



**OLD GOUCHER
VISION PLAN**

REVISED FINAL DRAFT
AUGUST 2017

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The Old Goucher Vision Plan

Revised Final Draft – August 2017

The Neighborhood Design Center

Old Goucher Community Association

Old Goucher Business Alliance

Baltimore, Maryland



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A large, multi-story stone building with a prominent tower and a sign that reads "Lovely Lane United Methodist Church". The building is constructed of light-colored stone and features a tall, square tower with a conical roof and a cross on top. The main building has arched windows and doorways. A sign in the foreground identifies the building as "Lovely Lane United Methodist Church". The scene is set against a clear blue sky with some greenery in the foreground.

EXECUTIVE SUMMARY



Old Goucher is at a Crossroads

The neighborhood of Old Goucher lies at the center of several north Baltimore communities that are undergoing rapid change. Substantial private and public investment, new development projects, an influx of residents and the growth of local businesses have brought vitality to the broader area. At the same time, external pressures threaten to move the community in directions that diverge from the interests of its residents and local businesses. Community members have recognized the need to engage proactively in planning for their future—to develop a vision for the neighborhood and formulate the steps required to achieve that vision. This report is the first step in that process.



The Center of Baltimore

Located at roughly the geographic center of Baltimore City (see map on page 42), Old Goucher is small in size but includes a broad mix of people, businesses and places that is representative of the city as a whole (see Demographics section on page 19 for more information). The community gets its name from Goucher College, whose original campus lies at the center of the neighborhood (see History section). In addition to the name, Old Goucher inherited from the college a collection of historically significant, turn of the century buildings that remained after Goucher moved to Baltimore County in the 1950s.

The departure of the college marked the beginning of a long transitional period for the neighborhood. With the dissolution of the campus, important green spaces were paved for parking, college buildings took on new functions and historic buildings were demolished, replaced by commercial centers and automobile service businesses. These changes transformed the character the neighborhood from a residential community with a college at its heart to a more complex mix of residences, businesses and smaller public and private institutions. At the same time, the departure of this anchor institution, coincident with larger patterns of suburban migration, left a vacuum in the core of the neighborhood that provided a space for unwelcome changes - disinvestment, crime, and depopulation.

At the beginning of the 21st century, Old Goucher is poised to shift again. The new energy evident in the past decade coupled with the steady growth of the neighborhood has created an opportunity for residents to envision a different sort of future for their community. In early 2013, members of the Old Goucher Community Association (OGCA) and Old Goucher Business Alliance (OGBA) joined together to chart a process for soliciting community input on some of the challenges facing the neighborhood. The associations decided to focus their initial efforts on the physical structure of the area. They asked the Neighborhood Design Center (NDC) to help them to develop a vision plan that would deal with some of the pressing concerns of the community.

Beginning with a charrette in August 2013, community members have expressed their aspirations for the development of the neighborhood and challenges they saw to its improvement (see Values and Principles and Charrette Results). Those concerns centered on three broad topic areas: the state of its buildings and their uses; the desire for improved open space; and

the need for transportation infrastructure that better accommodated a broad range of users.

This report resulted from the ongoing engagement of the NDC over the past two years with the community to further define the opportunities and challenges in each of these three broad areas of concern. It provides historical context on the development of the community and its current needs and challenges. It helps define the problems that exist and provides concrete steps to implement solutions. And finally, it gives voice to the community members in matters that will shape their lives in the future.

At this juncture in its development, Old Goucher faces distinct choices about the kind of community it will become. The report provides decision-makers at all levels with the information they need to understand how our community sees itself and how to help Old Goucher realize its potential for the benefit of all its members and for Baltimore City as a whole.

Old Goucher Community Association
Old Goucher Business Alliance
Businesses and Residents of Old Goucher
November 2015



GS

PARKING
TUESDAY
DOWNTOWN

DISCOUNT STORE

WALK
WALK
WALK

Photo: Bruce Willen



BACKGROUND



Developing A Plan

The goal of the Old Goucher Vision Plan is to open the path for a central Baltimore City neighborhood to build on its substantial physical assets to make it a great place to live, work, play, shop, and eat. The plan was developed between 2013 and 2015 through a partnership of the Old Goucher Community Association, the Old Goucher Business Alliance, and the Neighborhood Design Center with input from neighborhood residents, property owners, and business people.

Introduction

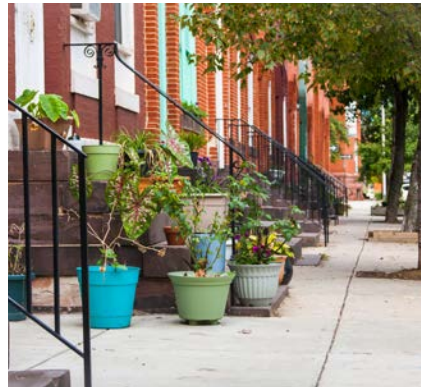
The Old Goucher Vision Plan is focused on the neighborhood's physical infrastructure—its buildings, open spaces and public space—which includes sidewalks and roadways—as the sphere where its public life happens. This is meant to set the stage for a safe, healthy, hospitable, and economically strong community to grow and thrive. The plan has been developed to support the community's values, which are centered on diversity, sustainability, and a robust local economy. To this end, a community workshop on August 24, 2014 kicked off, and has informed, the Old Goucher planning work.

The Old Goucher community intends to use the Vision Plan for outreach, coordination, self-implementation, and to guide work with Baltimore City agencies, property owners, and future investors. Potential actions range from transportation infrastructure investment from the Baltimore City Department of Transportation, to real estate development, to community action in parks and vacant lots. The Vision Plan will also support neighborhood marketing, branding, and events planning.

Contextualize + Situate

Baltimore is known as a city of neighborhoods, and each neighborhood has its own special character. The Old Goucher neighborhood of Baltimore is located less than 2 miles north of the Inner Harbor on the Charles Street corridor. It lies between neighborhoods like Station North and Barclay to the south and east, and communities like Remington and Charles Village to the north and west. The Jones Falls Valley bounds the western edge of the community. The original campus of Goucher College (now in Towson, Maryland) gives the neighborhood its name as well as many of its landmark buildings. From 2000-2010, Old Goucher had the highest percentage increase in population growth of any neighborhood in Central Baltimore—comparable to the rapidly growing neighborhoods along Baltimore's waterfront.





Photos: Edward Weiss Central Baltimore Partnership; Bruce Willen



Old Goucher is regionally accessible by multiple modes of transit—and this transit accessibility has been responsible for much of its population growth. The neighborhood is located five blocks north of Baltimore Pennsylvania Station with Amtrak connections to the Northeast Corridor and beyond. Penn Station also provides commuter access to Washington DC via the MARC train. Numerous bus lines run through Old Goucher (see Transportation Network in Old Goucher). The neighborhood is highly walkable (see Demographics). Baltimore’s first cycle track will run through the neighborhood on Maryland Avenue. Primary north-south road corridors, along Maryland Avenue, Charles Street, and St. Paul Street, run through Old Goucher, and the Jones Falls Expressway (I-83) lies just west of Old Goucher, easily reached by North Avenue and 28th/29th streets.

CREATIVITY

Like much of Baltimore, the physical character of Old Goucher is established by a grid of streets lined by rowhouses. However, Old Goucher has several distinguishing features: 1) the superb architecture and plan of the Old Goucher Campus and Lovely Lane Church at its core 2) the Charles Street and 25th Street commercial corridors that cross in the neighborhood 3) and the types of businesses and residents that have made Old Goucher home. Throughout the late 20th century, Old Goucher has been home to creative and diverse businesses and residents. Starting in the 1970s, it was known as Baltimore’s “Design District”, a legacy still visible today in numerous architecture, graphic design, and engineering firms located in the neighborhood. The diverse cultural character is enhanced by Old Goucher’s small businesses with the afrocentric small businesses in Old Goucher as a notable component of its small business character.

Old Goucher is re-emerging as a creative hub. The neighborhood is located immediately north of the Station North Arts & Entertainment District, where synergies have emerged between both neighborhoods’ art-related businesses and activities. Significant redevelopment in Remington centered around two large industrial buildings now occupied by restaurants, non-profit offices, theater space, and apartments is also beginning to spread south into Old Goucher.

OLD GOUCHER—A LIVABLE NEIGHBORHOOD

A livable neighborhood is a place with many different attractions and opportunities for its residents and visitors—all in close, walkable proximity. In the Old Goucher Vision Plan, the community is putting public life at the center of planning by focusing recommendations on liveliness, health, beauty, sustainability, connectivity, and safety. The Old Goucher Vision prioritizes the human, cultural, and social aspects of the neighborhood to promote sustainable development.

Key assets in the Old Goucher Vision are the neighborhood’s manageable scale, sound grasp of environmental issues, and its connectivity to local and regional transportation networks. The community has demonstrated interest in developing its shopping, art, and food culture, historic housing, and diverse character—to make Old Goucher a magnet for its cultural life (see Charrette Results).

OLD GOUCHER—A LIVELY NEIGHBORHOOD

The Old Goucher Vision Plan is inspired by the plans that Jan Gehl Architects has created for neighborhoods from New York to Seattle, Melbourne to Copenhagen. A lively neighborhood has six key characteristics as defined by Gehl*. (<http://gehlarchitects.com/approach/>).

Throughout the late 20th century, Old Goucher has been home to creative and diverse businesses and residents.



Photos: Bruce Willen; Central Baltimore Partnership



Station North Arts & Entertainment

Station North Arts & Entertainment Inc. uses arts-based revitalization and placemaking strategies to initiate and support quality public art projects, thought-provoking programming, strong relationships with local artists, designers, residents, businesses, and institutions to guide development in the Station North Arts & Entertainment District. Events take place almost daily in the Station North Arts & Entertainment District. Their calendar can be found at: <http://www.stationnorth.org/events>.



1

Long term stays make a lively neighborhood.

Active neighborhoods have lots of people spending time outdoors in inviting and comfortable public spaces. The length of time that people spend out and about in the neighborhood has the biggest impact on activity level in the neighborhood. Strolling through a shopping district, meeting a friend at a sidewalk cafe, working with a child at a community garden, or walking to catch the train to work are all examples of a long-term stay.

2

A variety of places makes a lively neighborhood.

It is the details that invite people to stay and tempt passers-by to linger. Informal spots draw you in to hang out during a break, play in a park, get a bite to eat, or pick up something special for a friend. Inviting spaces are comfortable, sunny, have a nice view, include other people, are sheltered, and are at a human scale. A lively neighborhood has a good balance of active and calm places.

3

Many user groups make a lively neighborhood.

Lots of different kinds of people out in the neighborhood make for lots of different kind of uses, in terms of activities, times of day, and times of year. Lively neighborhoods include the elderly as well as people of all different races, cultural identities, sexual orientations, economic statuses, and abilities.



Balance between road users makes a lively neighborhood.

Low traffic volumes and slow traffic speeds makes it easier for public life to take hold and creates more opportunities to meet in the public space. Creating balance between walkers, bikers, cars, and public transit makes this possible.



Strong pedestrian networks make a lively neighborhood.

Walking needs to be simple and attractive. A good network connects destinations, has places to take a pleasurable stroll, supports good climatic conditions (sun and shade - not too exposed to wind), has interesting things to look at, and provides safety throughout the day.



Planning for optional activities creates lively neighborhoods.

All cities have people engaged in necessary activities; walking to and from, waiting for the bus etc. The quality of the public realm can be measured in how many people choose to visit for optional reasons because the city offers a variety of experiences to enjoy the public realm, look at other people, meet friends and engage in urban activities.

Values + Principles

The Old Goucher Vision Plan captures the ideals and aspirations of our residents and business owners for the built, natural, and transportation infrastructure environment in our community. The plan focuses on the physical infrastructure of the neighborhood primarily and its economic development secondarily. The goal of the plan is to support sustainable and local development activity in Old Goucher as a means of enhancing the health, wellbeing, and happiness of its people. This focus, defined by the Old Goucher Community Association and Old Goucher Business Alliance, is intended to ensure that the plan has a manageable scope of work and a clear path for implementation. This plan does not address social or educational development needs that also impact the interests of the community, not because it does not believe these to be significant aspects of a healthy place, but in order to create a well-defined and manageable reach for the plan.

Old Goucher has many of the features of our nation's best urban neighborhoods: variety and quality in types of and ages of buildings, many types of uses with a great mix of uses, with a fine grid of streets—all with great adjacency to Baltimore's most significant institutions and public transportation amenities. Our community values and principles are designed to assure that the distinguished elements of our neighborhood will be knit together with streets, sidewalks, and public places that are welcoming to the people who live in Old Goucher, those who visit, shop, and work in the neighborhood, and to support economic activity in our neighborhood as the means to enrich and enliven our residents and business owners.

Old Goucher has many of the features of our nation's best urban neighborhoods.



Photos: Edward Weiss Central Baltimore Partnership; John Dean



The inclusive mix of residential and commercial properties and uses in the neighborhood.

The diversity, in income, backgrounds and identities, of the people that live and work in the neighborhood.

The history and the development of the area as manifested in its institutions, people and structures.

The dynamic, entrepreneurial spirit of the people that have come to live and work in our neighborhood.

“We as a community value...”

The creative, imaginative and exploratory culture of our community.

The engagement of the members of the community as active participants in its growth and development.

The importance of sustainability and livability as cornerstones of a vibrant, urban neighborhood.

The fostering and support of local enterprises and initiatives to help build upon our strengths as a community.

Charrette Results

Residents said that before any perceptions of the Old Goucher neighborhood can improve, the issues of crime, safety, sanitation, and streetscaping need to be addressed.

Themes

Centrality, indispensability, integration of Old Goucher to surrounding neighborhoods, Baltimore, and the surrounding region.

1. CENTRALITY

One of Old Goucher's most important assets is its convenient location. It is in the middle of Baltimore, and it is also close to Penn Station, a major transportation hub bringing people from all over the Mid-Atlantic to and from Baltimore.

Residents believe that Old Goucher also has the spatial potential to be the center of various institutional linkages throughout the city, from a central NGO hub to a central commercial hub.

2. INDISPENSIBILITY

Residents mentioned the importance of "anchor institutions," businesses and institutions that create opportunities for and actively encourage work and retail in the same area.

These anchor institutions would hopefully also become destination locations, providing goods and services that would enrich Old Goucher and its environs and also bring people from the mid-Atlantic to shop and congregate, a vision made possible by the relative proximity of the neighborhood to Penn Station.

3. INTEGRATION

To attain and utilize all the resources needed for the full transformation of Old Goucher, as described in the Old Goucher Vision Plan, requires coordination and collaboration between Old Goucher, its surrounding neighborhoods, and organizations affiliated with those neighborhoods.

To also boost Old Goucher's centrality, tighter connections need to be created between nearby communities that are already destination locations and whose distinctive characteristics complement Old Goucher.

4. MAINTAINING AND CELEBRATING OLD GOUCHER'S ECLECTIC, BOHEMIAN, INCLUSIVE ATMOSPHERE

In the past few decades, Old Goucher has evolved into a dynamic, eclectic neighborhood of diverse people, places and businesses. Residents and business owners value the unique character of the community and want to make sure that it does not lose these attributes as it continues to change and develop.

5. CIVIC LIFE

One of Old Goucher's assets is its walkability. Residents want to take this further so that not only are streets and public spaces open and safe for transportation, they are also open and safe for civic life. Residents mentioned the attractiveness of sidewalk cafés, outside dining, tree canopies, green spaces, Artscape, music festivals, and water features like fountains and wading pools, all physical characteristics and events that contribute to an energetic and diverse street life and public space.

Short-term Plans

- **Focus on already existing assets** and improving on them as central hubs
- **Physical improvements so that Old Goucher can look and feel nicer and safer**, the first step towards making Old Goucher a less intimidating neighborhood for prospective homebuyers, renters, and business-owners

Long-term Plans

- Focus on **creating Old Goucher as a central hub for Baltimore** and the region
- Create consistent, **unified brand for Old Goucher**.
- Closeness to Penn Station can make Old Goucher a realistic **destination for DC/Philadelphia/Mid-Atlantic commuters**



Photos: Jennifer Goold

AUGUST 24

Old Goucher Vision Plan

COMMUNITY CHARRETTE

Help shape the future development of your community!

All members of the Old Goucher neighborhood are invited to participate in an open community "charrette," a day-long, guided discussion, about the challenges and opportunities for the Old Goucher area. The focus of the charrette will be on soliciting input for physical changes to Old Goucher, such as additional parks, enhanced streetscape, lighting or other projects that participants feel would help improve the quality of life in our community. All those living or working in Old Goucher are welcome to come and engage in the discussion.

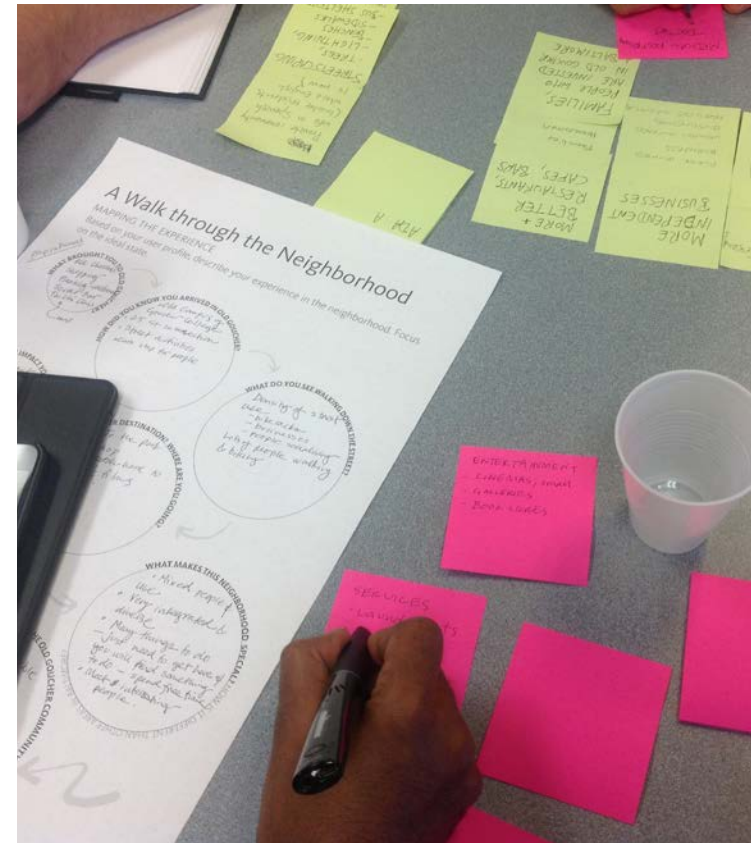
Refreshments and a light lunch will be available to those attending and participating in the charrette.

Sign-up and registration for community participants begins at 9:30 AM.

More info at oldgoucher.org

Saturday, Aug. 24
10:00 AM - 3:00 PM

29th Street Community Center
BEHIND BARCLAY SCHOOL
316 E. 29TH ST.





Demographics

Demographic information can help a neighborhood compare itself to other neighborhoods or in relation to the city as a whole. Demographic information also gives community members a snapshot of their neighborhood and can form the basis for setting goals and neighborhood priorities. Notable neighborhood information and trends are highlighted in this section and are taken from the Baltimore City Planning Department and the Baltimore Neighborhood Indicators Alliance (BNIA).

The Baltimore City Planning Department provides demographic information for Neighborhood Statistical Areas (NSAs), which are defined by the City Planning Department based on neighborhood boundaries, which can change over time. The Planning Department compiled the information for these data sets from the 2000 and 2010 Census.

<http://baltimore2006to2010acsprofiles.wordpress.com/2014/04/28/pdfs/>

The Baltimore Neighborhood Indicator Alliance (BNIA) collates a wide range of data for Community Statistical Areas throughout Baltimore City (<http://www.bnijfi.org/>). Community Statistical Areas (CSAs), as defined by BNIA, are based on Census tracts which remain consistent over time and give more accurate statistical information than neighborhoods in which boundaries may change. Indicator trends and vital sign data used in this report are taken from BNIA information from 2010 and 2011.

CSAs in Baltimore include multiple neighborhoods, because they are defined by Census tract boundaries. Old Goucher is within the Greater Charles Village/Barclay CSA (see map). Since the CSA is comprised of multiple neighborhoods, the indicator trends from BNIA do not necessarily or exclusively reflect Old Goucher at the micro level. However, the social and economic characteristics of neighborhoods do not necessarily adhere to neighborhood boundaries and the character of one neighborhood can influence its neighbors. Therefore, trends in Charles Village and Barclay spill over into Old Goucher and vice versa. Looking at the CSA as a whole is a valid way to set broad goals for Old Goucher and to identify ways in which the three communities are interdependent.





Photos: Edward Weiss Central Baltimore Partnership



THE DEMOGRAPHIC INFORMATION FOR OLD GOUCHER SHOWS SEVERAL STAND-OUT TRENDS:

- Between 2000 and 2010, Old Goucher grew its population in a city that overall lost a bit of population. Between these years Old Goucher saw an 81.6% growth in its population; during that same period, Baltimore City lost 30,193 residents for a -4.6% change in population.
- Families with children under 18 were the minority of household types in the Old Goucher community with 35 families of the 83 total families in Old Goucher living with children under 18.
- Adults in the neighborhood were fairly well distributed across age ranges, with the two greatest groups clustered in the 25-34 age range (237 people or 22.7% of the total population) and the 45-64 age group (393 people or 37.6% of the total population). All numbers used in this section can be found here: <http://www.baltimorecity.gov/Government/AgenciesDepartments/Planning/2010Census.aspx>
- This CSA has a high Racial Diversity Index at 67.8% when compared to Baltimore City at 54.5%.
- The median house cost in 2011 for the CSA was \$35,000 higher than the Baltimore City median which was \$100,000.
- Owner occupancy of housing in 2011 was below the city average, likely influenced by the amount of student housing supporting nearby universities including Johns Hopkins University, University of Baltimore, and MICA (43.6% for the CSA; 57.6% for Baltimore City).
- The Baltimore City Department of Planning data identified a 15.1% housing vacancy for the Old Goucher community. Seema Iyer, the Associate Director of BNIA has stated that housing vacancy is a key indicator of neighborhood vitality and that successful neighborhoods have 4% or fewer empty housing units.
- Overall, the CSA has strong arts and educational indicators. The CSA is an arts hub with 219 persons employed in an arts-related business out 2727 in the city as a whole.
- The CSA is well educated with 47.2% of the population with a Bachelor's degree or above as compared to 25.8% for the city as a whole.
- The neighborhood is centrally located with great access to public transportation and is highly walkable. In 2011, 23.5% of the population walked to work; compared to 6.7% of the city as a whole. 39.8% drove to work alone, as compared to 61.1% of the city as a whole.
- Old Goucher has a walk score of 92 compared to 52.4 for Baltimore City.
- Old Goucher has a transit score of 70 compared to 57 for Baltimore City.
- Old Goucher has a bike score of 89 compared to 56 for Baltimore City.
- Only 13.3% of the people in the neighborhood have commutes longer than 45 minutes. Seema Iyer, the Associate Director of BNIA has stated that commute time is a key indicator and that successful neighborhoods have 23% or fewer of their residents commuting less than 45 minutes.

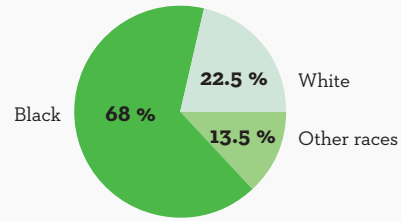
Old Goucher is centrally located with great access to public transit and is highly walkable with a Walk Score of 92 out of 100.

OLD GOUCHER IN RELATION TO GREATER BALTIMORE CITY

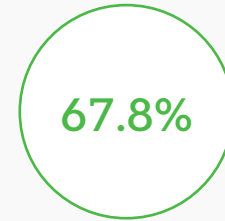
OLD GOUCHER



Population Growth
2000-2010

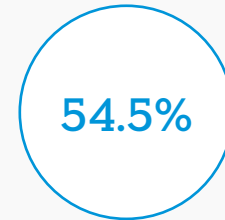
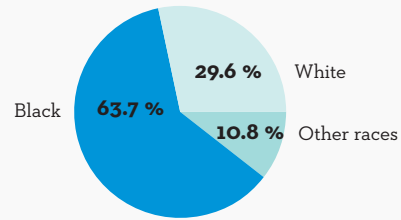


Racial Demographics
2010



Racial Diversity
2010

BALTIMORE CITY



OLD GOUCHER



Walkability



Walking Commute



Driving Commute

BALTIMORE CITY





HISTORY



Why History is Important

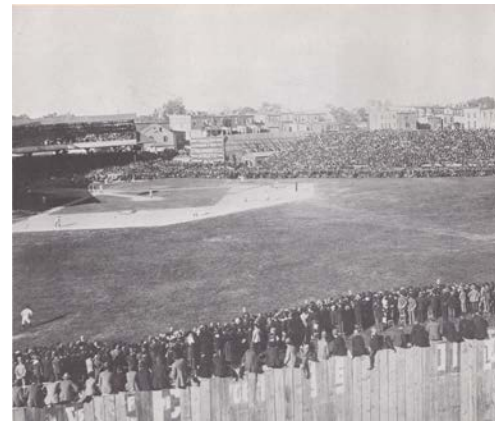
Old Goucher is an historic neighborhood, originally listed in the National Register of Historic Places in 1978 and subsequently expanded to its current District boundaries in 1994. Individual notable buildings, such as the Goucher College campus and Lovely Lane Church, make Old Goucher a special place. Perhaps more importantly, the scale of these buildings, the plan of the neighborhood with intermingling of homes, businesses, green spaces, and public spaces like sidewalks, make a place that is friendly to human activities. The walkable access to transportation options and amenities create a neighborhood with an appealing scale. There are, however, several factors that emerge in the history of the neighborhood that undermine the livable character of the neighborhood, including automobile dominance in the transportation system and public space, demolition for parking, and some commercial uses that are challenging for residents, visitors, and small businesses. Most of these challenges are centered around demolitions, which create gaps in the built environment, and conversion of open space for automobile uses, including parking and auto services.



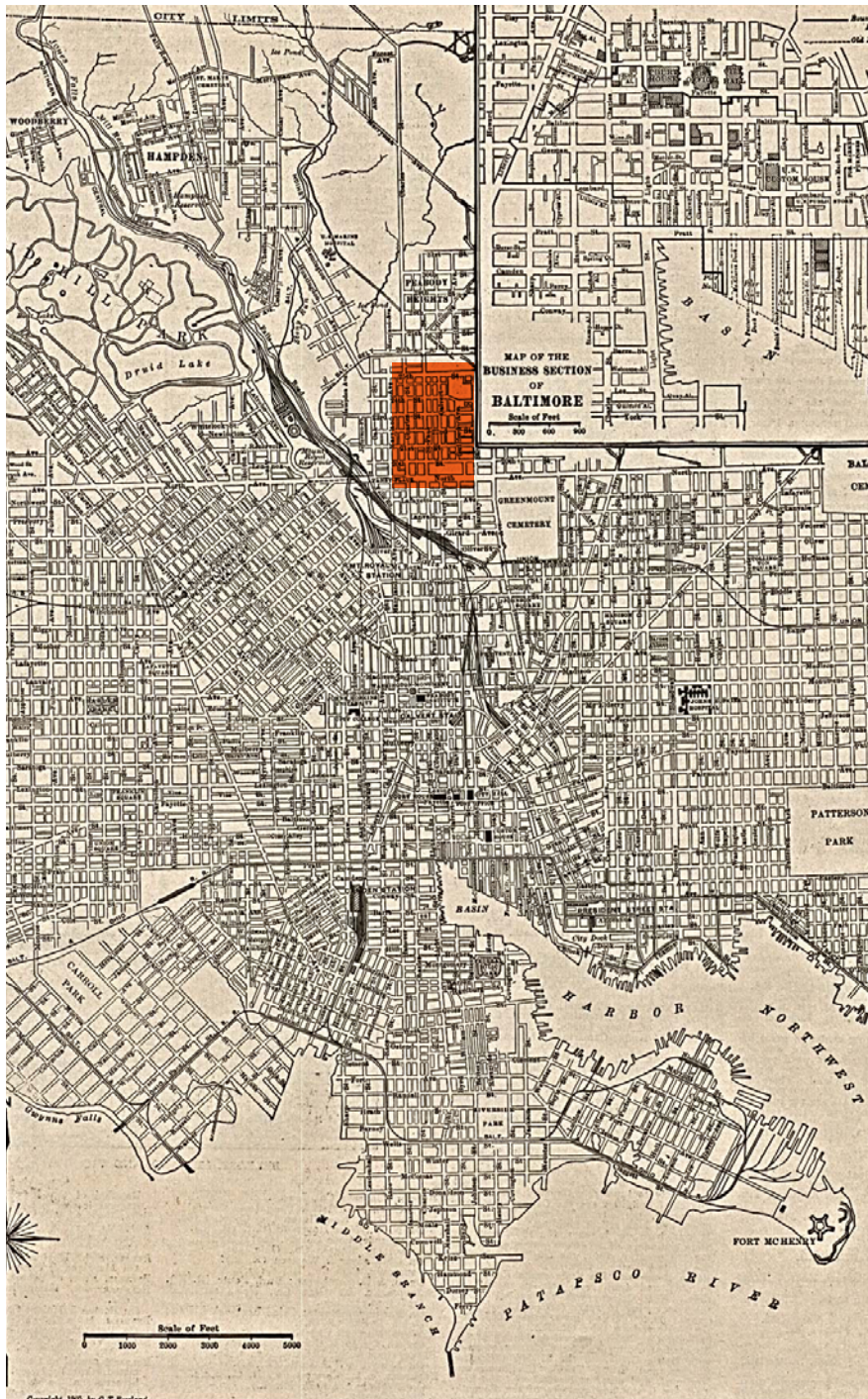
Origins of Old Goucher

Old Goucher developed just north of the Baltimore City boundary in mid- to late 19th century, replacing several country estates and extending the urban character of Baltimore City northward. Residents leaving the city center during the late 19th century were attracted to the edge suburbs such as Old Goucher in part because these new developments were built with infrastructure such as electric power and storm sewers already in place. Prior to the 1880s, the present-day grid of streets in the neighborhood was laid out over the estates. The Jones Falls, which wraps south and west of Old Goucher, created a major access barrier to North Baltimore. Between 1879 and 1883 bridges were constructed on Maryland Avenue, Charles Street, St. Paul Street, Calvert Street, and Guilford Avenue (south of the neighborhood), significantly increasing access to Old Goucher, thereby opening it up to development.

Old Goucher was constructed primarily at the end of the 19th century as a rowhouse neighborhood with the Goucher College campus at its heart. Due to the rapid development of the community there is a distinct and relatively uniform building fabric in the area. The Old Goucher campus and significant churches were mostly in place by the late 1890s and the three story Italianate and Queen Anne style houses filled in the blocks between 1880 and 1900. Road transportation was centered on Charles Street, combined with interlocking streetcar lines that wound through the neighborhood.



Historic postcard showing the original Goucher College campus and lawn; Union Park (home of the Baltimore Orioles in the 1890s) at Guilford Avenue and 25th Street; Goucher College students on the main lawn at Saint Paul and 23rd Streets.



A map of Baltimore City from the 1800's. The Old Goucher area is highlighted for reference.



A streetcar on North Avenue at Charles Street in the early 19th century

Streetcars

From the 1890s to the 1960s, one of Baltimore's primary modes of transportation was the streetcar. Streetcars were operated by the Baltimore Transit Company. Between 1947 to 1963 streetcar usage declined in favor of buses, culminating in the Maryland Transit Administration taking over the Baltimore Transit Company in 1970. While all rails throughout the city have been demolished, Baltimore's streetcar history lives on through current bus routes, which hew very closely to historical streetcar routes, and continue to shape the rise and fall of commercial and residential areas throughout the city (See Transportation Network in Old Goucher).



Goucher College Era

Old Goucher is unique among Baltimore neighborhoods because of the Goucher College and Lovely Lane Church buildings at its core.

Old Goucher is unique among Baltimore neighborhoods because of the Goucher College and Lovely Lane Church buildings at its core. These architectural gems, designed by Stanford White and Charles L. Carson, remain one of the defining features of the neighborhood. The monumental scale and outstanding quality of the institutional buildings in Old Goucher is complemented by the full array of row houses seen in Baltimore's upper and middle class neighborhoods. Historically, Baltimore's rowhouse communities were built to be economically and racially diverse, though segregated on a micro-scale. On the primary streets, three-story row houses with ornate detailing were built for predominantly wealthy white professionals. On the secondary streets, more modest row houses were built for the white middle class. Historically, black residents lived along the north-south alleys lined by two-story alley row houses, many of which have been lost to demolition. In recognition of its architectural quality, Old Goucher was listed on the National Register of Historic Places in 1978 and expanded in 1994 to encompass its current area.

Established as Women's College of Baltimore, the school became Goucher College in 1910 in recognition of its founding President. The school expanded between 1914 and 1920, constructing five additional buildings, even as it struggled to meet the financial requirements of growth. While the students remained insulated from the surrounding community within the confines of the college, Goucher students were active in the nascent women's movements surrounding voting rights and Prohibition. The cosseted character of the college was increasingly at odds with the surrounding city neighborhood, as additional families were moving into row houses originally constructed as single family dwellings. Furthermore, the commercial area along North Avenue began to spread northward into Old Goucher and storefronts were added to a number of the rowhouses.



The main campus lawn, looking east across Saint Paul Street

Goucher College

In 1885 the Women's College of Baltimore City opened its doors on St. Paul Street and stayed there until 1953, at which point it had changed its name to Goucher College. The college occupied only a small portion of the neighborhood, but it contributed much greenery and parks to the community while acting an important anchor institution. Goucher College moved to Towson in 1953 for more campus space, and since then the buildings it occupied have housed various institutions or been torn down, and its park space have been converted into parking lots. Old Goucher lost its institutional center, and through that, landscape protection for a large part of the neighborhood.

BUILDINGS DEMOLISHED 1953–2013



Figure 2-26: 1953 to 2013 building demolition map based on the Sanborn Fire Insurance Map for Baltimore City, 1953. Buildings highlighted in red were demolished between 1953 and 2013.

BUILDINGS CONSTRUCTED 1953–2013



Figure 2-27: 1953 to 2008 building construction map based on 2008 Baltimore City GIS buildings and parcel shape files. Buildings in gray were constructed between 1953 and 2008.

- Buildings Constructed
- Buildings Demolished
- Historical Green Spaces of Goucher College

The Modern Evolution of Old Goucher

In 1921, Goucher College decided to move out of the city, and purchased 421 acres of land in Towson, MD. The college was continuing to grow and the neighborhood surrounding the campus was evolving, creating greater conflicts. The mix of buildings and uses in Old Goucher was increasingly gaining a commercial character. Offices occupied existing buildings, retail storefronts emerged, especially along 25th and Charles Streets, and purpose-built commercial buildings, like theaters, stores and office buildings, began to fill in along 25th and Charles.

During the post-war era, with the growth of the suburbs and increased automobile ownership, the neighborhood gradually added uses and accommodations oriented toward automobile owners. Service stations and car dealerships that developed in the light industrial area to the west of the neighborhood also appeared along 25th Street. Many of the green spaces associated with Goucher College were paved over for additional surface parking lots. The buildings constructed during this era, beginning in the 1950s and continuing into the present, were more modern in design and tended to make generous allowances for car parking and off-street loading and unloading. As a result of the selective demolition of historic structures and infill of modern buildings and surface parking, the neighborhood lost some of its 19th-century urban character, while making more room and easing access for automobiles and commuters from outside the area.

The positive aspect of these changes is that Old Goucher is now a vital mixed-use area, accommodating a wide range of people and businesses. However, this evolution has also led to the loss of some of the architectural character of the area and has reduced the number of people living in Old Goucher. St. Paul Street, Calvert Street, Charles Street and 25th Street were reconfigured into highly travelled commuter thoroughfares.



Demolition of the Chesapeake Cadillac building Photo: John Dean

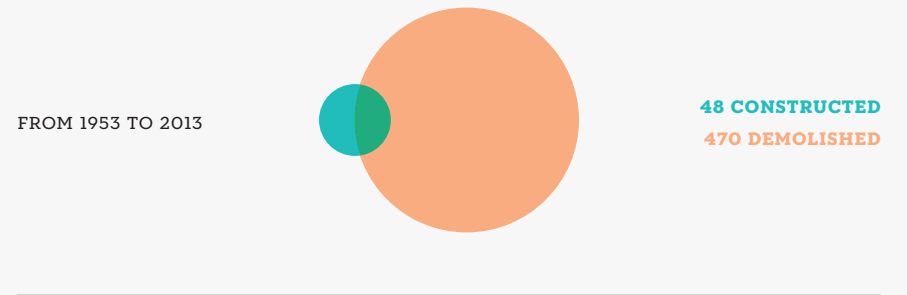
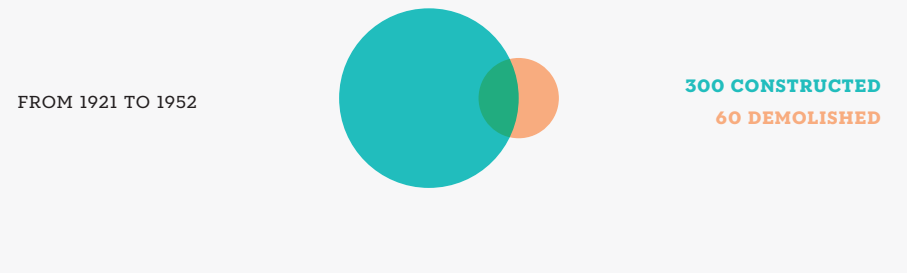
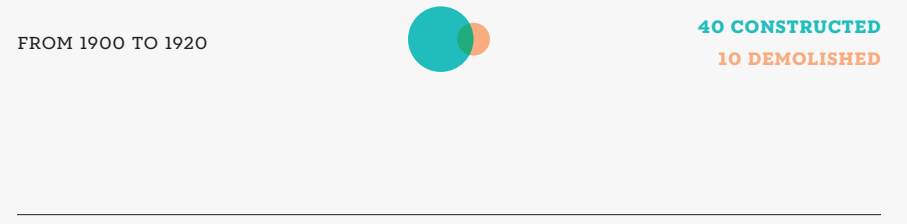
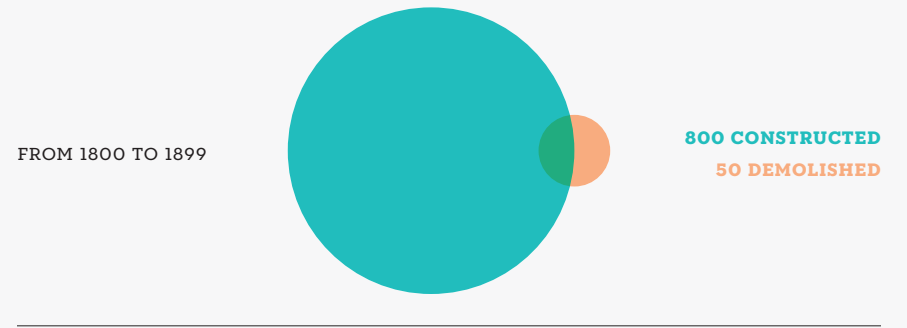
Destruction of Historic Buildings

The immediate post war era saw the greatest demolition of historic building in Old Goucher. In some cases, well-kept buildings constructed only a couple decades earlier were torn down to create parking lots. Though destruction of the architectural character and heritage of the area has slowed somewhat since the listing of the neighborhood in the National Register of Historic Places in 1978, it has not stopped. Old Goucher continues to lose many irreplaceable buildings up to the present day. Community members, recognizing that the exceptional quality of the historic buildings is a critical part of the identity and appeal of the neighborhood, have called for protection of existing properties as a key component of the plan.



Juxtapositions of historic and modern buildings in Old Goucher *Photos: Bruce Willen*

BUILDINGS CONSTRUCTED VS. BUILDINGS DEMOLISHED



A photograph of historic brick buildings in Goucher College, Baltimore, with the text "OLD GOUCHER TODAY" overlaid in white. The image shows a mix of architectural styles, including a large, light-colored stone building on the left and several multi-story red brick buildings with green-painted window frames and gables. A large, leafy green tree is in the foreground, and the sky is a clear, bright blue.

OLD GOUCHER TODAY



Introduction

Old Goucher today is composed of the elements common to most mixed-use urban neighborhoods—dwellings and commercial buildings, transportation space composed of sidewalks and roadways, and open space including parks, gardens, vacant lots, and parking lots. Old Goucher is anchored by the historic buildings of Goucher College and Lovely Lane Church, and other religious and social service institutions dot the neighborhood. These services abut strong commercial corridors. Businesses in the neighborhood range from large chain stores like Safeway to small local businesses. Old Goucher was Baltimore’s design district in the 1970s and several design firms remain in the neighborhood. Dozens of industrial, commercial, and fine artists live and work in the community. Housing stock is diverse, ranging from single family rowhouses to commercial apartment buildings. Rowhouses in Old Goucher include single family houses, as well as multi-family dwellings. Purpose-built apartment buildings and converted commercial buildings provide another layer of housing options in the neighborhood.



Background

Old Goucher's dynamic mixed-use character is a key asset for its long-term strength, but a few factors degrade this character. Old Goucher houses a large concentration of social services, primarily along Maryland Avenue. The density of homeless services, mental health services, and drug treatment services leads to increased traffic, drug dealing, and safety concerns. While large chain stores can provide key services to community members, the scale and typology of big stores is out of character with the built environment of Baltimore's historic neighborhoods and displace small businesses, which can lead to storefront vacancy. Like many other neighborhoods in the city, Old Goucher has numerous vacant lots and parking lots which undermine the neighborhood's walkable character.

Old Goucher is ideally located to overcome its challenges. The neighborhood is connected to the rest of the city and to the region through its centrality, the dense public transportation networks that cross through its streets, and its proximity to Penn Station. Neighborhoods abutting Old Goucher are either strong, like Charles Village, or are experiencing significant reinvestment, such as Station North, Remington, and Barclay. Finally, proximity to key educational institutions along N. Charles Street - University of Baltimore, MICA, and Johns Hopkins University, combined with its mixed use character, make it an ideal home for students and university staff alike.

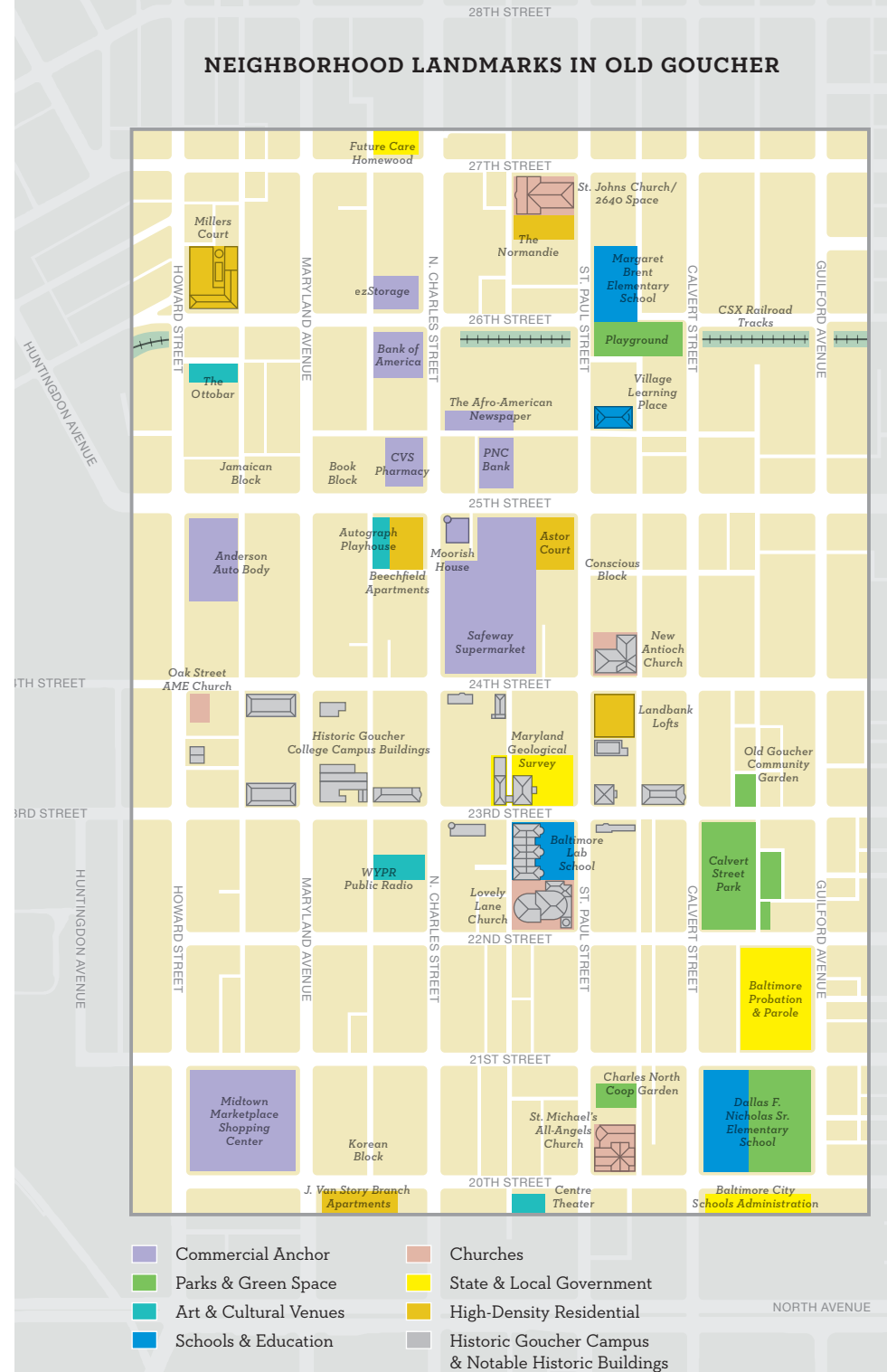


Perception map of Old Goucher



Photos: Bruce Willen

NEIGHBORHOOD LANDMARKS IN OLD GOUCHER



- Commercial Anchor
- Parks & Green Space
- Art & Cultural Venues
- Schools & Education
- Churches
- State & Local Government
- High-Density Residential
- Historic Goucher Campus & Notable Historic Buildings



Open Space

Building demolition and paving of open spaces and green spaces are the most substantial changes to Old Goucher over recent decades. The neighborhood was built as a densely developed urban townhouse neighborhood with formal green spaces, Fensal Court and the Bennett Lawn, centered in the college campus at its core. In recent decades, all of the Goucher campus lawns and mansion house gardens have been paved for private parking lots. A bit of the vacant land is utilized as formal and informal green space for the neighborhood, including Calvert Park and two community gardens. Furthermore, hundreds of building demolitions have led to additional vacant lots, most of which have been paved and are underutilized parking lots. This undeveloped land is one of the neighborhood's greatest opportunities for the future.

HISTORIC GOUCHER COLLEGE OPEN SPACES

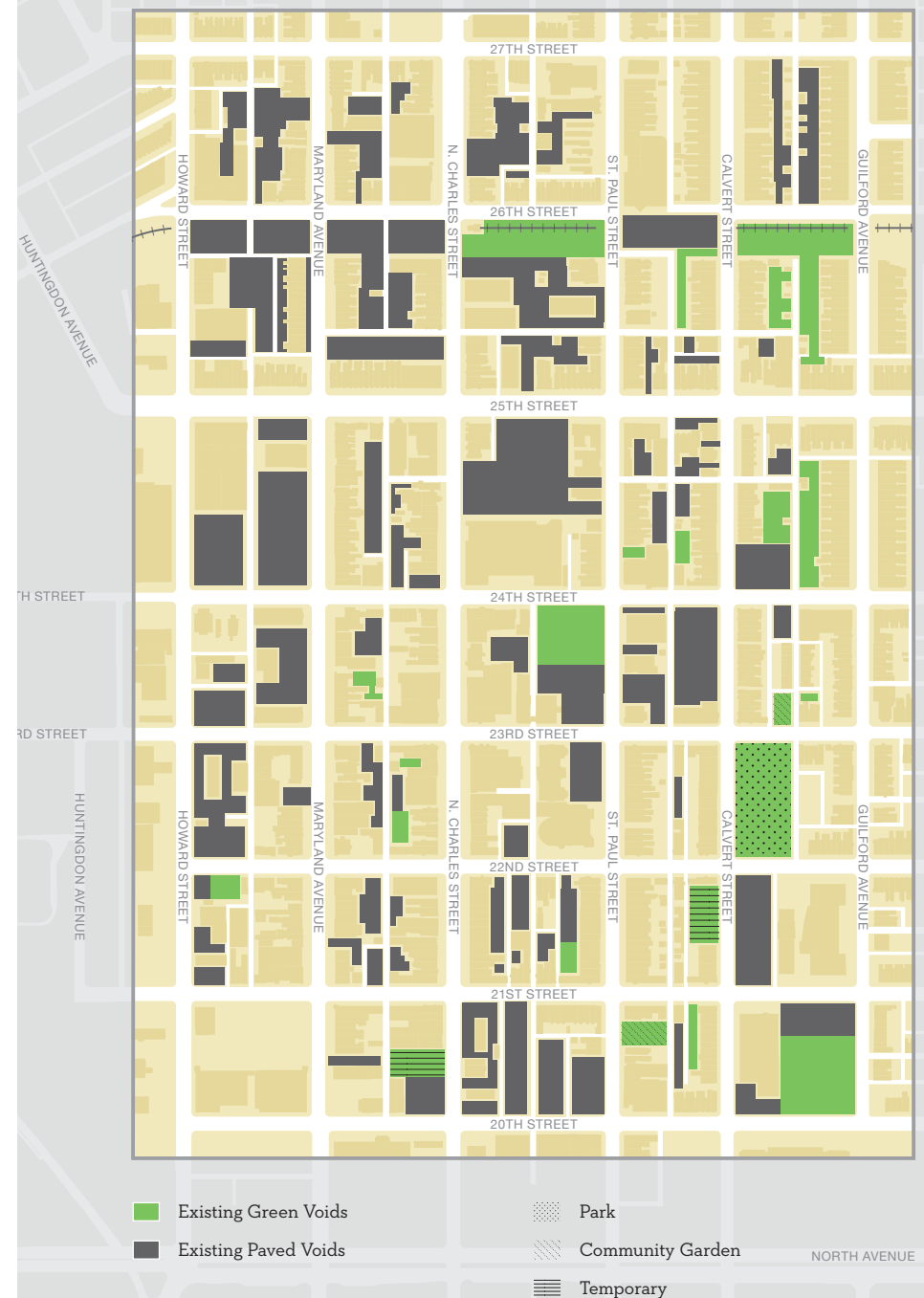
The lawns and recreation space that were part of the historic campus plan served multiple roles in the Old Goucher neighborhood. From a design perspective, the green spaces provided a setting for the buildings and long vistas for viewing the fine buildings. They also provided the neighborhood with privately owned, publicly accessible spaces for recreation, congregation, celebration, and contemplation. Located at the heart of the neighborhood, they served as centralized greenspace for the community that was a clear part of the image of the community. Over time, these green spaces have been paved and access is now controlled for private parking only.

CALVERT PARK & OLD GOUCHER COMMUNITY GARDEN

Dozens of building demolitions have left substantial voids in Old Goucher, most of which are paved. There are a few vacant lots that have been converted into green spaces such as Calvert Street Park and community gardens located on St. Paul Street and 23rd Street. Community members actively use these spaces, making them assets.

Calvert Park is located on the east side of Calvert Street between 22nd and 23rd Street. Created through demolition of a full block of rowhouses, it is an unprogrammed park with lawn and trees, bounded by a fence. While providing a green respite in the neighborhood, it lacks amenities that could encourage intensive use. The park lacks paths, benches, and pedestrian lighting, or open areas that could be utilized for sports. Two small sections of the park, divided from the main area of the park by an alley have a

VOIDS IN OLD GOUCHER



Existing Green Voids

Existing Paved Voids

Park

Community Garden

Temporary

NORTH AVENUE



Photo: John Dean

Benefits of Street Trees

According to the Baltimore Tree Trust, every \$1 spent on trees yields \$5-\$6 in benefits, as they can become an integral part of urban infrastructure. Trees are very effective for stormwater management. As every 100 mature trees catches 371,000 gallons of rainwater a year, and trees catch that much rainwater by its roots filtering, slowing, and diminishing stormwater runoff into the Chesapeake Bay, or into waste treatment plants. Trees are also efficient temperature regulators, as annual cooling costs are reduced by 10% by shaded buildings and sidewalks, and annual heating costs are similarly reduced by 10% due to trees tempering winds. Trees are also aesthetically pleasing in urban environments, which leads to greater appreciation and patronage of neighborhoods – home values in recently tree-lined neighborhoods rise 7-10%, and shoppers, preferring tree-lined streets, linger longer, and spend 12% more on purchases.

basketball court and a playground. Intimately scaled and located at the center of the block away from traffic, these spaces are used more intensively. Calvert Street is unsignalized at 22nd and 23rd Streets, which makes access to the park challenging for pedestrians.

Two community gardens are located in Old Goucher. The Old Goucher Community Garden is located across the street from Calvert Park at Hunter and 23rd Streets and offers 22 garden plots to community members. Nicely scaled, the garden frames an appealing view to the intact block of alley houses along Hunter Street. The Charles North Coop Garden is located at St. Paul and 21st Streets. Organized as a cooperative garden, half of the harvest goes to members and half to the community through activities and events centered on sharing food and socializing.

CSX RIGHT-OF-WAY ON 26TH

A CSX railroad right-of-way cuts through the neighborhood along 26th Street. Most of the train tracks tunnel below existing uses, including parking lots and the playground for Margaret Brent Elementary School. Two blocks of the train tracks are open air and below grade. The steeply sloped grade down to the open sections of track is overgrown with volunteer trees, vines, and undergrowth. In April 2014, a block of 26th Street between Charles Street and St. Paul Street along the railroad siding collapsed from lack of maintenance, displacing residents from their homes while the substructure

and roadway was rebuilt. This block of 26th Street has recently reopened to traffic, complete with bump-outs, street trees, and freshly painted house facades and provides a visual example of the streetscape amenities that Old Goucher seeks throughout the community. Other covered sections of the line have been converted to private, off-street, surface parking for commercial entities in the neighborhood.

STREET TREES AND THE URBAN TREE CANOPY

According to the city forestry department, Old Goucher's tree canopy is below 10% in comparison with Baltimore's long-term goal at 40%. A healthy tree canopy provides not only shade and transpiration, mitigating the urban heat island effect, absorbing CO₂ and other pollutants and helping absorb stormwater runoff, but also myriad secondary impacts from improved real estate values and crime reduction (see sidebar on the value of street trees in urban environments).

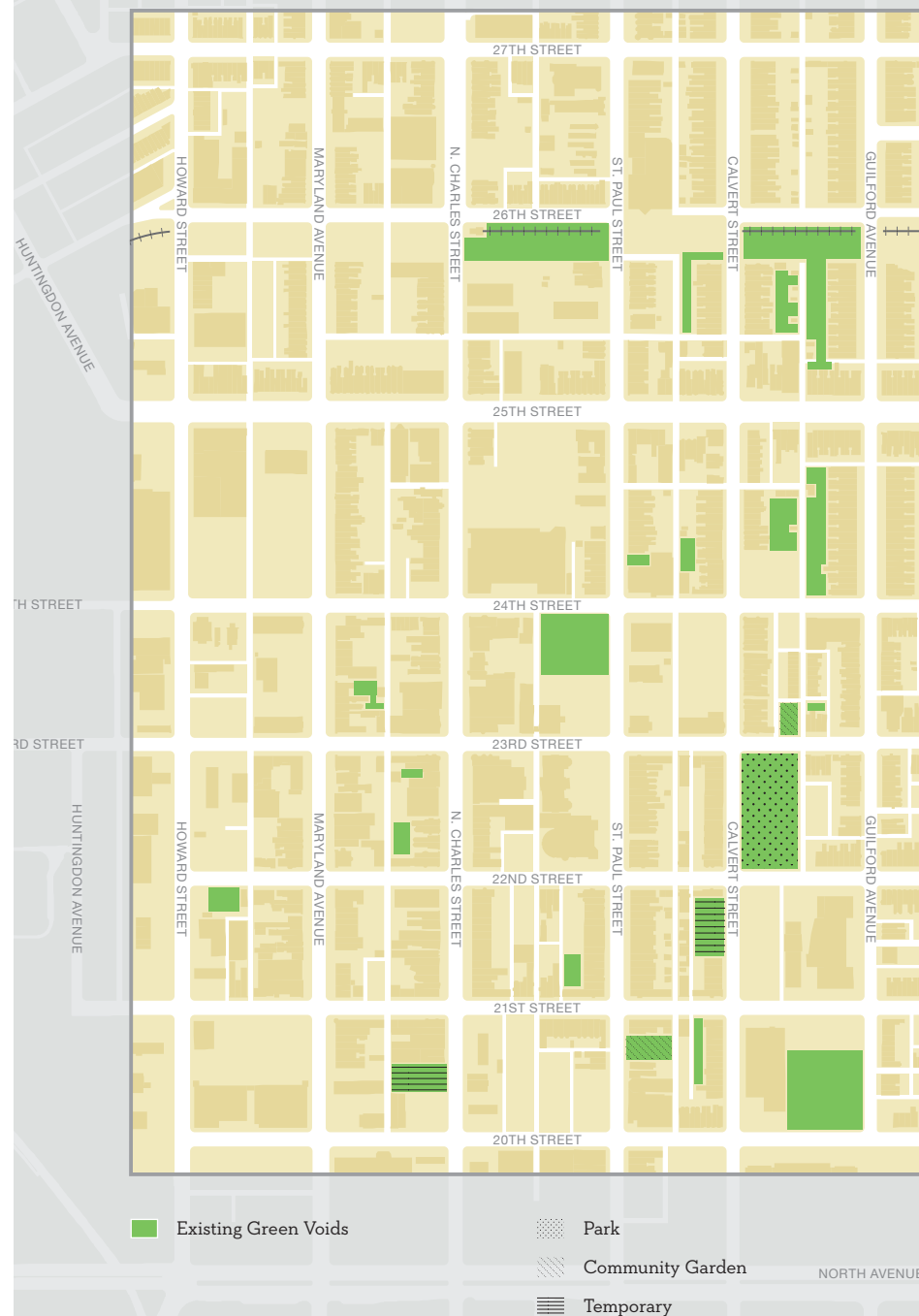
The majority of the current trees exist in public spaces, including street trees and open spaces like Calvert Street park and the CSX right-of-way. Baltimore City issued a Landscape Manual in 2012 including tree pit requirements of at least 48 square feet. Many of the street tree pits are undersized relative to these standards and do not provide adequate support for the health and longevity of mature trees and infiltration of stormwater.

Baltimore Tree Trust has recently entered into a partnership with Old Goucher, completing a street tree inventory and, based on the results of the inventory, planting new street trees through the entire neighborhood, expanding existing tree pits where needed and adding new pits wherever possible. Additional work building on the success of this initiative and planting efforts undertaken by individual community members will be required to significantly improve the tree canopy and reach the goal of 40% coverage.

STREETSCAPE AND FURNISHINGS

The current sidewalks conditions and neighborhood streetscape do not support a good pedestrian experience. Large vacant lots, rough and broken sidewalks, lack of pedestrian scale lighting, numerous curb cuts, and non-ADA accessible crosswalks all contribute to an inhospitable walking environment, both day and night. Privileging roadway infrastructure investment prioritizes automobiles in the neighborhood's public space and is a significant barrier to development of a positive public and street culture as described in the notes from the Charette and in the Liveability section of the Introduction. Limited numbers of street furnishings and their poor condition in some cases does not help with the image of the area as inviting to residents and visitors. Planning for the redevelopment of the streetscape should include improvement of the street and sidewalk conditions (see the Transportation section for additional information and a survey of the current sidewalk conditions) as well as the inclusion of pedestrian and cyclist amenities, like trash cans, benches and other seating areas, and bike racks. Standards for streetscaping should take into account the unique qualities of different streets, like the Charles Street as a scenic byway, connections to other neighborhoods and adjacent areas, but also provide opportunities to develop some unique design solutions tailored to the character of the neighborhood. Finally, streetscape guidelines should include appropriate standards of care for private property owners whose buildings and yards about the public streets to ensure that they support a minimum level of quality, cleanliness and maintenance.

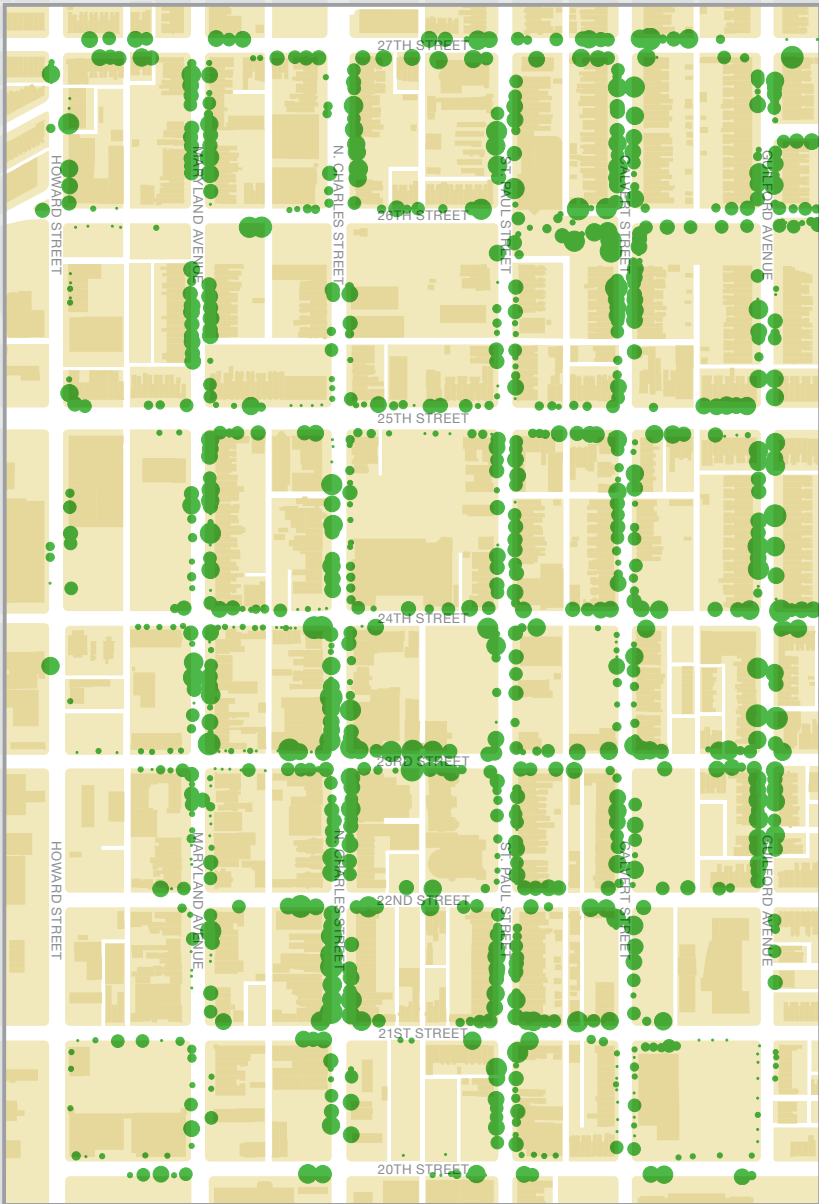
EXISTING GREEN SPACES IN OLD GOUCHER



* Old Goucher's transportation priorities borrow heavily from the New York City Street Design Manual. http://www.nyc.gov/html/dot/downloads/pdf/sdm_lores.pdf



EXISTING TREE CANOPY



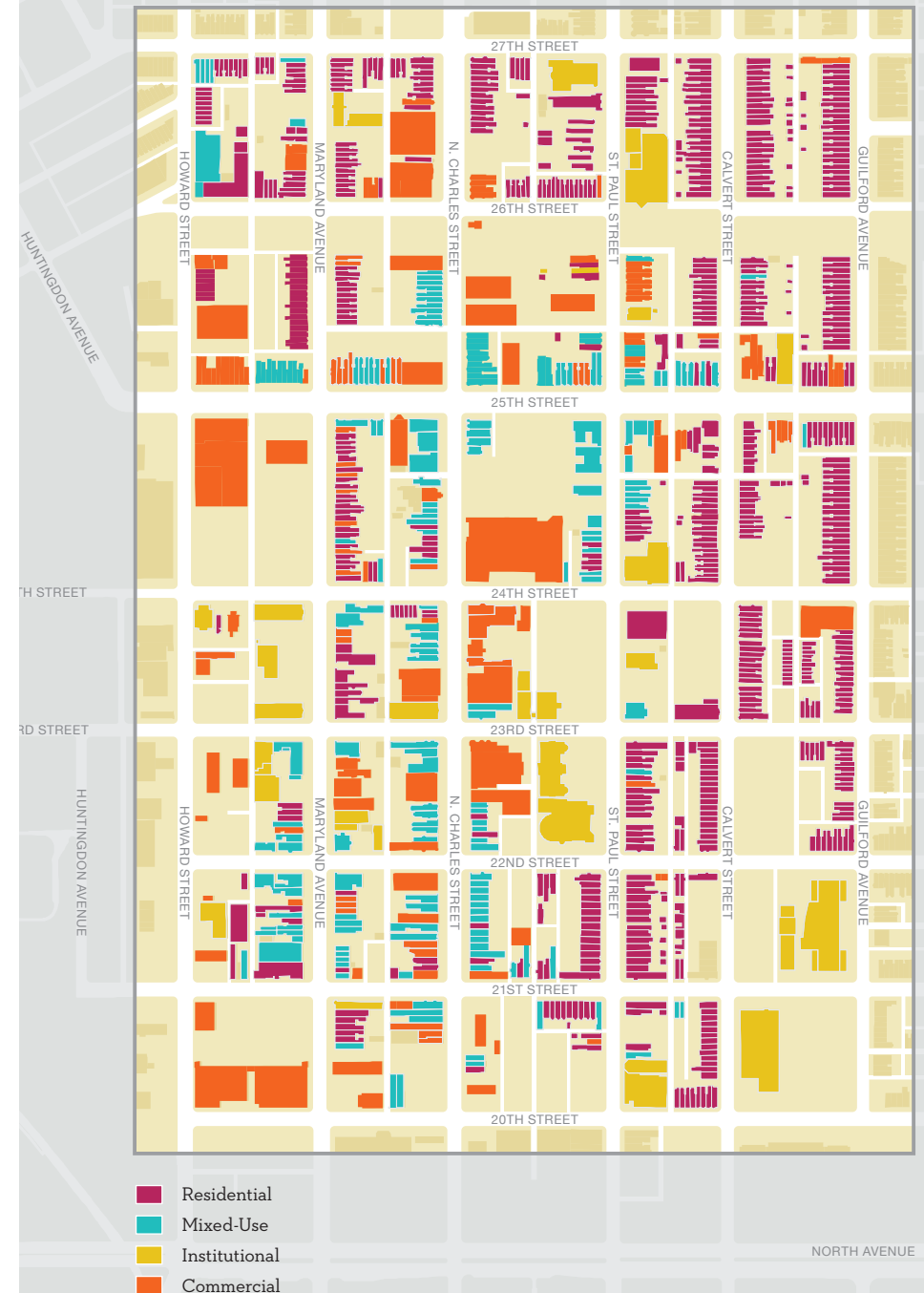
Green space along Maryland Avenue and in Calvert Street Park.



Building Uses

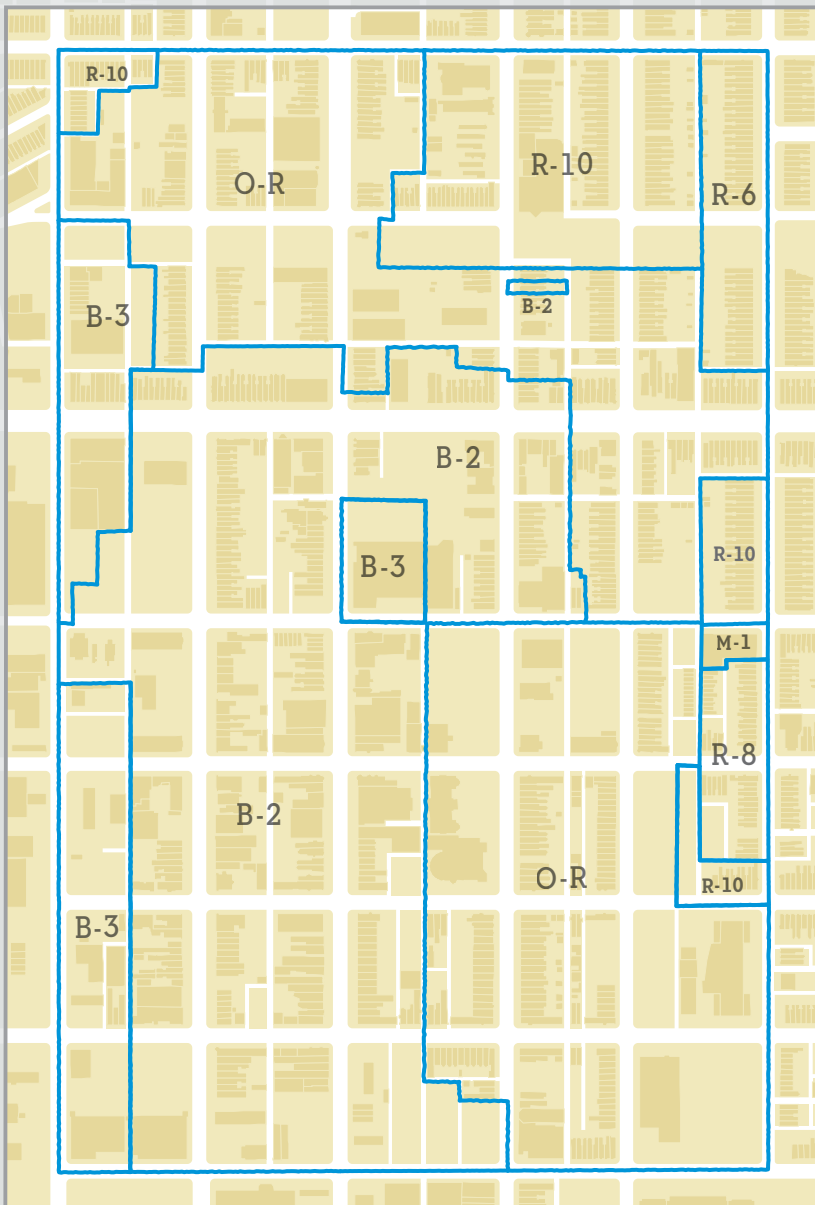
Old Goucher is essentially a 19th-century brick rowhouse neighborhood with a late 19th-century college campus at its heart. The largest concentration of rowhouses that remain used as homes are located in the northern and eastern portions of the neighborhood. The neighborhood's built environment has adapted well into a mixed use community. Many of the rowhouses have been converted to commercial use along the neighborhood's main commercial streets (Charles and 25th Streets) and larger, more recent, retail and office buildings are intermixed along the commercial corridors. A number of early 20th-century apartment buildings also add to the variety of scale and building materials visible in Old Goucher. Demolition has eroded the historic character along the western edge, which is a car service and sales corridor, and the southern edge, characterized by large, underutilized parking lots. While these sections of the neighborhood now act as edge barriers, weakening connections to neighboring communities, they also represent opportunities for future redevelopment.

BUILDING TYPES IN OLD GOUCHER



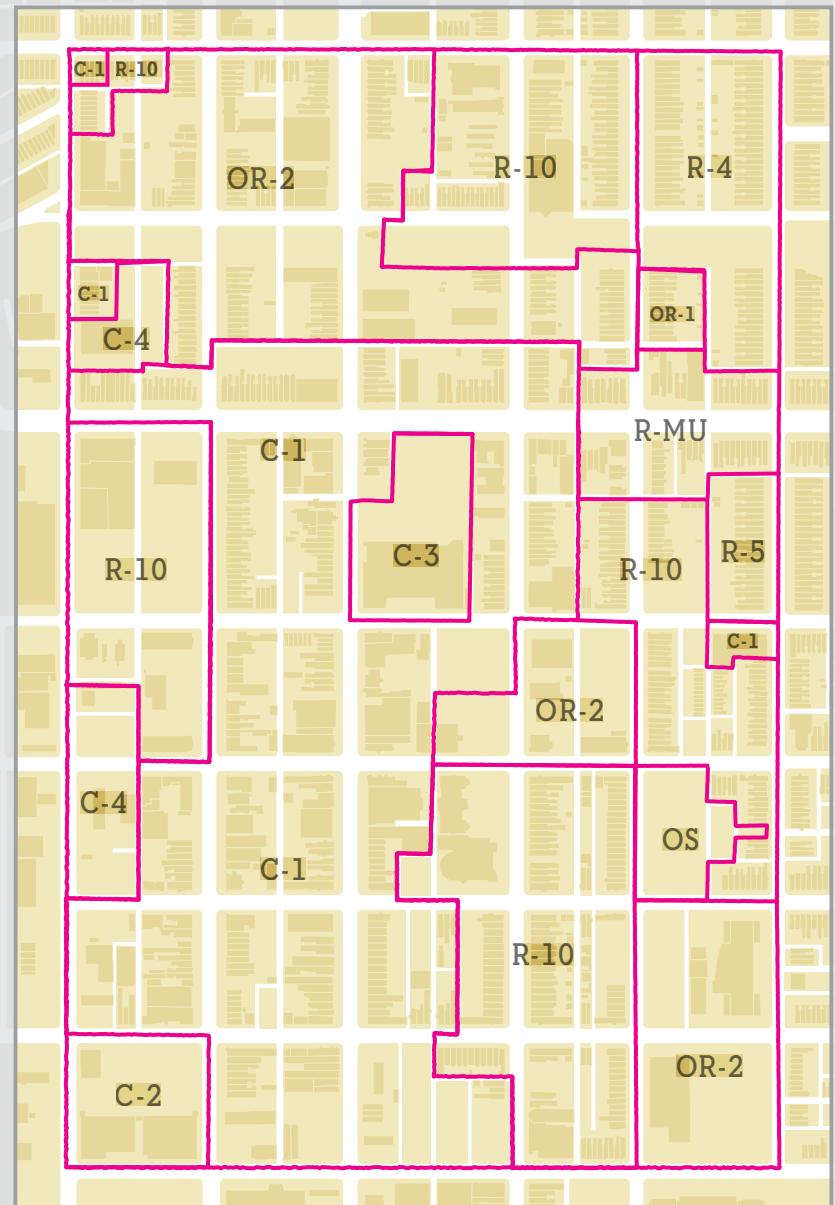
NORTH AVENUE

CURRENT NEIGHBORHOOD ZONING



- B-2** Community Business District
- B-3** Community Commercial District
- M-1** Industrial District
- O-R** Office-Residence District
- R-6** General Residence District
- R-8** General Residence District
- R-10** General Residence District

TRANSFORM BALTIMORE PROPOSED ZONING



- C-1** Neighborhood Business District
- C-2** Community Commercial District
- C-3** General Commercial District
- C-4** Heavy Commercial District
- OR-1** Office-Residential District
- OR-2** Office-Residential District
- OS** Open Space District
- R-4** Detached and Semi-Detached Residential
- R-5** Rowhouse and Multi-Family Residential
- R-10** Rowhouse and Multi-Family Residential
- R-MU** Rowhouse Mixed-Use Overlay

INSTITUTIONAL HEART

Institutional land uses are generally defined as those which serve a community's social, educational, health, cultural and recreational needs. They may include government owned and operated facilities or can be privately owned and operated. The historic, institutional buildings of Goucher College and Lovely Lane Church form the heart of Old Goucher. These significant buildings continue to house educational and religious institutions, and government agencies, including the Baltimore Lab School, the Maryland Geological Survey, and the Lovely Lane Methodist Church. Old Goucher is also dotted by smaller religious institutions primarily located in historic purpose-built buildings.

Numerous Old Goucher row houses and commercial buildings have been converted to social service uses, especially concentrated in the southwestern section of the neighborhood along Maryland Avenue and Charles Street. While needed in Baltimore City, the density of homeless services, mental health services, and drug treatment services located in this small section of the city creates challenging conditions in the neighborhood. Thousands of people spend countless hours travelling to Old Goucher each day from the Baltimore metropolitan region to access social services, a situation that could be alleviated by a more balanced network of services distributed across the region. The concentration of social service clients in one area of Baltimore City facilitates drug trade in the area with negative consequences for people already struggling with addiction, mental health issues, and/or homelessness. The flood of clients into the neighborhood also leads to loitering, which deters the growth of small business in Old Goucher and causes safety concerns for residents and visitors.

A few of Old Goucher's key buildings are underutilized and could benefit from reinvestment and new uses that might be better matched to their original functions..

COMMERCIAL CORRIDORS

Old Goucher is a dynamic mixed-use neighborhood with a strong commercial character. The complementary nature of the commercial-institutional-residential mix and the intensity of their inter-relationships has become one of the defining features of the area and is critical to its ongoing economic and social vitality.



Photos: Bruce Willen, Jennifer Goad



Unlike the core blocks of institutional structures, the commercial uses tend to be more linear in their organization, with the majority forming a cross on the east-west corridor of 25th Street and the north-south corridor of Charles Street. St. Paul Street also retains some additional commercial buildings, especially close to the intersections of 25th Street and North Avenue, as does the southern half of Maryland Avenue. Even many of the smaller cross-streets have commercial and office uses intermixed with residential occupancies.

The neighborhood commercial buildings can be subdivided into two predominant typologies:

1. **Smaller-scale adaptive reuse of residential structures**
2. **Larger-scale, newer, purpose-built commercial buildings**

The smaller scale, local businesses are situated primarily in storefronts along Charles Street, St. Paul Street, and 25th Street. Long-standing small businesses in Old Goucher remain important neighborhood assets, offering services to the local community while providing a draw for people outside the immediate area. Old Goucher is also experiencing the beginnings of a small business renaissance with new businesses opening in once vacant storefronts and others looking for opportunities to relocate to the area as the economic stability of the area grows.

Buildings in the second category tend to provide services to regional users, have larger parking areas associated with them, are newer, and are centered on 25th Street. Some examples include Safeway, PNC Bank, Bank of America, CVS Pharmacy, and Anderson Automotive. They draw on a wider consumer catchment area and have become economic anchors for the area; however, they also increase automobile traffic, compromise the integrity of the streetscape with large surface parking lots and do not necessarily provide all the ancillary economic benefits (tax revenue, local jobs, entrepreneurial opportunity), characteristic of smaller, local businesses.



Photos: Bruce Willen, Jennifer Goad

RESIDENTIAL

The diversity of housing stock in Old Goucher, which includes brick 19th- and early 20th-century single family row homes of many scales, houses that have been split into apartments, as well as purpose-built historic apartment buildings and commercial buildings that have been converted to apartments, provide housing opportunities for a mix of residents, providing another key to its ongoing appeal and growth.

Of the residential housing types, two predominate:

1. The row house
2. Multi-family apartment buildings

Though the row homes in Old Goucher were constructed over a century ago as single-family residences, the proximity to the college campus, along with adjacent light industrial areas, add some complexity to the occupancy of the original structures. Census records show that many of the row homes were occupied by multi-family residents or took on boarders fairly early in the history of the area. This trend continued and accelerated over time, as more row homes were converted to multi-family and other uses. It is a testament to the flexibility and adaptability of the row house typology that the buildings have moved fairly seamlessly and fluidly between uses, providing a foundation for the dynamism and change that still characterizes the area.

Interspersed with the row houses, primarily fronting major north-south and east-west streets, are small, medium, and large-scale apartment buildings and other multi-family dwellings. Many of the oldest of these structures were constructed originally as dormitory housing for the Goucher College students. There are few newly constructed residential buildings in Old Goucher, however several older apartment buildings have been rehabilitated and other structures have been converted to apartments. The rich, varied building stock that allows for a range of commercial and institutional uses also supports this wide variety of residential types as well.



Photos: Bruce Willen, Jennifer Goold



Photo: John Dean

Greening Old Goucher

Over the past five years, community members have launched a grassroots greening campaign in Old Goucher. This initiative has garnered the community considerable support as plan implementation moves forward.

Greening by the numbers:

FENSAL COURT PROJECT

- Cash received from Baltimore Community Foundation and cash donation \$3,500
- In kind donation \$56,000 - \$66,500
- Community partners removed and disposed of hundreds of tons of impervious surface
- Eight trees and 100 shrubs and plants were planted in the edge park

COMMUNITY TREE PLANTINGS 2010-2014

- 300 new trees planted 70 new tree pits opened value \$ 100,000 - \$150,000
- Concrete removed, soil changed, trees planted, and mulching by volunteers
- Debris disposal by Baltimore City Department of Transportation and private companies
- Trees delivered by Tree Baltimore
- Mulch delivered by Baltimore City Forestry Division

BALTIMORE TREE TRUST TREE PLANTINGS 2014-2016

- 400 trees and tree pits underway
- Investment and in-kind value \$300,000 - \$350,000



Transportation Network in Old Goucher

The Old Goucher community supports diverse transit options within the neighborhood, including biking, walking, buses, and rail. It is a walkable neighborhood in comfortable distance to major educational institutions, including Johns Hopkins University, MICA, and University of Baltimore. Old Goucher has a strong transportation network with direct connections to many of Baltimore City's most popular destinations and employment centers. Streetscape guidelines will reinforce the pedestrian character of Old Goucher and distinguish Charles Street as a scenic byway and the historic Goucher Campus as the heart of the neighborhood.

AUTO

The privileging of automobiles through Old Goucher degrades business opportunities and quality of life for people who live and work in the neighborhood. Baltimore's primary auto transportation orientation is also north-south, with Charles, St. Paul, and Calvert Streets forming a core of the region's non-interstate transportation connections from the suburbs to downtown. These streets were modified to prioritize the automobile during the last 40 years. All of these north-south thoroughfares are one-way streets with timed traffic lights that emphasize steady, high speed through-traffic for automobiles. Truck traffic is heavy on 25th Street, which is the primary east-west through street in Old Goucher. Howard Street is a four-lane, two-way throughway lined with auto-related uses such as service stations. An extension of the city's existing street grid, each block in Old Goucher

follows the traditional rowhouse block street pattern including alleyways behind the rowhouse blocks. Trash collection and access to rear parking and yards are the primary functions. Most of the neighborhood's alleys are paved across the full width of space between the property lines, which encourages speeding and increases stormwater runoff. Traditionally, alleys were lined with small houses and service structures, most of which have been demolished. However, there are a few alley blocks in the neighborhood with residences and businesses, and on these blocks pedestrian character tends to be stronger. Both cars and pedestrians use the alleys to bypass heavy traffic on the primary streets.

Parking lines both sides of most roadways in Old Goucher. Most of the parking in Old Goucher is metered or limited to two-hour unmetered parking for non-residents. Some of the east-west streets have been striped to provide angle parking with a single travel lane, which serves the dual role of providing additional parking spaces and slowing traffic. Howard Street does not currently provide on street parking, which, in addition to the proliferation of curb cuts and lack of street trees, makes this corridor especially auto-dominant.

Businesses and smaller-scale retailers also suffer from the high-speed traffic volumes. It is challenging to parallel park along the north-south routes within the steady stream of through-traffic, deterring drivers from stopping in Old Goucher. Furthermore, the noise and perceived danger from high-speed auto traffic deters people from spending time outside and discourages business owners from investing in amenities such as outdoor seating and plantings that would improve the public space experience. Improved balance between automobiles and pedestrians within the transportation space would enhance the experience for pedestrians who wish to stroll between multiple destinations in Old Goucher.

RAIL

Old Goucher is adjacent to Baltimore's regional and national rail transportation hub. Baltimore Penn Station is approximately a 12 minute walk from the center of Old Goucher. Penn Station is served by several Amtrak lines as well as regional MARC lines to Washington, DC and Delaware. Because of this proximity, Old Goucher is attractive to people who work in Washington, DC (30 minutes by Acela and 45 minutes by MARC).



BIKE



WALKING



BUS

MULTI-MODAL TRANSIT IN OLD GOUCHER



CAR



AMTRAK



LIGHTRAIL



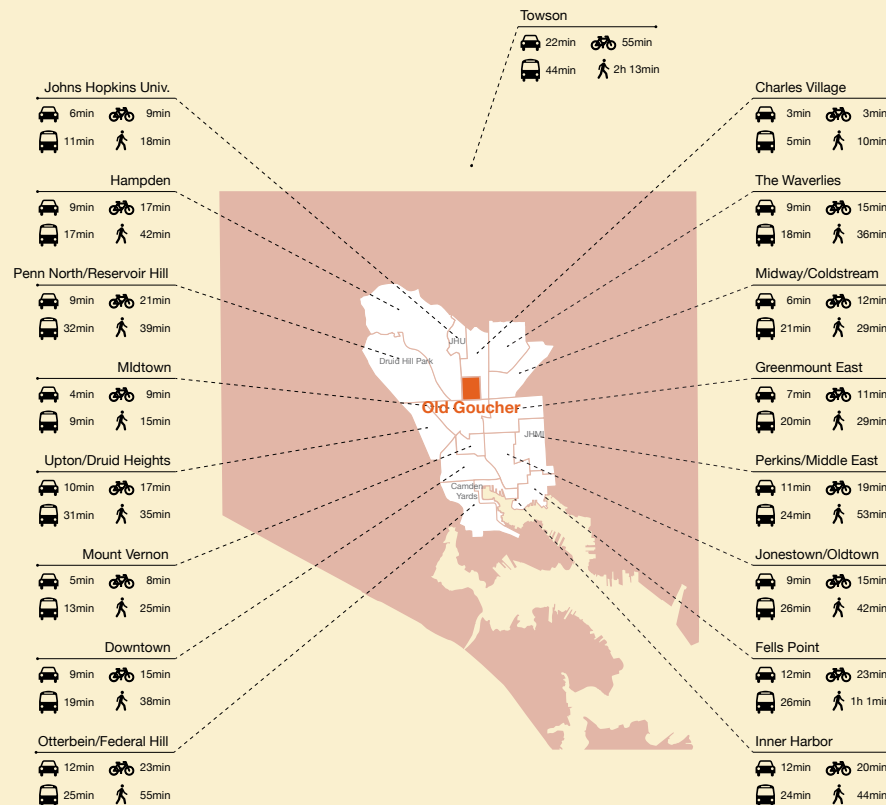
LIGHT RAIL AND STREETCAR

Baltimore's Light Rail line runs along the Jones Falls valley just west of Old Goucher. Connections to this route can be reached to the south and west of the neighborhood at the North Avenue station or Baltimore Penn Station. A bridge from Remington west of Old Goucher over the Jones Falls to a new stop on the light rail line would improve access to Light Rail, as well as other nearby amenities like the Jones Falls Trail and Druid Hill Park. The Old Goucher community supports the development of fixed, high-frequency transit infrastructure such as a streetcar line along Charles Street.

BUS

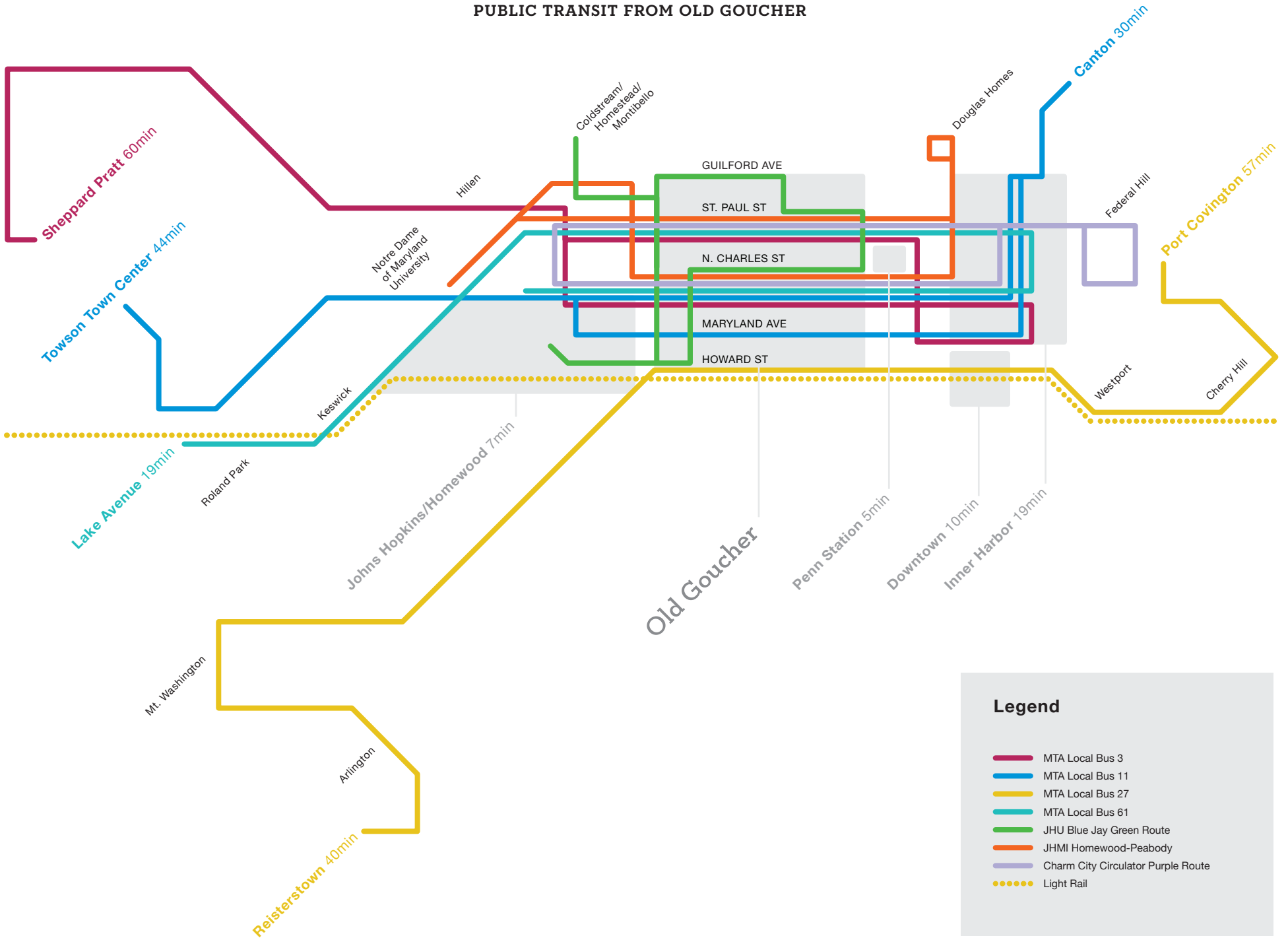
Old Goucher has some of the city's best north-south bus transportation. The #3 and #11—among the city's most used bus lines—connect Old Goucher both to downtown and to the suburbs to the north. The #27 on Howard Street connects Old Goucher to Port Covington as well as to Remington and Hampden. The Collegetown Shuttle, a bus servicing almost all of Greater Baltimore's colleges, runs through Old Goucher as it travels between Johns Hopkins and Penn Station. The extension of the Purple Line of the Circulator northwards through Old Goucher to Charles Village has brought another highly-used north-south line to the neighborhood. However, there are no east-west transit lines in Old Goucher—the closest are on 33rd Street and on North Avenue. While bus service is relatively frequent through the neighborhood, peak hour buses are often overcrowded, and their scheduled arrival times are unreliable. Regional shopping and work destinations such as Towson, Hunt Valley, the Harford Road Corridor, Owings Mills, and White Marsh are difficult to reach by public transit.

TRANSPORTATION TIMES TO OLD GOUCHER



BALTIMORE CITY

PUBLIC TRANSIT FROM OLD GOUCHER



Legend

- MTA Local Bus 3
- MTA Local Bus 11
- MTA Local Bus 27
- MTA Local Bus 61
- JHU Blue Jay Green Route
- JHMI Homewood-Peabody
- Charm City Circulator Purple Route
- Light Rail

BIKE

The Old Goucher neighborhood has north-south bike amenities including the Guilford Avenue Bike Boulevard, St. Paul Street Bike Lane, and planned Maryland Avenue Cycletrack. Baltimore's first cycle track, which will run from 28th Street to the Inner Harbor, will pass through Old Goucher along Maryland Avenue. The cycle track, which is designed to provide a safe environment for bike commuting, is scheduled for completion in 2016. It will provide two-way bike lanes protected from traffic by a lane of parking. East-west bike routes along 24th Street, 25th Street, and 27th Street and additional bicycle parking amenities are needed to make the neighborhood more bike friendly.

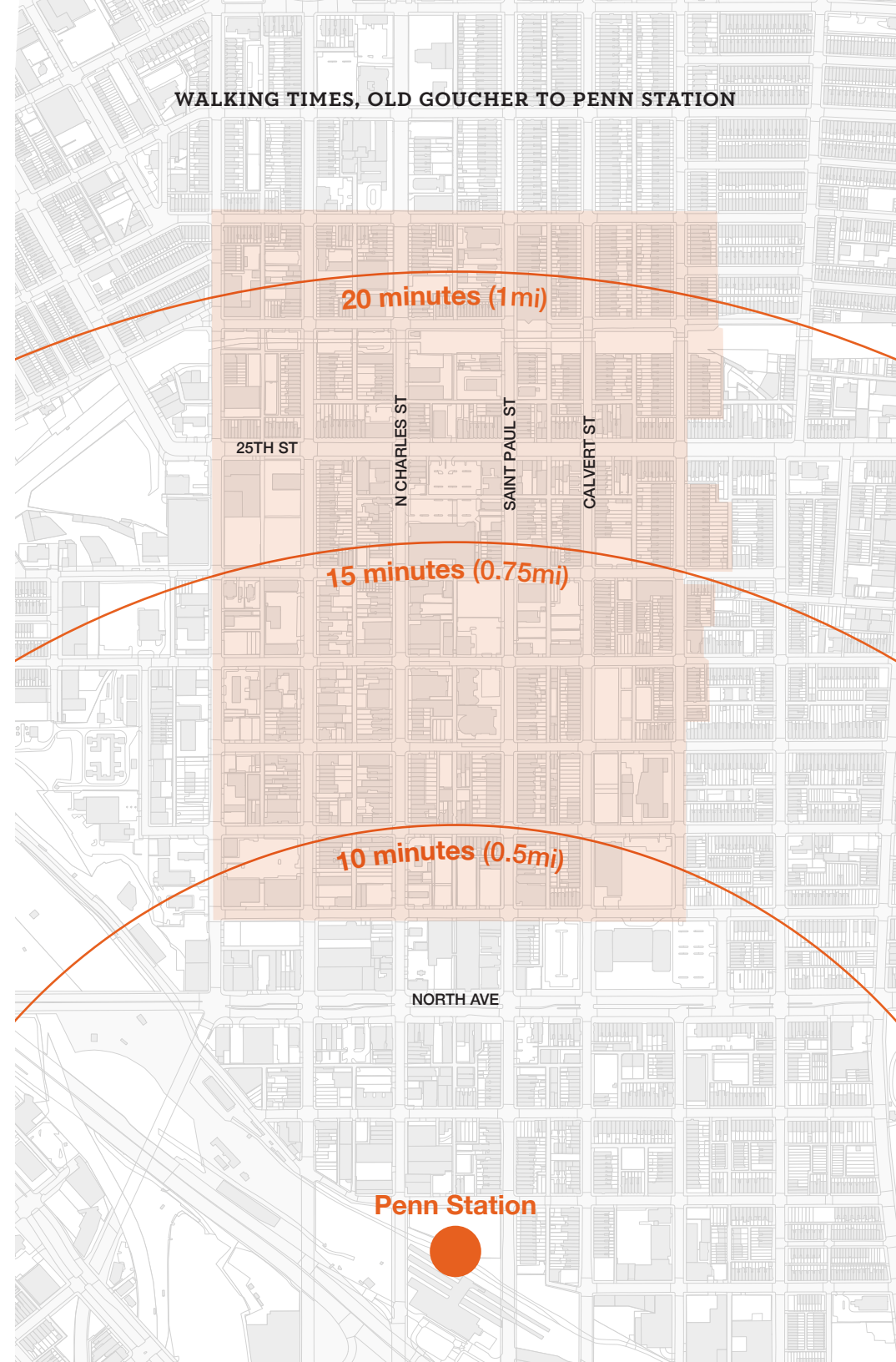
PEDESTRIANS

Old Goucher is among Baltimore's most walkable neighborhoods. However, the streetscape conditions in Old Goucher present a significant barrier to the development of a positive public culture as described in the notes from the Charette and in the Liveability section of the Introduction. The neighborhood does not have streetscape guidelines for setting standards for new development occurring in the neighborhood. Streetscape amenities that have been completed along Charles Street (an Historic Byway), north and south of the neighborhood have not been completed in Old Goucher.

Streetscape conditions in Old Goucher are inconsistent and often poorly maintained. The basic features that provide the infrastructure for a safe pedestrian experience are lacking in most of the neighborhood. Rough and broken concrete sidewalks are common. Pedestrian scaled lighting is absent from many of the streets, which are lined with tall cobrahead lights intended to support safe driving conditions on major thoroughfares. ADA-accessible ramps and timed crosswalks are not present at most intersections. Street amenities that promote a congenial street culture, such as benches, waste receptacles, outdoor seating, street trees and planted margins, and bus shelters are conspicuously absent in Old Goucher.

The Charles Village Benefits District (CVCBD)—a tax surcharge-financed provider of supplemental sanitation and safety services—supports the Old Goucher community. Property owners pay a tax surcharge of 12 cents per \$100 of assessed property value to help fund CVCBD services.

WALKING TIMES, OLD GOUCHER TO PENN STATION



There are a few examples in Old Goucher of streetscape of the type that the community would like to preserve or create in the future. The 2300 block of Maryland Avenue retains brick sidewalks, a mature tree canopy and small front yard gardens that suggest the elements of a streetscape that enhance the historic core of Old Goucher. The recently rebuilt block of 26th Street between Charles and St. Paul streets includes bumpouts, streetscapes and consistent paving, and pedestrian scale lighting appropriate for Old Goucher's east-west side streets. Stormwater features will be incorporated into the streetscaping on 23rd Street between Maryland Avenue and Charles Street in the coming year thanks to support from the Chesapeake Bay Trust and Blue Water Baltimore, which should provide another typology of the streetscaping Old Goucher seeks to achieve.

Creative urban design could decrease speeding, increase stormwater retention, and beautify the space. Some blocks offer opportunities for new alley-facing infill buildings.

The current streetscape through most of the neighborhood is utilitarian. Sidewalks and curbs are primarily concrete throughout the neighborhood, although there are a few remaining sections of brick and granite with the historic core of the neighborhood. In areas where concrete sidewalks predominate, street trees and other sidewalk plantings have difficulty surviving. Sidewalk surface quality and width is equally inconsistent. Broken and heaved pavement is common. In some sections, small front yards have been paved over and sidewalks are excessively wide and bare, while other areas have a very narrow sidewalk between projecting stoops and tree pits. Sidewalks and street lighting in Old Goucher provide widely varied intersection safety for pedestrians. Although some intersections have clearly marked accessible crosswalks and countdown pedestrian signals, some have no pedestrian safety markings. Pedestrians in Old Goucher can encounter long waits at intersections and fast-moving automobiles while moving east-west through the neighborhood. The neighborhood lacks pedestrian scale street lighting. Most of the street lights are cobra-head light fixtures. The inconsistency creates an unpredictable environment for drivers and pedestrians, which discourages people from walking. These variations are especially dangerous for our most vulnerable residents (children, the elderly, and those with disabilities).

Continuity of street-front buildings and well-maintained open spaces is important to perception of a safe pedestrian environment. The edges of the Old Goucher neighborhood have been undercut by land use typologies that support auto users over community residents. Large parking lots and auto related businesses, including service stations, auto repair, and sales, are located along 20th Street and Howard Street. The fast-moving vehicle traffic, lack of on-street parking, proliferation of curb cuts, and surface parking lots creates a harsh edge at the west of the neighborhood. The physical aspects of these types of uses – parking and auto-oriented business – discourage walking between Old Goucher and adjacent neighborhoods as well as those that want to walk from Penn Station to Johns Hopkins University through Old Goucher.

Creating a transportation infrastructure built on Old Goucher's priorities will result in a high-quality pedestrian environment. A good pedestrian environment is made up of many quantifiable characteristics known to affect people's walking behavior.



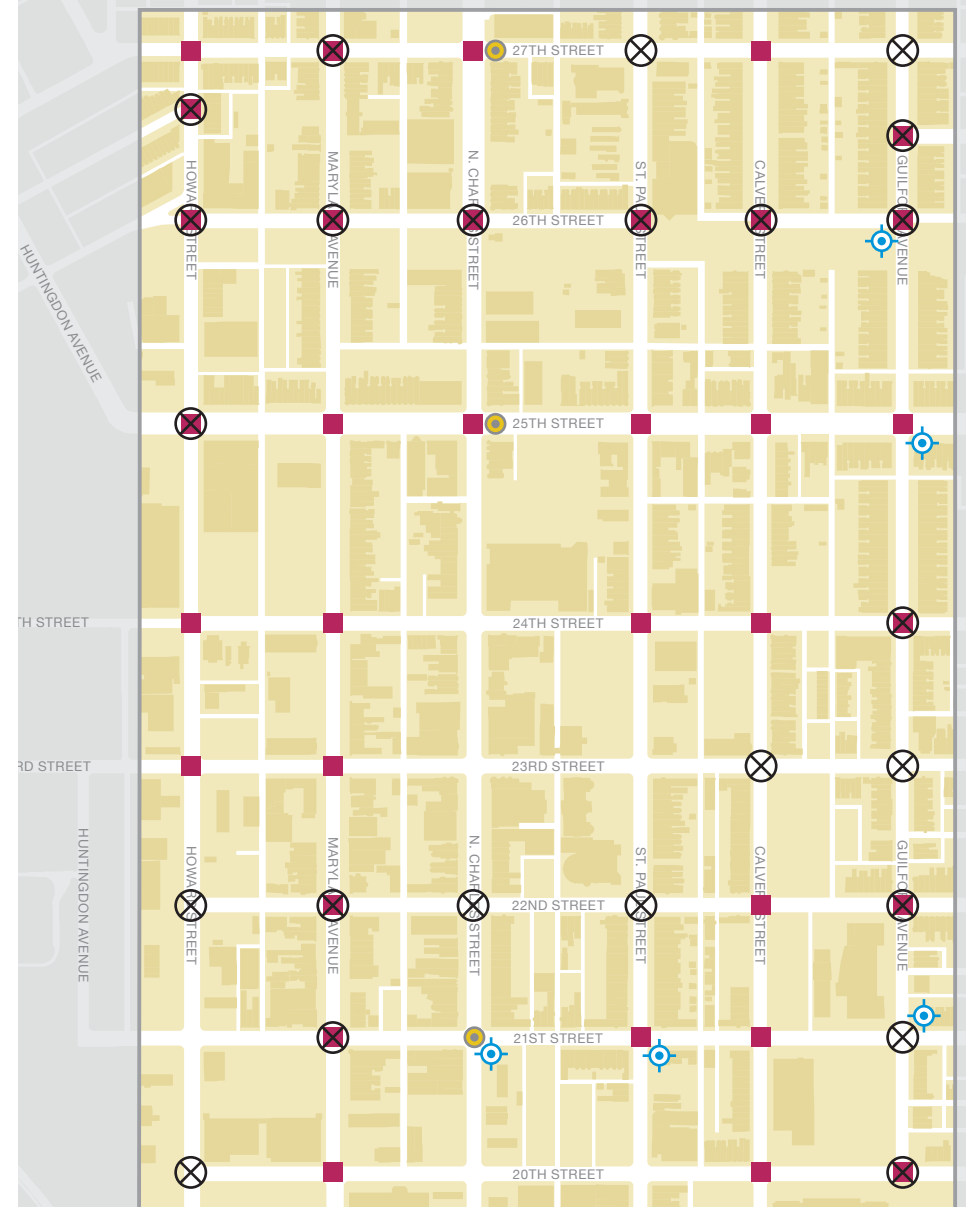
25th Street is a highly-trafficked street in the neighborhood, which serves as a connector across Central Baltimore. The intersection of 25th and Charles Streets is also the nexus of the neighborhood's commercial core. Lined by businesses, 25th Street should support residents and visitors that want to walk to patron the businesses along the way. However, under current conditions, it is a barrier. With four travel lanes and two parking lanes, the roadway is very wide. The sparse tree canopy is not able to reduce the impact of heavy vehicle traffic. Furthermore, the Safeway parking lot creates a large gap in the street front between the two main north-south streets, Charles and St. Paul.





A healthy pedestrian environment is supported by a range of amenities including benches, trees, pedestrian scale lighting, bus shelters, bike racks, and trash cans. The Charles Village Benefits District does serve the community, providing safety, sanitation, and outreach benefits. These services provide the community with additional trash receptacles and trash pickups, as well as litter clean up.

Creative urban design could decrease speeding, increase stormwater retention, and beautify the space.

* Old Goucher's transportation priorities borrow heavily from the New York City Street Design Manual. http://www.nyc.gov/html/dot/downloads/pdf/sdm_lores.pdf

EXISTING PEDESTRIAN CROSSINGS



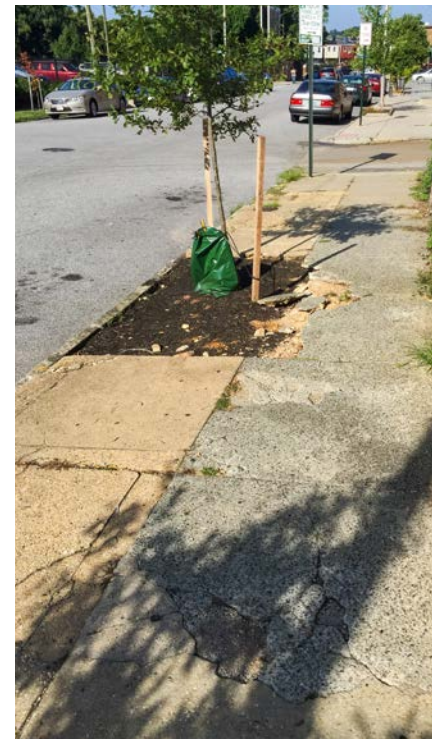
-  Push Button Crossing
-  Less Than 75% ADA Compliance
-  Blue Light
-  No Crossing Signal



POSITIVE PEDESTRIAN FEATURES



NEGATIVE PEDESTRIAN FEATURES



Photos: Bruce Willen



RECOMMENDATIONS



Broad vision: Preserve history, promote livability, and honor neighborhood values.

Through understanding the existing conditions in the neighborhood (see Old Goucher Today section), how those conditions evolved over time (see History section), and the aspirations and needs of the current residents, businesses, and others in the community (see Charrette Results), these recommendations have been developed to define the physical changes that will support those goals.

The Old Goucher community supports:



The Old Goucher community discourages:





Overarching Values

The key to enhancing the quality of life and vibrancy of Old Goucher is driving a pattern of investment and development to support the unique qualities of the area, while diminishing the various impediments to its ongoing improvement, vibrancy, and growth.

A. SAFEGUARD THE HISTORIC CHARACTER OF THE AREA

- Provide stronger historical protections for buildings, such as City of Baltimore CHAP historic designation
- Disincentivize disinvestment by strengthening code enforcement and seeking maximum penalties for violations

B. ALLOW FOR A WIDE RANGE OF USES CONSISTENT WITH BUILDINGS (ZONING)

- Support Transform Baltimore to put the new zoning code in place which will continue mixed use zoning in Old Goucher while making historical controls more restrictive in order to encourage increased business investment consistent with Old Goucher's historic character.
- Focus community efforts in redevelopment plans to reduce off-street parking requirements.
- Support development plans that meet community goals to diversify business uses along Howard, Maryland, and St. Paul Street.
- Support development plans that increase mixed-use residential density through redevelopment of vacant land.
- Support development plans that recognize the historic character of Old Goucher's core.
- Support small business uses and incentives to strengthen the retail, restaurant, gallery, and club culture.
- Continue desaturation of social service providers by increasing the number of other business types and supporting efforts to provide social services city-wide.

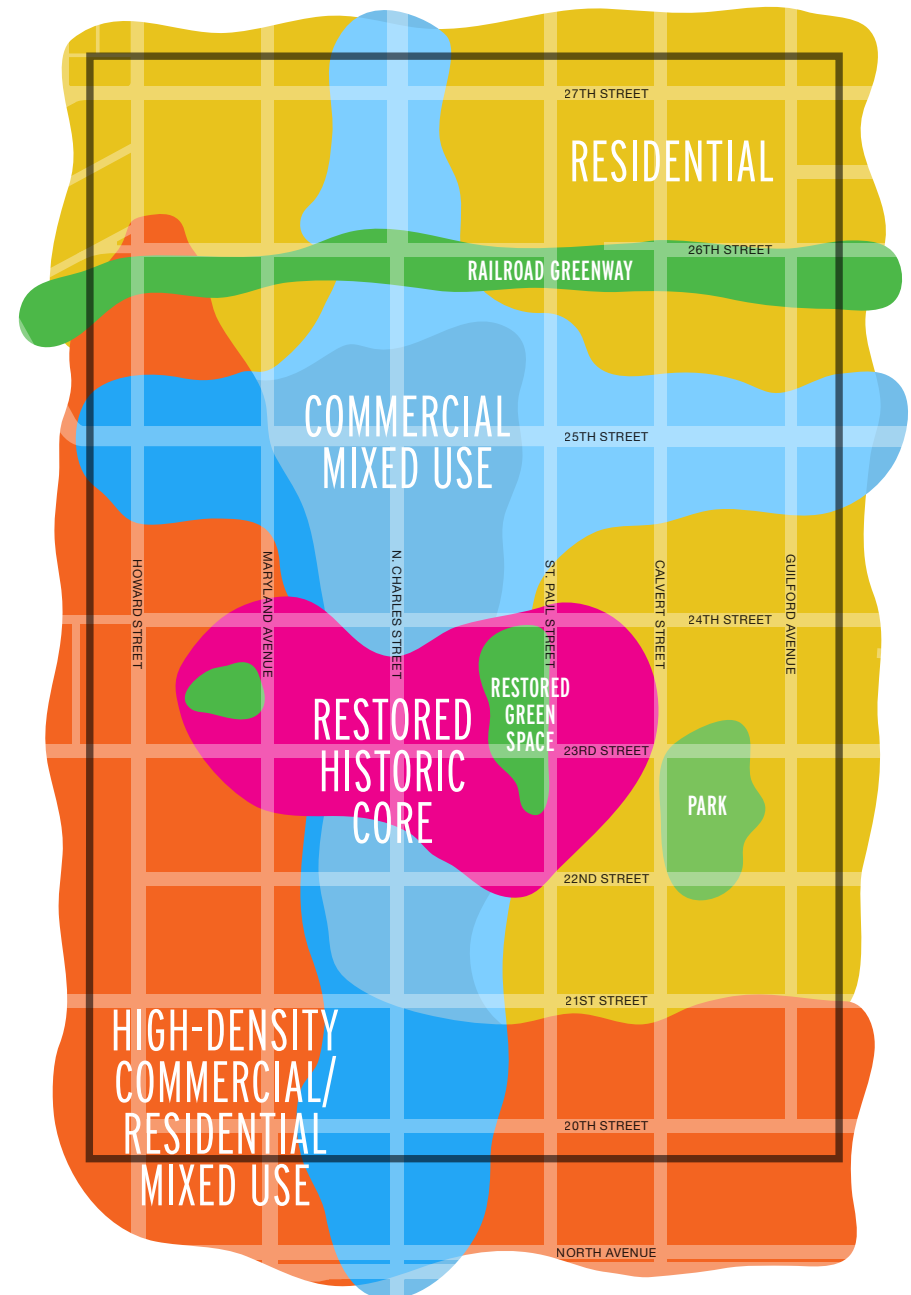
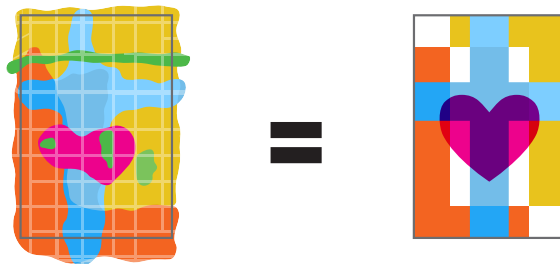
C. ENCOURAGE DEVELOPMENT OF COHERENT INSTITUTIONAL CORE AROUND EDUCATION AND LEARNING.

- Revive "campus" character of Old Goucher's core through historic designation, streetscaping, and greening.
- Support links to local academic institutions by incentivizing nearby colleges and universities to open program and department offices in Old Goucher.

Structure of Recommendations

The plan for Old Goucher is shown as a heart, cross, and two Ls. The diagram is not meant to be absolute or deterministic but rather to form a frame for understanding how to work with beneficial existing relationships and uses to strengthen them. Approaches for buildings, open space, and connectivity will differ depending on the unique characteristics and needs of each area.

- ♥ **THE HEART** represents the campus core, where Old Goucher's greatest concentration of significant historic buildings are located. This section of the neighborhood is the community's differentiating feature and sets the neighborhood's image.
- + **THE CROSS** is Old Goucher's commercial district, centered on the Charles Street and 25th street corridors. The commercial corridor provides the neighborhood's vitality and offers amenities to neighborhood residents and visitors alike.
- L **THE SOUTHERN, MIXED USE "L"** forms the neighborhood's western and southern edges. This area provides the neighborhood's greatest opportunities for mixed use redevelopment on vacant and underutilized properties.
- L **THE NORTHERN, RESIDENTIAL "L"** forms the neighborhood's northern and eastern edges. This area is a stable rowhouse enclave. Efforts should be focussed on reducing through traffic and improving streetscape and open space to support quality of life for residents.





Recommendations

The following pages provide an overview of the recommendations for each of the three broad areas addressed in the Plan: Open Space, Buildings and Transportation/Connectivity. Each initiative that the community supports is followed by the location (“heart, cross and two Ls”) within the neighborhood where each initiative applies. The remaining Recommendations section provides further information and examples for each initiative.

See the Implementation section beginning on page 90 for detailed action items, institutional partners, and recommended timelines for each initiative.

HEART



Restored
Historic
Core

CROSS



Commercial
Mixed-Use
Corridors

MIXED USE L



High-Density
Commercial
/Residential
Mixed-Use

RESIDENT L



Rowhouses,
Low and
Medium-Density
Residential



1. RESTORE OLD GOUCHER OPEN SPACES

Restore Goucher Lawn as public green space



Restore Fensal Court as public green space



Recreate smaller garden space



2. PUBLIC AND RECREATIONAL PROGRAMMING FOR CALVERT PARK

Construct new features to support recreational uses



3. TEMPORARY USES FOR VACANT PARKS

Identify vacant lots for temporary reclamation projects



4. STREETScape IMPROVEMENTS

Increase street tree canopy



Develop comprehensive streetscape guidelines



Develop historic streetscape standards



Enhance pedestrian level lighting



Include stormwater retention features in streetscape



5. ALLEY DEVELOPMENT

Implement "alleyscape" projects and standards



Implement alley greening / stormwater strategies



6. CREATE "POCKET PARKS"

Develop small public parks to support commercial uses






Develop small public parks for residential uses























1. PRESERVE AND RESTORE HISTORIC BUILDINGS

Establish a CHAP district	   
Encourage restoration of historic college buildings consistent with preservation standards and CHAP regulations	
Support institutional uses consistent with original uses on campus buildings	



2. STIMULATE INVESTMENT IN VACANT AND UNDER-UTILIZED PROPERTIES

Enforce code violations and seek investment in vacant and poorly maintained buildings	   
Develop programs to support rehabilitation of existing buildings consistent with preservation standards	  
Encourage infill development of vacant properties consistent with vision plan and character of neighborhood	 



3. INCENTIVIZE DIVERSE, LOCAL LAND USES

Support City and State efforts to de-concentrate social service providers and encourage decentralization of services	  
Support local, small scale commercial businesses and residential property ownership	 
Seek greater code enforcement consistent with laws, regulations and objectives of vision plan	   

4. SMALL-SCALE, MIXED USE BUILDING ON MAJOR CORRIDORS

Provide incentives to develop local commercial and small scale residential uses along 25th and Charles Streets	
Coordinate building uses with streetscape, open space, and transportation planning	

5. TARGETED HIGH-DENSITY AND MIXED USE COMMERCIAL

Encourage development of higher density residential and mixed use commercial projects on vacant parcels	
Support conversion of auto-intensive land use on Howard Street to mixed-use, higher density commercial/residential	



1. ENHANCE EXPERIENCE OF CAMPUS AS A DESTINATION

Coordinate transportation planning with open space and buildings



Establish transit stops and connections around central Campus



Strengthen pedestrian connections within the historic Campus and provide pedestrian, cyclist and transit user amenities



Create identity campaign around Old Goucher Campus as unique destination in the city



Install historic street lighting and other furnishings



2. ENHANCE PEDESTRIAN EXPERIENCE

Coordinate streetscape with pedestrian, transit, and cycle users



Improve sidewalk and crosswalk conditions



Develop traffic calming measures along major corridors for improved cyclist and pedestrian safety



Coordinate capital improvement projects with goals and recommendations of vision plan



3. INCREASE INTERNAL CIRCULATION AND EXTERNAL CONNECTIVITY FOR VEHICULAR AND OTHER TRAFFIC

Adopt “complete streets” approach to planning for streets in Old Goucher



Convert east-west streets to angled parking



Develop 25th Street as a multi-modal transit corridor



Develop Charles Street as integrated transit corridor



Maximize utilization of on-street parking to provide opportunities for additional open space



Integrate alleys into transportation network for connectivity and vehicular parking





4. PROMOTE MULTI-MODAL TRANSIT

Develop pedestrian-prioritized multi-modal transit



Support high frequency transit such as rapid bus or streetcar lines for Charles Street and North Avenue



Support light rail stop and pedestrian connection to Old Goucher area



Support implementation of cycle track on Maryland Avenue, 25th Street improvements and integration into city network



Increase density and interconnection on transportation options between Old Goucher, city and region



Reduce transit stop locations to every two-to-three blocks to improve bus speed, improve traffic circulation, and maximize public space



Open Spaces Recommendations

1. RESTORE GOUCHER COLLEGE OPEN SPACES (HEART)

The Old Goucher Community Association supports restoration of the historic green spaces of the former Goucher College Campus. These green spaces—once a defining feature of the neighborhood—traditionally served as vital, dynamic, and beautiful public spaces. The Goucher College parks complemented the historic fabric of the buildings, enhanced the vistas, and provided residents vital space for recreation and leisure. Removal of pavement and recreation of campus lawns will restore the historic Goucher campus plan, placing the buildings within their proper setting, providing the neighborhood with central greenspaces, and giving the neighborhood a strong core for spurring reinvestment.

The Old Goucher community proposes depaving and greening of the following primary historic campus and allied buildings:

The Main Campus Green Space (formerly known as Bennett Lawn / Goucher Lawn)

The main campus buildings are located along St. Paul Street and are now occupied by the Baltimore Lab School and the Maryland Geological Survey. These buildings were originally set in a campus lawn, now paved. Three ownership parcels constitute the main campus green space: 2220 St. Paul St. belongs to the Baltimore Lab School, the Maryland Geological Survey building at 2300 St. Paul St. belongs to the Maryland Department of Natural Resources, and 2330 St. Paul St belongs to a New York-based private developer. Old Goucher supports depaving of the parking lots and the full or partial protection of the 2330 St. Paul Street lot for publicly accessible greenspace, and working with current property owners to find alternate parking locations and overall reduction in off-street parking requirements..

B. Fensal Court (101 W. 24th Street)

Fensal Court is the open space between the pair buildings on the west side of the 2300 block of Maryland Avenue, originally built as Goucher dorms. This former court now serves as a parking lot for the Mayor's Office of Employment Development. Recently, with the help of the Baltimore Community Foundation and Tree Baltimore, the Old Goucher

Community Association was able to reclaim a portion of the parking lot as community park space. Old Goucher supports depaving of the parking lots for publicly accessible greenspace.

C. Smaller spaces:

- i. 2401 St. Paul St. Garden: Formerly the Hooper Hall garden, it is today owned by Antioch Church and is maintained as a gated courtyard with an iron fence and original fountain.
- ii. 2301 Maryland Ave Garden Formerly the City Girls' Center's garden and backyard, it is today property of Jonah Eshelman, and it is paved and used as a parking lot.
- iii. 100 E 23rd Street Hooper House Garden Similarly, the rear yard garden of the Hooper House is completely paved and used as parking.

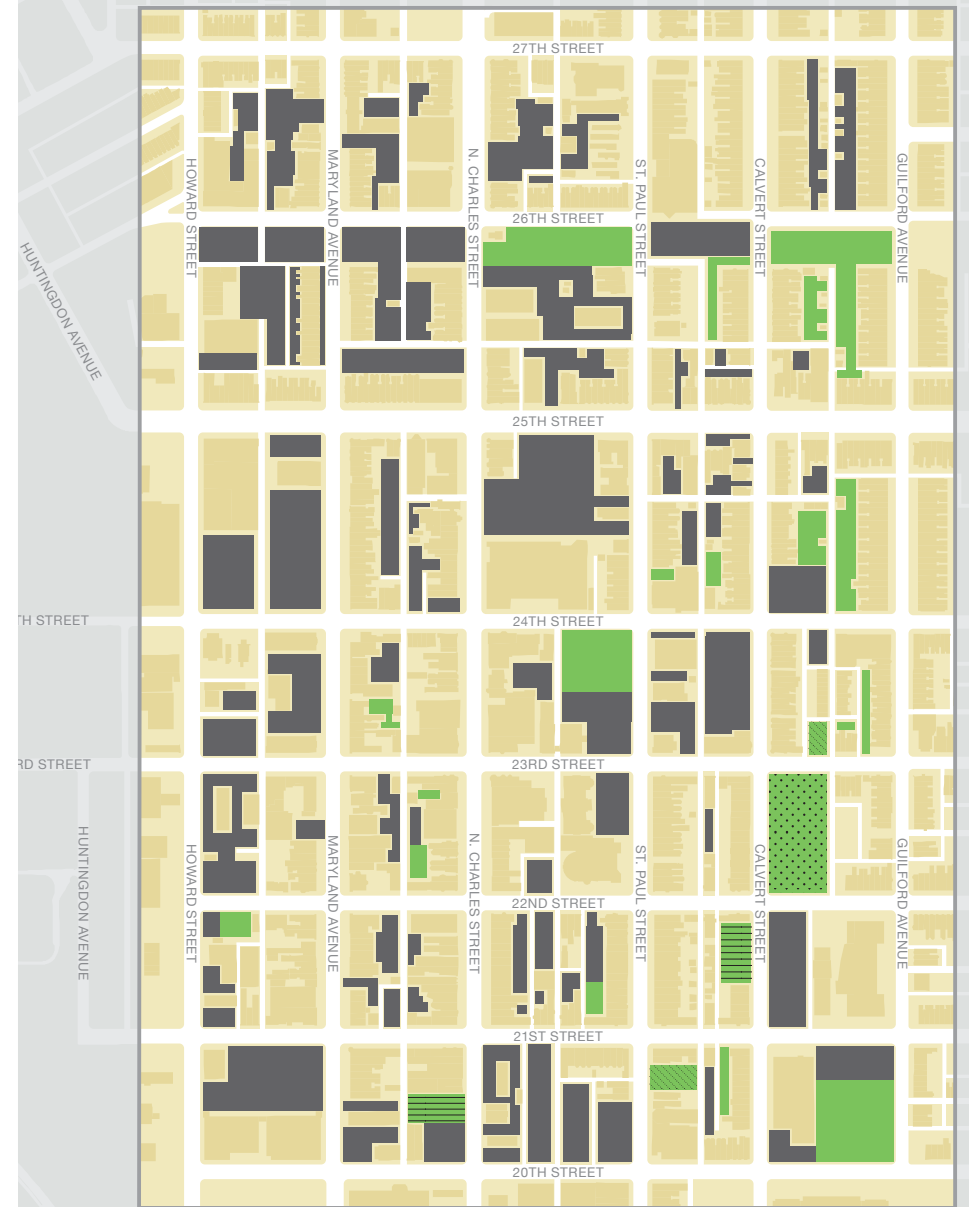
Old Goucher supports depaving of the parking lots for greenspace that could support alternate uses for these buildings, such as small hotels with cafes, and working with current property owners to find alternate parking locations and overall reduction in off-street parking requirements.



Urban parks and green space *Photos: Cyocum, Joevare, Urban Grammara*

28TH STREET

EXISTING VOIDS AND GREEN SPACE IN OLD GOUCHER



- Existing Green Voids
- Existing Paved Voids

- Park
- Community Garden
- Temporary

NORTH AVENUE



2. CALVERT PARK (RESIDENTIAL L)

Density of users, traffic calming on Calvert Street, and infrastructure to support additional programming are all needed to maximize users in Calvert Park. Current park use is deterred by the volume and speed of traffic along its western edge. Calvert Street is dangerous to cross at the park and is a perception hazard for those caring for children and dogs at play in the park. Slower traffic can be achieved on Calvert Street in a number of ways. Dualization on Calvert and St. Paul Streets would slow traffic. Adjustment of traffic light timing can slow traffic. Addition of signals at the adjacent intersections can slow traffic and increase safety for pedestrian crossings at those intersections.

Additional housing units on nearby vacant parcels would increase the number of people living in short walking distance to the park. Most of the park is now a passive park: this space could be productively programmed with coordination through a friends group.

Programming Ideas

- Encourage LGBT-related parades and festivals back to Old Goucher
- Soccer fields and spaces for other sports
- Elements for the activities of children
- Ice skating rink in the winter
- Farmers market
- Food trucks
- Ethnic festivals
- Outdoor movie theater
- Christmas market
- Group fitness or yoga

Dogs/Dog Parks

- Dogs off-leash in the park (as in Wyman Park) or
- Dog park area like Patterson Park



Dog parks, farmers markets, and open space programming *Photos: Wally Gobetz, Stephen Wolf, Waferboard, Robert Couse-Baker*

3. POCKET PARKS AND VACANT LOTS (RESIDENTIAL AND COMMERCIAL L'S)

In addition to the substantial historic green spaces and the newer parks like Calvert Street, the neighborhood includes a number of informal spaces that have the potential to become programmed parks or green spaces. There are many marginal spaces along the edge of the CSX line and other vacant lots with little long-term development value that could be converted to public amenities in support of pedestrians, cyclists, and other users that move through the neighborhood. In some cases, small parks or public spaces could directly support commercial or institutional uses, for example, seating for an outdoor cafe.

Vacant lots provide an opportunity to jump-start revitalization in Old Goucher and signal vitality in the community. Lots can serve as community gardens, tree nurseries, event spaces, support spaces for pop-up retail and cafe opportunities, and as the arena for local art installations and performances. City-owned lots are often available for adoption through the Baltimore City Department of Housing and Community Development. Access can be sought for privately owned vacant lots through the Community Law Center.



Urban parks and green space Photos: Cocabiscuit, Edward Blake



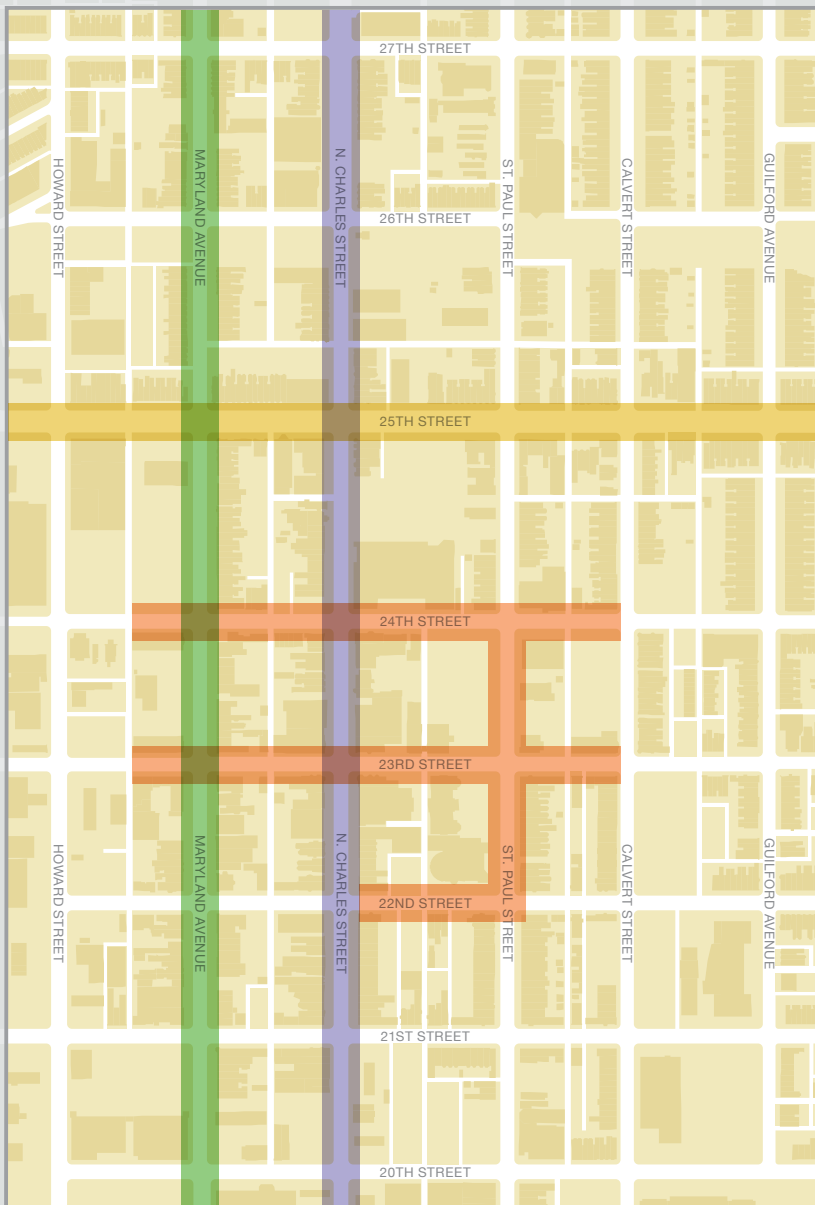
4. CSX RIGHT OF WAY (RESIDENTIAL “L”)

The CSX right of way could serve as a linear park across Old Goucher, providing a greenway linking the residential section of Old Goucher to Remington. Depaving of parking over the rail line, greening of sidewalk space along the depressed sections and greater access through the school property could combine to create a signature active green space for the northern section of Old Goucher, supporting bikers, walkers, families and increasing access to Remington’s newly redeveloped commercial core.



Examples of playground and greenway trail *Photos: Kaizer Rangwalla, Gigi NYC*

STREETSCAPE RECOMMENDATIONS



- Charles Street Streetscape (Continuity With Adjacent Areas)
- Old Goucher Historic District Streetscape
- 25th Street Streetscape
- Maryland Avenue Cycletrack/Greenway Overlay Streetscape

5. STREETSCAPE (THROUGHOUT)

Old Goucher will develop detailed streetscape guidelines as a follow-up action item to the Vision Plan. The Guidelines will be coordinated with Baltimore City Department of Transportation, Department of Public Works, and will be utilized in partnership with developers. The overarching goals of the streetscape are to support pedestrian safety, enhance public life in the public space, support small business in the neighborhood, reinforce the historic character of Old Goucher's core, and provide stormwater treatment that enhances the public space quality.

Planning for the redevelopment of the streetscape will include improvement of the street and sidewalk conditions (see the Transportation section for additional information and a survey of the current crosswalk conditions) as well as the inclusion of pedestrian and cyclist amenities, like trash cans, benches and other seating areas and bike racks. Standards for streetscaping should take into account the unique qualities of different streets, like the Charles Street as a scenic byway, connections to other neighborhoods and adjacent areas but also provide opportunities to develop some unique design solutions tailored to the character of the neighborhood. Finally, streetscape guidelines should include appropriate standards of care for private property owners whose buildings and yards abut the public streets to ensure that they support a minimum level of quality, cleanliness and maintenance.

Funding Streetscape Improvements & Maintenance

Old Goucher should also explore opportunities for dedicated funding for streetscape improvements and ongoing maintenance. Other municipalities have used parking meter revenue on streets in neighborhoods and benefits districts as the basis for financing streetscape initiatives. City governments collect the revenue from the meters and disperse the income to neighborhood community organizations for local use. Not only do the local communities benefit from the revenue, the neighborhood merchants no longer see on-street parking meters as negatively impacting the viability of their businesses. Instead, meters provide tangible benefits in the form of trees, furnishings, flowers, lighting and other amenities to draw in customers. A nonprofit community landscaping organization could provide grant-funded job training and resources for streetscape maintenance.



- A. Charles Street corridor streetscape should continue its scenic byway standards for consistent streetscape character from Mt. Vernon to JHU, with elements including historic lighting and brick paving.
- B. The Historic District center should have its own consistent streetscape, including pedestrian lighting, street furnishings, paving, and signage. It should also conform to historic district standards.
- C. Pavements along all the major streets in Old Goucher should be brick pavers without a concrete underlayment to promote longevity in pavements and adequate stormwater filtration.
- D. Consistent standards that support pedestrians and community use should be created for the remaining areas of the neighborhood.
- E. Stormwater management demonstration projects should be integrated through elements including bumpouts and bioswales to make Old Goucher a city leader in neighborhood-scale SWM projects.



Charles St. streetscaping at 33rd Street Photos: Jennifer Goold

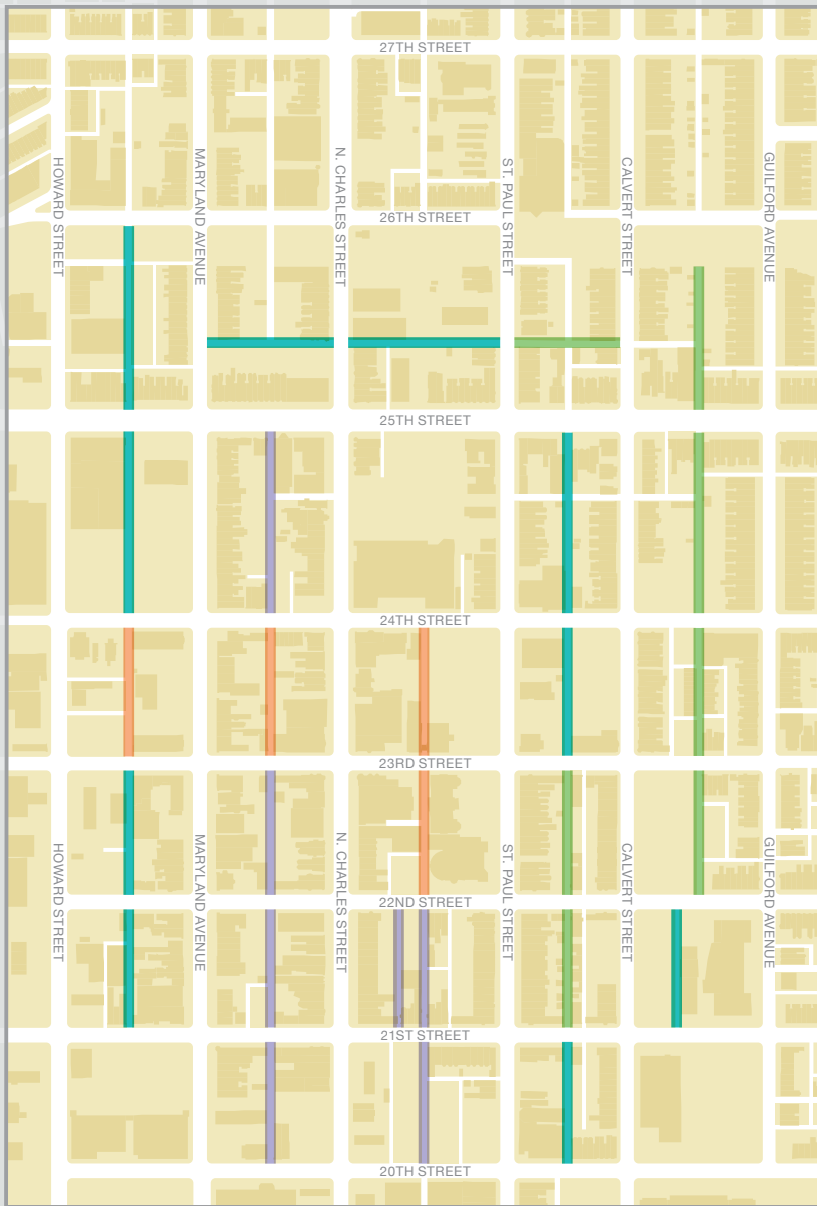
6. ALLEYS (THROUGHOUT)

Old Goucher's alleys are used a secondary route for pedestrians and automobiles as well as serving as the network for trash collection and removal and for access to paved rear yards for parking. The goal for Old Goucher's alleys is to increase their permeability and greening and support the primary building usage typology. Within the commercial section of the neighborhood (commercial L and cross), where commercial uses dominate, permeable paving, tree wells, lighting, planters, alley furniture, and some alley-facing retail should be implemented to support commercial and parking usages. In the northern and eastern L, residential uses dominate. More intensive greening in these alleys can create secondary play and socializing spaces for the neighborhood residents away from the heavy traffic of the main thoroughfares. Baltimore City Department of Transportation has an alley gating and alley greening process that has been successfully implemented in some neighborhoods. Redevelopment of alley houses has potential to house people who can't afford the larger row houses in the neighborhood.



Examples of green multi-use alleys and permeable pavings Photos: NACTO

ALLEY RECOMMENDATIONS



- Commercial Alloys
- Old Goucher Historic District Alloys
- "Green" Residential Alloys (Limited Access/Pedestrian)
- "Blue" (Stormwater) and Parking/Service Alloys



Community History

Old Goucher developed as a community around the campus of Goucher College. Its large educational buildings, residential halls, and lawn spaces provided a public center to an otherwise private community composed largely of individual row homes. Over time, the development of commercial and business uses along the major streets, particularly those with streetcars, shifted the nature of the neighborhood, making it an increasingly diverse, mixed-use, commercial and residential community. The departure of Goucher College in the 1950s, along with the demolition of blocks of row homes, accelerated this shift, laying the groundwork for the commercial character of the main streets seen in the neighborhood today. Alongside the growth of the commercial corridors, however, the loss of the Goucher College—its public spaces and institutional character—left a lasting, more negative impact on the neighborhood: the diminution of the public “heart” of the community as a counterpoint to its commercial growth. Fortunately, the buildings and open spaces that gave the community its sense of identity and place remain largely intact, awaiting the revitalization and rebirth of the “heart” that helped ground this dynamic, rapidly evolving part of the city.



Building Recommendations

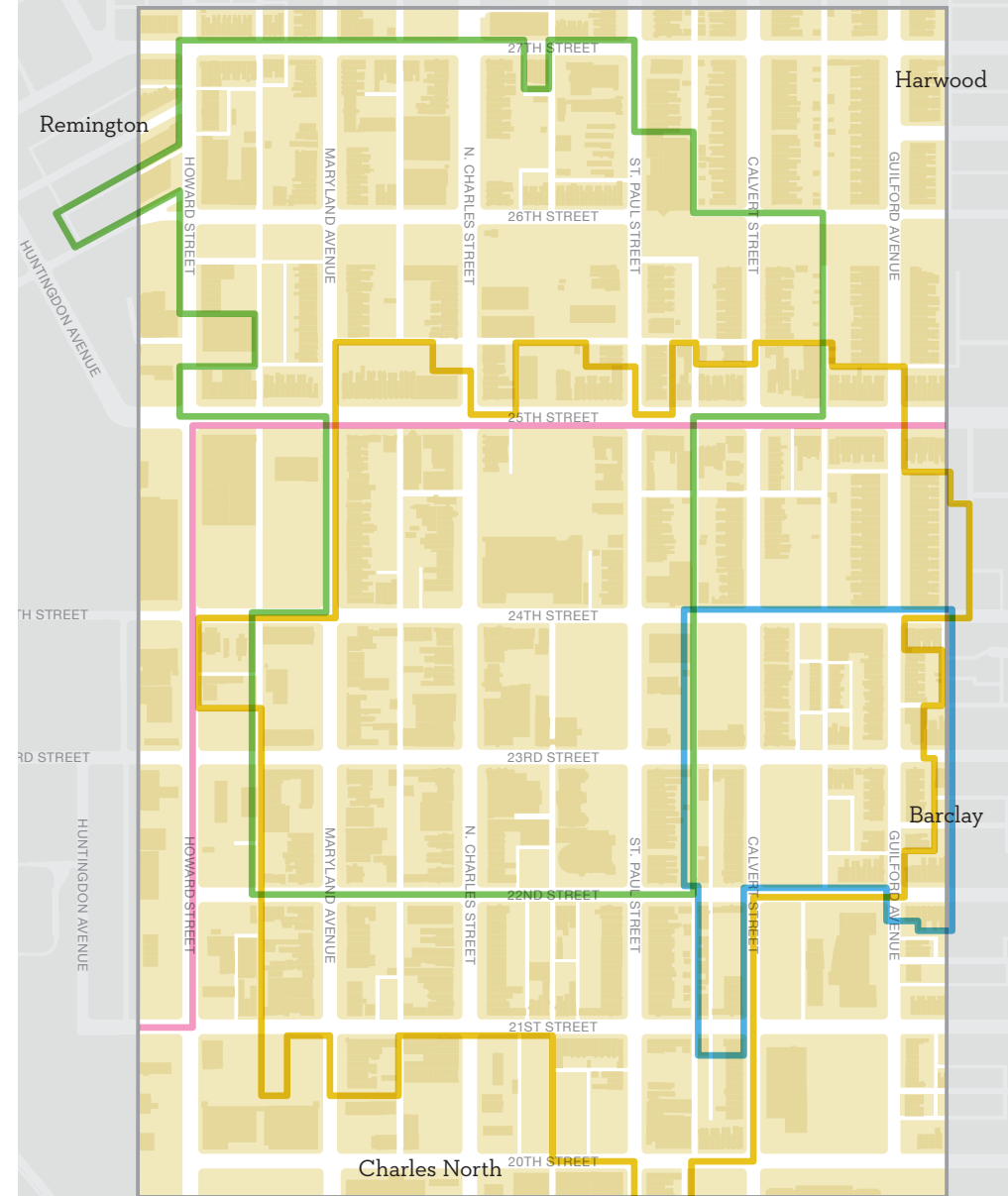
1. RESTORE HISTORIC CAMPUS BUILDINGS + INSTITUTIONAL USES (HEART)

Goucher College's historic institutional buildings remain the geographic and architectural center of the neighborhood. Ensuring their continued use and maintenance is vital to preserving and enhancing the the character of the neighborhood. This institutional heart of Old Goucher presents some community challenges associated with ownership and maintenance of the historic campus character. No single entity owns the historic Goucher College buildings, as had been the case in the past, so collaboration among the current owners and users will be critical to restoring the historical qualities of the urban spaces in and around the buildings through restoration of green spaces and development of complementary uses.

Advocacy on behalf of the current institutional users, for the political support and economic incentives to restore and maintain the buildings and their surroundings, is a central pillar of the neighborhood plan (see Charrette Results, pg. 21). Encouraging the growth of a center of education and learning focused on the Goucher campus would not only provide current uses to which the buildings are uniquely well-suited, it would also be consistent with the development of the larger Charles Street as a corridor of institutions of higher education that extends from Mount Vernon all the way out to the county line and beyond.

HISTORIC DISTRICTS, NEIGHBORHOODS, AND URO AREA

Charles Village



- █ Charles/25th Urban Renewal Ordinance Area
- █ Old Goucher National Historic District
- █ Vacants to Value Development Cluster
- █ Planning District Boundaries

NORTH AVENUE

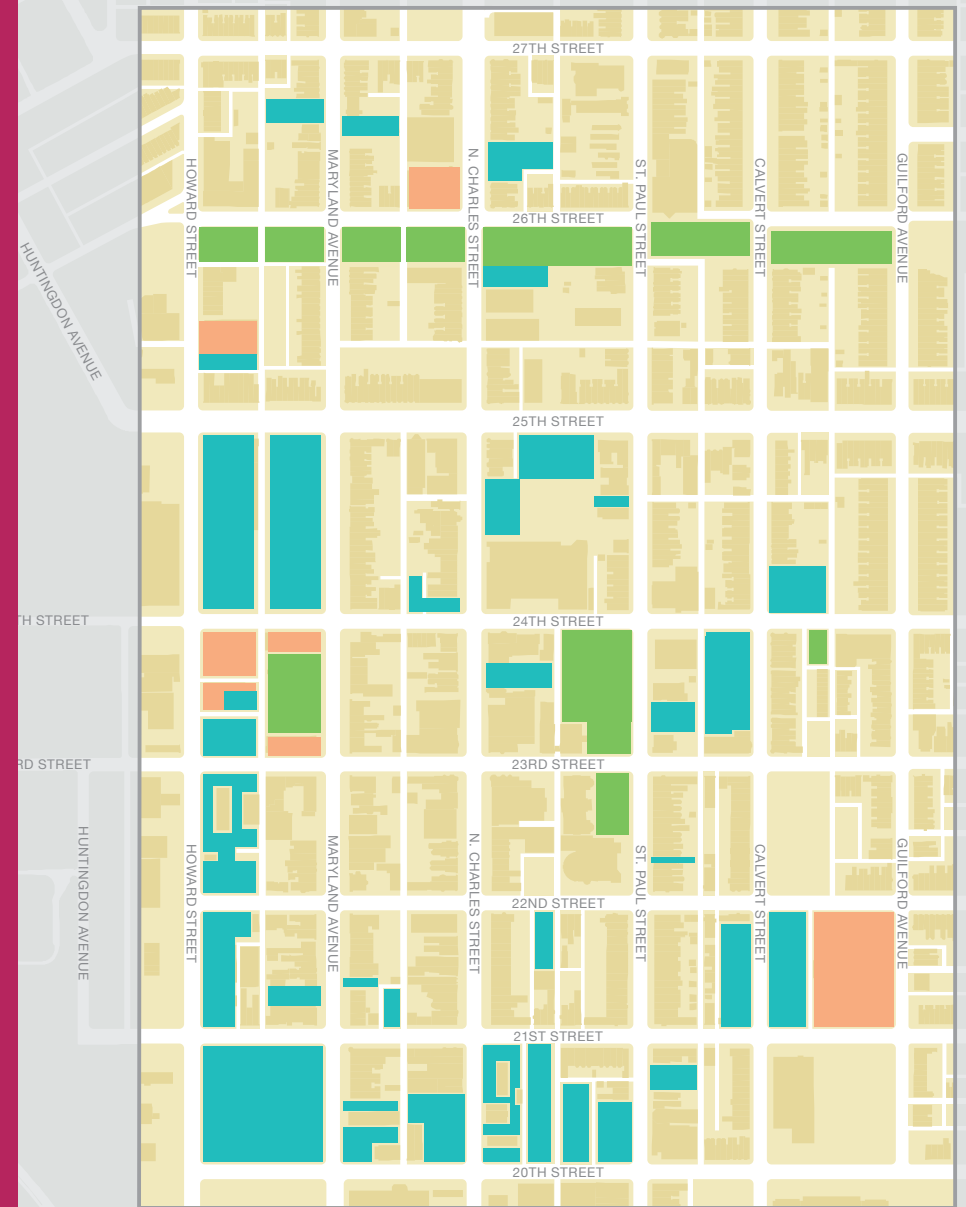


Spurring Development

Old Goucher has many attributes that place it in a position for rapid growth and development. It has a central location in the city along major transportation corridors. It is close to a wide range of major institutions and thriving residential neighborhoods. It has a tremendous architectural heritage in the quality and quantity of its historically significant buildings. It also has large parcels of cleared land that could support major, mixed-use, higher density development without the need to “assemble” larger properties out of smaller lots.

The key to helping future developments provide lasting value to the community and City, rather than short term private gain at a cost to the neighborhood, is to make sure that historic properties are maintained to the highest standards and that new buildings reinforce the character of the community and support a flourishing public urban streetscape. The recommendation that Old Goucher proceed with the development of a City Historic Architectural Preservation (CHAP) district supports these larger goals and helps ensure that future projects bring lasting value to, rather than extracting value from, the community. Old Goucher also supports small, scale local business development and a de-concentration of regional social service providers and similar entities that drain the resources of the community while providing little economic benefit to residents and business owners.

GREEN SPACE AND INFILL DEVELOPMENT RECOMMENDATIONS



- Proposed Green
- Proposed New Development
- Underutilized Building

NORTH AVENUE

2. ENCOURAGE INVESTMENT IN VACANT AND UNDER-UTILIZED PROPERTIES (L'S)

Increasing the number of residents that form the economic base for local institutional and commercial entities (residential density) is critical to maintaining the vitality of the neighborhood. Support for homeownership incentives, for both single-family and multi-family condominium arrangements, create a foundation of residents with a long-term commitment to the success of the area. The creative reuse and adaptation of the stock of existing row houses that has been the basis of an ongoing resurgence of interest in the neighborhood should be supported, along with hybrid and mixed-use arrangements like live-work buildings or residential over ground floor retail. This is critical for a thriving urban center.

To support the continued growth of local businesses, the community will advocate for economic development policies supporting small-scale business development. Tax breaks and grants for rehabilitation and reuse of vacant storefront and office buildings will boost interest and reduce the economic barriers to growth.

Finally, the possibility exists to redevelop the number of empty lots (especially along the southern edge of the neighborhood) and under-utilized office and government buildings into mixed use or residential projects that could further increase the population base of the area. The development of additional properties should be done in tandem with the development of suitable public outdoor space, especially the restoration of the traditional green spaces of the Goucher College campus, to ensure that intensifying the use and increasing the population of the area goes hand-in-hand with quality of life improvements that will help ensure the sustainability and success of the community in the long term.



Photos: Jennifer Lisa, Independent We Stand, Eric Parker



Examples of street environments that support business and outdoor dining.

Photos: NACTO, La Citta Vita, and Terrence Faircloth



Growing Local Business

The Old Goucher neighborhood has a long tradition of local business development particularly focused on the 25th Street and Charles Street corridors. In the early days of the neighborhood, local businesses developed to provide the goods and services needed by an expanding population of residents and students that moved into the area in the late 19th and early 20th century. Later, different blocks assumed distinct commercial characters (the “book” block, “newspaper” street or “designers” row), based on the nature of the businesses clustered in certain locations, and served a larger regional or city-wide customer base.

The departure of the Goucher College and redevelopment of properties along 25th and Charles Street opened up opportunities for both automotive-oriented businesses and chain retailers with larger parking requirements. Though these businesses provide useful goods and services for the broader community, they came at the cost of the loss of smaller-scale local businesses and the destruction of properties (row houses, corner stores) that provide space for entrepreneurs and local retailers.

In the last decade or so, new local businesses have been relocating or starting up in Old Goucher, drawn by the central location, appropriate spaces for small-scale enterprises and a very supportive community. The main obstacles to the continuing flourishing of the local businesses environment are the “drive through, not drive to” character of the many of the major streets (St. Paul, Calvert, 25th, Charles and Maryland Avenue in particular) along with the increasing over-saturation of regional social service providers and the corresponding concentration of a transient population that present challenges to businesses trying to serve a broad, diverse customer base.

Photo: David Colwell

Close Coordination

Critical to the long-term success of the neighborhood is the close coordination of public and private investments made in the transportation, buildings and open spaces of Old Goucher as identified in this report. Though open spaces, buildings, and transportation are considered in separate sections of the vision plan to help make the plan more comprehensible, understanding the inter-relationship between them is vital to public policy initiatives or private investment. For example, preservation of the historic character of the original Goucher College buildings would be incomplete without the simultaneous restoration of the green spaces that provided the setting for the campus buildings and a natural respite from the surrounding urban cityscape. Likewise, supporting local retail business investment will not have the same impact without the streetscape improvements and slowing of vehicular traffic needed to make the major corridors more conducive to prospective customers stopping and spending time in the neighborhood.

3. REDUCE INCENTIVES FOR DISINVESTMENT AND OVER-CONCENTRATION OF USES

In terms of the existing building stock, many retail, commercial and offices spaces are available and ready for reuse. The primary challenges to the development of small scale local businesses involve the reduction of some of the negative quality of life externalities - like proliferation of social services, high-speed automobile thoroughfares - that have made the area less appealing for business owners and visitors.

The greatest challenges to the development of a deep, committed community of long-term residents and businesses continues to be the proliferation of social service agencies and illegal drug and prostitution activities in the area. The reduction of negative impacts alone would spur the economic revival that is already underway, without any additional economic and public policy support.

However, there are also systemic issues related to property disinvestment ("slum lords") and abandonment. Public policy intended to protect the public good sometimes allows or supports disinvestment. The City of Baltimore struggles to properly enforce Old Goucher's URO, which should provide protections to part of the community in regards the quality and character of building improvements. For example, inconsistent enforcement of the URO has resulted in the loss of important historic building fabric in the neighborhood. Additionally, property tax assessments for commercial structures, which are tied to building income, often supports tenancing buildings with low cost rental units when building owners want to minimize investment in their property of are holding the real estate as a long term asset.

In keeping with the Charrette findings, Old Goucher supports varied, mixed incomes and building types and uses over projects that intensify single uses, whether it is the elimination of small commercial areas in favor of single use residential or the creation of restrictive housing (either exclusively high-end or low income subsidized).



4. ENCOURAGE DIVERSE, SMALL SCALE MIXED USE ON MAJOR CORRIDORS (CROSS)

In addition to retail, restaurant and other public commercial entities, the neighborhood is also home to many small businesses that occupy buildings as offices and workspaces for a range of uses from technology start-ups to design firms and artists studios. The potential for small business owners and others to relocate to the area as a place to live and launch a business enterprise is one of the reasons that the neighborhood has experienced growth and increased interest in the past decade. Zoning and other land use constraints should maintain the opportunity for mixed use and live-work spaces that are vital to the character and economic development of the area. More targeted, liberal land use and zoning policies would allow for the diverse range of living arrangements and business types to flourish and contribute to the success and vitality of the neighborhood.

5. ADVOCATE FOR TARGETED HIGH-DENSITY RESIDENTIAL AND MIXED USE COMMERCIAL

Old Goucher will focus on 20th and Charles Street blocks as well as Howard Street (commercial "L") for higher density development, including reclamation of vacant and under-utilized parcels.

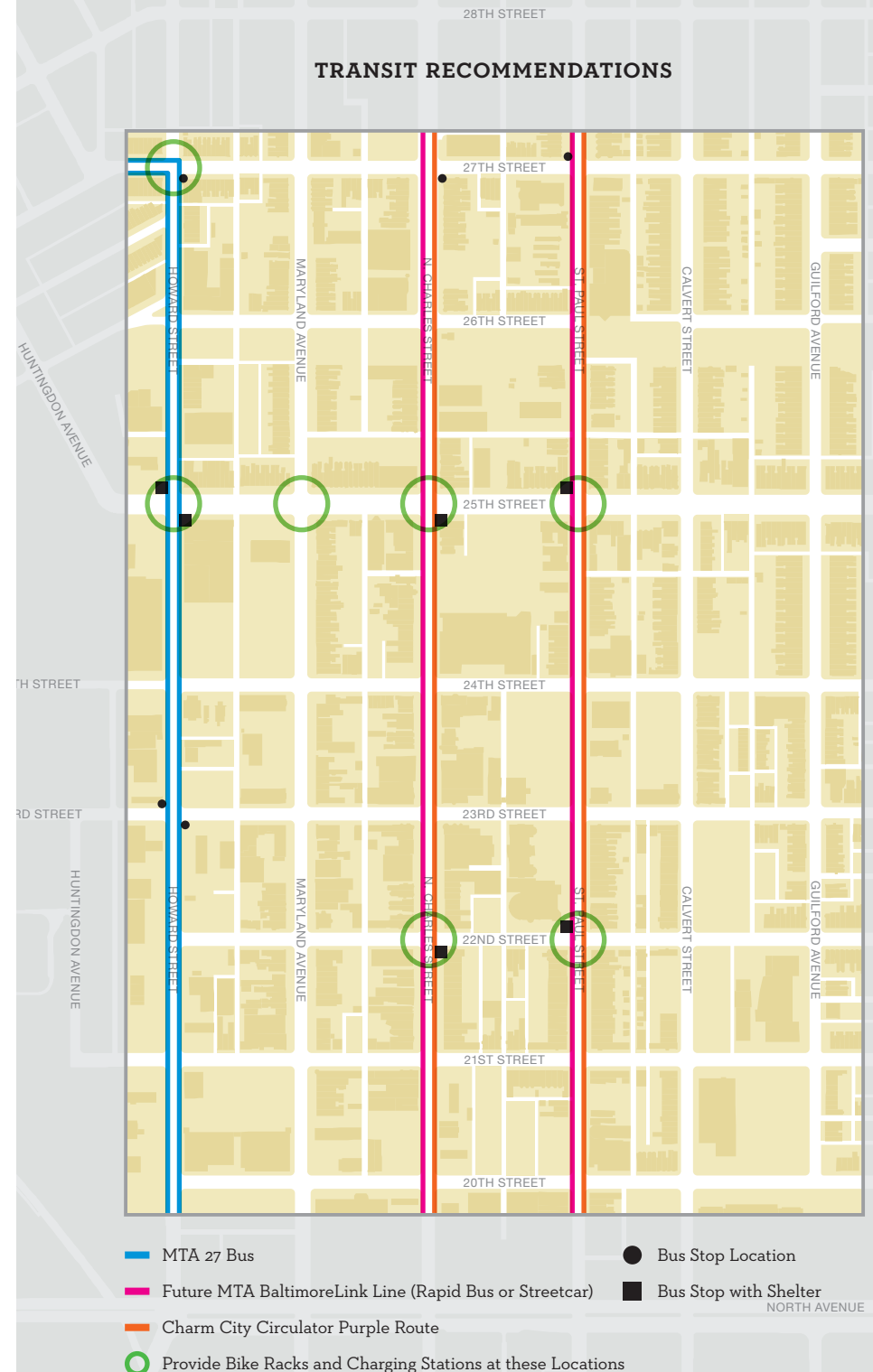


People-scaled environments and business districts *Photos: La Citta Vita, Rob Ketcherside*

Transit/Connectivity Recommendations

In the past 40 years, street design has primarily focused on moving motor vehicle traffic and integrating cars and trucks into city spaces. Prioritization of automobiles in our city has resulted in unsustainable land development patterns, reduced transportation choices, more noise and pollution, and decline in social, civic, physical, and economic activity on our streets. Transportation space can balance multi-modal transportation utility while maximizing public space and sustainability opportunities. Old Goucher's Transportation priorities work to create that balance.

TRANSIT RECOMMENDATIONS



* Old Goucher's transportation priorities borrow heavily from the New York City Street Design Manual. http://www.nyc.gov/html/dot/downloads/pdf/sdm_lores.pdf



Photos: NACTO, Kaiser Rangwala, FD Richards, Eurst, Groume

TRAFFIC ENGINEERING RECOMMENDATIONS

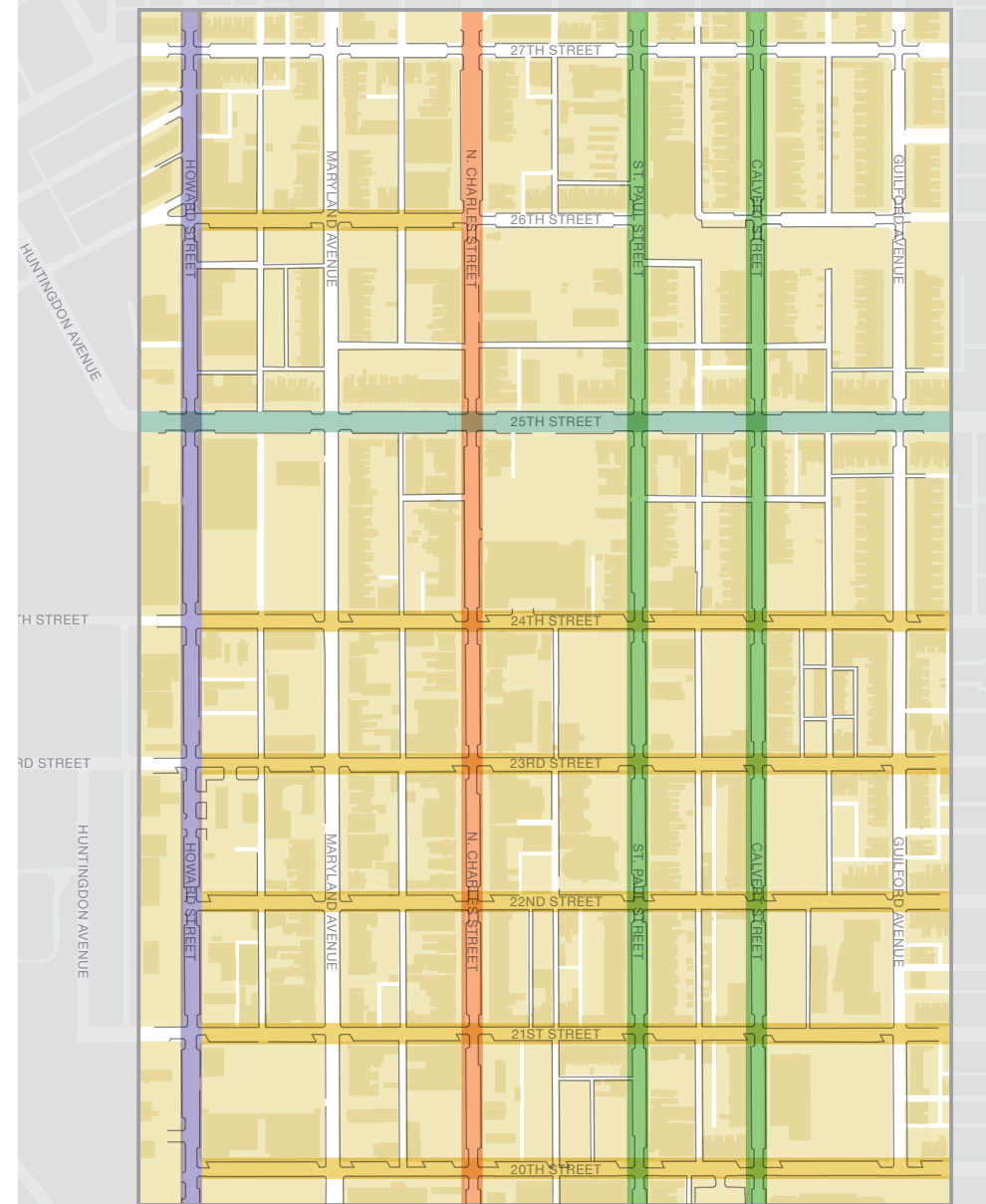
Old Goucher's Transportation Priorities*

SAFETY, ACCESSIBILITY, AND MOBILITY: Our streets should accommodate all street users and prioritize the most energy- and space-efficient modes.

- Design streets to **support local trips and slower speeds**, which will reduce crashes and injuries.
- **Prioritize walking, bicycling, and transit** by building safe, accessible, convenient, and comfortable facilities for these modes.
- **Accommodate truck traffic** and deliveries while minimizing their negative impacts on Old Goucher.
- **Reduce curb cuts** throughout the neighborhood.

NEIGHBORHOOD CONTEXT: Our streets should respond to the neighborhood character.

- **Preserve the unique character** of Old Goucher.
- **Support connections** to adjacent properties by providing gathering spaces and pedestrian access to and from destinations.
- Design Old Goucher's local (east-west and alley) streets to be green, traffic-calmed environments that **encourage walking, bicycling, and recreation**.
- Design Old Goucher's through-streets (north-south and 25th Street) to **balance the accommodation of traffic with safety and community needs**.



- Howard Street: Single Traffic Lane Two Directions, On-street Parallel Parking
- Charles Street Transit Corridor Initiatives
- St. Paul & Calvert Traffic Calming Initiatives, such as Dualization, Single Lane + Transit, or other
- One Way, Angled Parking, Stop Lights Timed for Pedestrians at Major Intersections
- 25th Street: Single Traffic Lane Two Directions, Center Turn Lane

NORTH AVENUE

LIVABILITY: Our streets should provide high-quality public spaces.

- Expand usable public open space in Old Goucher by constructing **expanded corner curb extensions**, and creating opportunities for green planted areas.
- **Design streets to encourage physical activity** for all ages and populations by making walking, bicycling, and transit attractive and convenient.
- Include public seating.

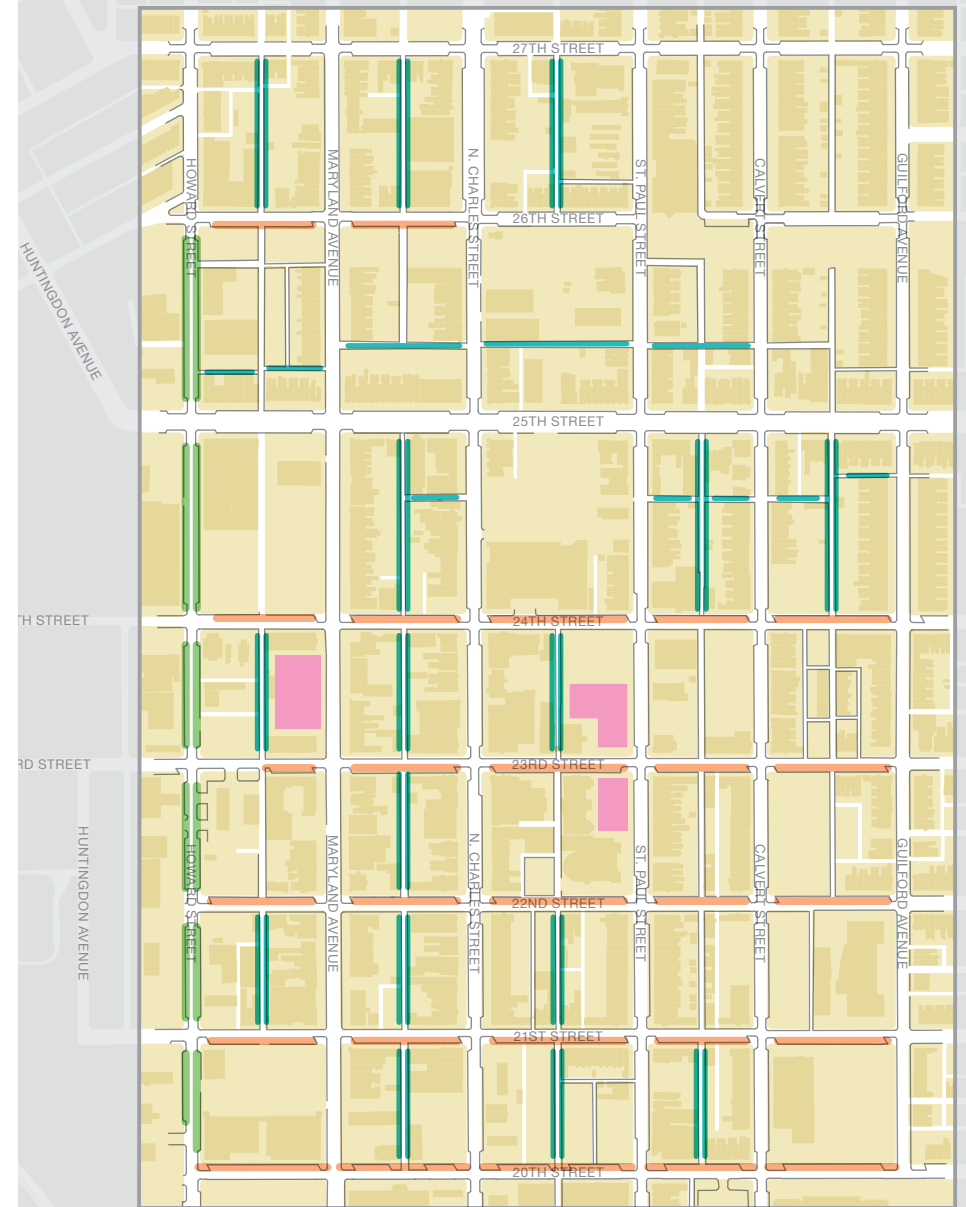
SUSTAINABILITY: Our streets should contribute to a healthier and more sustainable environment.

- **Minimize impermeable surfaces** to reduce stormwater runoff.
- **Maximize vegetation** on streets to reduce the heat absorption of streets.

VISUAL EXCELLENCE: The aesthetic character of great cities is partially defined by the visual quality of their streets. We should have coherent and harmonious streetscapes.

- **Improve the coherence** of streets and utilize consistent, high-quality, durable materials.
- **Consider full lifecycle costs and benefits** when developing street designs. Besides their initial capital outlays, the measurable long-term economic, environmental, safety, health, and other benefits of well-designed, well-managed streets should be taken into consideration.

PARKING AND CURB EXTENSION RECOMMENDATIONS



- Work with Public and Private Entities to Restore Historic Green Spaces
- Add or Increase Angled Parking (one side)
- Add or Increase Parallel Parking (both sides)
- Increase Public and Private Parking Off Alleys (where feasible)
- Recommended Curb Extensions

NORTH AVENUE



Greening and stormwater control with bioswales, bicycle and transit amenities Photos: NACTO

Pedestrian Environment

Creating transportation infrastructure built on Old Goucher's priorities will result in a high quality pedestrian environment. A good pedestrian environment is made up of numerous quantifiable characteristics, known to affect people's walking behaviour.

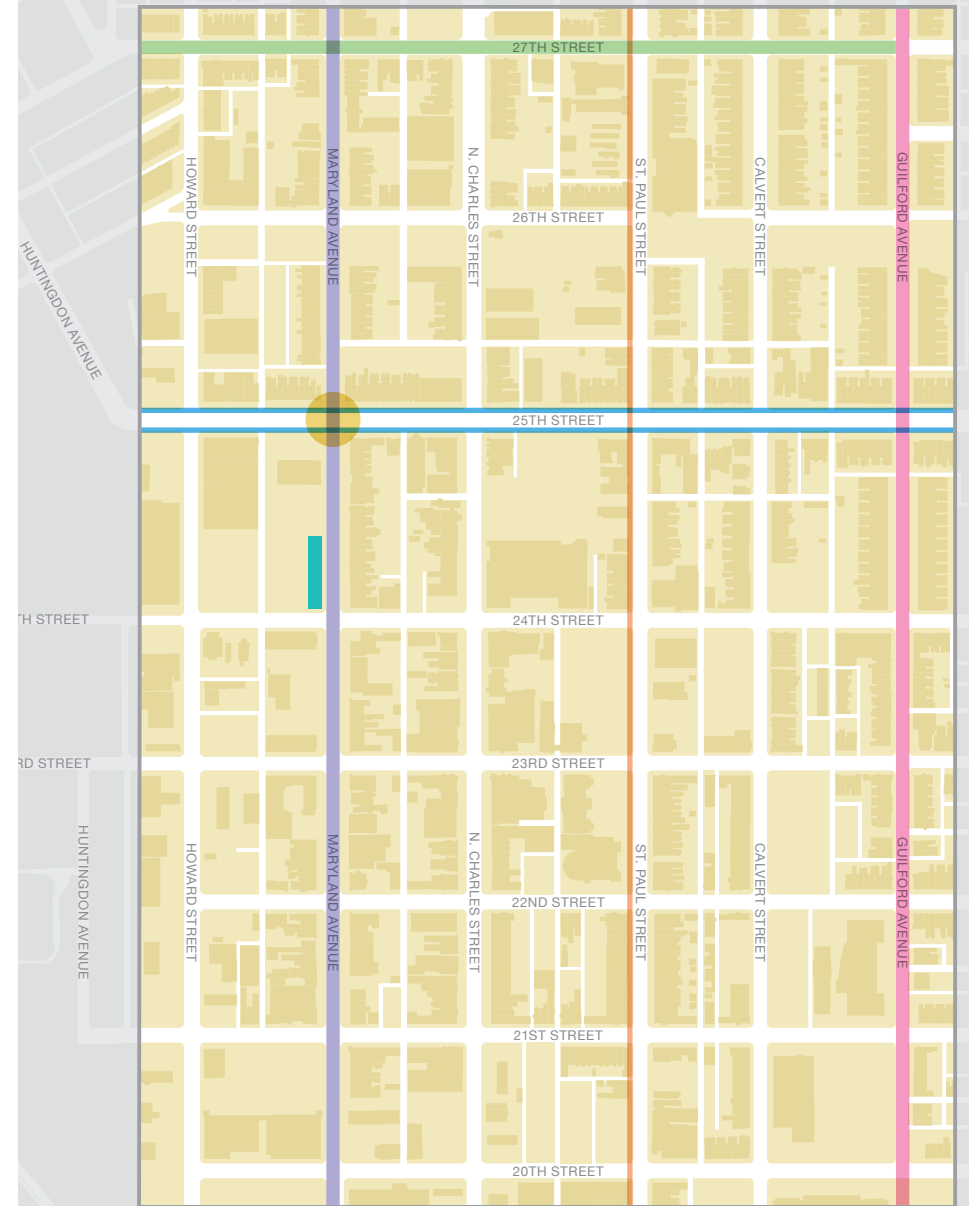
SAFETY

- **Provide crosswalks** at all intersections.
- Provide **pedestrian countdown signals** at signalized intersections.
- Provide ADA curb ramps at all intersections.
- Balance pedestrian and auto wait times in **signalization timing**.
- **Maximize bumpouts** to reduce pedestrian lane crossing distance.
- **Provide pedestrian scale lighting**.

TRAFFIC VOLUME

- **Dualization of St. Paul Street and Calvert Street** would result in slower traffic and increased pedestrian safety
- **Reduction in vehicle lanes on Howard Street** and 25th Street would result in slower traffic, increased pedestrian safety, and increased on-street parking spaces.
- **Timing lights to reduce traffic speed** would reduce through traffic volume and speed and would increase pedestrian safety.

BICYCLE INFRASTRUCTURE RECOMMENDATIONS



- Bikeway/sharrows: Guilford Avenue
- Bike Lane: St. Paul Street
- Cycletrack: Maryland Avenue
- Sharrows: 27th Street
- Bike Lanes: 25th Street
- Bike Parking/Bike Service Area
- Bike Transit Node

STREET DESIGN

- **Provide continuous sidewalks** with high quality paving throughout Old Goucher.
- **Meet ADA standards** for width of throughway including sidewalk obstructions, except where the sidewalk, curbing, and landscape elements are contributing features in the recommended local historic district.
- **Plant street trees** in every possible location in the public right-of-way.
- **Reduce driveway cuts and increase on-street parking.**
- Increase incentives for **pavement removal and greening** on privately owned land adjacent to the sidewalk.

LAND USE ELEMENTS

- **Encourage private development** of public seating, public art, retail uses, and public places.
- Recognize Old Goucher's **historic district**.
- **Provide pedestrian lighting.**
- **Support graffiti removal.**
- **Maintain city-owned vacant land.**
- **Maximize redevelopment of vacant land** as for new buildings or productive open space.

SAFETY: Moving people and goods safely is the first priority of transportation.

- **Make streets safe for all street users**, especially our most vulnerable residents (children, the elderly, those with disabilities) and the more vulnerable modes (walking, bicycling).
- Design streets to **prioritize local trips**, resulting in slower speeds to reduce crashes and injuries.

ACCESSIBILITY AND MOBILITY: Our streets should accommodate all street users, giving priority to the most energy- and space-efficient modes.

- **Prioritize walking, bicycling, and transit** by providing safe, accessible, convenient, and comfortable facilities for these modes.
- **Accommodate truck traffic and deliveries** while minimizing their negative impacts on Old Goucher.



Transit and pedestrian amenities; light rail and streetcar *Photos: Bruce Willen, DennisM2, David Wise, Roger Wagner*

Strengthening Transit Options

The Old Goucher community supports diverse transit options, including walking, biking, buses, and rail, as well as the Charles Street Development Corporation's advocacy and planning for streetcar lines in and near Old Goucher.

The Old Goucher neighborhood has north-south bike amenities including the Guilford Avenue Bike Boulevard, St. Paul Street Bike Lane, and planned Maryland Avenue Cycletrack. Bike infrastructure is planned for 25th Street as a part of the Baltimore City Department of Transportation Bicycle Master Plan. Additional east-west bike routes and bicycle parking infrastructure are needed to make the neighborhood truly bike friendly.

Baltimore's Light Rail line runs along the Jones Falls valley just west of Old Goucher. Connections to this route can be reached in proximity to the Old Goucher neighborhood to the south and west of the neighborhood at the North Avenue station or Baltimore Penn Station. A bridge from Remington west of Old Goucher over the Jones Falls to a new stop on the light rail line would improve access to Light Rail, as well as other nearby amenities like the Jones Falls Trail and Druid Hill Park.

1. ENHANCE EXPERIENCE OF CAMPUS AS DESTINATION (“HEART”)

A combination of greening and streetscaping can re-establish the experience of the historic Goucher Campus as an urban campus:

- a. **Link the historic spaces** with treelined streets and green alleys
- b. Remove off street parking and **restore historic lawns**
- c. **Maximize angle parking** reduce number of bus stops to offset traffic on the east-west streets.
- d. **Maximize amenities** for pedestrians, bikers, and public transit users.
- e. Develop **streetscape guidelines** that differentiate the historic campus core
- f. **Enhance transit stops** in the campus core
- g. **Provide shelters** at major transit stops throughout Old Goucher.

2. ENHANCE PEDESTRIAN EXPERIENCE THROUGH STREETScape IMPROVEMENTS (THROUGHOUT)

Improving conditions for walkers leads to improved quality of life for all of Old Goucher's residents, visitors, and business proprietors. Sidewalk space in the community will be the focal area for improving the pedestrian experience, supporting multi-modal transit system, and enhancing the neighborhood's visual character. Sidewalk space makes great public space. Old Goucher supports sidewalk and vacant lot use to support building programs like restaurants and cafes.

- a. **Provide attractive street furniture:** planters, benches, chess tables, cafe tables, etc.
- b. **Install permeable sidewalks and stormwater bumpouts**
- c. **Plant a street tree in every viable location**
 - Maximize tree pit size
 - Add perennials to tree pits
 - Install planters where tree pits are not feasible
- d. Use parking meter revenue to fund streetscape improvements and maintenance programs.

3. INCREASE INTERNAL CIRCULATION AND EXTERNAL CONNECTIVITY FOR VEHICULAR TRAFFIC

Reduce emphasis on speed and volume of “through” traffic in particular on





high volume, one-way streets like Calvert and St Paul, and multi-lane streets like 25th Street. Emphasize internal integration of neighborhood, ease of movement within community and circulation connections to adjacent communities.

- a. **Construct traffic calming measures**
 - Curb bumpouts throughout
 - Angled parking on cross-streets (21st, 22nd, 23rd, 24th)
- b. **Promote traffic circulation changes aimed at calming traffic** such as proposed dualization of Saint Paul and Calvert Streets or alternatives.
- c. **Time traffic lights for pedestrians and cyclists** rather than automobiles.
- d. **Provide dedicated turn lanes**, instead of multiple, high volume travel lanes.

4. PROMOTE MULTI-MODAL TRANSIT

Encourage multi-modal, integrated transit network centered on major corridors.

- a. **Improve bicycle and pedestrian amenities**
- b. **Improve access to mass transit** (connections to Light Rail)
- c. Advocate for **fixed infrastructure, high frequency transit** (for example, street cars) along North Avenue and Charles Street.
- d. **Reduce bus stop locations** to every two-to-three blocks to improve bus speed and traffic circulation.
- e. **Provide shelters** at major transit stops.



Bicycle parking; light rail in dedicated transit lane Photos: NACTO



IMPLEMENTATION

LET'S DO THIS
NOBODY BEAT OUR PRICES.
GUARANTEED.



Implementation Tables

The following tables provide a more detailed description of the steps for implementing the recommendations addressed in the Plan. Each table details the initiatives that the community supports and action items to implement each initiative, along with institutional partners and recommended timeline.

Additional details and examples for each initiative are found in the previous Recommendations section.

RECOMMENDED COMPLETION DATES

Short - 2016 to 2018

Medium - 2018 to 2021

Long - 2022 to 2031

Ongoing - Immediate and ongoing initiative/action

IMPLEMENTATION LOCATIONS

The “heart, cross and two Ls” indicate the approximate location(s) within the neighborhood where each initiative applies.

HEART



Restored
Historic
Core

CROSS



Commercial
Mixed-Use
Corridors

MIXED USE L



High-Density
Commercial
/Residential
Mixed-Use

RESIDENT L



Rowhouses,
Low and
Medium-Density
Residential

MAIN PARTNER ORGANIZATIONS

BCRP - Baltimore City Department of Recreation & Parks

BDC - Baltimore Development Corporation

BH - Baltimore Housing (DHCD and HABC)

BIKEMORE - BikeMore

BOPA - Baltimore Office of Promotion & Arts

BOS - Baltimore Office of Sustainability

BTT - Baltimore Tree Trust

CC - Baltimore City Council

CHAP - Commission for Historical and Architectural Preservation

CLC - Community Law Center

DHCD - Baltimore City Department of Housing & Community Development

DHMH - Maryland Department of Health and Mental Hygiene

DOP - Baltimore City Department of Planning

DOT - Baltimore City Department of Transportation

DPW - Baltimore City Department of Public Works

FORESTRY - Baltimore Forestry Department

MAYOR - Baltimore Mayor's Office

MD - State of Maryland

MHT - Maryland Historical Trust

MTA - Maryland Transit Administration

NDC - Neighborhood Design Center

OGCA - Old Goucher Community Association

P&P - Parks & People Foundation

TREEB - Tree Baltimore

Implementation: Open Space

LEAD PARTNERS

TIMELINE

Restore Goucher Lawn as Public Green Space OPEN SPACE ON 2200 AND 2300 BLOCKS OF SAINT PAUL ST.



Develop open space reclamation plan for property	NDC, MD, OGCA		SHORT	MEDIUM	
Arrange easement or other legal structure to allow preservation of open space in perpetuity	CC, MAYOR, MD, OGCA			MEDIUM	
Implement on-street parking recommendations (pg 82) to compensate for lost off-street parking	DOT, DOP, OGCA			MEDIUM	
Develop park design compatible with historic character of green space and construct	MHT, DOP, BCRP, OGCA			MEDIUM	LONG
Arrange for legal caretaking entity to maintain park as public open space	BCRP, MD, OGCA			MEDIUM	LONG

Restore Fensal Court as Public Green Space OPEN SPACE ON 2300 BLOCK OF MARYLAND AVE.



Develop open space reclamation plan for property	NDC, OGCA		SHORT	MEDIUM	
Arrange easement or other legal structure to allow preservation of open space in perpetuity	CC, MAYOR, OGCA			MEDIUM	
Develop park design compatible with historic character of green space and construct	DOP, BCRP, OGCA			MEDIUM	LONG
Arrange for legal caretaking entity to maintain park as public open space	BCRP, OGCA			MEDIUM	LONG

Recreate Smaller Garden Spaces 100 E 23RD STREET HOOPER HOUSE GARDEN; 2301 MARYLAND AVE GARDEN; 2401 ST. PAUL ST. GARDEN



In collaboration with current property owners, develop plans to reconstruct historic green spaces	NDC, OGCA		SHORT	MEDIUM	
Support grant applications and seek other funding sources for restoration of park spaces	OGCA			MEDIUM	
Develop legal and financial structures to ensure maintenance and preservation of gardens. BCRP to develop for city-owned property. OGCA to work with owners if privately-owned.	BCRP, OGCA			MEDIUM	LONG



IMPLEMENTATION: OPEN SPACE (CONT.)

LEAD PARTNERS

TIMELINE

Public and Recreational Programming for Calvert Park



Construct new features to support recreational uses	BCRP, P&P, OGCA		MEDIUM	LONG
Establish working group to evaluate potential options for park programming	BCRP, P&P, OGCA	SHORT	MEDIUM	
Work with city agencies and other stakeholders to develop construction plan and budget	BCRP, P&P, OGCA		MEDIUM	
Develop long-term maintenance plan, funding plan, and partners as part of planning process	BCRP, P&P, OGCA		MEDIUM	LONG
Develop new program and features per working group recommendations	BCRP, P&P, OGCA		MEDIUM	LONG

Temporary Uses for Vacant Lots SEE EXISTING VOIDS AND GREEN SPACE IN OLD GOUCHER MAP

Identify vacant lots for potential temporary projects. Consider: <ol style="list-style-type: none"> 1. Saint Paul & 24th: vacant lot 2. Calvert & 24th: unused parking lot 3. 30 E. 20th Street: unused parking lot 	OGCA		SHORT	
Develop temporary use agreements with current owners	DOP, BOPA, OGCA		SHORT	
RFPs from community for project ideas	DOP, BDC, BOPA, OGCA		SHORT	MEDIUM
Connect selected ideas with sources of funding for implementation	OGCA		SHORT	MEDIUM

Increase Street Tree Canopy SEE EXISTING TREE CANOPY MAP

Work with Tree Baltimore on tree survey for Old Goucher - DONE	BTT, FORESTRY, OGCA		DONE	
Enlarge street tree pits and prepare for new trees - DONE	BTT, OGCA		DONE	
Volunteers plant trees provided by Tree Baltimore and other sources - DONE	BTT, TREEB, OGCA		DONE	
Remove hardscape and increase permeability in all suitable locations to support trees	BTT, DPW, OGCA	ONGOING		
Develop maintenance plan and continuing support for additional trees	FORESTRY, OGCA		SHORT	MEDIUM
Protect existing trees through permit approval processes and enforcement.	DOT, FORESTRY, OGCA	ONGOING		



IMPLEMENTATION: OPEN SPACE (CONT.)

LEAD PARTNERS

TIMELINE

Develop Comprehensive Streetscape Guidelines

SEE STREETScape RECOMMENDATIONS MAP


Use currently scheduled and emergency maintenance as opportunities to expand existing tree pits and create new plantable areas.

DOT, DPW, OGCA

ONGOING

Use 0-100 block of East 26th Street as a basis for all streetscape design until complete neighborhood streetscape guidelines are developed and implemented

DOP, DPW, DOT, OGCA

ONGOING

Work with engineering and design firm to develop streetscape guidelines for community

DOP, OGCA

SHORT

MEDIUM

Seek approval and adoption of streetscape plan by DOT, DPW and other city agencies responsible for public streets

DOT, DPW, OGCA

MEDIUM

Include community in review of upcoming projects to ensure compliance with guidelines

DOP, DPW, DOT, OGCA

ONGOING

Develop long-term streetscape maintenance plan

DPW, OGCA

MEDIUM

Enforce streetscape guidelines through warnings, fines, and education

DOP, DPW, DOT, OGCA

ONGOING

Develop Historic Streetscape Standards

SEE STREETScape RECOMMENDATIONS MAP


Seek funding and support for pilot projects to explore different options for pedestrian lighting

CC, DPW, OGCA

SHORT

City agencies to fund and implement successful pilot projects throughout neighborhood

BDC, CC, DPW, OGCA

SHORT

MEDIUM

Add and improve pedestrian level lighting along major corridors in Old Goucher as detailed in forthcoming Streetscape Guidelines

DPW, OGCA

SHORT

MEDIUM

LONG

Enforce streetscape guidelines through warnings, fines, and education

DOP, DPW, DOT, OGCA

ONGOING

Include Stormwater Retention Features in Streetscape

SEE STREETScape RECOMMENDATIONS MAP


Seek funding for pilot stormwater BMP projects - DONE

DPW, DOT, OGCA

DONE

Work with engineering and design firm to implement pilot projects - IN PROCESS

DPW, DOT, OGCA

SHORT

Work with city agencies to approve and implement stormwater projects throughout OG

DPW, DOT, BOS, OGCA

MEDIUM

LONG

IMPLEMENTATION: OPEN SPACE (CONT.)

LEAD PARTNERS

TIMELINE

Implement Alleyscape Project and Standards SEE ALLEY RECOMMENDATIONS MAP



Fund and implement pilot alley development projects such as gating and blue alleys	BOS, DPW, OGCA		SHORT	MEDIUM	
Use successful pilot project to develop guidelines for future alley projects, working with residents and block leaders to advocate for improvements on block-by-block basis	DOP, DOT, OGCA			MEDIUM	LONG
City agencies and other stakeholders to include guidelines in work within alley right-of-ways	DOT, DPW, OGCA			MEDIUM	LONG

Implement Alley Greening and Stormwater Projects SEE ALLEY RECOMMENDATIONS MAP



Advocate at individual alley level for more robust greening and storm water management. Develop pilot projects to introduce storm water management and greening elements in alleys.	DPW, BOS, OGCA		SHORT	MEDIUM	
Develop guidelines based on successful project implementation	DOP, OGCA			MEDIUM	LONG
City agencies and other stakeholders to include guidelines in work within alley right-of-ways	DOT, DPW, OGCA			MEDIUM	LONG

Develop Small Public Parks to Support Commercial Uses SEE GREEN SPACE AND INFILL DEVELOPMENT RECOMMENDATIONS MAP



Collaborate with property and business owners to identify opportunities for small park spaces.	OGCA	ONGOING			
Consider converting unused parking spaces to pedestrian areas via Pedestrian Plaza program	DOT, P&P, OGCA		SHORT	MEDIUM	
Seek funding to build and maintain for small scale projects to support commercial uses	CC, P&P, OGCA	ONGOING			
Develop park plans, long-term maintenance plans, park construction	NDC, BCRP, P&P, OGCA		SHORT	MEDIUM	LONG

Develop Small Public Parks to Support Residential Uses SEE GREEN SPACE AND INFILL DEVELOPMENT RECOMMENDATIONS MAP



Collaborate with property owners and residents to identify opportunities for small park spaces	NDC, OGCA	ONGOING			
Solicit input from residents of desirable park features and elements	NDC, P&P, OGCA	ONGOING			
Consider converting unused parking spaces to small parks via Parklet program	DOT, P&P, OGCA		SHORT	MEDIUM	
Seek funding to develop and maintain park spaces along lines of community input	BDC, BCRP, P&P, OGCA	ONGOING			
Develop park plans, long-term maintenance plans, park construction	NDC, BCRP, P&P, OGCA		SHORT	MEDIUM	LONG



Implementation: Buildings

LEAD PARTNERS

TIMELINE

Establish a CHAP district SEE HISTORIC DISTRICTS, NEIGHBORHOODS, AND URO AREA MAP



Work with CHAP to develop boundaries for proposed district - DONE	CHAP, OGCA	DONE		
Send out mailer seeking community input - IN PROCESS	CHAP, OGCA	SHORT		
Request city council approve district along lines of established boundaries	CC, CHAP, OGCA	SHORT		
Expand district as deemed appropriate to include contiguous areas	CC, CHAP, OGCA		MEDIUM	LONG
Review proposed changes to historic buildings to ensure compliance with CHAP district regulations and historic preservation standards	CHAP, DOP, BH, OGCA	ONGOING		
Encourage building owners to pursue tax credits (as appropriate) to ensure State and federal review of proposed rehabilitation for compliance with Secretary of the Interior's standards	CHAP, MHT, OGCA	ONGOING		

Support Institutional Users Consistent w/ Original Campus Buildings' Uses SEE NEIGHBORHOOD LANDMARKS IN OLD GOUCHER MAP



Seek out interested institutions or investors to restore and occupy under-utilized former Goucher College buildings	MAYOR, OGCA	ONGOING		
Support applications to Planning Department for changes in use and redevelopment consistent with original institutional uses of buildings	DOP, OGCA	ONGOING		
Assist current and future owners in attracting potential tenants and investors seeking to redevelop buildings consistent with original uses and preservations standards	BDC, MAYOR, OGCA	ONGOING		

Enforce Code Violations and Seek Investment in Vacant and Poorly Maintained Buildings



Help city official to identify code violations in vacant and poorly maintained buildings	BH, DOP, OGCA	ONGOING		
Support efforts to enforce city regulations and code	BH, DOP, OGCA	ONGOING		
Assist city officials in gaining control of properties that remain vacant and unimproved or have ongoing, repeated violations consistent with city and State law	BH, CC, MAYOR, CLC, OGCA		SHORT	MEDIUM LONG

IMPLEMENTATION: BUILDINGS (CONT.)

LEAD PARTNERS

TIMELINE



Develop Programs to Support Rehabilitation of Existing Buildings Consistent With Preservation Standards



Seek public, institutional and private support for targeted improvement programs consistent with Vision Plan and preservation standards

MHT, BDC, OGCA

ONGOING

SHORT

MEDIUM

LONG

Guide property owners in accessing program funds for specific project and improvements

CHAP, MHT, OGCA

ONGOING

Encourage Infill Development of Vacant Properties Consistent With Vision Plan and Character of Neighborhood

SEE EXISTING VOIDS AND GREEN SPACE IN OLD GOUCHER MAP



Review proposed new projects to ensure consistent with vision plan and character of neighborhood

BDC, DOP, OGCA

ONGOING

Support efforts to redevelop vacant lots consistent with vision plan and needs of community

DOP, OGCA

ONGOING

Oppose projects that do not align with character of neighborhood, vision plan or needs of residents and businesses

BH, DOP, MAYOR, CC, OGCA

ONGOING

Support City and State Efforts to De-Concentrate Social Service Providers and Encourage Decentralization of Services



State and local level changes in licensing and regulation of social services providers to de-concentrate social services provides to increase access and geographic availability of services

DHMH, BCHD, MD, DOP, MAYOR, CC, OGCA

SHORT

MEDIUM

Support changes in practices and regulation consistent with best practices and welfare of communities and patients to relocate existing facilities to underserved neighborhoods and regions outside of Old Goucher and the surrounding communities

DHMH, BCHD, MD, DOP, MAYOR, CC, OGCA

ONGOING

Support Local, Small Scale Commercial Businesses and Residential Property Ownership



Support efforts for local business expansion

BDC, OGCA

ONGOING

Support efforts for residents to purchase and improve neighborhood properties

BH, DOT, OGCA

ONGOING

Update and support land use regulations to allow for small scale development and intensification of property uses

DOP, CC, OGCA

SHORT

MEDIUM

Increase permits and other resources (eg, liquor or restaurant licenses) to allow small-scale, local entrepreneurs to open new businesses consistent with Old Goucher Vision Plan

MD, OGCA

SHORT

MEDIUM

IMPLEMENTATION: BUILDINGS (CONT.)

LEAD PARTNERS

TIMELINE

Greater Code Enforcement Consistent with Laws, Regulations and Objectives of Vision Plan



Identify property owners and businesses operating in violation of local laws and regulations	BH, MD, OGCA	ONGOING	SHORT	
Enforce existing regulations and laws consistent with objectives of Vision Plan (see also “Enforce code violations and seek investment in vacant and poorly maintained buildings”)	BH, CC, MAYOR, OGCA	ONGOING		
Seek redress for community complaints against businesses or property owners who consistently violate city and State laws and regulations in their operations	BH, CC, CLC, OGCA	ONGOING		

Provide Incentives to Develop Local Commercial and Small-Scale Residential Uses Along 25th and Charles Streets

SEE CURRENT & PROPOSED ZONING MAPS



Support elements of Transform Baltimore and other changes in land use and regulation to support mixed use and commercial development on 25th and Charles Street	DOP, CC, OGCA		SHORT	
Create developer guidelines and Developer Agreement process as part of forthcoming Streetscape Guidelines	DOP, CC, DOT, OGCA		SHORT	MEDIUM
Land use changes to allow intensification of residential development along more densely developed areas of 25th and Charles Street	DOP, CC, OGCA			MEDIUM LONG
Support applications for new business permits for local businesses seeking to relocate or expand along major commercial corridors	CC, MD, OGCA	ONGOING		
Prevent destruction of historic buildings and elimination of small-scale businesses for larger commercial projects or parking lots along 25th Street or Charles	BH, CHAP, DOP, OGCA	ONGOING		

Coordinate Building Uses With Streetscape, Open Space, and Transportation Planning

SEE STREETScape, GREEN SPACE AND INFILL DEVELOPMENT, & TRANSIT RECOMMENDATIONS MAPS



Work with city agencies, property owners and other stakeholders to coordinate construction and rehabilitation projects with Streetscape and Transportation sections of this Vision Plan	DOP, DOT, DPW, OGCA	ONGOING	SHORT	
Develop coordinated streetscape and transportation planning along 25th Street and Charles Street consistent with the vision plan	DOP, DOT, DPW, OGCA			MEDIUM LONG



IMPLEMENTATION: BUILDINGS (CONT.)

LEAD PARTNERS

TIMELINE

Encourage Development Of Higher Density Residential And Mixed-Use Commercial Projects On Vacant Parcels

SEE GREEN SPACE AND INFILL DEVELOPMENT RECOMMENDATIONS MAP & THE HEART, CROSS AND TWO L'S MAP



Encourage intensification of uses and permission for mixed use commercial-residential in vacant or underutilized parcels adjacent to North Avenue/20th Street and along Howard Street	DOP, BH, OGCA		MEDIUM	LONG
Support rezoning of parcels as required to allow more intensification of commercial and residential uses (eg, extend boundaries or establish new TOD districts) where consistent with other elements of this plan	DOP, CC, OGCA	ONGOING	MEDIUM	
Support reduction of parking minimums and include parking maximums to enable more urban-scale development consistent with other elements of this plan	DOP, CC, OGCA		SHORT	MEDIUM

Convert Auto-Intensive Land Use on Howard to Mixed-Use, Higher Density Commercial / Residential

SEE GREEN SPACE AND INFILL DEVELOPMENT RECOMMENDATIONS MAP & THE HEART, CROSS AND TWO L'S MAP



Rezone parcels along Howard Street to preclude auto-related uses or make them conditional in all districts	CC, DOP, OGCA		SHORT	
Preclude expansion or intensification of auto-related uses along Howard Street	CC, DOP, OGCA		SHORT	MEDIUM LONG
Reduce number and frequency of curb-cuts along Howard Street – to be specified as part of forthcoming Streetscape Guidelines	DOP, DOT, DPW, OGCA			MEDIUM
Remove peak hour parking restrictions, add on-street parking, and increase urban nature of streetscape	DOP, DOT, DPW, OGCA		SHORT	



Implementation: Transit/Connectivity

LEAD PARTNERS

TIMELINE

Coordinate Transportation Planning with Open Space and Buildings Recommendations



As part of forthcoming Streetscape Guidelines work with city agencies and other stakeholders to develop a coordinated transportation, open space and property development guidelines consistent with Vision Plan, preservation standards and regulations of CHAP district for central campus core

DPW, DOT, DOP, CHAP, MTA, OGCA

SHORT

MEDIUM

Seek to have plan adopted by DOT, DPW and other city agencies implementing public projects in central Old Goucher campus area

DOT, DPW, DOP, MTA, OGCA,

MEDIUM

Establish Transit Stops and Connections Around Central Campus

SEE TRANSIT RECOMMENDATIONS MAP



Coordinate with MTA as lead agency, along with Circulator, DOT and other city and State transit providers on locations of transit stops and network routes

MTA, DOT, OGCA

ONGOING

Develop infrastructure to support transit usage consonant with design standards and streetscape standards for historic campus core (see also "Develop Historic Streetscape Standards").

DOT, DPW, DOP, OGCA

MEDIUM

LONG

Strengthen Pedestrian Connections Within the Historic Campus and Provide Pedestrian, Cyclist, and Transportation Amenities

SEE STREETScape, BICYCLE INFRASTRUCTURE, TRANSIT, & PARKING AND CURB EXTENSION RECOMMENDATIONS MAPS



Develop Streetscape Guidelines that include continuous historic sidewalk surfaces, benches, curb extensions and other amenities to support interconnection of core campus area

NDC, DPW, DOT, OGCA

SHORT

MEDIUM

Seek adoption of streetscape standards by DOT, DPW and other city and State agencies

DPW, DOT, MTA, OGCA

MEDIUM

Seek allocation of public and private resources to implement design standards and upgrade pedestrian experience in core campus area

MAYOR, CC, OGCA

MEDIUM

LONG

IMPLEMENTATION: TRANSIT/CONNECTIVITY (CONT.)

LEAD PARTNERS

TIMELINE

Create Identity Campaign Around Old Goucher Campus as Unique Destination in the City



Produce information materials on the history and unique attributes of the campus and larger neighborhood	NDC, OGCA		SHORT	MEDIUM	
Disseminate materials to city, State and non-profit entities (eg, Live Baltimore) to support and promote identity of neighborhood	OGCA			MEDIUM	LONG
Use transportation planning to enhance campus as destination	MTA, DOT, DOP, OGCA		SHORT	MEDIUM	LONG
Explore additional opportunities to reenforce image of campus and neighborhood as a historically significant distinct area within the larger North-Central Baltimore area	OGCA	ONGOING			

Install Historic Street Lighting and Other Furnishings SEE STREETScape RECOMMENDATIONS MAP



Initiate and support research into original lighting and site furnishing designs in the neighborhood as part of forthcoming Streetscape Guidelines	CHAP, NDC, OGCA		SHORT	MEDIUM	
Seek public and private support to fund restoration of historic lighting and furnishings	MHT, CC, OGCA			MEDIUM	LONG
Coordinate with city agencies and utilities on the installation of the historic lighting and furnishings as part of forthcoming Streetscape Guidelines	DPW, OGCA			MEDIUM	LONG

Coordinate Streetscape With Pedestrian, Transit, and Cycle Users

SEE STREETScape, BICYCLE INFRASTRUCTURE, & TRANSIT RECOMMENDATIONS MAPS



Develop integrated streetscape plan that supports pedestrian, transit and cycle use	DOP, MTA, BIKEMORE, NDC, OGCA		SHORT	MEDIUM	
Coordinate with broader streetscape design strategies	DPW, DOT, DOP, OGCA		SHORT	MEDIUM	
Work with City and State agencies on formal adoption of the streetscape plan	MD, DPW, DOT, OGCA			MEDIUM	
Work with DOT and private property owners undertaking work in the public right-of-way to adhere to the new Streetscape Guidelines	DOT, DOP, OGCA			MEDIUM	LONG



IMPLEMENTATION: TRANSIT/CONNECTIVITY (CONT.)

LEAD PARTNERS

TIMELINE

Improve Sidewalk and Crosswalk Conditions SEE STREETScape & PARKING AND CURB EXTENSION RECOMMENDATIONS MAPS



As part of forthcoming Streetscape Guidelines include handicap accessible ramps, striping of crosswalks, crossing signs, and other elements of compliant pedestrian improvements

DOT, DPW, OGCA

SHORT

MEDIUM

Bring sidewalk and crosswalk areas identified in vision plan into compliance with forthcoming Streetscape Guidelines and evaluate need for crosswalk and pavement marking action plan

DOT, DPW, OGCA

MEDIUM

LONG

Install curb extensions where possible, and incorporate stormwater management and retention features in support of Open Space plans.

DOT, DPW, DOP, OGCA

SHORT

MEDIUM

LONG

Incorporate these improvements into planned and emergency maintenance.

DPW, OGCA

ONGOING

Install pedestrian-level lighting

DPW, OGCA

SHORT

MEDIUM

LONG

Sidewalk improvement to include replacement of damaged areas of concrete, opening of larger street tree pits and improvements consonant with historic and standard streetscape guidelines

DPW, OGCA

ONGOING

Develop Traffic Calming Measures Along Major Corridors For Improved Pedestrian and Cyclist Safety

SEE TRAFFIC ENGINEERING & PARKING AND CURB EXTENSION RECOMMENDATIONS MAPS



Make pedestrian and cyclist safety the cornerstone of any transportation improvements in the right of way of major streets

DOP, DOT, OGCA

ONGOING

Implement traffic calming measures including, but not limited to, curb extensions at all intersections, reduce travel lane widths for vehicles, conversion from one-way multi-lane to two-way streets, "People First" signal timing, dedicated separated cycle lanes, reduction of curb cuts. Locations for specific traffic calming recommendations to be identified in forthcoming Streetscape Guidelines plan

DOT, OGCA

SHORT

MEDIUM

LONG

DOT, DPW, and other city agencies to include traffic calming measures in all improvements along major travel corridors in the neighborhood

DOT, DPW, OGCA

ONGOING

SHORT

MEDIUM

LONG

DOT will work with the neighborhood on evaluating current speed limits and establish standard speed limits of 20 to 25 MPH throughout the neighborhood. Include auto speed metric as part of Streetscape Guidelines designs

DOT, OGCA

SHORT

MEDIUM

Add dedicated on-street parking to Howard Street south of 25th and remove peak hour parking restrictions on Howard Street from North Avenue to 25th street.

DOT, OGCA

SHORT

IMPLEMENTATION: TRANSIT/CONNECTIVITY (CONT.)

LEAD PARTNERS

TIMELINE

Coordinate Capital Improvement Projects With Goals and Recommendations of Vision Plan

SEE STREETScape, ALLEYS, TRAFFIC ENGINEERING, BICYCLE INFRASTRUCTURE, TRANSIT, & PARKING AND CURB EXTENSION RECOMMENDATIONS MAPS



City and State agencies to include streetscape improvements, traffic calming and other measures indicated in this report and forthcoming Streetscape Guidelines into all capital improvement projects planned in the neighborhood

DPW, DOT, MD, OGCA

ONGOING

SHORT

MEDIUM

LONG

Implement funding mechanisms to support making recommended capital improvements

CC, MAYOR, OGCA

MEDIUM

LONG

Adopt “Complete Streets” Approach to Planning for Streets in Old Goucher

SEE TRAFFIC ENGINEERING, BICYCLE INFRASTRUCTURE, TRANSIT, & PARKING AND CURB EXTENSION RECOMMENDATIONS MAPS



Future street design initiatives should conform to DOT’s neighborhood-focused complete streets methodology and take into account all users (residents, transit, pedestrians, cyclists). Standards for biking and pedestrian amenities should relate to desired auto speeds of maximum 20 to 25 MPH.

DOT, MTA, OGCA

ONGOING

Do not use travel times or vehicle congestion as critical factors in determining changes within the street right-of-way

DOP, DOT

ONGOING

Evaluate options for making streets provide additional value to residents and businesses including reducing numbers of travel lanes, adding on street parking to shrink widths of multi-lane streets, add amenities (“parklets”, outdoor seating) within the street right-of-way to make better use of street space

DOT, DOP, BOS, OGCA

ONGOING

Convert East-West Streets to Angled Parking SEE TRAFFIC ENGINEERING & PARKING AND CURB EXTENSION RECOMMENDATIONS MAPS



Evaluate opportunities for adding additional angled parking on east-west one-way streets to increase off street parking (refer to Parking and Curb Extension Recommendations map) as part of forthcoming Streetscape Guidelines

DOT, OGCA

SHORT

MEDIUM

Work with DOT and DPW to implement restriping of streets for angled parking in areas identified

DOT, DPW, OGCA

SHORT

MEDIUM



IMPLEMENTATION: TRANSIT/CONNECTIVITY (CONT.)

LEAD PARTNERS

TIMELINE

Develop 25th Street as a Multi-Modal Transit Corridor

SEE TRAFFIC ENGINEERING, BICYCLE INFRASTRUCTURE, TRANSIT, & PARKING AND CURB EXTENSION RECOMMENDATIONS MAPS



Develop a plan with MTA and DOT to convert 25th Street from a two-way, multi-lane street to a multi-modal transit corridor	MTA, DOT, DPW, OGCA		MEDIUM	
Limit through traffic to narrower, single lanes in two directions with dedicated turn lanes	DOT, OGCA		MEDIUM	LONG
Add curb bump outs and reduce paced area within intersections to support pedestrian activity along the street	DOT, DPW, OGCA		MEDIUM	LONG
Add dedicated cycle lanes in one or both directions	DOT, BIKEMORE, OGCA		MEDIUM	LONG
Add fixed furnishing and transit stops to permit future inclusion of bus or trolley lines along 25th Street	DOT, DPW, OGCA		MEDIUM	LONG

Develop Charles Street As Integrated Transit Corridor SEE TRAFFIC ENGINEERING & TRANSIT, & PARKING RECOMMENDATIONS MAPS



Develop plan for use of Charles Street as an integrated transit corridor	MTA, NDC, DOT, OGCA		SHORT	MEDIUM
Make improvements within the right-of-way to support multi-modal transit options, including dedicated bus or street car lanes – provide additional detail in forthcoming Streetscape Guidelines	DOT, MTA, OGCA			MEDIUM LONG
Reduce width of vehicle travel lane(s) to support alternate transit options along corridor	DOT, OGCA		MEDIUM	LONG



IMPLEMENTATION: TRANSIT/CONNECTIVITY (CONT.)

LEAD PARTNERS

TIMELINE

Maximize Utilization of On-Street Parking to Provide Opportunities for Additional Open Space

SEE TRAFFIC ENGINEERING & PARKING AND CURB EXTENSION RECOMMENDATIONS MAPS



Add additional angled parking on east-west streets (see also “Convert East-West Streets To Angled Parking”).

DOT, DPW, OGCA

ONGOING

SHORT

MEDIUM

LONG

Add dedicated on-street parking on Howard Street south of 25th Street, reduce through travel lanes to one in each direction, and remove peak hour parking restrictions on Howard Street from North Avenue to 25th street.

DOT, OGCA

ONGOING

SHORT

MEDIUM

LONG

On a block-by-block basis and in coordination with residents add additional parking within alleys, or on additional through streets to be sure all opportunities for on street parking are implemented consonant with other elements in the Vision Plan (see Open Space)

DOT, DPW, OGCA

ONGOING

SHORT

MEDIUM

LONG

Partially offset decreases in off-street parking with increases in on-street parking

DOP, DOT, OGCA

ONGOING

SHORT

MEDIUM

LONG

Integrate Alleys Into Transportation Network for Connectivity and Vehicular Parking

SEE ALLEYS & PARKING AND CURB EXTENSION RECOMMENDATIONS MAPS



Work with city agencies to improve qualifying alleys to allow for a secondary system of circulation (vehicular, cycle, and pedestrian) through the neighborhood

DOT, DPW, OGCA

ONGOING

SHORT

MEDIUM

LONG

Explore options to provide additional on- or off-street parking along alleyways on a block-by-block basis and in coordination with residents

DOT, OGCA

ONGOING

SHORT

MEDIUM

LONG

Develop Pedestrian-Prioritized Multi-Modal Transit

SEE TRAFFIC ENGINEERING, BICYCLE INFRASTRUCTURE, TRANSIT, & PARKING AND CURB EXTENSION RECOMMENDATIONS MAPS



Work with MTA and private transit providers to produce integrated multi-modal transportation with prioritization of non-motorized users

DOT, MTA, BIKEMORE, OGCA

ONGOING

SHORT

MEDIUM

LONG

City agencies to support redevelopment of right-of-ways in major corridors to allow for “People First” signalization

DOT, OGCA

ONGOING

SHORT

MEDIUM

LONG

MTA, Circulator, and other transit providers to improve timing and coordination of services within the community

MTA, DOT, OGCA

ONGOING

SHORT

MEDIUM

LONG

Provide pedestrian amenities (eg, seating, trash receptacles, street trees) to promote walking within the neighborhood

DPW, DOT, OGCA

ONGOING

SHORT

MEDIUM

LONG



IMPLEMENTATION: TRANSIT/CONNECTIVITY (CONT.)

LEAD PARTNERS

TIMELINE

Streetcar or Bus Rapid Transit lines for Charles Street and North Avenue SEE TRANSIT RECOMMENDATIONS MAP



With MTA as lead agency advocate at city and State level for allocation of funding to develop dedicated streetcar or BRT lines for key corridors such as Charles Street and North Avenue

MTA, DOT, DOP, OGCA

SHORT

MEDIUM

LONG

Integrate new streetcar or BRT lines with larger transportation networks in the city and regionally

MTA, OGCA

MEDIUM

LONG

Light Rail Stop and Pedestrian Connections to Old Goucher Area



Recommend working with MTA to study adding stop to light rail system between North Ave. and Woodberry and connect new stop to neighborhood with pedestrian walkway and overpass

MTA, OGCA

SHORT

MEDIUM

Recommend working with MTA to study options for connecting North Ave. light rail stop to 23rd or 24th Street with pedestrian walkway and overpass

MTA, OGCA

SHORT

MEDIUM

Advocate for required easements and funding to establish physical connection to light rail network

MTA, CC, OGCA

MEDIUM

LONG

Bicycle Infrastructure on 25th Street and Integration Into City Network

SEE BICYCLE INFRASTRUCTURE RECOMMENDATIONS MAP



Include bike lanes on 25th Street and/or other east-west streets in neighborhood to interconnect north-south biking routes

DOT, BIKEMORE, OGCA

MEDIUM

LONG

Increase Density and Interconnection of Transportation Options Between Old Goucher, City, and Region



Work with MTA to evaluate ways to increase density and interconnection of transit options – including additional bus lines and new street car lines – along major corridors in neighborhood to improve connections throughout city and region

MTA, DOP, DOT, MD, OGCA

ONGOING

Integrate additional planned services in future street right-of-way planning for the neighborhood

MTA, DOT, MD, OGCA

MEDIUM

LONG



The Future

Historic cities represent opportunities for diversity and intensity of uses built into the physical fabric. Strength comes from recognizing and building upon this inherent advantage over low density, mono-cultures characteristic of post-war cities and suburbs.

Old Goucher is a microcosm of Baltimore as a whole. Regeneration of urban ways of life is crucial to revitalizing the city and restoring its focus as a regional anchor. We need to focus on building on historic and current strengths and reversing the negative trends of the past several decades. Developing a new vision of urban life will be critical in meeting the challenges of coming decades.

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Old Goucher

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