

Appendix B: Property Owners Before 1880

The purpose of this appendix is to provide a pre-development background and a picture of what life was like in the study area in the early-to-mid-1800s. 25th Street, near the northern boundary of the study area, appears to have been a magnet for wealthy landowners over the course of the 19th century. It passes through what was once William Patterson's estate, which he acquired in 1805. The development of 25th Street, however, is credited to the Sadtler family.

Sadtler Family

Philip Benjamin Sadtler came to America from Frankfort-on-the-Main, Germany in 1798. His father was a secretary to the ruler of a small principality. Philip was raised as a foster-brother of the prince's son, thus sharing the same music and language tutors. As a result, he became a linguist and musician, and brought his silver flute (a gift from his patron) with him to America. Upon his arrival, he established the firm of P. B. Sadtler, later P. B. Sadtler and Sons, and even later, George T. Sadtler and Sons, opticians and jewelers. The firm operated in Baltimore for over a century and went out of business around 1923. He owned a large tract of land called "Huntington" (or "Huntingdon"). It was said that he purchased this land from an Englishman named Huntington. The tract of land extended northward from North Avenue to the Brady estate, and west and east from around Maryland Avenue to Greenmount Avenue. In addition to his country residence on 25th Street, he had a town residence on Saratoga Street, near Liberty Street. His country estate was an old mansion that faced south and stood slightly south of what is now 25th Street and partly in the road bed of what is now Calvert Street. Philip (who died in 1860) provided each of his nine children with enough land on which to construct a home, but with a few stipulations: the houses must be three-stories tall, have high ceilings, be constructed with red brick, and be within walking distance of each other. Some of these houses were still standing as of 1924.

One of the sons, **John Sadtler**, built a residence at the northwest corner of St. Paul and 25th Streets. He also built two more houses, which were later used as a school while the school building at St. Paul and 26th Streets was being constructed. The two houses were razed, and a row of houses was built on the land and on adjoining property that contained a potato patch. Another son, **Christopher Columbus Sadtler** (who married into the Brady family), built 217 East 25th Street. **George T. Sadtler** built a home on the southwest corner of 25th and St. Paul Streets. George's son and Philip's grandson, George Washington Sadtler, bought 26 East 25th Street, an end row house, and lived there for 20 years until his death. Lutheran clergyman **Rev. Dr. Philip B. Sadtler, Jr.** lived across the street from Public School No. 54, which sat on 25th Street near Charles Street. The playground of this school once contained the Huntington Avenue car barns. Yet another son, **Charles Sadtler**, lived at the southwest corner of Charles and 25th Streets.

TRUSTEE'S SALE
 OF
VACANT GROUND

BELONGING TO THE ESTATE OF
P. B. SADTLER, DEC'D.
 TO BE SOLD BY PUBLIC AUCTION
 AT THE
EXCHANGE SALESROOM,
 Tuesday, May 2nd, 1882, at 1 o'clock P. M.

PHILIP B. SADTLER, JOHN P. SADTLER, GEORGE T. SADTLER,	}	Trustees of PHILIP B. SADTLER, Dec.
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MATTHEWS & KIRKLAND, Auctioneers.

<i>Fronting on St. Paul Street,</i>	<i>218 feet, 8 inches.</i>
<i>Fronting on Calvert Street,</i>	<i>1855 feet, 1 inch.</i>
	<i>1673 feet, 7 inches.</i>

Scale 50 feet per inch. *W. H. SHIPLEY, Surveyor.*

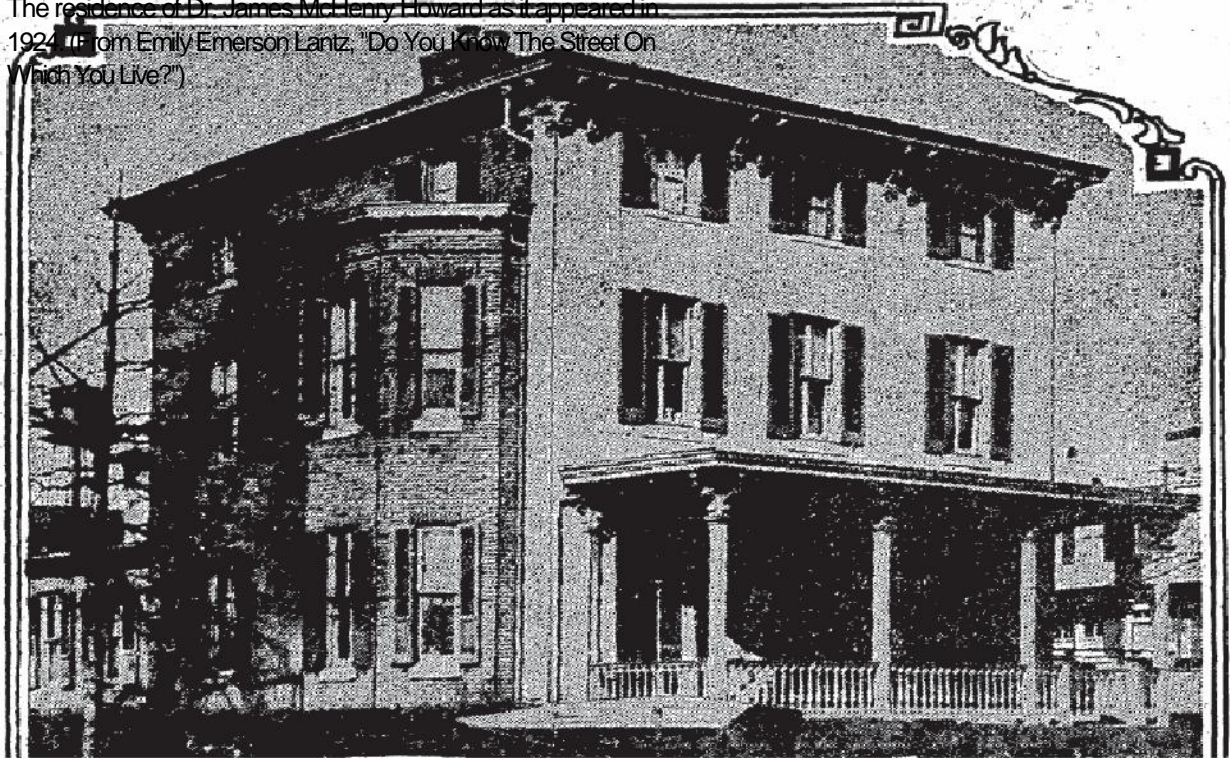


Philip's daughter, **Emma (Sadler) Spilker**, built a home on the north side of 25th Street between Charles Street and Maryland Avenue. **Katherine Sadler** built a home on Charles Street between 25th and 26th Streets. Another son, **William Sadler**, lived east of Calvert Street on a farm that sat on the north side of 25th Street. Lastly, **Elizabeth (Sadler) Dickey** built a home on Charles Street below 25th Street. The property extended northward to 25th Street. It was later purchased by St. Paul's Protestant Episcopal Church Orphanage.

According to a newspaper auction ad on a plat map of the property, Philip B. Sadler, Sr.'s estate was sold off in 1882. Around 1884, Thomas H. Disney surveyed much of the ground around 25th Street. He laid out a tract for A. D. Clemens and divided it into building lots. 25th Street now passes through this subdivision. Disney also assisted in the surveying that was done for the opening of 25th Street between St. Paul Street and Greenmount Avenue.

Other Landowners

The residence of Dr. James McHenry Howard as it appeared in 1924. (From Emily Emerson Lantz, "Do You Know The Street On Which You Live?")



R. G. Ware's old brick residence as it appeared in 1924. (From Emily Emerson Lantz, "Do You Know The Street On Which You Live?")

Dr. James McHenry Howard resided in a two-story house at the northeast corner of 25th and Calvert Streets. He was the uncle of Miss Eliza Ridgely, who was at one time the president of the United Women of Maryland.

Robert G. Ware resided just north of the bend in 25th Street, to the west of Howard Street. He extended Howard Street through his land (most likely starting at 25th Street and going at least as far as 26th). The 1860 census places him in Towsontown (in the 9th Ward) at the age of 54. He was born in Massachusetts and made his living as a merchant. The value of his real estate was \$20,000, and the value of his personal estate was \$1,000. Adjusted for inflation, those values would now be \$503,698.72 and \$25,184.94, respectively, making him a slightly wealthy man. It was reported that year in *The Baltimore Sun* that he and **Samuel Sumwalt** donated a 150' x 80' plot of ground at the southwest corner of Maryland Avenue and 25th Street for the Huntington Methodist Episcopal Church. The building committee included **Henry Shirk**, Joseph Merryman, and Philip Hanson Hiss (a relative of Shirk). By 1924, the church had become the Maryland Avenue Presbyterian Church. At the time of the 1880 census, Ware was a widowed 74-year-old retired merchant.

Henry Shirk was also shown as living in Towsontown in 1860, not all that far away from Ware (about four houses away). He was born in Pennsylvania, and at the time of the census, was 56 years old. The value of his real estate was \$250,000 (\$6,296,233.95 by today's standards), and

his personal estate was valued at \$8,000 (or \$201,479.49). His occupation was not provided. In 1849, he served on the executive committee of the York and Cumberland Railroad Company. He passed away in 1891. His obituary places his residence at 2201 Maryland Avenue. It states that he formed a livestock partnership (Shirk & Judik) soon after moving to Baltimore from Lancaster, PA. He invested in and improved upon land on Madison and Monument Streets. With the profit from the sale of that land, he invested in the Belt (the area above North Avenue). He bought a large quantity of land there, opened some streets, and improved upon the land. When the Women's College was founded, he donated \$10,000 worth of land to the college. Bennett Memorial Hall was built on that land. He subsequently presented six houses to the college. His generosity most likely stemmed from the fact that he had been a prominent member of First Methodist Episcopal Church (Lovely Lane) for many years.

William W. Spence resided in the 11th Ward of Baltimore City in 1860. At the time, he was a 44-year-old merchant who had emigrated from Scotland. He had just gotten married within the last year. The value of his personal estate was \$10,000 (\$251,849.36 today). The value of his real estate was not provided.

Samuel Brady, Jr. served as the president of the Baltimore County Agricultural Society in the early 1880's. During that time, he also served as the chairman of the Baltimore County Democratic Executive Committee. He was the son of Mayor Samuel Brady, Sr. He lived on a farm in Green Spring Valley, and passed away in 1891, 20 years after his father passed away. His father had owned eight acres of land at Greenmount Avenue and 25th Street (where he had resided), the Green Spring Valley farm, land on Chestnut Ridge, two houses and a farm on Hillen Street, a wooded lot on Kirk's Road, a market farm on 25th Street, and real estate in Baltimore City (in trust for his daughters). In 1899, a bill was filed that contemplated the development of the Brady lands under the direction of the court. It was one of the oldest and most widely-known estates in the Baltimore region.

As of 1867, **Samuel Sumwalt** owned pasture land (which he had decided to rent out) on Charles Street and Maryland Avenue. His address was given as 236 North Howard Street. In 1878, his brother **David Sumwalt** passed away. In the obituary, it was mentioned that Samuel resided on Sumwalt Street. Another brother, **Joshua B. Sumwalt**, was noted as being associated with the Baltimore County granite quarries. David himself had been in the ice business for 33 years. He had resided on Maryland Avenue, on an estate adjacent to Homewood Park. He had originally been in the stone business, having had quarries along the Falls Road. One of his ice ponds was located between Maryland Avenue and Howard Street. In 1883, Samuel Sumwalt himself passed away and was buried in Greenmount Cemetery.

Appendix B: Sources

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Appendix C: Baltimore Infrastructure

Timeline

Baltimore	Year	Old Goucher Neighborhood	Source
Port of Baltimore founded by Charles Carroll the Barrister	1709	Neighborhood part of Mt. Clare estate	Olson, p. 7-9
City of Baltimore chartered	1729		Olson, p. 7-9
	1780	First water-powered mills on Jones Falls; Yorktown Turnpike (now York Road)	Lewand, p. 66-71; Lewand, p. 8
	1791	Woodbeerry Jotnarte Fallsear	
Baltimore Water Company founded, Belvidere covered bridge (1st across Jones Falls)	mills 1804	n s es dn	Lewand, p 66-71 Olson, p. 137, MC 1800-99; Maryland Covered Bridges
	1805	Falls Turnpike Company (1st in City)	Lewand, p. 8, 64
	1811	Remington and quarries developed	Lewand, p. 66-71
Coal-gas lighting introduced	1816		BGE, MC 1800-99
<i>Poppleton Plan</i> published	1818	Boundary (North) Avenue as northern edge of City	Olson, p 57
Isaac McKim: 1st steam (flour) mill	1822		MC 1800-99
Baltimore & Ohio Railroad chartered	1827		MC 1800-99
Omnibus transport commences	1832	Northern Central Railroad (PRR) installs tracks along Jones Falls	Nixon, p 2-3; LaWand, p 64
Samuel Morse Telegraph DC-Baltimore	1844		MC 1800-99
	1854	1st Charles Street bridge erected; A.W. Bradford develops land near 25th and Charles Streets for residences	Lewand, p. 56, Bridgebuilder.com
Lake Roland and Mt. Royal reservoirs created (new fresh water source for city)	1858		Lewand, p. 57; Olson, p. 137
Druid Hill Lake (reservoir)	1862		Olson, p. 137, MC 1800-99

Baltimore	Year	Old Goucher Neighborhood	Source
	1865	Hampden developed by General Henry Mankin	Lewand, p. 65-71
Druid Hill horsecar commences	1868		Nixon, p. 3
	1870	Peabody Heights Company organized: built rowhouses on St. Paul Street	Lewand, p. 60
	1871	Union Station at Charles Street opened by Pennsylvania Railroad (PRR)	Olson, p. 159
	1872	Baltimore-Peabody Heights and Waverly horsecar on St. Paul Street	MC 1800-99; Lewand, p. 60
Garbage collection mandated in City; Great B&O Strike	1877	Grid-pattern of streets overlaid on estates, per Poppleton Plan	Baltimore City Council: "Icehouse...", p. 4; MC 1800-99
	1878	Decker (Maryland) Avenue bridge erected by Henry Shirk; he also built 1st large houses on Decker Avenue	Lewand, p. 57, Bridgebuilder.com
1st telephone exchange in Baltimore	1879	1st North Street (Guilford Avenue) bridge erected	Verizon; MC 1800-99; Bridgebuilder.com
Consolidate Gas Company formed; Electricity demonstrated at Sun building	1880		BGE; BGE
Loch Raven and Lake Montebello (reservoir); last major 19th c. Smallpox epidemic	1882	Calvert Street and St Paul Street bridges erected; water and stormwater plumbing expanded to residential neighborhood	Olson, p. 165/ Bridgebuilder.com; Lewand, p. 54, Olson, p. 165
	1885	Women's College of the City of Baltimore (Goucher) founded; Oak Street streetcar-barn erected; Leo Daft invents 1st electrified street-railway from Oak Street on Hampden Line	Knipp, p. 4, 10-20; Helton, p. 32; Helton, p. 32

Baltimore	Year	Old Goucher Neighborhood	Source
Annexation: 23 square miles added to City	1888	Annexation: Street names changed; Goucher Hall completed, college opens	Olson, p. 209/Knipp, p. 24-26
Howard Railroad tunnel (completed 1895); Baltimore Ordinance 83-84 (mandated smoke-elimination)	1890	Channelization of Jones Falls (completed by 1912); North Avenue streetcar electrified (1st in City)	Lewand, p. 44; Olson, p. 226; Annotated, p. 661-5; Olson, p. 63, 253; Nixon, p. 3
	1893	"Belt Line" (1st electrified railroad - B&O) constructed; Bridges over Belt Line erected	Olson, p. 226, Lewand, p. 57; Bridgebuilder.com
	1894	Boundary (North) Avenue bridge erected	Olson, p. 226, Bridgebuilder.com
United Railways & Electric Company (streetcars) formed through merger	1899		Nixon, p. 7
UR&EC opens Pratt Street Power Station at "Basin" & Carroll Park Repair Shops	1901		Nixon, p. 4
Great Fire of Baltimore	1904		MC 1900-99
	1908	Boundary Avenue name changed to North Avenue	Lewand, p. 56
Public Services Commission established	1910	JG Brill Semi-convertible Pay-As-You-Enter streetcars introduced on #1 Guilford-Guilford Avenue line	MC 1900-1999; Abelson, p. 11; Nixon, p. 4
Paving Commission established; water supply chlorination begins	1911	"Fallsway" added to Jones Falls channel	MC 1900-1999
	1912	Union Station replaced by Pennsylvania (Penn) Station	Olson, p. 198
Split sanitary and storm sewers completed (replace privy vaults)	1915	1st buses introduced on #11 Guilford Avenue-Bedford Square line on Charles Avenue; Armory built at Maryland and Oak (Howard)	Haywood, p. 128; Nixon, p. 8-9; Lewand, p. 57

Streets

Baltimore	Year	Old Goucher Neighborhood	Source
	1917	Enclosed motormen platforms introduced on #17 St. Paul St. line	Nixon, p. 4
Annexation: 62 square miles added to City	1918	1st women conductors work on #17 St Paul Street and #29 Boulevard streetcar lines (due to manpower shortages for WWI)	Olson, p. 302; Nixon, p. 4
	1920	"Birney"-style streetcars introduced on #30 Fremont line	Nixon, p. 6
	1922	Goucher College purchases Towson, Maryland 421-acre property, and begins relocation process	Abelson, p. 19
	1923	"Articulators" installed on most streetcar lines	Nixon, p. 7-8
1st Baltimore Zoning Regulations enacted	1924	WCBM (1st local religious radio station opens on North Avenue)	Zoning History; Charm City History
	1928	North Avenue Market erected on Armory site	Lewand, p. 57
	1930	Peter Witt-style streetcars introduced	Nixon, p. 7-8
Baltimore Transit Company formed (streetcars and buses)	1935		MC 1900-99; Nixon, p. 8
	1936	PCC-style streetcars introduced on #25 Mt. Washington line	Nixon, p. 8
	1937	28th Street bridge erected	Bridgebuilder.com
	1938	Howard Street bridge erected	Bridgebuilder.com
Henry Barnes, traffic engineer, hired; creates one-way street-grid system	1947	One-way streets in neighborhood; Oak Street Streetcar barn closed	Nixon, p. 8
Zoning revised	1948		Zoning History
	1950	#30 Fremont line introduced "Trackless Trolleys" (electrified buses)	Nixon, p. 8

Baltimore	Year	Old Goucher Neighborhood	Source
	1962	Jones Falls Expressway and Baltimore Beltway open	MC 1900-99
	1963	#8 Towson-Catonsville line: last to convert from streetcar to bus	Nixon, p. 8
Riots following MLK Jr. assassination	1968	Destruction, looting, and fires in neighborhood	Baltimore '68 Riots
BTC transferred to MdDoT and renamed Maryland Transit Administration	1970		Nixon, p. 9
Zoning revised	1971	Final-operating mills close: Hampden	Zoning History; Lewand, p. 67
	1992	Light Rail line opened; North Avenue Station	MC 1900-1999
Baltimore Metro (subway) opened	1995		MC 1900-1999
	2009	Charles Street declared National and Maryland Scenic By-way	America's By-ways; Musser, p. 85-87

Summary of Infrastructural Conditions in the Old Goucher Neighborhood

Pre-1880

Streets plotted and named for local families or developers, north-south streets continue from downtown, per *Poppleton Plan of 1818*; *Boundary Avenue* is northern edge of City; farms beyond; few bridge connections to cross Jones Falls

Houses (estates and a few early development-residences) provided with candles and oil lamps for illumination; wood or coal heat for fireplaces / stoves; ice houses common on estates; household staffs of servants were common in professional and wealthy families, even many laborer-families had a maid to assist with household chores, as there were few labor-saving devices; food from own production on farms or from City markets

Horsecars start in 1859; horse powered vehicles are only options; few paved (often cobblestone / ballast, near wharves) streets

1880-1900

Street name changes: post-1888 Annexation almost all streets in our study area were changed - see table; *Boundary Avenue* name changed to *North Avenue* In 1908

Houses (and institutions) provided with coal gas-lights (early in period) or electricity (later) [combination gas and electric common within this period]; coal (limited coal-gas or oil)

heat for fireplaces / stoves (early in period) or furnaces providing steam or hot-water heat in radiators (later); ice boxes and ice delivery (therefore ice-houses) common; potential connection to telephone; household staffs of servants were common in professional and wealthy families (eg: owners of houses on primary streets) and some laborer-families - often immigrants or African Americans, who lived in residence (upper levels); food delivered from local market-shops, Lexington Market, or street vendors

Horsecars gave way to streetcars by 1899 and rails were spaced to accommodate carriages, too; horse-powered vehicles and bicycles are the only individual-vehicle options, only wealthy have private carriages, but taxis and drays were available; bicycle craze in 1890's led to demands for more street paving

Streetcars stopped at every corner when signaled (as buses used to do, 'til 1980's), as opposed to only at designated stops (as buses do today); ~10 minute headways, more-frequently at "rush hour"; multiple lines through neighborhood, connections with downtown and adjacent neighborhoods; schedules published and met

Horsecar lines are supplemented with steam power and cable cars prior to electrification in the 1890's

Streetcar barns at Oak and 25th Streets, St Paul and 25th Streets, and on Charles Street near Lanvale Street, for rival firms

Jones Falls channeled to control periodic flooding (1890-1910); rival rail-lines fill valley (400 trains per day by 1900); pollution leads to electrification of lines by end of Century

Annexation 1888: added 23 square miles to City¹

1900-1920

Houses (and institutions) provided with electricity for light and power, coal, coal-gas, or oil heat for furnaces providing steam or hot-water heat in radiators, or forced-air (experimental in 1905), air conditioning experimental for institutions; and increasingly connection to telephone; household staffs of servants were common in professional and wealthy families (e.g.: owners of houses on primary streets); food delivery and local market-shops continue; first grocery stores open

Split-sewer line (Storm water and waste as separate systems) installation (1907-1915) throughout whole City; caused all below-grade systems (water, fire suppression, gas) to be relocated / replaced and up-graded; privies eliminated

Concurrently with streets being torn up for sewers, *Paving Commission* started in 1911: repaved (or new pavement) for all streets, even alleys, by WWI (1915?)

Continued transformation of North Avenue from residential to commercial; similar condition along 25th Street

An Armory was built on former site of two large houses with extensive gardens between Maryland and Oak streets in 1915, replaced by *North Avenue Market* in 1928

¹ Sherry H Olson, 209.

Streetcar companies consolidated in mid-1899; *United Railway and Electric Co* (UR&E) installed newer and larger cars on lines through this area prior to other areas, indicating importance of neighborhood and connections north; buses introduced in 1915 on North Charles Street; schedule and frequency continue; fare remains constant (tax supports parks)

Automobiles appeared (originally for wealthy or commercial use) along with garages and service areas, after 1900; horse power still ubiquitous; bicycle use lessening

Annexation 1918: from 30 to 92 sq. miles; 2,000 people/sq. mi. in 1918 annex area, 12,000 people/sq. mi in 1888 annex, 34,000 people/sq. mi. in pre-1888 boundary, and 50,000 people/sq. mi in pre-1816 core.²

1920-1952

Houses (and institutions) provided with electricity for light and power; coal heat for furnaces providing steam or hot-water heat in radiators, or forced-air; natural gas (for first time) and fuel oil brought to Baltimore and gas appliances began to be produced in Baltimore, leading to change-over from coal for heat and coal / electricity for cooking; connection to telephone became common (though only a single line per house); [new houses in farther-north suburbs provided with all these features, per advertisements]; *Levittown*-type developments created post-WWII; *Columbia, Maryland* initiated on former farmland; household staffs of servants became less common in professional and wealthy families and eliminated in laborers' houses: labor-saving devices such as washing machines, refrigerators, vacuum cleaners, etc. became common; radios became common; grocery-stores become self-serve; local market-shops decline and delivery is eliminated

Buses (to compete with independent Jitneys) introduced by UR&E in 1915; UR&E bankrupt in the Depression, reformed into *Baltimore Transit Company* (BTC) ; "Trackless Trolleys" introduced in 1938; streetcar frequency and schedule challenged by crush of traffic in later years

Automobiles predominate following WWII as private vehicle ownership increases; one-way streets (1947-48 in Goucher neighborhood) led to elimination of streetcars on these routes; and construction of the Howard Avenue bridge plus consolidation with Oak Street in 1938 were part of the "solutions" to traffic congestion

Industrial and commercial areas spread into residential communities; 1923, 1948 zoning

Post-1953

Houses (and institutions) provided with electricity for light and power; coal, fuel oil, or natural gas heat for furnaces providing steam or hot-water heat in radiators, or forced-air; air conditioning available for houses; gas or electrical appliances for cooking; and connection to telephone became common (though only single line per house 'til 1990's introduction of cell phones); "Urban Sprawl" housing developments spread into agricultural areas adjacent to cities; household staffs of servants became uncommon

² Sherry H Olson, 302.

except for wealthy families; TV's (B&W - 1950's-mid 1960's, color afterwards, LED introduced recently) became common; computers introduced in 1980's, became ubiquitous by Millennium; cable transmission of TV introduced in 1950's, for internet in 1990's, common today for all services; major shopping centers predominate; large-container shopping become available in 1980's; industry relocated from City to suburban areas, new industrial parks, or highway interchanges, or South / out-of-country (lower wages, less worker-protections, etc)

Streetcars and Trackless Trolleys eliminated by Nov, 1963, buses only source of public transit until Light Rail re-introduced in 1990's; fare rises regularly; schedules: less frequency and unreliable due to traffic; private transit system (BTC) subsumed by MTA
Autos continue to predominate; *Jones Falls Expressway* constructed over train and stream systems: 1960's; Charles Street was declared a National and Maryland *Scenic By-way* in 2009, due to its historic character and scenic qualities.³

1971 Zoning: Continued spread of industrial and commercial zones into Old Goucher neighborhood; overlay districts concocted to address deficiencies in Code

Riots of April, 1968 impact North Avenue (fires, looting), and psyche of local residents

Conservation / ecological efforts commence following publication of Rachel Carson's *Silent Spring* and Oil Embargo of 1973, regression in 1980's -90's, as attempts to dismantle clean-up programs are implemented.

Current

Houses (and institutions) provided with electricity for light and power; natural gas or electricity (replacing coal or oil) heat for furnaces providing hot-water heat in radiators, radiant-heat slabs, or forced-air; air conditioning available (common-place) for houses; gas or electrical appliances for cooking; and connection to telephone (multiple lines per house), cable TV, and internet ubiquitous; resurgence of population in Center City, especially those seeking to renovate older houses from 1990's through today; though regularly maintained and up-graded over the years, the nearly-100 year old public utility systems should be replaced and often have failures affecting individual residents City- or County-wide

Autos continue to predominate, although car-sharing programs originate post-Millennium; street and freeway system continue, though far-more crowded than originally-designed, and highway expansion programs are frequent

Bus lines continue to serve neighborhood, as part of northern routes (far less frequency than streetcars: ~30 minute headways, schedules clogged by traffic); Light Rail is nearby, just across North Avenue Bridge; potential expansion of *Circulator* system from *Penn Station*, as connection to *Johns Hopkins University* at *Homewood* campus is desired

³ America's Byways (<http://www.byways.org/>)

Industrial occupations in City replaced by increased professional, financial, social, service, tourism, and entertainment functions

Large-scale entertainment facilities are prominent: *Harborplace*, *Camden Yards* museums and stadia

"Green" / sustainability movement re-ignited post-Millennium; major efforts to clean and save Chesapeake Bay initiated.

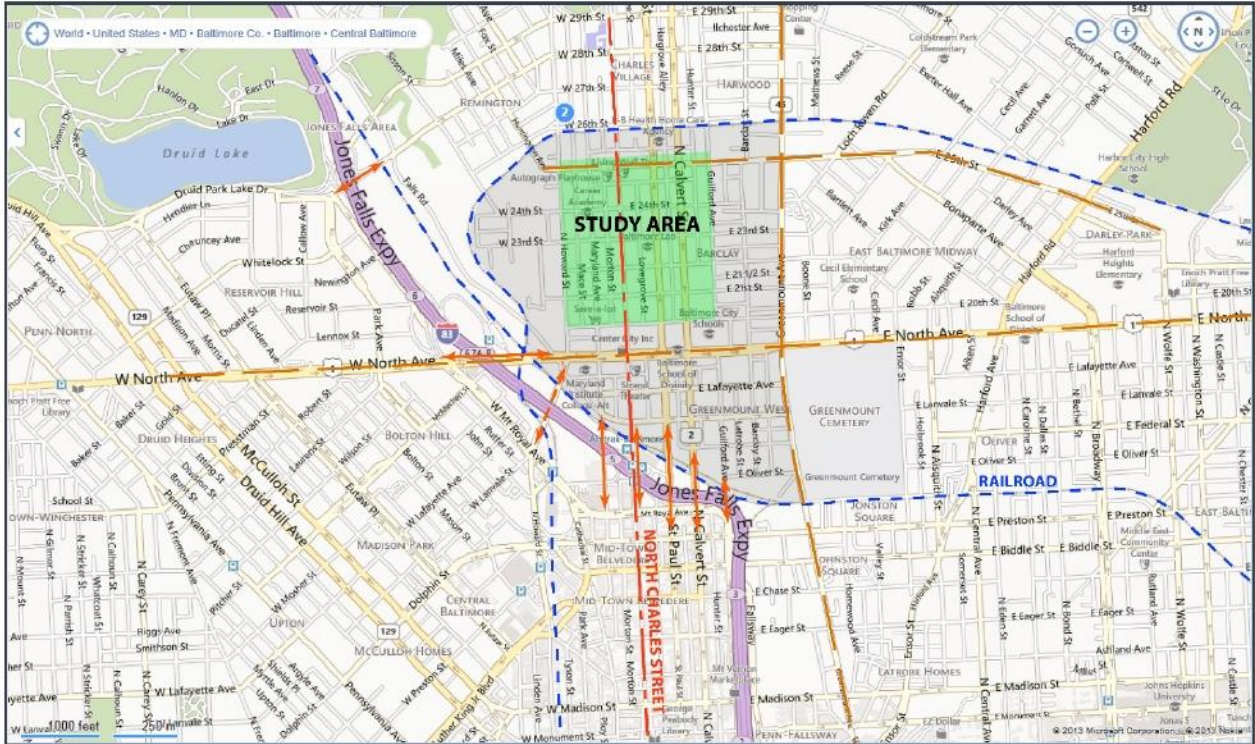


Figure C-1: Location map: The Study Area is located immediately north of Jones Falls.

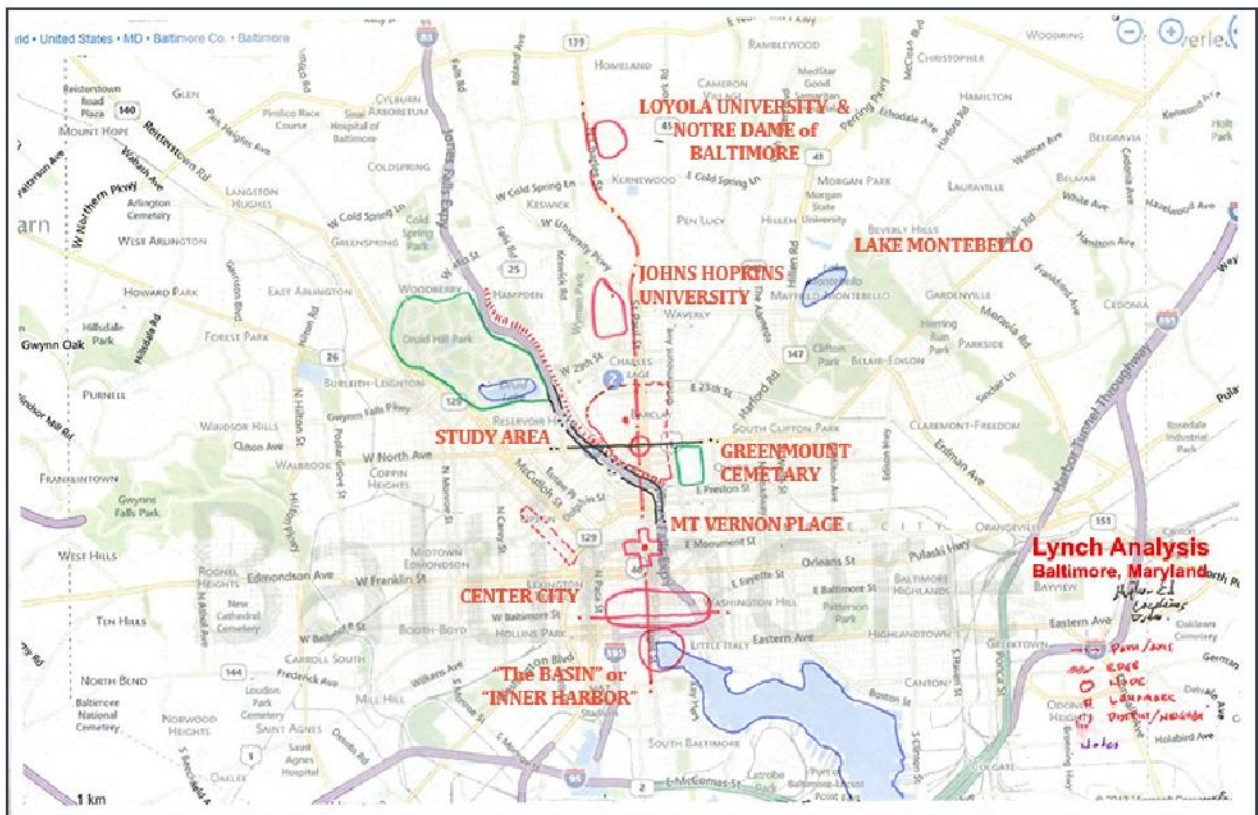


Figure C-2: Study Area bounded by railroads in ravines and connected by bridges to the City.

Pre-Annexation Name	Post-Annexation Name
Boundary Ave. (changed in 1908)	North Avenue
Denmead	20 th
Mankin	21 st
Brown	22 nd
Shirk	23 rd
Sunwalt	24 th
E-W portion of Huntington	25 th
Oak Street	Howard Street
Hudson Alley	Mace Street
Decker Street	Maryland Avenue
North Street	Guilford Avenue
Yorktown Pike / York Road	Greenmount Avenue

Table C-1: Old and new street names in the Old Goucher neighborhood.



Figure C-3: The Charles Street Omnibus in 1885.

Figure C-3: Charles Street Omnibus 1885

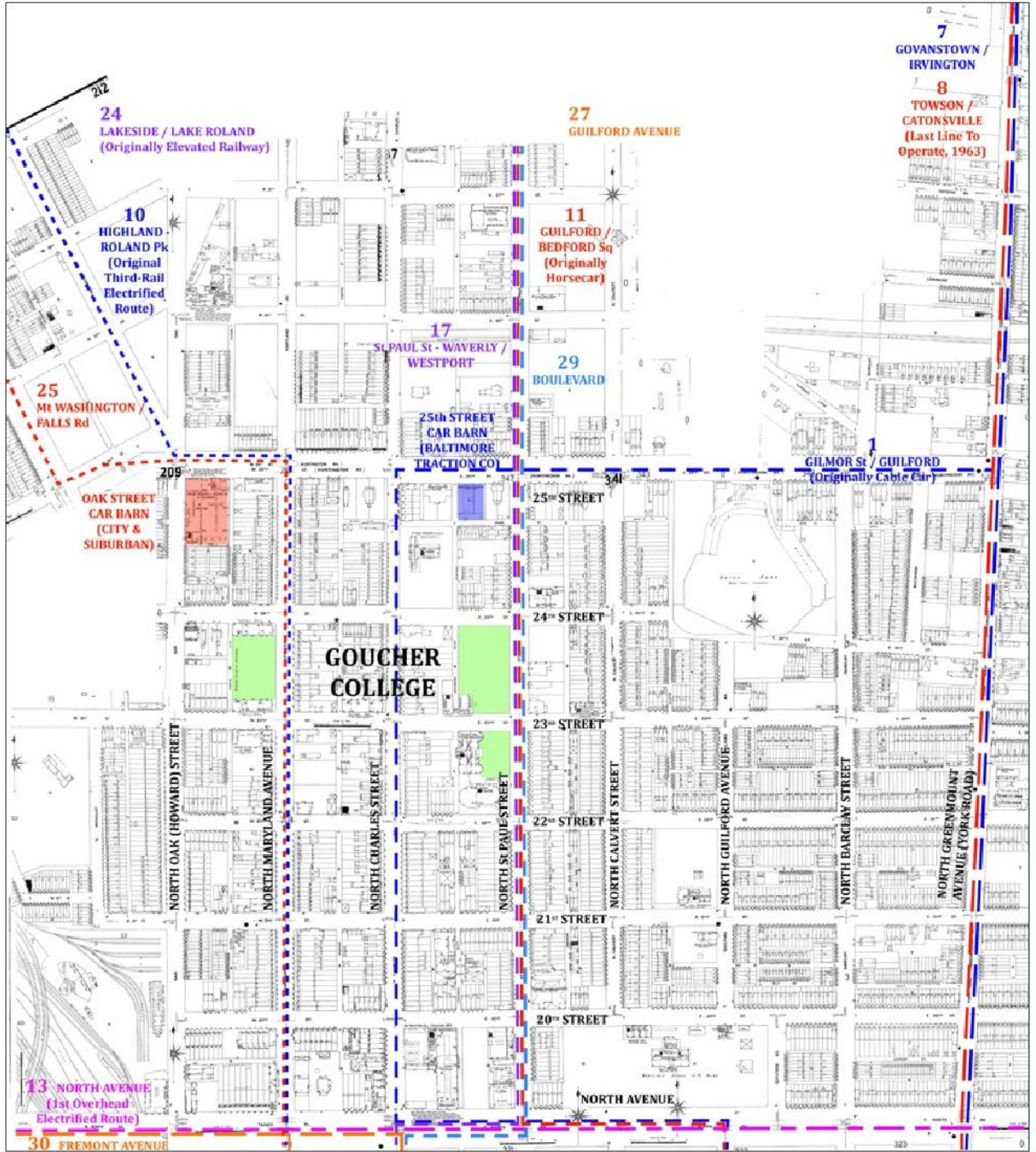


Figure C-1: Neighborhood streetcar routes: 1862-1963



Figure -C2: Women Conductors were employed on St. Paul Street Line 17 during WWI.



Figure C-3: BTA streetcar map, 1935.



Figure C-5: Extent of UR&E system, 1917.

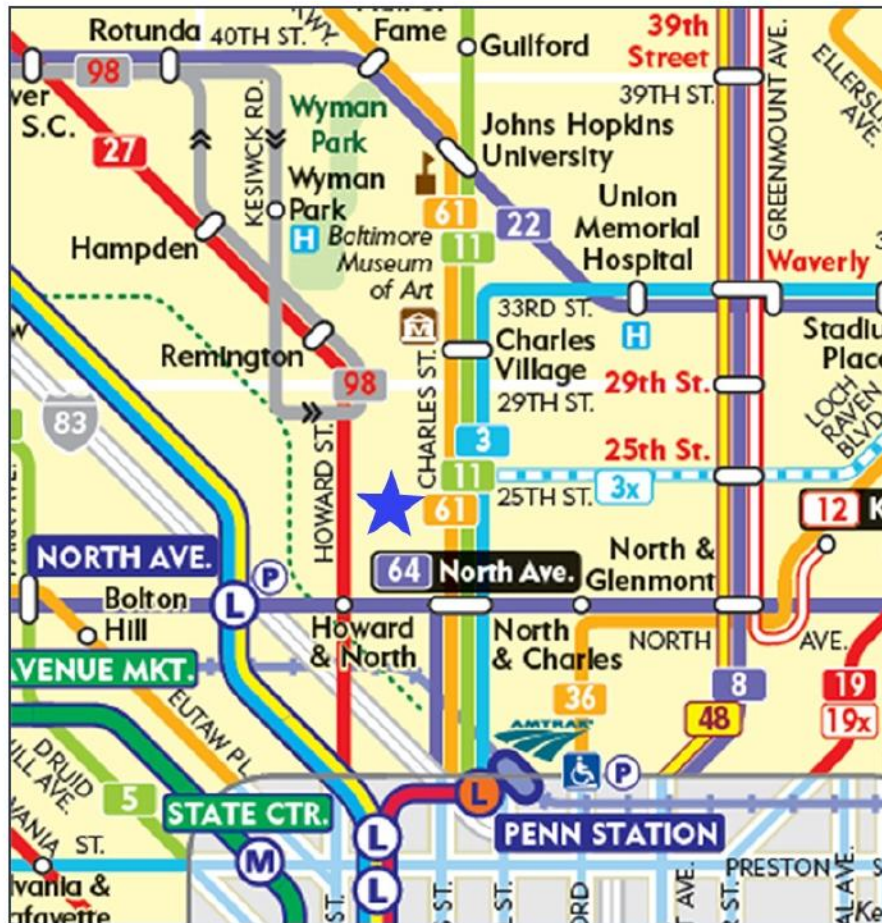


Figure C-4: MTA Bus Map: Study Area, 2013.

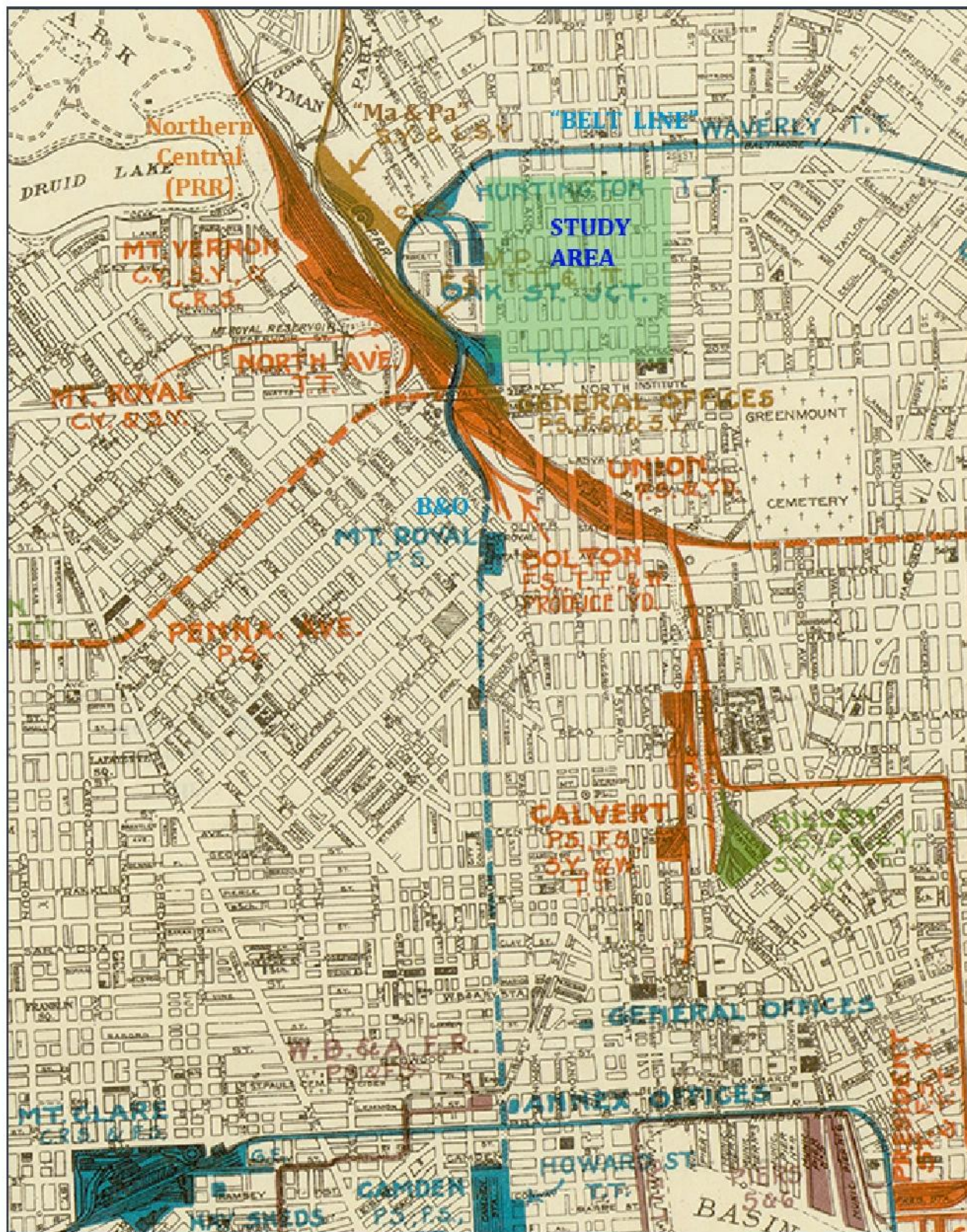


Figure C-6: Railroad lines in Jones Falls in 1922.

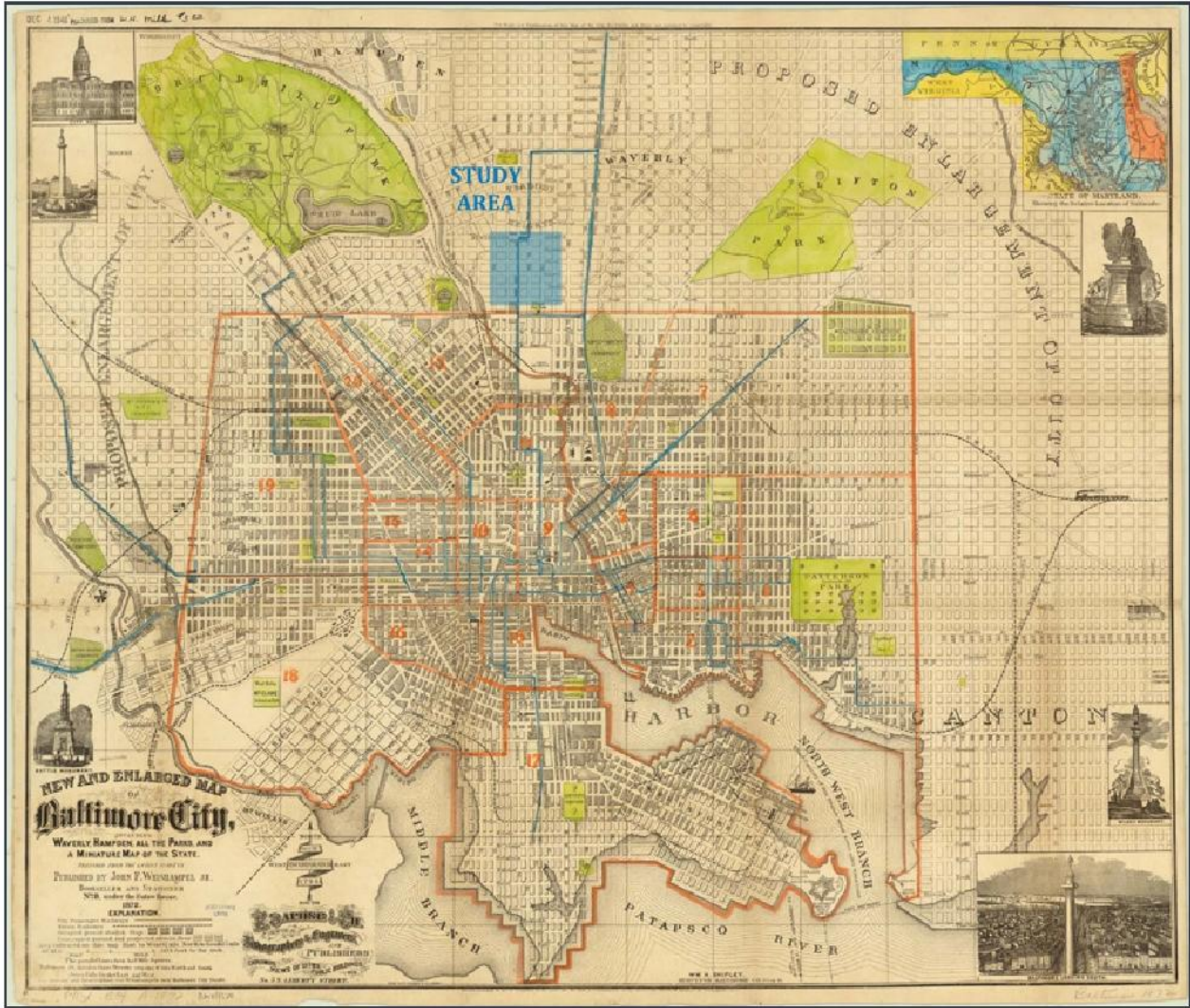


Figure C-7: A map showing neighboring development in 1872.



Figure C-8: Poppleton Plan of 1818 street hierarchy.

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Appendix D: Building Analysis

Between 1880 and 1900, the Old Goucher neighborhood was transformed from undeveloped estates to a densely-built urban neighborhood. The rapid growth created a unified building fabric in terms of the building heights and architectural style. All of the buildings built before 1900, except for the Lovely Lane United Methodist Church tower, were three stories tall or shorter, with the majority of them being three stories in height (see the Building Heights of Current Buildings map). The most prominent architecture style seen throughout the Old Goucher neighborhood is the Italianate style, which is mostly seen in the row houses. Although it is the most prominent style, the buildings throughout the neighborhood are, as the National Historic District Nomination form describes, a "living text-book" of architectural styles from the late-19th century, from Queen Anne to Richardsonian Romanesque, with "many of them the finest examples in the region."

The cohesiveness of the Old Goucher neighborhood's built environment started to change in the 1920's with the insertion of large-scale buildings and more modern (for the time) architectural styles. In the 1920's, the Federal Land Bank and the Fidelity Storage Company built six-story buildings in the neighborhood, which were the first buildings outside of the Goucher College campus buildings to be taller than three stories. They remain two of the tallest buildings in the neighborhood.

During the 1930's, several Art Deco-style buildings were constructed in the study area and disrupted the cohesive feel of the late 19th century architectural styles. One was the Chesapeake Cadillac building (now demolished), which was considered to be one of the finest examples of Art Deco in the city. This introduction of Art Deco buildings shows a shift away from historic architectural styles and into modern styles, which Baltimore was slow to accept. After World War II, however, the city had fully accepted modern architecture, and with that acceptance, the Old Goucher neighborhood saw more modern buildings added to the built environment.

Today, the Old Goucher neighborhood is still a "living text-book" of architectural styles, not only of the late 19th century, but also from the 20th century (see the Architectural Style of Current Buildings map). The buildings are still mostly three stories or less, with a few exceptions. So although new buildings have come into the neighborhood, it still has a unified built environment.

Architectural Style of Current Buildings



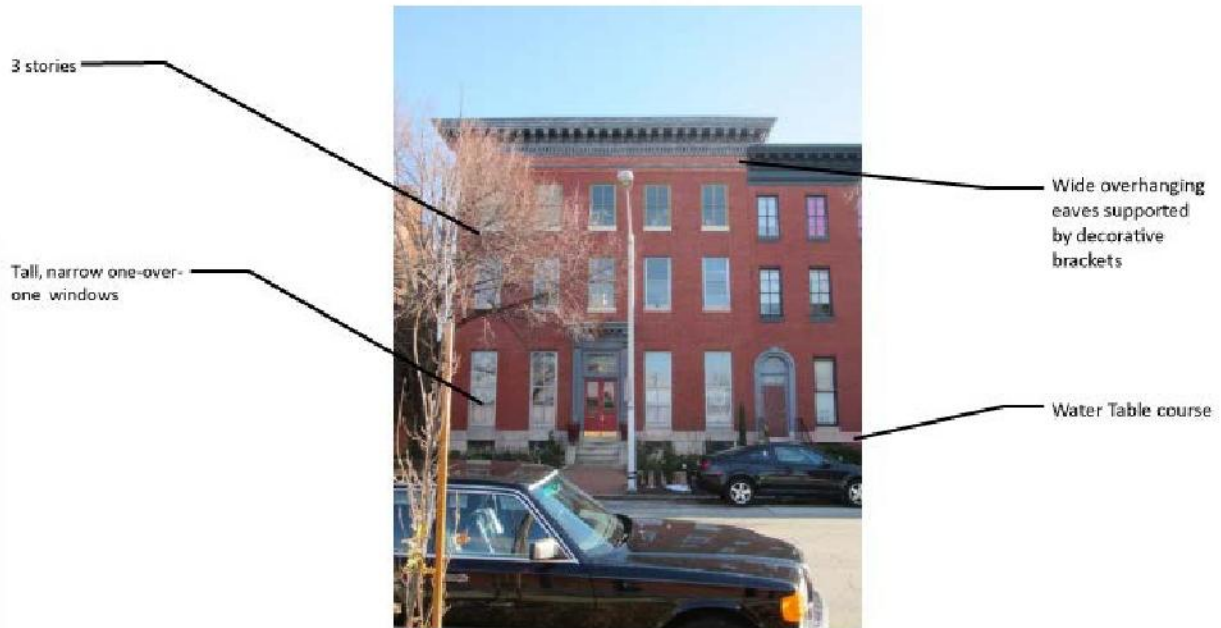
■	Gothic Revival (1840-1880)
■	Italianate (1840-1885)
■	Second Empire (1855-1885)
■	Richardsonian Romanesque (1880-1900)
■	Queen Anne (1880-1910)
■	Colonial Revival (1880-1955)
■	Beaux Arts (1885-1930)
■	Neo-Classical (1885-1950)
■	Art Deco (1930-1940)
■	Mid-Century Modern (1933-1965)
■	Contemporary Folk (1953-Present)

Old Goucher Neighborhood Architectural Style Guide



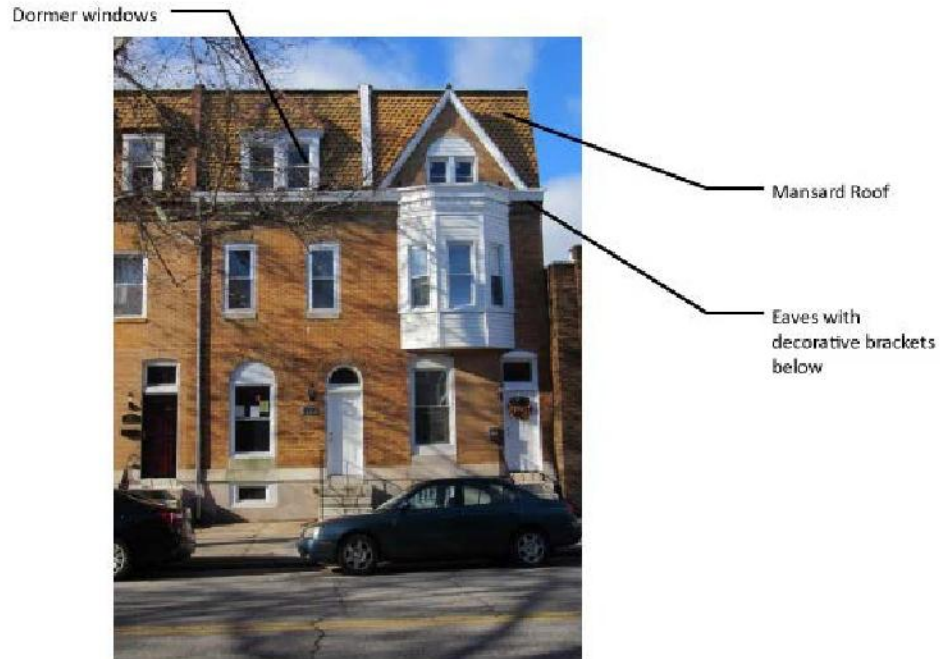
Gothic Revival

Example: Mt. Carmel Baptist Church at 208 E 25th Street



Italianate

Example: East Side of 2400 Block of Maryland Avenue



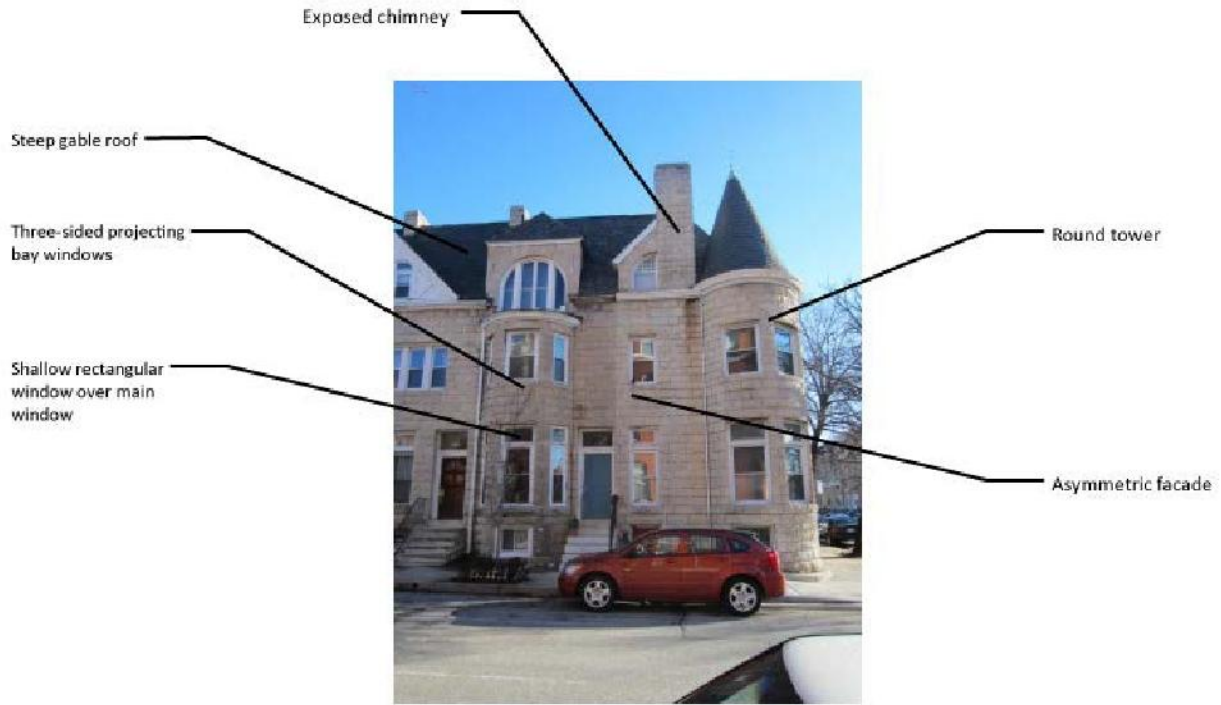
Second Empire

Example: East Side of 2300 Block of Guildford



Richardsonian Romanesque

Example: President's House at 2229 N. Charles Street



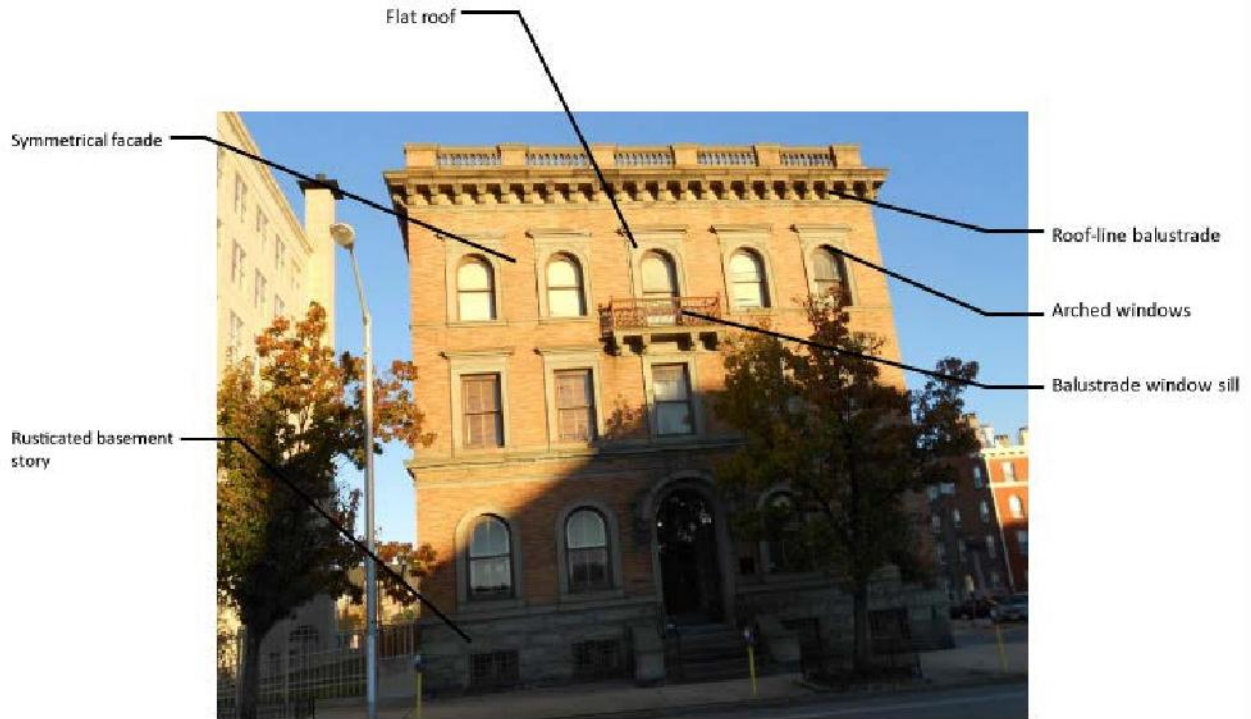
Queen Anne

Example: East Side of 2300 Block of N. Calvert Street



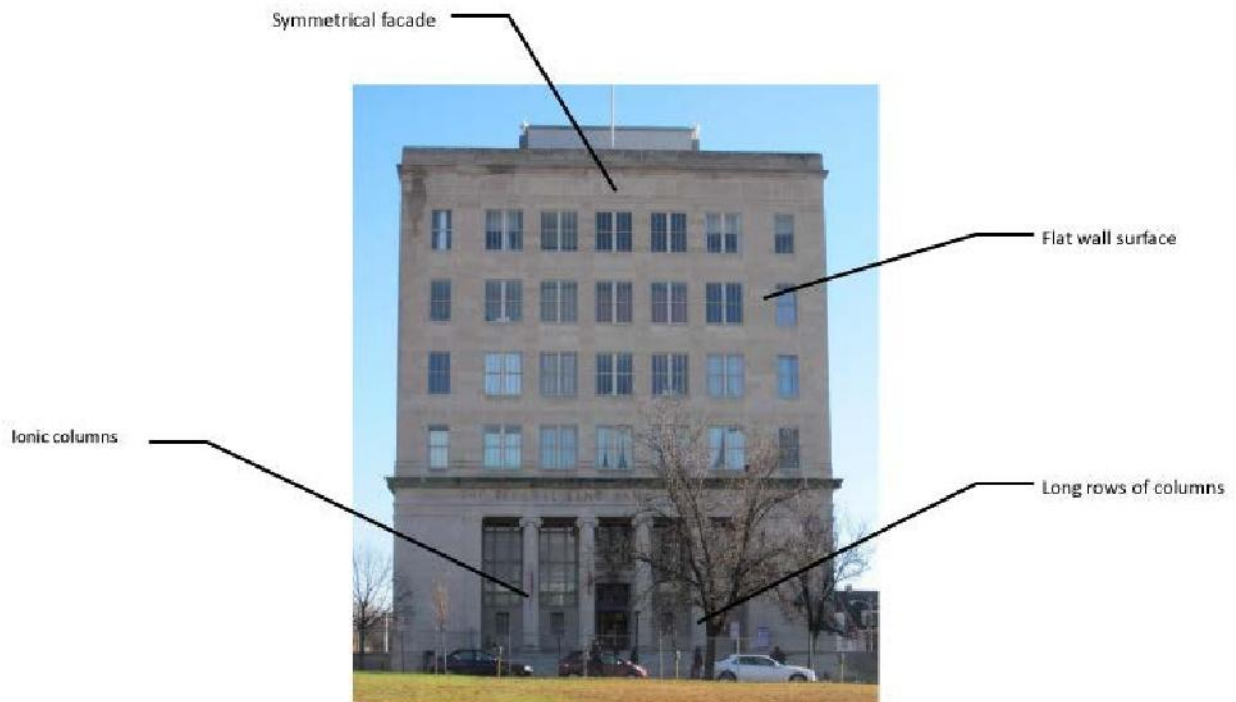
Colonial Revival

Example: East Side of 2300 Block Guilford Avenue



Beaux Arts

Example: Goucher House at 2313 St. Paul Street



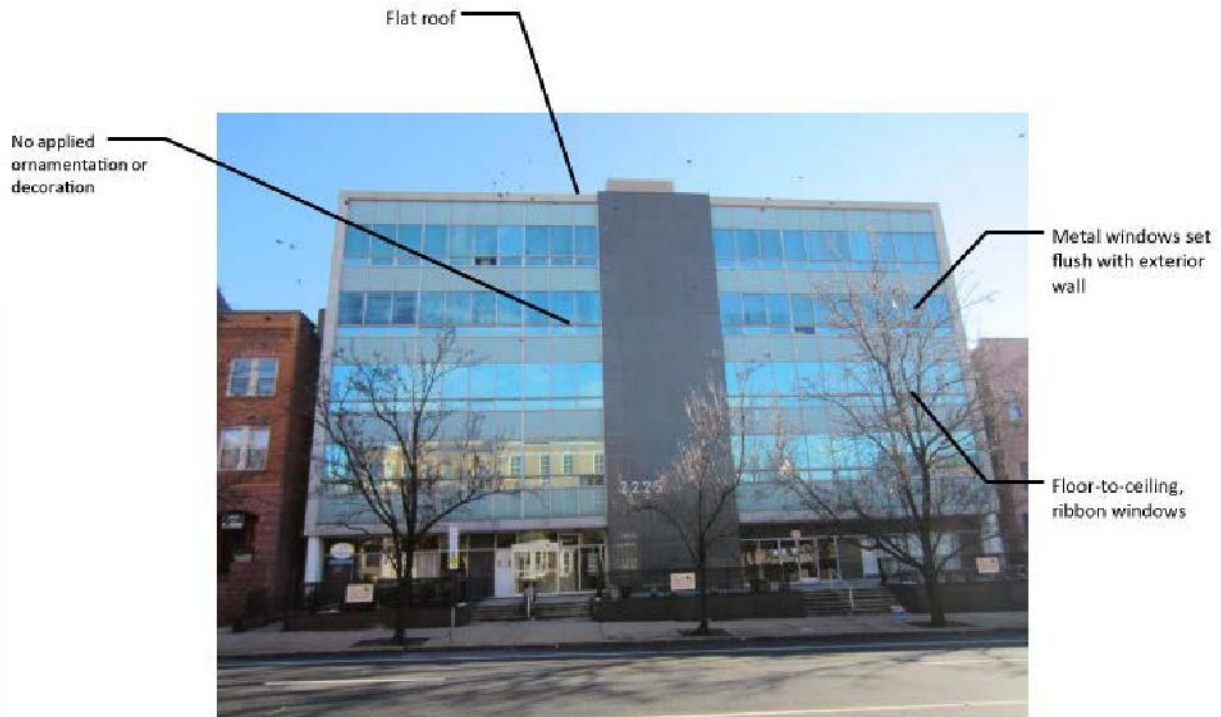
Neo-Classical

Example: Federal Land Bank at 2315 St. Paul Street



Art Deco

Example: Fidelity Storage Co. 2104 Maryland Avenue



Mid-Century Modern – International

Example: 2225 N. Charles Street

Building Heights of Existing Buildings



Appendix D: Sources

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Appendix E: Building Use

The building use maps on the following pages utilize the Sanborn Fire Insurance Maps for Baltimore for the years 1901, 1915, 1928 and 1953. Different colors are overlaid on the Sanborn maps to represent the uses in each building/parcel of land at the time the map was created. The maps in this appendix show an expanded view, including parts of Barclay to the east, Remington to the west, and Charles Village to the north. These areas were included in these map analyses to better understand how Old Goucher differs from the areas that surround it. The legend below should be referred to for each map. For zoomed-in versions of these maps, looking at just the Old Goucher neighborhood, refer to the Historical Analysis section of this report.

Legend: building use maps

-  Library
-  School
-  Goucher
-  Church
-  Store
-  Mixed-Use Apartment
-  Mixed-Use Single-Family
-  Industrial
-  Auto-related
-  Social/Public Institution
-  Park
-  Office
-  Single-Family Residence
-  Multi-Family Residence
-  Apartment Residence

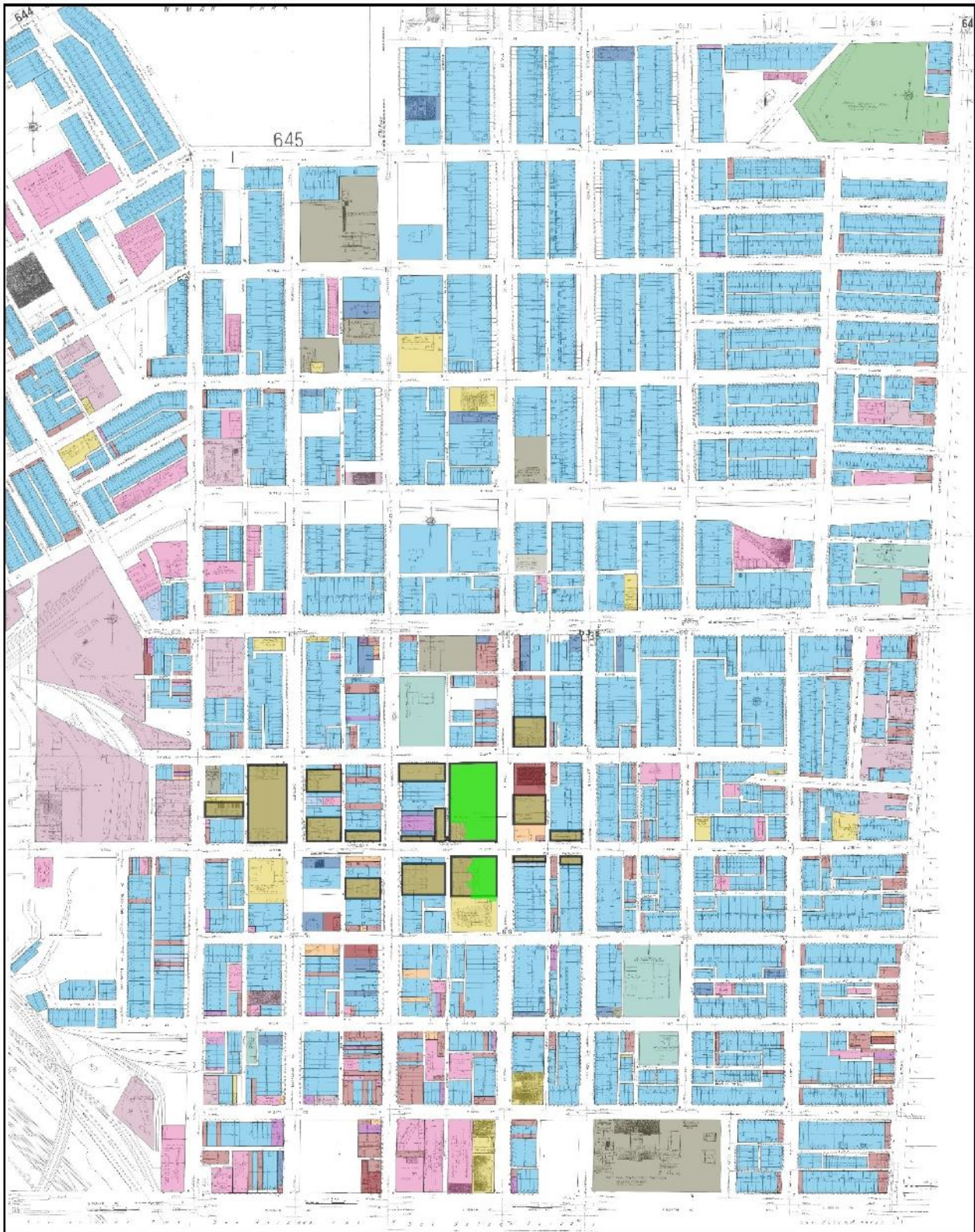
Legend to refer to for building use maps on the following pages



Building use in Old Goucher and surrounding neighborhoods in 1901, based on the 1901 Sanborn Fire Insurance Map of Baltimore City. Buildings highlighted in bold are either existing Goucher College buildings as indicated or future college buildings.



Building use in Old Goucher and surrounding neighborhoods in 1915, based on the 1915 Sanborn Fire Insurance Map of Baltimore City. Buildings highlighted in bold are either existing Goucher College buildings as indicated or future college buildings.



Building use in Old Goucher and surrounding neighborhoods in 1928, based on the 1928 Sanborn Fire Insurance Map of Baltimore City. Buildings highlighted in bold are either existing Goucher College buildings as indicated or future college buildings.



Building use in Old Goucher and surrounding neighborhoods in 1953, based on the 1953 Sanborn Fire Insurance Map of Baltimore City. Buildings highlighted in bold are either existing Goucher College buildings as indicated or future college buildings.

Appendix F: Demographic Analysis through GIS Mapping

This appendix includes two types of maps. One set of maps was created with ArcGIS 10.1, which utilized historic US Federal Census information collected from Ancestry.com for the years. The other was created using the Social Explorer web-mapping program. Both types help to illuminate the various demographic changes that have occurred in the Old Goucher neighborhood through time. The GIS maps use census data from 1900, 1910, and 1930, and focus solely on the Old Goucher neighborhood. The Social Explorer maps range from 1940 to the present and provide a broader context to the changing population by comparing Old Goucher to the rest of North Baltimore. The maps included focus on:

- Demographic distribution
- Immigrant distribution
- Ownership status
- Number of heads of household per address •
Households with boarders
- Location of widowed women relative to the Goucher College campus
- Population density
- African American population (North Baltimore)
- Population density (North Baltimore)

Racial Distribution

1900 Old Goucher Neighborhood Demographics by Head of Household Racial Distribution



1910 Old Goucher Neighborhood Demographics by Head of Household Racial Distribution

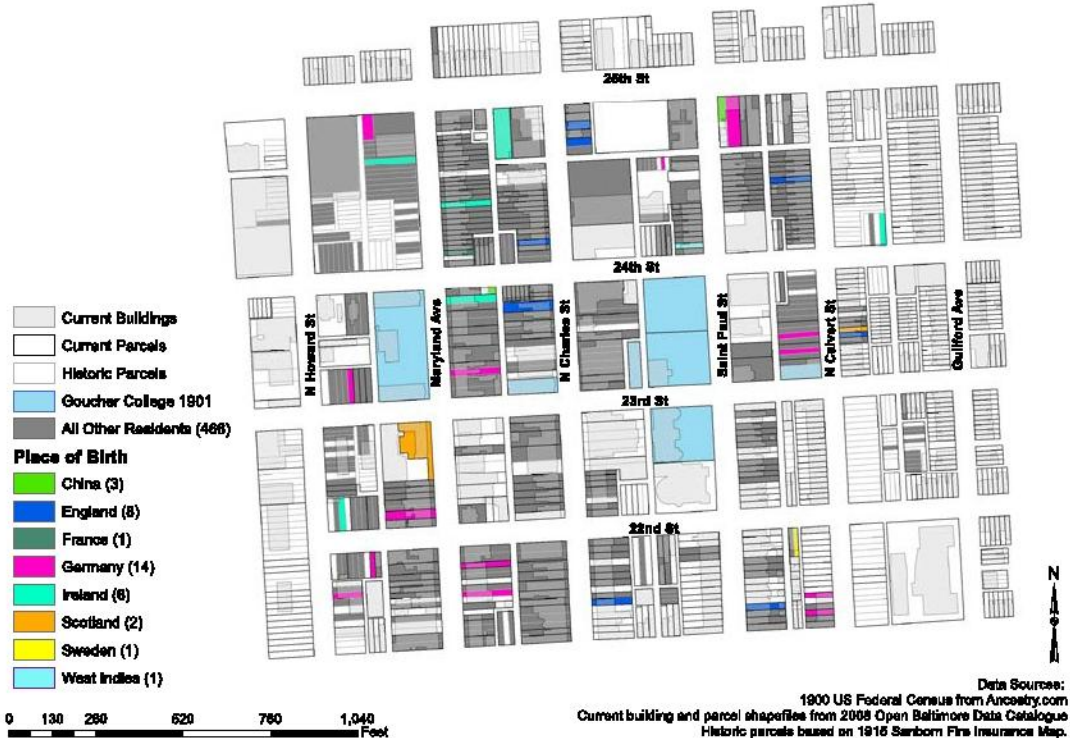


1930 Old Goucher Neighborhood Demographics by Head of Household Racial Distribution

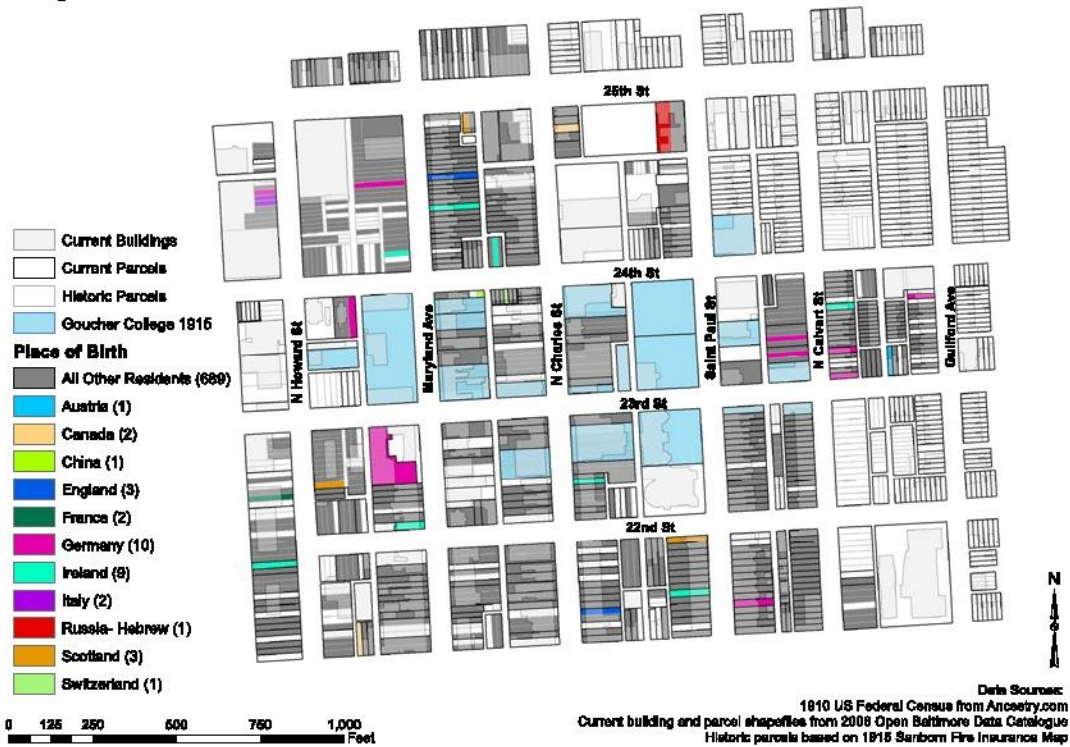


Immigrant Distribution

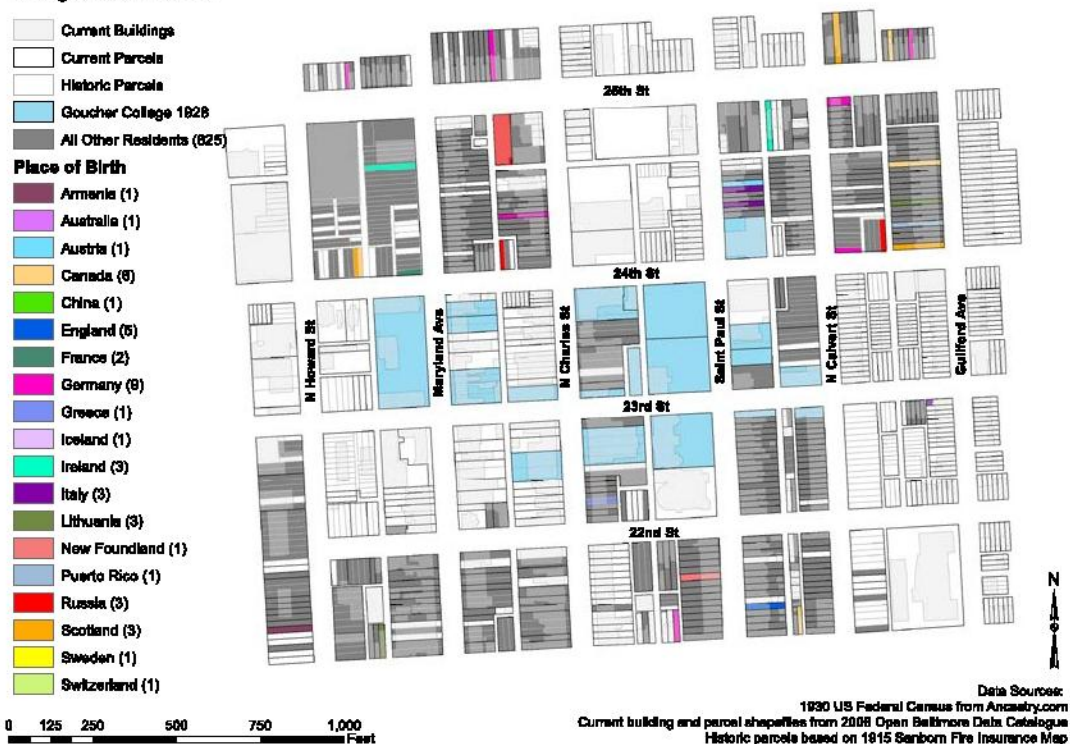
1900 Old Goucher Neighborhood Demographics by Head of Household Immigrant Distribution



1910 Old Goucher Neighborhood Demographics by Head of Household Immigrant Distribution



1930 Old Goucher Neighborhood Demographics by Head of Household Immigrant Distribution



Residential Ownership Distribution

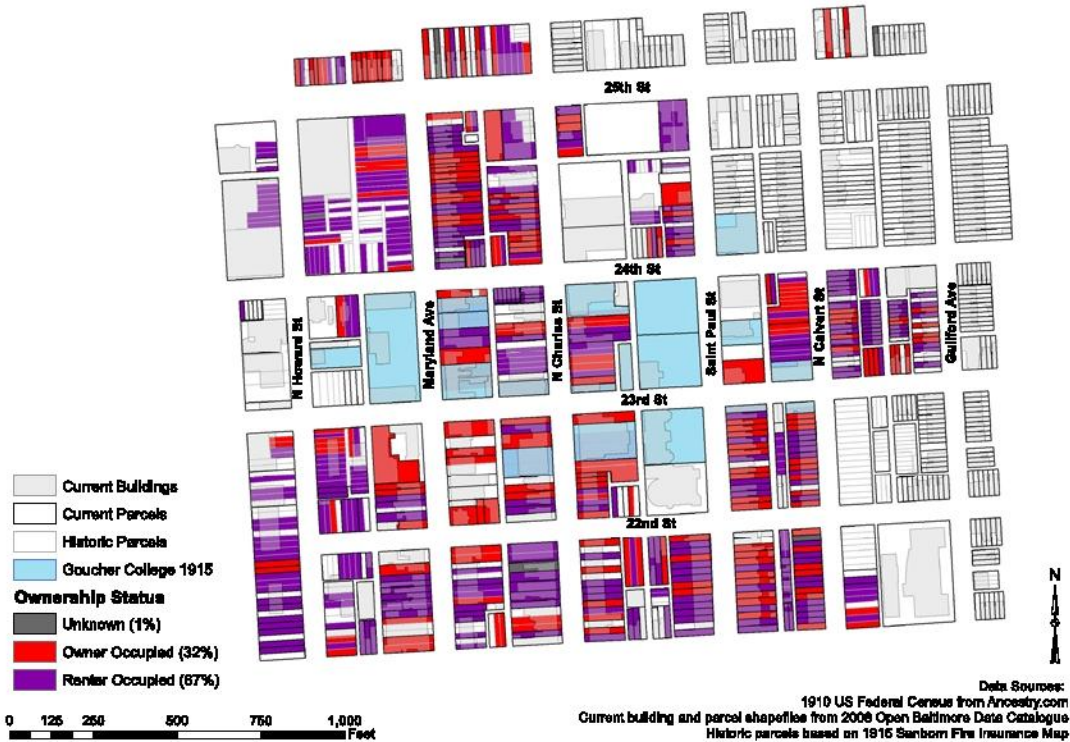
1900 Old Goucher Neighborhood Demographics by Head of Household

Residential Ownership Distribution



1910 Old Goucher Neighborhood Demographics

Residential Ownership Distribution



1930 Old Goucher Neighborhood Demographics by Head of Household Residential Ownership Distribution



Number of Heads of Household per Address

1900 Old Goucher Neighborhood Demographics by Head of Household Number of Heads of Household per Address



1910 Old Goucher Neighborhood Demographics by Head of Household

Number of Heads of Household per Address

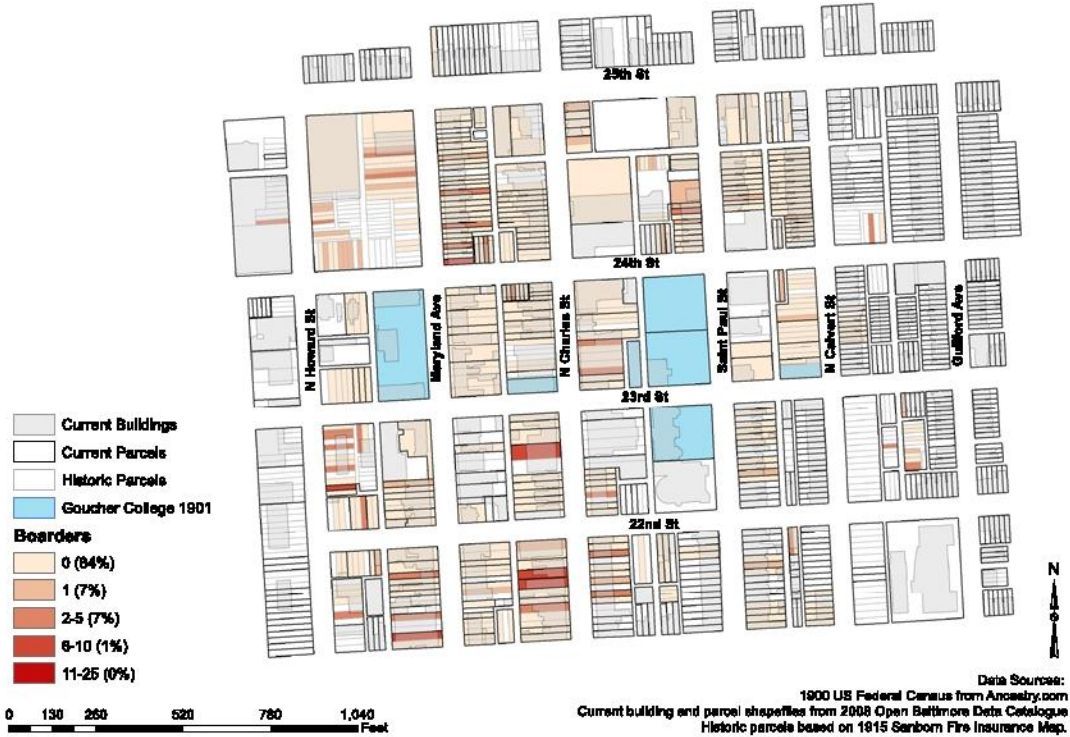


1930 Old Goucher Neighborhood Demographics by Head of Household

Number of Heads of Household per Address



1900 Old Goucher Neighborhood Demographics by Head of household Households with Boarders



1910 Old Goucher Neighborhood Demographics by Head of Household Households with Boarders

