community symbol described above. Community groups and individuals can make suggestions based on recommendations from the team of historians.

The People of the Community is a panel with quotes, or diary excerpts, recipes, or passages from old letters. It expresses the voices of the community.

Process: Suggestions will be noted in a free discussion regarding our purpose for the signs. Personal interviews with community members or seniors may be required to record the voices that might appear on the panel.

Placement of the Community Anchor is an important issue to bring to the community. Sensitivity to existing lighting, public access corridors, open water vistas, and current pedestrian traffic is essential.

Process: Slides of potential locations will be shown in order to receive open and spontaneous comments. Comments will be recorded and used in deciding placement.

Historians and environmentalists, designers and city planners, community organizations and non-profits have all contributed to the Baltimore Waterfront Promenade Signage Project. Our thanks are extended to the following participants:

Nelson Adlin
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**The project graphic
designers**

Working closely with
the Baltimore Harbor
Endowment, Two
Twelve Associates are
designing the
Promenade Signage.

Two Twelve Associates, Inc. is a graphic design firm specializing in the planning and presentation of information to large public audiences. We call this communications discipline, which addresses issues of understanding, education and orientation, public information design.

Company Background

The environmental graphics division of the company provides design services to those involved with the planning, design and management of public places.

Two Twelve was founded in Connecticut in 1980 and has been located in New York City since 1983. Our work ranges from the design of publications and identity systems, to exhibitions and sign programs for large public facilities and institutions. The firm maintains a staff with extensive multidisciplinary experience who are trained to work with a variety of communications media.

The company has a range of experience in the Baltimore area. In collaboration with Cho, Wilks & Benn Architects, Two Twelve has developed the graphics and signage system for the new Baltimore Light Rail system which will open in 1992. The firm created the interpretive plan and exhibition graphics for the Eubie Blake Cultural Center on Charles Street in downtown Baltimore. Several years ago, Two Twelve participated on the design team for the revitalation of suburban Dandalk Maryland.

In New York City the firm is best known for its acclaimed signage and graphics program for the award-winning Central Park Zoo, which opened in 1988.

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