

View North of the proposed Key Marina and residential neighborhood at the southern tip of the Scenic Harbor Drive.



Preface

In 1997, the Greater Dundalk community initiated a long-term revitalization effort by beginning the process of crafting a community conservation plan. After a great deal of discussion and study, community members and staff of Baltimore County agencies completed the plan and submitted it to the Baltimore County Council. The council adopted the plan as a component of the county's Master Plan in February of 2000. The conservation plan recommended that the community hold a planning charette or "visioning" process to stimulate new ideas for how the community might be redeveloped in the future.

In January of 2001, the county's Office of Community Conservation began discussions with community leaders about inviting an Urban Design Assistance Team (UDAT) to Dundalk. The UDAT process represented an innovative approach to accomplishing the community's expressed interest in conceiving a new vision for its future. A community-based steering committee was formed to explore the issue, resulting in a decision to invite a team.

In April 2001, the steering committee incorporated as a nonprofit organization known as the Dundalk Renaissance Corporation (DRC). Between April and

November, 2001, the DRC raised more than \$16,000 and attracted 600 members in preparation for the UDAT visit. The DRC's highly successful outreach efforts ensured that local residents had every opportunity to participate in the UDAT process. A public forum held on Oct. 18, 2001 — two weeks prior to the team's arrival — was attended by more than 120 people. A second forum held while the team was in Dundalk drew a crowd of 150. Roughly the same number of residents attended the UDAT's final presentation on November 7, 2001.

About the UDAT

The Urban Design Assistance Team

program was initiated by the American Institute of Architects in the mid-1960s in response to the need for community-based planning as the nation's urban renewal program generated some resistance. Teams generally range from eight to 12 members and serve on a voluntary basis for a week's time. Teams feature professionals with credentials in architecture, landscape architecture, urban planning, transportation, economics, etc.

Peter Batchelor, FAIA, FAICP, was contacted by Baltimore County and Dundalk community leaders in January of 2001 and agreed to visit the community and assess the feasibility of raising a team. In the



Team member Kelly Fleming, working with community leaders from Turner Station.



Team member Donald "Mick" Meisel, with residents of the Watersedge community.

Evolution of a landfront community



On the first morning of the UDAT workshop, team members take a walking tour of Historic Dundalk.



After brainstorming for three days, the UDAT begins formulating new plans for Dundalk.

ensuing months, Batchelor visited the community several times and recruited co-chairmen Kent Muirhead, AIA. Batchelor and Muirhead were successful in recruiting additional members to form an 11-member team.

An Urban Design Assistance Team only goes where it is invited. Community involvement is the cornerstone of the process in which the team conceives plans and ideas to address deep-seated problems. The public forums held as part of the Dundalk visit provided team members with invaluable information on the

community's problems, needs and desires. As with all UDAT visits, the team's work studio was open to the public during all working hours. The team's extensive analysis of connections between Dundalk and Baltimore reflect its responsiveness to community priorities, as does the importance given to the community's historic shopping center in the UDAT recommendations.

Evolution of a Landfront Community
In the course of studying Dundalk and its evolution, the Urban Design Assistance Team concluded that the community is at a

critical crossroads in its development. The town is among more than 5,000 cities in the world that are rediscovering their waterfront. These cities go through four stages, the last of which is maturity. The key to understanding these communities is understanding the treatment of the *land* component of the waterfront. The team calls this the *Landfront*.

Evolution of the Landfront

Stage One: Settlements dependent on access to land and water emerge.

Stage Two: Goods are produced and traded, leading to industrialization.

Stage Three: Methods for moving large numbers of people and goods evolve, leading to transportation infrastructure which often blocks access to the waterfront.

Stage Four: Return to settlement stage through urbanization, reclamation of the waterfront by:

Creating access to the water,
Protecting water-based industries,
Capturing new industries, and
Housing new people in clean, safe, sustainable environments on the water.



Dundalk's great good fortune is having reached maturity over the past 100 years without having destroyed its landfront and water's edge. Moreover, it has achieved a great deal. The community's legacy of civic activity, entering a new era through the UDAT process, is one of its greatest assets. Dundalk's civic legacy and work ethic must be nurtured. Civic activism will be central to the effort to reach the possibilities for the next 100 years.

Most Americans recognize that industry-based towns such as Dundalk face a host

of challenges due to the national decline in manufacturing employment. The team was quite impressed with the array of assets Dundalk can call upon as it confronts those challenges.

Dundalk's Assets:

The area rich with large reserves of usable urban land.

The community is highly accessible from the Metropolitan region.

It is enhanced with 43 miles of waterfront.

There is a strong institutional infrastructure that has space to grow.

The community has a great architectural heritage, with strong "bones" in urban design and park systems.

The economic engine of the port is a clean industry that can grow.

The community is proud of its heritage and has the capacity to organize political activity.

Shown left, the picturesque waterfront of one of Dundalk's residential neighborhoods. The port cranes, shown right at sunset, are physical testaments to the industrial heritage of Dundalk. Over time, this heritage has overshadowed the softer side of Dundalk as seen at many of the community's waterfront parks, Merritt Point Park is shown below.



A second century vision

The Urban Design Assistance Team crafted a plan that represents a roadmap to possible futures in Dundalk over the next 100 years. Dundalk enters a new millennium and a critical juncture in its evolution, its “window of change,” as it enters its second century of existence.

The UDAT-conceived strategy looks to the new, evolving economy of clean, healthy, sustainable industries: bio-medical research, tourism and information technology. It embraces the new demographic of highly mobile, skilled entrepreneurial people who demand sustainable healthy places to live, work, shop and play.

Dundalk, now entering its window of change, appears to be ideally positioned to deliver the land and structural resources necessary to meet the demands of tomorrow's society. The recommendations herein cover a broad spectrum, from projects that may be completed in a matter of months to initiatives that may take decades. The goal is to attract newcomers to a revitalized community, to extend an invitation to those who may find fulfillment in one of America's proudest communities.

A few very important principles guided the team's work:

1. Capture the benefits of Dundalk's waterfront.

2. Establish a pleasing and viable connection to Baltimore City.
3. Enhance the community's very distinct and diverse neighborhoods.
4. Celebrate Dundalk's history as a giant in manufacturing and ship-building.

Starting in the early 1900s, Dundalk

evolved as a town built to house steelworkers. For nearly a century, Bethlehem Steel's Sparrows Point plant has been the community's anchor, providing in its heyday more the 35,000 jobs. Sparrows Point, combined with the Port of Baltimore, offered residents a ready supply of well-paying jobs. The jobs were close by,



Journey to the heart of Dundalk

essentially within the boundaries of the Dundalk peninsula, bounded by the Patapsco River to the west and Bear Creek to the east. The economic security offered by Sparrow's Point and the port, combined with Dundalk's peninsular form, resulted in a fiercely independent, proud, self-sufficient and insular community. The UDAT and Dundalk's community leaders recognize that the era when Dundalk was secure in way of life built around steel industries has come and gone.

Very early in the planning process, steering



A key recommendation of the team for Dundalk's new era is to establish an easily navigable roadway connection between Baltimore and Dundalk.

committee members voiced their belief that a brighter future for Dundalk lies in establishing closer ties — physically and socially — to Baltimore City. Dundalk residents see the dramatic transformation of Canton and the momentum to carry revitalization east along the Baltimore Harbor waterfront in a very positive light. The community wishes to be a part of this modern movement to reclaim public access to waterfronts that can offer healthy environments for living and working.

The UDAT tackled the challenging task of finding a new connection from Baltimore to Dundalk, and vice versa, head on. The solution to this problem involves much more than a new road, signage or streetscaping. The team has offered a

multifaceted strategy for redeveloping key properties that, together, offer a seamless, dramatic path to the heart of the community, the historic Dundalk Village Shopping Center.

The strategy involves three main projects:

- 1. Scenic Harbor Drive**
- 2. St. Helena by the Water**
- 3. Technology Trail**





SCENIC HARBOR DRIVE

7.6 MILES OF REGIONAL ATTRACTIONS



Keith Avenue

Broening Highway

Colgate Creek

Close-up section of Scenic Harbor Drive starting at Keith Avenue, crossing Colgate Creek (St. Helena Loft District) to the Technology Trail

1 Scenic Harbor Drive

The Scenic Harbor Drive should be viewed in two important contexts.

First, this roadway answers the crucial strategic question: “Where’s the *magic path* from Baltimore to Dundalk?”

Second, the proposal establishes a roadway that guides tourists and existing residents first to the heart of Dundalk and then to points south that are slated for dramatic redevelopment under UDAT recommendations.

Like residents of any town, Dundalk natives have learned to navigate their community and get to Baltimore, I-695, I-95 and points beyond. The fact is, those new to Dundalk have an exceedingly difficult time getting to some its most desirable locations. The Scenic Harbor drive recommends that people traveling in the vicinity of Baltimore’s Inner Harbor, Fells Point or Canton take a very important right turn on their Journey to Dundalk: off of Boston Street and onto Clinton Street, heading south along the water and the future site of Canton Crossing.

Boston Street in Canton is well maintained, featuring an attractive streetscape. The Scenic Harbor Drive recommends that similar quality streetscape design be applied to Clinton Street, Keith Avenue heading east and Broening Highway, which makes the crossing over Colgate Creek to Dundalk.

After crossing Colgate Creek, the Scenic Harbor Drive introduces travelers to an area the UDAT has conceived as a multi-purpose technology trail that leads travelers to the Dundalk Village Shopping Center. Proceeding south from the tech trail intersection, the scenic drive (following existing Broening Highway) takes travelers to the Logan Village Shopping Center. Under UDAT recommendations, this shopping center would be redeveloped as a recreational sports complex emphasizing opportunities for local youth.

The final leg of the scenic drive is proposed a new road beginning at the Logan Village Shopping Center and proceeding south as an over-the-water causeway servicing a newly proposed marina community. The team suggested naming the new road Francis Scott Key Parkway.

Emphasizing Colgate Creek Crossing
From points west in Baltimore City, the

Scenic Harbor Drive takes visitors across Colgate Creek via existing Broening Highway. This crossing takes on great significance in the UDAT plan. The team has proposed new housing along the eastern banks of the creek, beginning north of the scenic drive crossing. Additionally, the team has proposed that land immediately south of that point be designated Technology Park, a key destination of the multi-purpose technology trail.

2 St. Helena by the Water

The UDAT recommends a new neighborhood of loft district housing on land overlooking the eastern banks of Colgate Creek, beginning at the Broening Highway crossing and proceeding north. It should be noted that this area is within Baltimore City. The neighborhood would capitalize on the recent popularity of waterfront housing in Canton and nearby areas. This proposed neighborhood, as well as the new neighborhood proposed in the Key Quay district (See Page 18), would help address the need to attract new families to Dundalk. It is expected that homes in the newly proposed neighborhood would be moderately priced and attract middle-income families. An influx of such families would enhance Dundalk’s demo-

graphic profile and the viability of the historic shopping center.

3 Technology Trail

The Technology Trail celebrates the history of Dundalk and the contributions its citizens have made to steel making, shipbuilding, air transportation and military transportation. The trail also recognizes specific events such as the 1925 Schneider Cup Trophy race in which Lieutenant James Doolittle — who later led the famous 15-minutes-over-Tokyo bombing raid in World War II — piloted the winning Curtis Racer in a course covering then-Bayshore Park and then-Logan Field. Doolittle raced the next day (WHERE) and broke the world speed record.

The trail begins in Heritage Park, continues through the open spaces flanking



Curtis Racer

Central Place, extends across Dundalk Avenue to Broening Highway, and ends in Technology Park on the Colgate Creek waterfront. The Technology Trail and Park consist of an open-air exhibition of aircraft, ships, steel making machinery and other artifacts, a museum and cultural center, an observation tower, and an extension to the old Logan airport property, which would be enhanced to allow for an exhibition of marine aircraft.

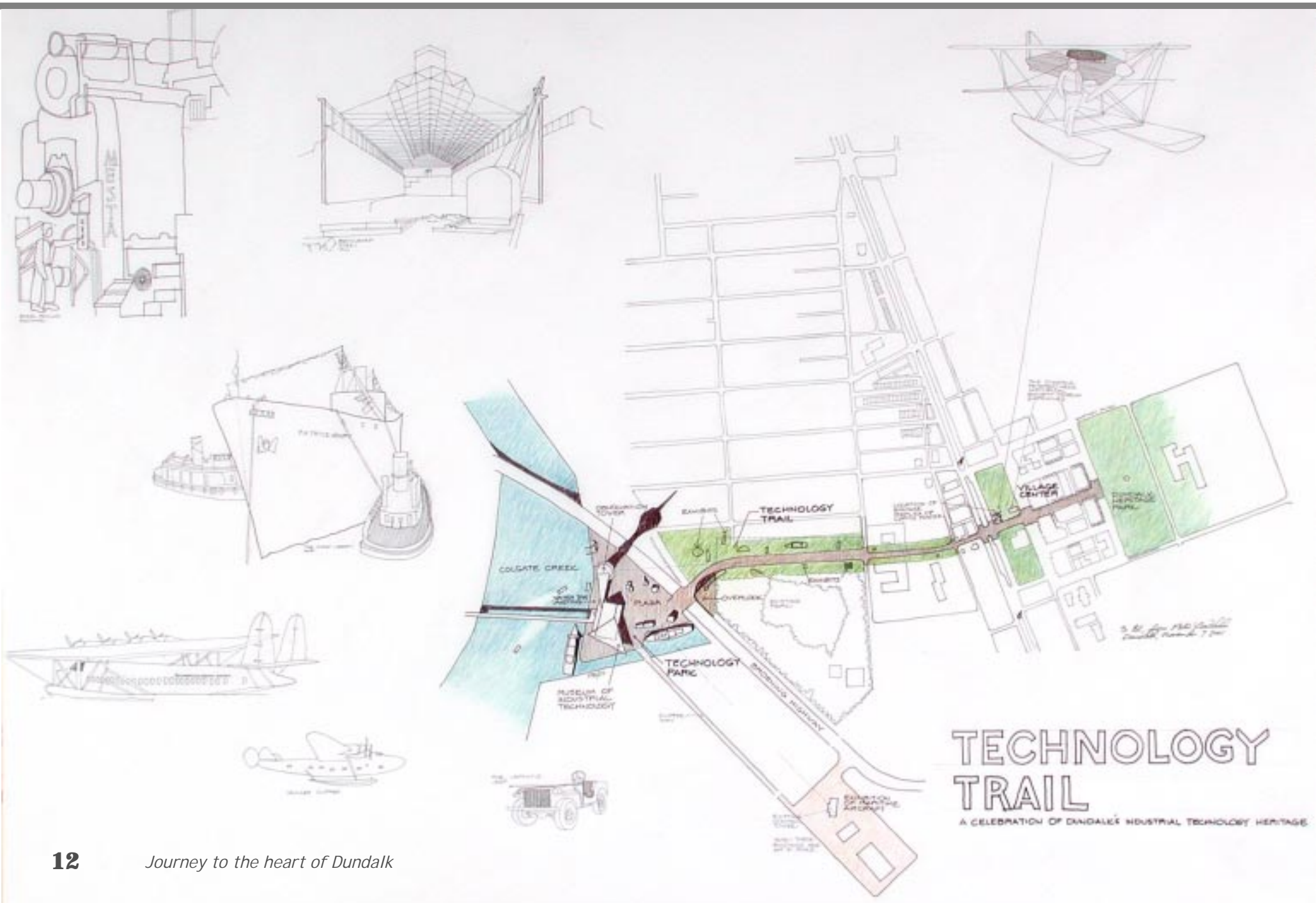
Important events in the technological history of Dundalk include the following: the founding and continuing operation of the Sparrows Point plant of Bethlehem Steel; construction of Liberty Ships, a lifeline for Europe in World War II; design, construction and testing of the versatile Jeep at Fort Holabird; establishment of Logan Field in the 1920s as the Baltimore area's first municipal airport; and the activities of Lt. James Doolittle and Charles Lindburg in the Dundalk area.

The Scenic Harbor Drive and Technology Trail lead travelers to the historic Dundalk Village Center, the heart of the community. Below are a few key recommendations for enhancing the center. A more detailed commercial revitalization analysis of the center begins on page 14.

Infill Development. Development opportunities exist for the intensification of spaces behind the major buildings along Shipping Place. It is hoped that filling the gaps along the streets with small-scale office and retail spaces will create an intimate pedestrian scale of activity attractive to shoppers and tourists.

Improve access to the town center. It is proposed that Central Place be extended from Heritage Park to Broening Highway as a component of the Technology Trail. This will provide more direct access to the village center for residents and tourists coming from metropolitan Baltimore, especially downtown, Fells Point and Canton.

Gateway. Landscaping, lighting and building improvements have been suggested as a way of enhancing the entrance to the Village Center along Dundalk Avenue, and to make the act of entering the Village Center a symbolically significant event for resident and tourists alike. In metaphorical terms, the team is creating a “doorway” to the town of Dundalk, and the gateway is its “threshold.”



TECHNOLOGY TRAIL

A CELEBRATION OF DUNDALK'S INDUSTRIAL TECHNOLOGY HERITAGE



Gantry Park (above and right) in Queens, New York, is an example of a successful park with industrial art. Some of the objects (below) found at the Bethlehem Steel "graveyard" date back to the turn of the century.

