

State Of Maryland

2024 Bond Initiative Fact Sheet

1. Name Of Project		
York Road Commercial Corridor		
2. Senate Sponsor	3. House Sponsor	
M. Washington	Boyce	
4. Jurisdiction (County or Baltimore City)	5. Requested Amount	
Baltimore City	\$100,000	
6. Purpose of Bond Initiative		
the acquisition, planning, design, construction, repair, renovation, reconstruction, site improvement, and capital equipping of the York Road Commercial Corridor Neighborhood Signage and Pedestrian Safety Infrastructure project		
7. Matching Fund		
Requirements:	Type:	
Grant		
8. Special Provisions		
<input type="checkbox"/> Historical Easement		<input checked="" type="checkbox"/> Non-Sectarian
9. Contact Name and Title	Contact Ph#	Email Address
Delegate Regina T. Boyce		Regina.Boyce@house.state.md.us
Samuel Storey		415-636-1433
10. Description and Purpose of Organization (Limit length to visible area)		
<p>The York Corridor Business Improvement District Management Authority (York Corridor BID) is a Community Benefits District authorized by in 2023 by commercial property owners in the York Road Commercial Corridor in northern Baltimore, MD. By providing supplemental community services and leading ambitious capital improvement projects, the York Corridor BID works to create a cleaner, more vibrant, equitable, and hospitable York Road Corridor, where a dynamic network of small businesses and institutions can succeed, commercial properties are more valuable, and residents and visitors enjoy the benefits of a thriving community. Key initiatives include a Clean, Green & Hospitality Program, Facade Improvement Program, community pop-up markets, and nearly \$1M in planned capital improvement beautification projects through the end of FY25.</p>		

11. Description and Purpose of Project (Limit length to visible area)

The York Road Commercial Corridor is a main commuter route and commercial hub in Baltimore City that is surrounded by over a dozen vibrant residential communities and a new 21st Century School; however, the corridor lacks any significant forms of wayfinding, visible community branding, or pedestrian safety signage. The impacts on pedestrian safety are dire at high-volume intersections. This project will include the construction and installation of new community signage in visible public spaces along the York Road Commercial Corridor, including Welcome to Neighborhood signage at community entry points, street pole banners to promote local amenities, pedestrian wayfinding, and Safe Streets infrastructure to slow traffic. With creative and unique designs from Baltimore-based WBE firm Ashton Designs, the new installations will improve resident quality of life, business patronage, pedestrian safety, and neighborhood pride in this essential Baltimore City corridor.

Round all amounts to the nearest \$1,000. The totals in Items 12 (Estimated Capital Costs) and 13 (Proposed Funding Sources) must match. The proposed funding sources must not include the value of real property unless an equivalent value is shown under Estimated Capital Costs.

12. Estimated Capital Costs

Acquisition	\$0
Design	\$11,700
Construction	\$155,000
Equipment	\$16,000
Total	\$182,700

13. Proposed Funding Sources - (List all funding sources and amounts.)

2024 Legislative Bond Initiative (this request)	\$105,000
Small Business Administration Federal Earmark Grant	\$32,700
FY2024 Baltimore City Budget Grant	\$45,000
Total	\$182,700

14. Project Schedule (Enter a date or one of the following in each box. N/A, TBD or Complete)			
Begin Design	Complete Design	Begin Construction	Complete Construction
2/5/2024	4/1/2024	7/10/2024	12/10/2024
15. Total Private Funds and Pledges Raised	16. Current Number of People Served Annually at Project Site	17. Number of People to be Served Annually After the Project is Complete	
77700.00	100,000+	100,000+	
18. Other State Capital Grants to Recipients in the Past 15 Years			
Legislative Session	Amount	Purpose	
19. Legal Name and Address of Grantee		Project Address (If Different)	
York Corridor Business Improvement District Management Authority		Various addresses along York Road, between 41st Street and Northern Parkway.	
Loyola University Maryland Center for Community Service and Justice			
20. Legislative District in Which Project is Located	43A - Baltimore City		
21. Legal Status of Grantee (Please Check One)			
Local Govt.	For Profit	Non Profit	Federal
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
22. Grantee Legal Representative		23. If Match Includes Real Property:	
Name:	Samuel Storey	Has An Appraisal Been Done?	Yes/No
Phone:	415-636-1433		
Address:		If Yes, List Appraisal Dates and Value	
2222 Linden Ave Baltimore, MD 21217			

24. Impact of Project on Staffing and Operating Cost at Project Site			
Current # of Employees	Projected # of Employees	Current Operating Budget	Projected Operating Budget
N/A - public	N/A - public ROW	0.00	0.00
25. Ownership of Property (Info Requested by Treasurer's Office for bond purposes)			
A. Will the grantee own or lease (pick one) the property to be improved?			Own
B. If owned, does the grantee plan to sell within 15 years?			No
C. Does the grantee intend to lease any portion of the property to others?			No
D. If property is owned by grantee any space is to be leased, provide the following:			
Lessee	Terms of Lease	Cost Covered by Lease	Square Footage Leased
E. If property is leased by grantee - Provide the following:			
Name of Leaser	Length of Lease	Options to Renew	
26. Building Square Footage:			
Current Space GSF	N/A - public ROW		
Space to be Renovated GSF	N/A - public ROW		
New GSF	N/A - public ROW		

27. Year of Construction of Any Structures Proposed for Renovation, Restoration or Conversion

N/A - public ROW

28. Comments

Capital improvements for this project will be made on public land and property owned by the City of Baltimore, including street medians, street poles, tree/garden pits, and sidewalks. The process for identifying optimal locations for upgrades begins with a geospatial research project (underway) in partnership with the Loyola University Department of Engineering. Draft recommendations from this analysis will accompany ongoing consultations with representatives from Baltimore City Department of Transportation (DOT), Baltimore City Planning Department, and surrounding community groups to develop a final list of locations and planning for signage construction and installation. The final locations will be subject to permit approval from city agencies, including Right of Way permits as applicable.

In few cases, construction will be on privately-owned land, with long-term operating and management agreements with trusted community partners such as Loyola University.