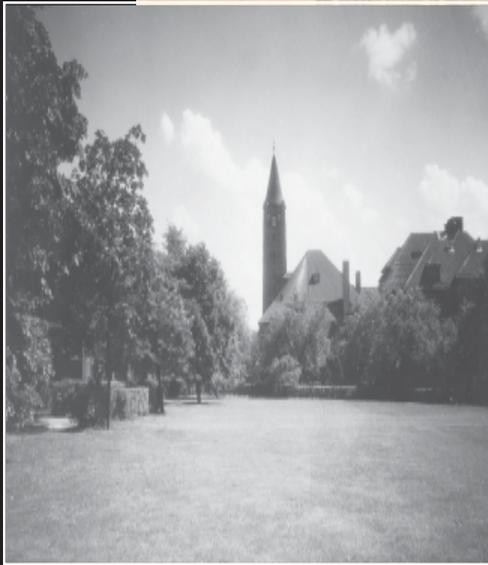


# Barclay- Midway- Old Goucher



Small Area Plan



June 2005



*Martin O'Malley,  
Mayor  
City of Baltimore*



*Otis Rolley, III  
Director, Department of Planning  
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## Acknowledgments

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People's Homesteading Group, Inc.

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### Department of Planning Mission Statement

To provide the highest level services and leadership in urban and strategic planning, historical and architectural preservation, zoning, design, development, and capital budgeting to promote the sustained economic, social, and community development of the City of Baltimore.

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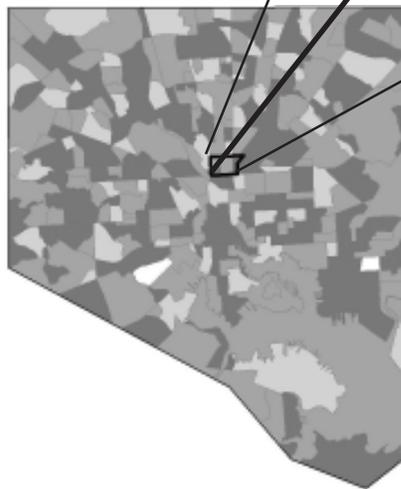
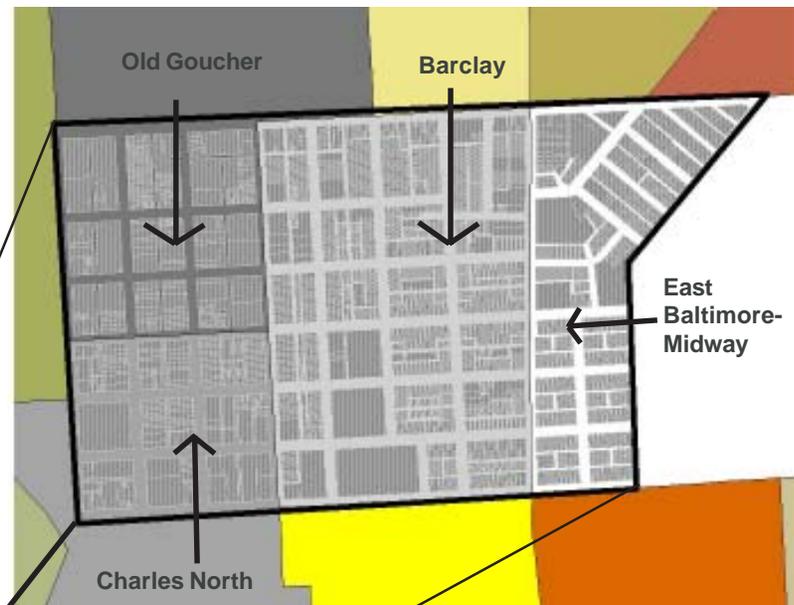
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# Neighborhood Planning In Central Baltimore

Continuing the administration's philosophy of putting Neighborhoods First, in 2003, the Department of Planning began preparing Small Area Plans to approach neighborhood planning from a physical redevelopment standpoint. In addition to this Small Area Plan for the Barclay-Midway-Old Goucher area, there are several other areas throughout the City that have completed plans or have plans underway. They include: Coldstream Homestead Montebello, Locust Point, Madison Square, Mount Vernon/ Charles North, Park Heights, Pen Lucy, Penn North, Poppleton, Westport/ Cherry Hill, Reservoir Hill, Rosemont, Sharp- Leadenhall, Uplands, and Woodberry.

The Small Area Plans (SAP) initiative was done in addition to the six Strategic Neighborhood Action Plans (SNAP) that the Department was already preparing. While the SNAP plans focused on clusters of neighborhoods that are primarily stable, but are beginning to show signs of deterioration, the Small Area Plans focus primarily on reinvestment and redevelopment areas where heavy intervention is often necessary to address such issues such as high vacancy.

The Barclay-Midway-Old Goucher Small Area Plan boundaries are Howard Street



on the west and Homewood Avenue on the east, 25th Street on the north and North Avenue on the south. The boundaries include all of the Barclay neighborhood and portions of Charles North, Old Goucher (formerly South Charles Village) and East Baltimore- Midway.

All of the neighborhoods have well-established neighborhood and civic associations operating in the area: the Baltimore-Midway & Old Goucher Coalition (boundaries reflected in the plan boundaries), Charles Village Community Benefits District, Old Goucher Neighborhood Association, Charles Village Civic Association, People's Homesteading Group, Greater Homewood

Community Corporation, Inc., and Church of St. Ann (East Baltimore-Midway).

The planning process began in September 2004 with a target completion date for the final product of early May 2005. The public input portion of this process consisted of morning small planning workshops every few weeks with neighborhood leaders and residents, City Agencies and any other interested parties. The workshops included neighborhood walk throughs and morning working sessions. We held three public meetings, as well as, administered a survey for additional input.



*During a public meeting community leaders show a development concept centered around bus transit for the corner of Greenmount Avenue and North Avenue.*

## Plan Objective

The plan takes a comprehensive look at the planning area and includes recommendations for such things as, but not exclusively, land use (including open space and commercial), issues. The vision is to have a mixed income area that has a thriving commercial area, as well as housing options for all whether it is single family, multi family, home ownership and/or rental . The main goals of the Barclay-Midway-Old Goucher Small Area Plan are:

- 1) Redevelop housing
- 2) Stimulate housing market in the east/southeast portion of the plan area
- 3) Help to foster a mixed income neighborhood
- 4) Revitalize/enhance Greenmount Avenue and North Avenue
- 5) Stimulate the housing market on Guilford and Calvert Streets, including making available for redevelopment the city owned houses on Calvert Street.

The strategies and recommendations in this plan are a result of analyzing existing conditions, focusing on overcoming challenges and building on strengths.

*Right: Residents and City Agency representatives during a walk through along Calvert Street*

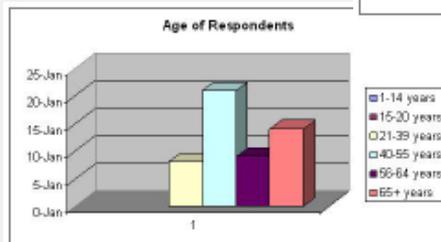
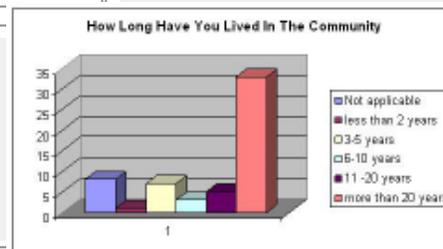
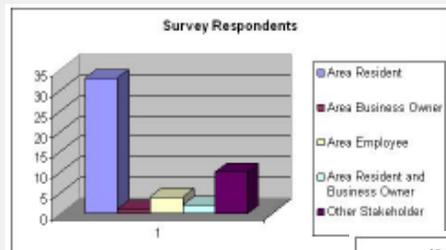


## Community Focus

The survey for the Barclay-Midway-Old Goucher area focused on Housing, Commercial Needs and Neighborhood Services, Employment, Walkability/Transportation, Neighborhood Safety, Recreation, Greenspace and Landscaping and Neighborhood Satisfaction.

There were over 100 surveys sent out, 59 people responded. Some people did not answer all of the questions. Some questions allowed for multiple responses.

The majority of the respondents were area residents and the next largest group was area stakeholders, such as community leaders or non-profit employees that did work in the area. Of those that gave us their age range, the majority of the respondents were between the ages of 40–55 and 65 or older. The responses came from people in all parts of the plan area.

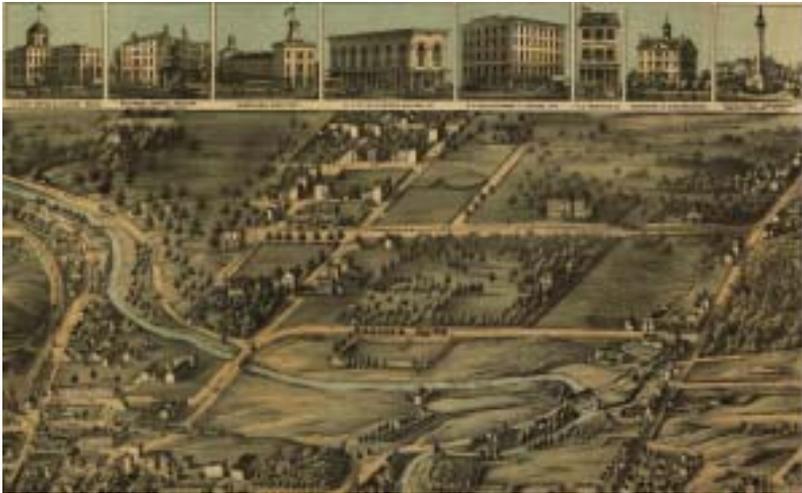


## History

The Barclay-Midway-Old Goucher planning area captures more than 200 years of history. These neighborhoods span a large, diverse section of central Baltimore and are bounded by 25<sup>th</sup> street on the north; Homewood Avenue on the east; North Avenue on the south; and Howard Street on the east. Although the neighborhoods' history reaches into the eighteenth century, most of the current historic buildings date between 1870 and 1917. During this period, the neighborhood matured into an urban, elegant rowhouse neighborhood. Influencing the architectural design of the neighborhood was the building of Lovely Lane Methodist Church and Old Goucher College. In 1883, Stanford White designed Lovely Lane Methodist Church. Between 1885 and 1897 Goucher College, then known as Baltimore's Women College, had built twenty-two buildings. Today, these buildings weave together a design sensibility felt throughout the neighborhood.

From the 1790s to the 1860s, the area was directly tied to the York and Falls Roads. The development of these roads was synonymous with the development of the area. By the mid-eighteenth century, the York and Falls Roads were considered public roads. Falls Road connected several mills and residences to Baltimore Town. In 1787 the State assembly authorized the creation of the York Road as a public turnpike. In 1791, the state assembly passed legislation that required these roads to be forty-feet wide, starting at Baltimore Town and ending north of Towson. By 1797 stagecoach operations along the York Road linked Lancaster and York, Pennsylvania to Baltimore Town.

In 1805, the State Legislator passed enabling legislation for York Road and the Falls Road to become private turnpikes.



By 1869, streets were beginning to be laid out in a grid pattern and houses were built with urban siting and form. In the mid 1870s, the City built bridges over the Jones Falls at Charles and Decker Streets (now Maryland Avenue). By 1887 Guilford Avenue, Calvert Street, St. Paul Street, Charles Street and Maryland Avenue all spanned the Jones Falls with substantial, publicly funded bridges. With the infrastructure in place, the area was ready for a rapid development.

Between 1870 and 1880 the population of the area doubled, and it doubled again between 1880 and 1890. Prior to 1880 there were less than one hundred buildings within the neighborhood. In 1902, most of the west side of the planning area was developed. By 1910 the study area was completely developed. The planning area thrived until the Great Depression. By the early 1940s the neighborhood began to accommodate the large influx of war-time workers, and many of the houses were divided into apartments. By 1952 Goucher College moved its campus to Towson; the suburban rush was on. After the 1968 riots, many businesses and homeowners moved to the suburbs; consequently, the neighborhood began to become less desirable. During the mid-1990s, frequent demolition occurred within the plan area. Today, however, there is a revival of urban living that has captured the imagination of Baltimore.

Throughout the 19<sup>th</sup> century, these roads were permanent links to Baltimore and set the development pattern until the 1860s. In the late 1790s, magnificent country estates, several mills along the Jones Falls, and businesses that catered to travelers on the York Road peppered the area. Development clung to the roads that led to Baltimore and slowly ventured in between the York and Falls Roads. Several wealthy merchants built summer estates in the area; by 1801 thirteen elaborate country estates dotted the area.

Throughout the first half of the nineteenth century, this area grew slowly with mixed-use development centering on today's Greenmount Avenue and the Falls Road. The large country estates in the area were getting smaller as each generation was building its own estates. In 1857 there were two taverns, a store, a meeting hall, a carriage shop and many houses on small plots. By 1869, along Jenkins Lane, now Kirk Avenue, a fruit distillery and several slaughter houses backed up to a creek that ran through Greenmount cemetery and into the Jones Falls.



Sidney's Map of Baltimore County, ca. 1857

## A Snapshot of Today

The challenges/constraints that we faced in the planning area are varied. In many ways this planning area represented a microcosm of the the broader City. Just as there are many challenges, there are a tremendous number of assets in the area. These assets are the building blocks of the plan. The City of Baltimore is committed to maximizing the full benefit of its assets in spurring neighborhood reinvestment and revitalization. The plan area has both physical and social attributes that add capital to the area. Some of the assets listed below and highlighted on the following map are within the plan boundaries and others are just outside.

Challenges/ Constraints	Assets
<ul style="list-style-type: none"> <li>• High vacancy</li> <li>• 23% population loss between 1990 and 2000</li> <li>• Failing housing market</li> <li>• Deteriorating housing stock</li> <li>• Few recreational opportunities</li> <li>• Little to no economic base, including commercial (east of Calvert St.)</li> <li>• High crime</li> <li>• Drug problems</li> <li>• High concentration of service providers in the western portion of plan area</li> <li>• Negative impact of Parole and Probation both as an oversized client destination and as a magnet for many additional service providers</li> <li>• Income mix is not dispersed throughout the area</li> <li>• Creating site assemblages for infill development</li> <li>• High concentration of subsidized housing</li> </ul>	<ul style="list-style-type: none"> <li>• Centrally located within City of Baltimore</li> <li>• Close to MARC, Light Rail, Penn Station and I-83</li> <li>• Close proximity to the Mt. Vernon Cultural District</li> <li>• Strong investments in neighborhoods to the west and north, including a major food store, many small businesses and retail shops, as well as residential</li> <li>• Old Goucher National Historic District</li> <li>• Local Historic District within boundaries (22<sup>nd</sup> and Greenmount)</li> <li>• Abundance of City-owned parcels</li> <li>• Some unique housing stock not within Historic District boundaries</li> <li>• People who care about neighborhood</li> <li>• Schools, churches, non-profits</li> <li>• Increasing development interest</li> <li>• Charles/25<sup>th</sup> URO preservation guidelines encourages responsible renovation</li> <li>• The area has many employers and is surrounded by employment centers</li> </ul>



## Area Profile: Demographics, Land Use and Zoning

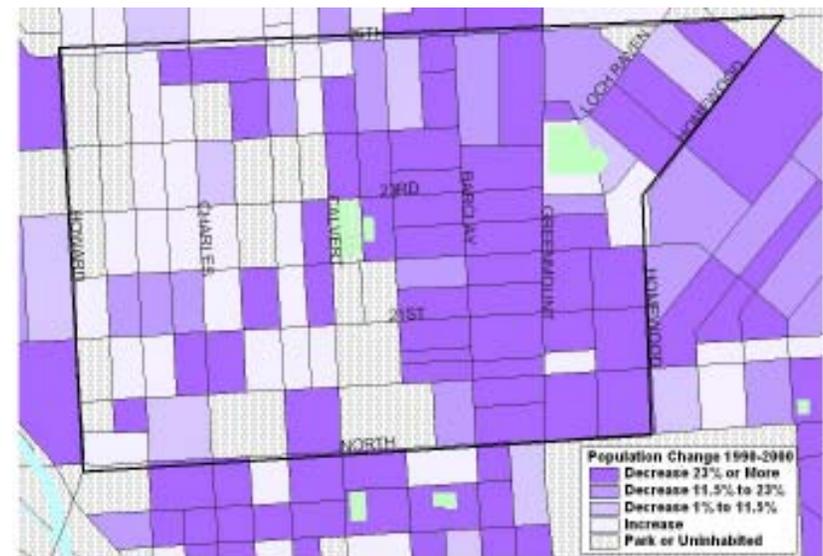
According to Census 2000 data, the demographics of the Barclay-Midway-Old Goucher area are very diverse, but you cannot consider these numbers without considering the location. As you will see in most of the following maps, there is a stark change as you move from west to east. Though the stronger areas are to the west, all areas within the plan have strengths and weaknesses. As you can see from the map there are many areas that are either park land or uninhabited. Most of these blocks represent commercial areas. The uninhabited areas along Calvert Street are the Baltimore City Public School System Headquarters, Dallas Nicholas Elementary School and the State of Maryland's Parole & Probation office.

### Population

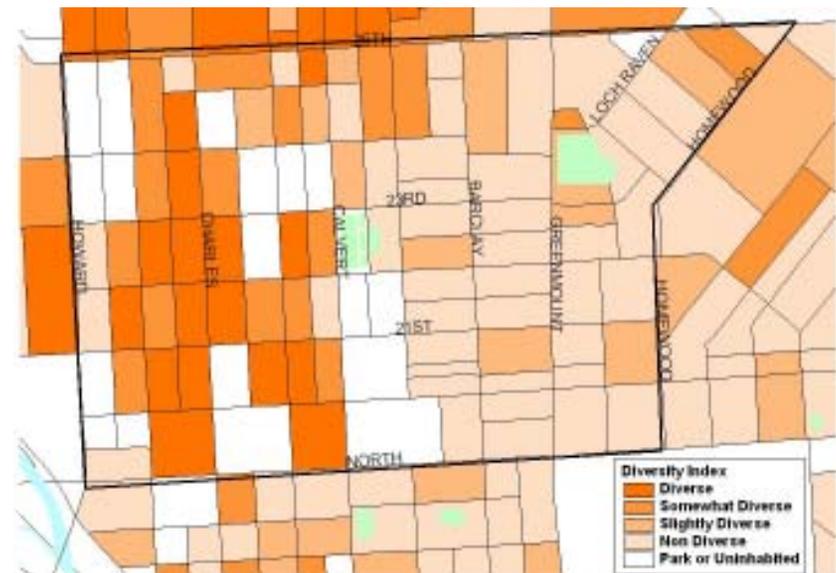
In 1990 the population of the plan area was 6,864 and in 2000 the population was 5,218. While there was a 24% population decline in the overall plan area, the Population Change map shows that many blocks west of Calvert Street experienced an increase in population between 1990 and 2000. A majority of the blocks west of Calvert Street did show a decrease in population. Barclay and East-Baltimore Midway experienced the heaviest loss during this 10 year period. Most of the blocks within the plan area east of Calvert Street experienced a significant loss of population, with a decrease in population of 23% or more between 1990 and 2000. This loss mirrored the loss of the entire plan area. There were very few blocks within the plan area that experienced an increase or minimal loss.

Though the bulk of the plan area is primarily African-American, the diversity map shows where a resident is most likely to interact with someone of a different race. Neighborhoods that tend to have a more diverse mix of racial interaction will show darker on the map. The lightest shade indicates that the block is

**Population Change**



**Diversity**

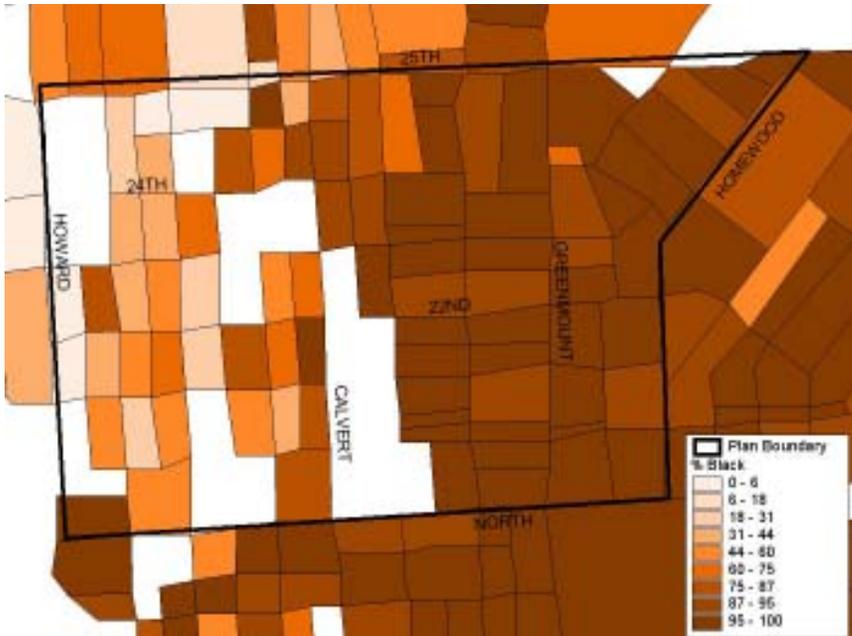


## Total Population and Racial Composition

	Plan Area					Citywide				
	Population		% Change	% Total		Population		% Change	% Total	
	1990	2000		1990	2000	1990	2000		1990	2000
Total Population	6,864	5,218	-23.98			736,013	651,154	-11.53		
Black	5,932	4,323	-27.12	86.42	82.85	435,765	418,951	-3.86	59.21	64.34
White	786	536	-31.81	11.45	10.27	287,740	205,982	-28.41	39.09	31.63
Asian	125	220	76.00	1.82	4.22	7,933	9,985	25.87	1.08	1.53
Hispanic	52	128	146.15	0.76	2.45	7,599	11,061	45.56	1.03	1.70

Note: Plan Area demographic data uses U.S. Census block group level data

## Percent African-American



not diverse. The majority of African-American residents live east of Calvert Street. Though the largest ethnic groups represented are African - American and White, they both experienced a decline while the Asian and Hispanic populations experienced a modest increase.

The majority of the population within the plan area is between the ages of 25 - 34 and 45 - 64. All of the age cohorts experienced a population decline, with the exception of the 15 - 17 and 45 -64 age ranges.

## Age Composition

Age	1990	2000	% Change
0 - 4	567	376	-33.69
5 - 11	683	324	-52.56
12 -14	262	238	-9.16
15 -17	224	253	12.95
18 - 24	760	428	-43.68
25 -34	1333	691	-48.16
35 - 44	958	889	-7.20
45 - 64	1100	1148	4.36
65+	977	871	-10.85

### Citywide and Area Median Household Income



### Income

The map above shows the median household income by blockgroup using 2000 Census data. There are many areas within the plan boundary where people make below \$13,000 dollars per year. The majority of the households make between \$13,000 and \$26,000 per year. Many of the households within the plan area and just outside of the boundaries make between \$26,000 and \$39,000 annually. There were no blockgroups that had a median household income above \$39,000.

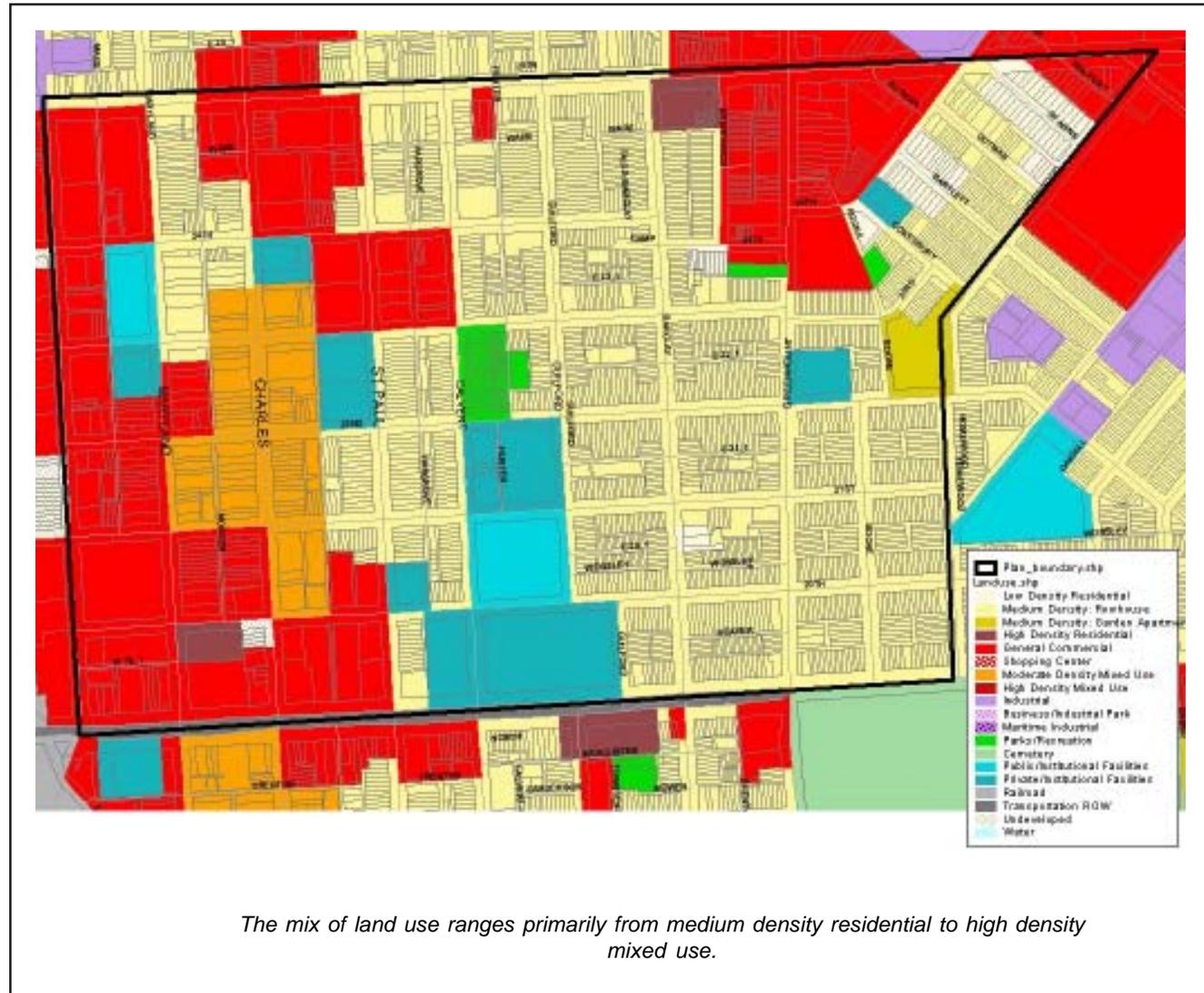
To fully grasp this picture and location you must understand the land use of the area (to be discussed in more detail later). The darkest blue areas representing median household incomes of \$13,000 and below, actually represent two subsets. The darkest

shade in the western portion of the plan area is more mixed-use, with a high degree of commercial and office space and some residential. There are fewer people residing in this area. The darkest portion in the southeast portion of the plan area is primarily all residential with little commercial activity. While there is some subsidized housing west of Calvert Street, the southeast portion has the heaviest concentration of low-income housing.

The income levels in this area are not unlike many areas in the central city. The highest incomes are primarily around the Inner Harbor and the Northern and outer ring neighborhoods. As you will see, this trend is also seen in the City's Housing Market Typology.

## Land Use

The Barclay-Midway-Old Goucher plan area has a variety of land uses. The range of uses in the area include commercial, mixed-use, high density residential to medium density residential. As you can see on the map, the commercial uses are primarily located along the western portion of the plan area. As you move eastward, there are more mixed-use areas. The area becomes primarily residential as you move eastward. Ironically, the strongest portion of the plan area is the western portion of the area, but the majority of the residential base is east of Calvert Street.

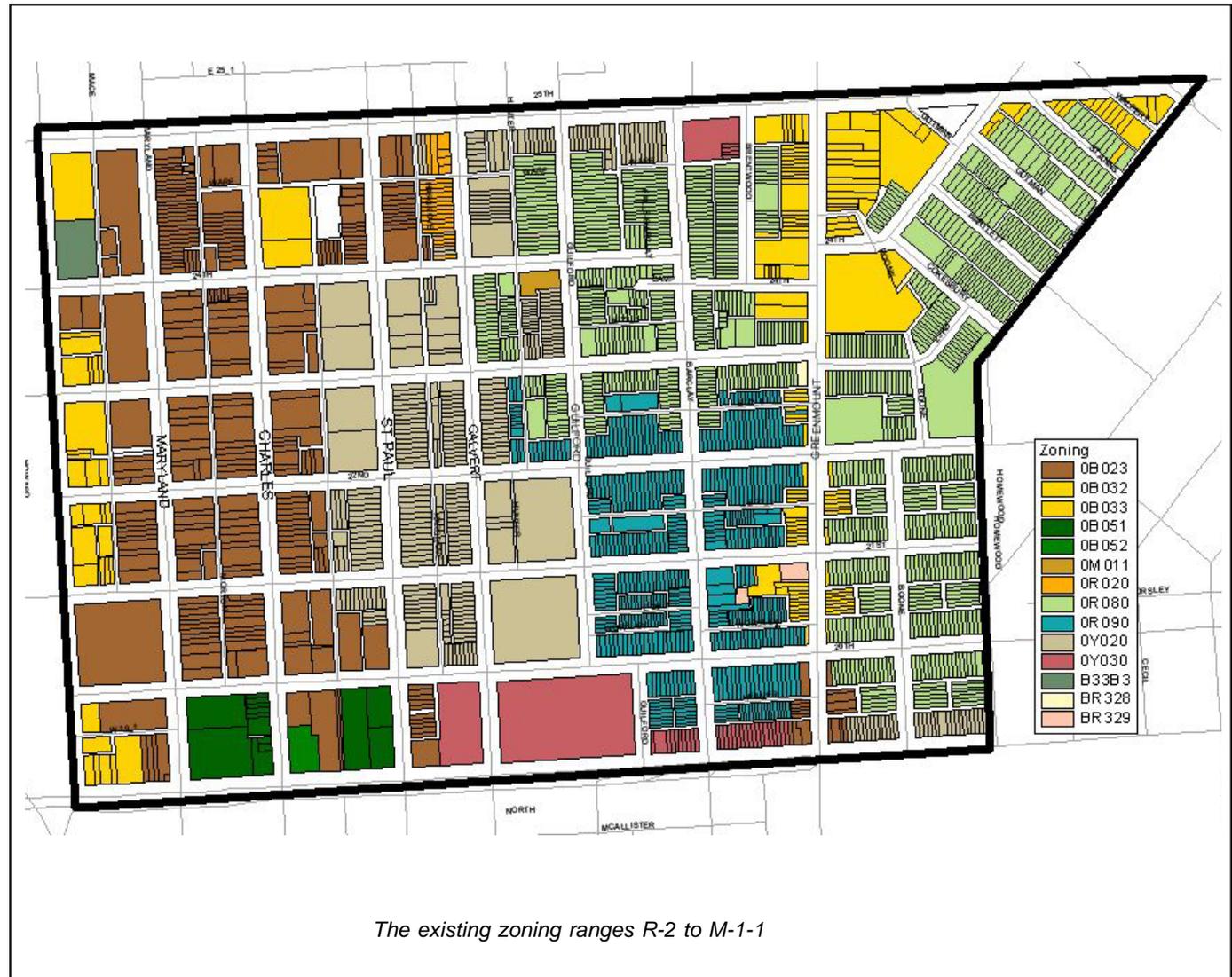


*The mix of land use ranges primarily from medium density residential to high density mixed use.*

### Zoning

The zoning in the plan area is just as varied as the land uses. The zoning ranges from R-2 to B-5 with one property being zoned M-1-1. Most of the properties are zoned either B-2-3, O-R-2, R-8 or R-9. There has been discussion to change the zoning along Calvert Street to residential. Currently, the Barclay Urban Renewal plan recommends changing the zoning to R-8. Some have discussed changing these properties as well as some in the Charles Village area to a lower residential category.

Given the current land uses and depressed market within some portions of the plan area, changing zoning for larger swaths of land may be premature, but a zoning study should be conducted. Currently, zoning is in place to support a mixed-use environment, but given the desire for more mixed-use developments and opportunities for large site redevelopment, zoning changes should be considered for large scale projects that may require site assemblage. The City is also working on a Comprehensive Plan that may result in recommended zoning changes for some areas along corridors.



# Neighborhood Revitalization: A Holistic Approach

Understanding the planning challenge of this area was crucial to formulating strategies and recommendations that would not only meet the needs of the community, but would carry the strength of the western portion of the plan area to the eastern portion where both the residential and commercial housing market are struggling. It was clear that the only major issue was not enhancing the physical infrastructure, but there are income distribution, poverty deconcentration, and quality of life challenges that need to be addressed while seeking to sustain and build upon the tremendous assets.

## Building on Strengths: Planning Context

The revitalization of the Barclay-Midway-Old Goucher area cannot be approached without considering the context of existing grassroots efforts and neighborhood successes. In order to strengthen the weaker portions and build off of the strengths of the stronger areas, the “dividing line” of Calvert Street must be erased and more private development interest stimulated.

Today there is a burgeoning housing market along the St. Paul and Charles Street corridors. But there are assets on which to build. The Charles North and Old Goucher areas already offer what many cities are attempting to build: communities with dense residential and compact retail around transit. Neighborhood businesses and retail is spread throughout with over 400 organizations, businesses, restaurants and retail shops in the broader Charles North and Old Goucher (Charles



*Example of infill housing opportunities that should respond to surrounding architecture*

Village) area. These businesses not only lend to the vitality of the area, but provide much needed jobs for residents within the area and the City at large.

In stark contrast, Barclay and East Baltimore Midway are primarily residential neighborhoods with very limited commercial activity. While it is not necessary to duplicate the character of Charles North and Old Goucher in Barclay and East Baltimore Midway, there is a need to uplift these neighborhoods so that the entire plan area is healthy.

Groups like People’s Homesteading Group, Inc. have been active since 1983 working to rehabilitate neighborhood housing, counsel new homeowners and build community leadership. Through the Greenmount Community Planning Council, the Anchors of Hope plan was created. This grassroots effort calls for block-level development projects that will reinforce the positive influence of existing neighborhood anchors such as the Church of St. Ann. Currently, People’s Homesteading is focusing much of their efforts on the revitalization of the 400



*Left: Homes in the Local Historic District on 22nd Street. People's Homesteading Group, Inc. is focusing on rehabilitating this block of historic homes. Right: Interior of one of the homes.*

block of East 22nd Street, which has recently been designated a local historic district.

There are also many strong areas and increasing development interest in close proximity to the plan area.

■ Mt. Vernon/Midtown - This area is one of the City's most popular areas. The historical architecture is the backdrop of many cultural venues, restaurants, and institutions. It is also one of the most popular places to live for renters and homeowners alike. Due to the development pressures, the Department of Planning has been working to protect the historic character and make room for new development through enforcing design guidelines and consideration of more stringent parking and height regulations, as well as height bonuses.

■ Station North Arts & Entertainment District- This district, centered on Charles Street and North Avenue, was designated by the State of Maryland in January 2002. It was established to provide a place for artists to live and work. One of the main goals of the district is to promote the availability of the arts & entertainment district tax benefits and promote the diversity of the community. Within the district there are a variety of nightlife venues, live theater and a many ethnic restaurants.

■ Charles Street Scenic Byway- The Department of Planning is currently working with the Baltimore County Office of Planning, community groups and local institutions toward the designation of Charles Street as a National Scenic Byway. Through the Byway planning process, the City is seeking to

recognize the innovations in city building that have taken place along this historic route. As Baltimore’s “main street” and home to many of our city’s cultural, historic and institutional landmarks, Charles Street is a prime candidate for Scenic Byway designation. The length of Charles Street to be considered is from Wells Street in South Baltimore to Lutherville in Baltimore County.

■ Greenmount West- The neighborhood directly south of the Barclay neighborhood along North Avenue is the home of the Station North Arts & Entertainment District. While there are many struggles similar to its northern neighbor, there has been an increase in development interest with new residential construction underway.



## Guiding Themes

In order to sustain the successes and help alleviate the challenges, a level of critical mass change is needed in order to strengthen the market, and meet the needs of the existing area; both physical infrastructure changes and some changes at the policy and programming level are necessary. To support the main plan goals listed on page two there were several guiding themes that were developed:

1. Encourage intermingling of market rate housing and affordable units throughout the plan area
2. Ensure permanent affordable housing in the strongest part of the plan area
3. Encourage rehabilitation and preservation of existing infrastructure in the intact blocks
4. Create more opportunities for open space and recreation
5. Encourage mixed-use and higher density development in the Transit Oriented Development (TOD) portions of plan area

6. Strengthen the weakest portion of plan area by introducing opportunities for home ownership and new construction
7. Enhance and transform major corridors
8. Create safe, walkable and inviting places
9. Build human capital

To address these challenges, plan recommendations are made in the following sections:

- Housing
- Development Potential
- Transforming Neighborhood Streets and Corridors
- Historic Preservation
- Open Space and Recreation
- Placemaking: Creating Livable Neighborhood Spaces
- Neighborhood Safety and Sanitation
- Human Services

# Housing



Three of the major themes of the plan concentrate on the housing in the plan area. They are to:

- Encourage intermingling of market rate housing and affordable units throughout the plan area
- Ensure permanent affordable housing in the strongest part of the plan area
- Strengthen the weakest portion of plan area by introducing opportunities for home ownership and new construction

The housing in the plan area consist of primarily two and three story row-homes. Many houses are used as single family dwelling units, but some have been converted to multi-family dwelling units. While these conversions have had a mixed reception, it nonetheless offers a different type of unit. There are also highrise public housing buildings and apartment

buildings in the area. Though there is some variety of housing available, they are either not dispersed throughout the plan area or do not meet modern standards of living and the needs of existing or future residents.

After many meetings with the community, the Department of Planning has identified that there is a need and desire for more mixed-tenure and product housing opportunities for varied income levels and those in various stages of life. For example, some senior long time residents don't want to own homes anymore, but would like to stay in the neighborhood. Some possible types of housing to consider are: accessible housing, multi-family apartment buildings or condominiums (affordable/market rate mix), assisted living or senior housing.



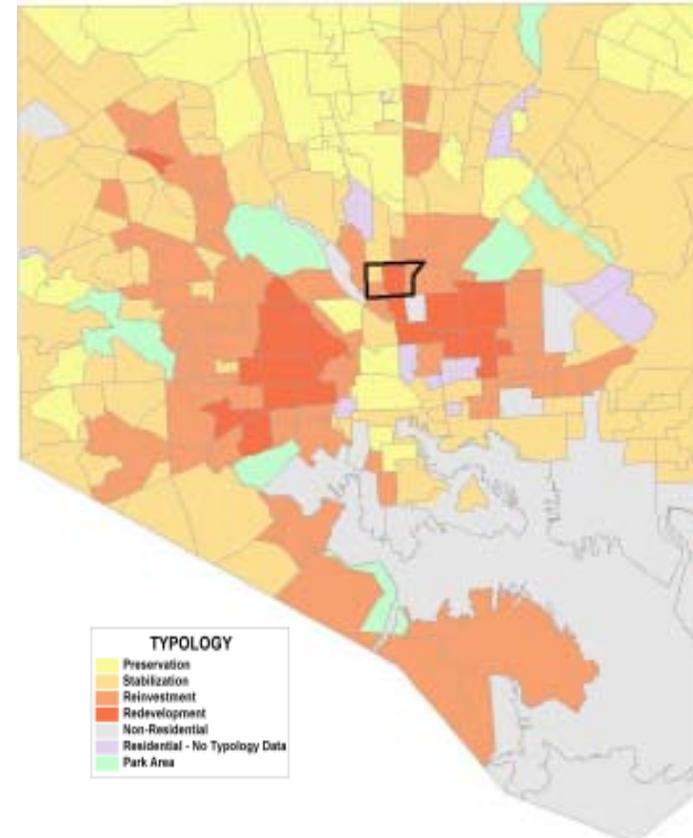
*During one of the walkthroughs, we took note of a severely dilapidated house in the middle of a block on Barclay Street*

## Baltimore's Housing Market Typology

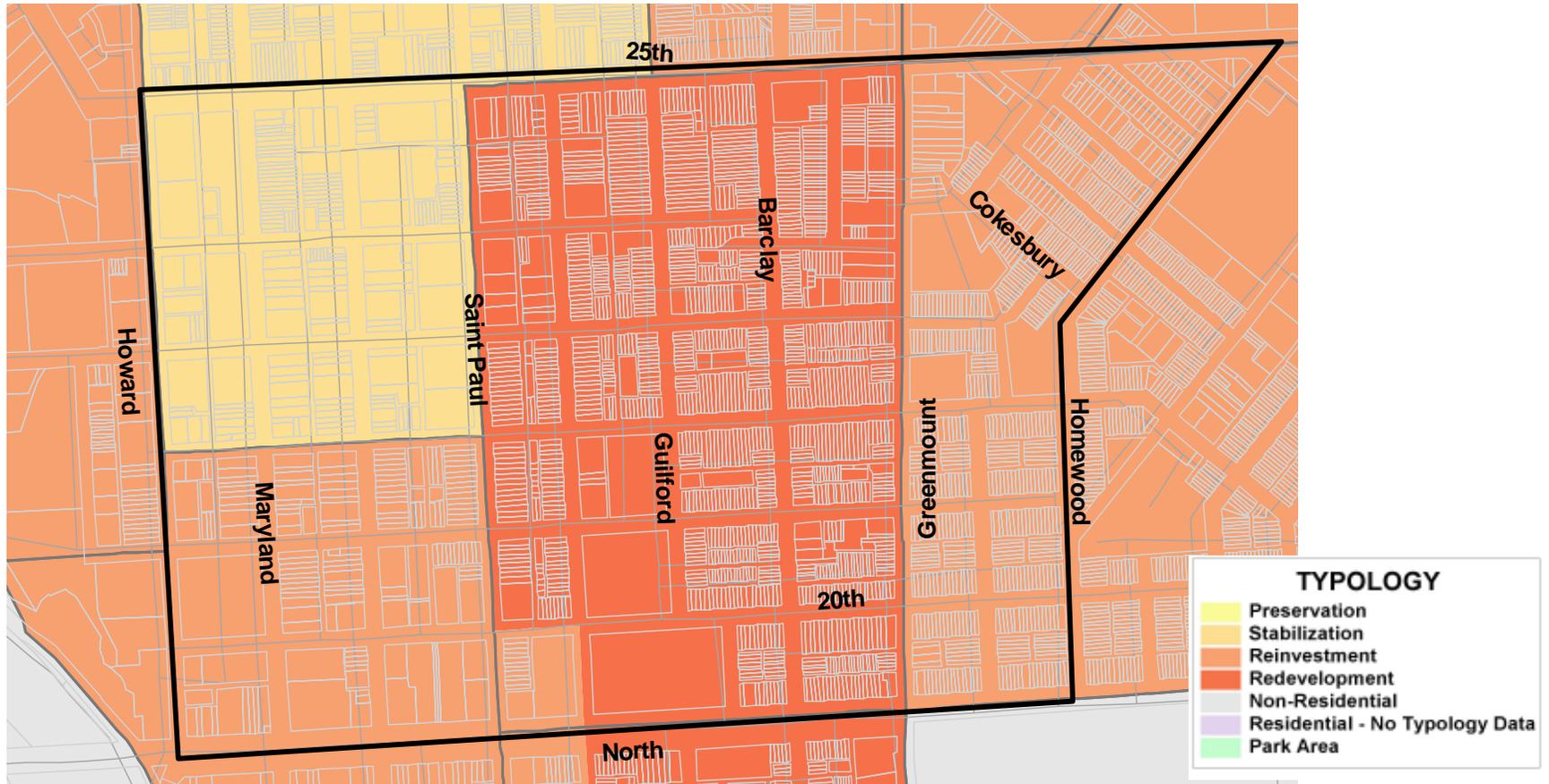
The Department of Planning in conjunction with the Department of Housing and Community Development created a Housing Market Typology for the City of Baltimore. Using abandonment, median home value, and homeownership data four categories were created:

- **Preservation:** Healthy, attractive areas with high owner-occupancy rates and high property values. The housing stock is well maintained and vacancy and abandonment rates are very low.
- **Stabilization:** High Home ownership rate, low abandonment, relatively low median home values, housing market needs intervention, signs of deferred maintenance
- **Reinvestment:** Moderate real estate values, average home ownership rates, and substantial vacancy rates, although not as substantial as Redevelopment Areas. Without intervention these neighborhoods could find themselves with widespread vacancies and, housing market stress (e.g. flipping, isolation).
- **Redevelopment:** Deteriorated housing stock, abandoned buildings and vacant lots, traditional market forces not working, nor are they likely to be reestablished soon. Targeted blocks should be stabilized and surplus of vacant and uninhabitable housing units removed, with the creation new uses and amenities.

The typology of the neighborhoods within the plan area is varied. The Old Goucher/Charles Village area is a Preservation area, both Charles North and East Baltimore-Midway are Reinvestment areas, while the Barclay portion of the plan area is a Redevelopment area. In neighborhoods citywide, you must



look block by block to determine the conditions as they can be remarkably different within the same area. The Barclay-Midway-Old Goucher area is no exception. While the typology for East-Baltimore Midway is Reinvestment, the conditions between Greenmount Avenue and Homewood Avenue are more similar to the southern portion of Barclay than east of Homewood Avenue.



As housing conditions and amenities improve in the area, there is a hope that the value of the homes will increase. Currently, the median home values decrease in the plan area as you move from the west to the east. The properties that have a median value of \$90,000 or more are primarily west of Charles Street. The properties in the middle portion of the plan area are valued between \$15,000 and \$55,000 or \$55,000 and \$90,000. The properties east of Barclay Street have values that range between \$1,000 and \$15,000. The blocks that show the lower range of median home value, have experienced the greatest population loss and owner-

occupied housing units. These areas have the largest number of vacant properties.

Overall, homeownership in the plan area is very low. The majority of the plan area has less than 45% homeownership. There are several blocks east of Calvert Street that have between 45% and 65% homeownership. There are very few blocks that have high percentages of homeownership. The majority of the homes east of Calvert have median home value of between \$7,000 and \$15,000, several blocks have a value of between \$15,000 and \$30,000. The

### Percent Homeownership



### Median Home Value

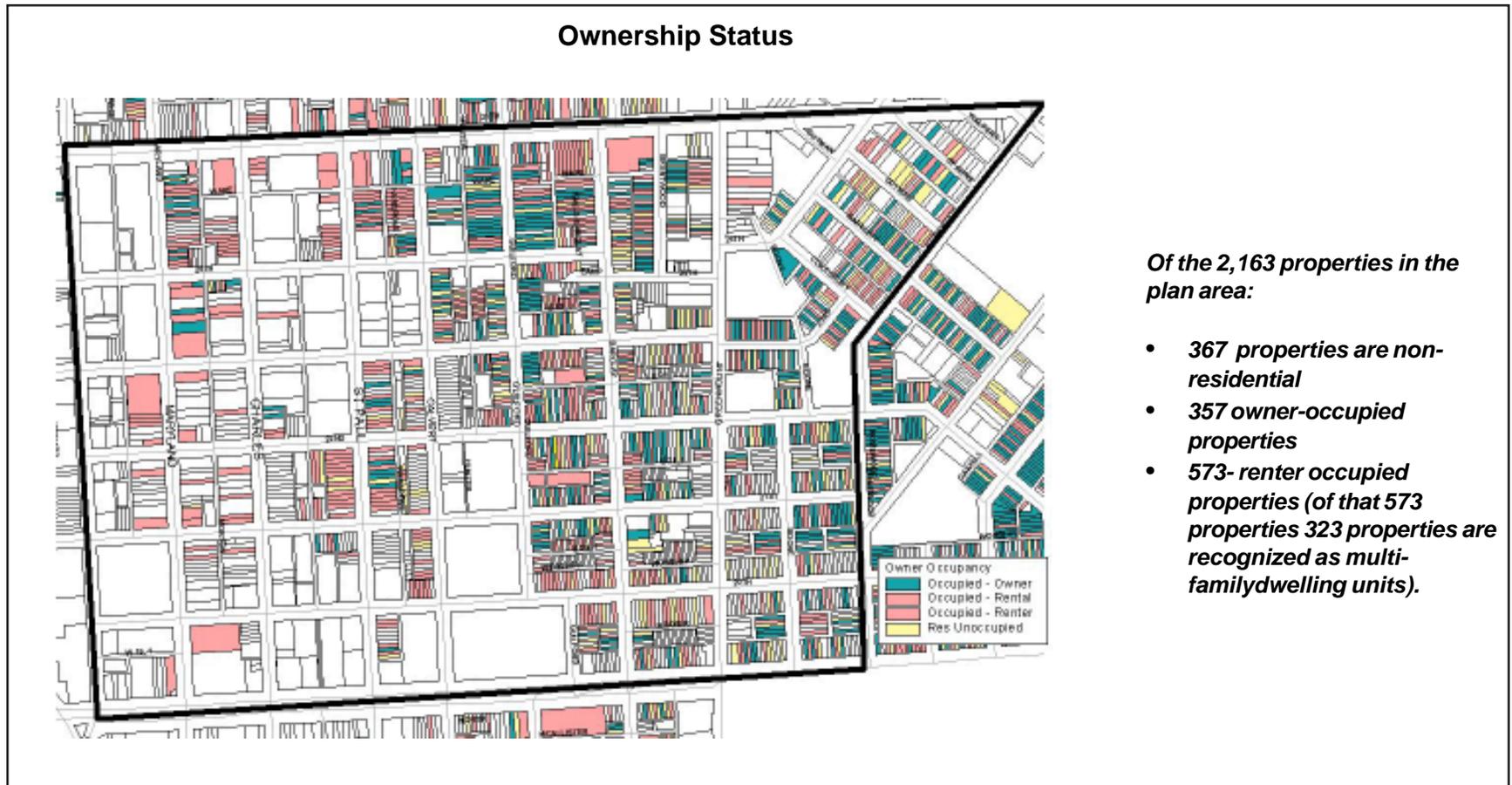


majority of the blocks in the central portion of the area has median home values of between \$30,000 and \$45,000 and \$45,000 and \$80,000. The values continue to increase as you move westward towards Howard Street. The median home values on the lower end are between \$45,000 and \$80,000, but tend to be between \$80,000 and \$200,000. This data only took into account actual dwellings that could be owned. It did not take into account residential units such as apartment buildings or homes that were vacant. The percentages are based only on occupied units.

### Percent Abandonment



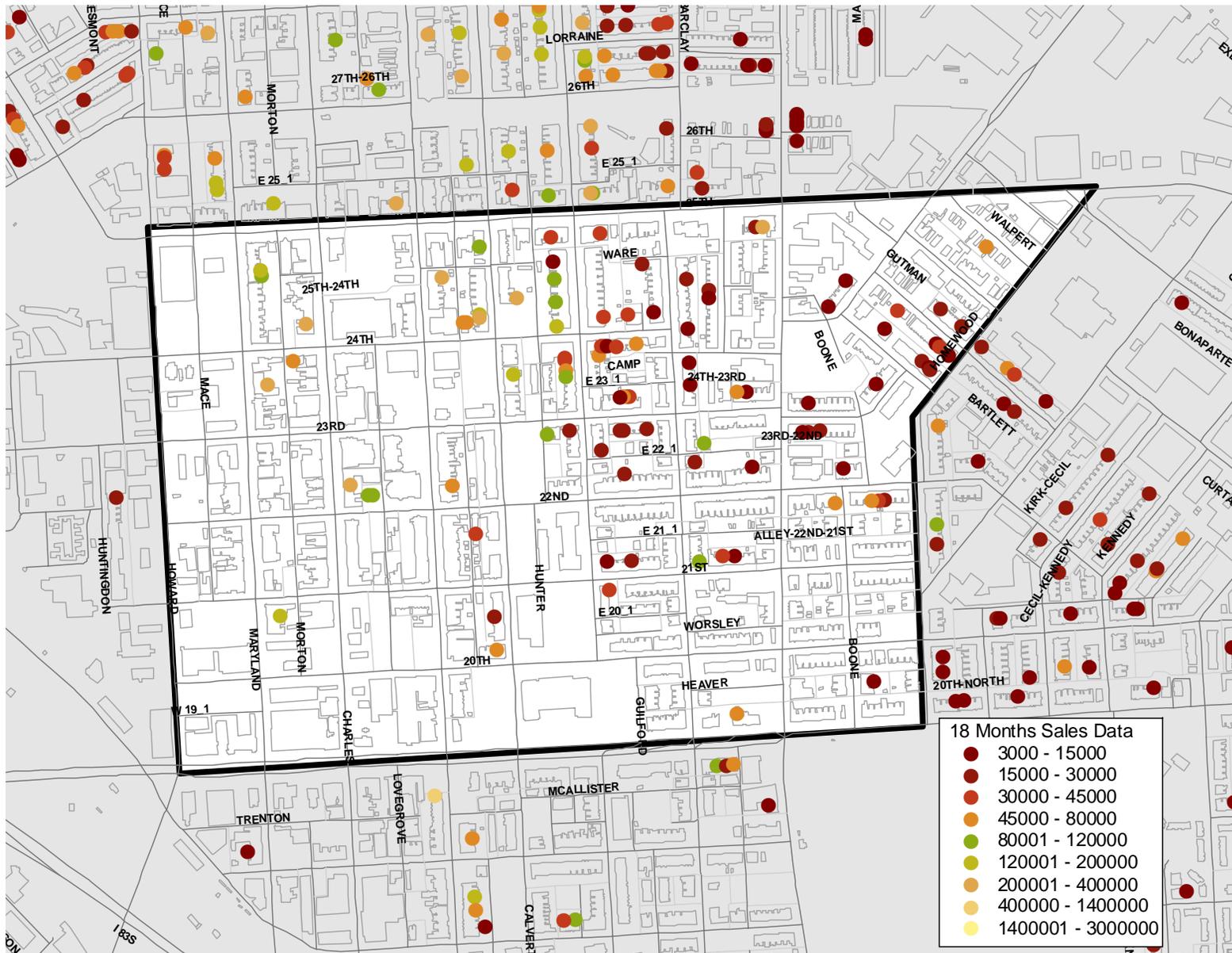
If you look at the map of Percent Abandonment to the right you will see how many of the blocks east of Calvert Street have significant abandonment rates. The abandonment rates are between either 5%- 20% and 20% and 100%. Conversely, most residentially occupied blocks west of St. Paul Street have less than 5% abandonment. To better understand the magnitude of these statistics consider that east of Calvert is primarily residential, while west of Calvert is more mixed use.



Currently, homeownership is not very strong in much of the plan area, but it increases as you travel east. While some of the homes west of Calvert Street are homeowner occupied, many of the larger homes have been converted to rental units. Many of the larger homes can be both expensive and cumbersome to maintain. This can lead to homes falling into disrepair, or there may be an influx of conversions to multi-family dwelling units. This has been a trend in areas where the housing market is strong, though there is some reconversion back to single family.

While it is a desire to add both market rate and affordable rental units to some of the stronger blocks in the area, the overall goal is to maintain a strong base of homeowner occupants. This desire to have more homeownership does not mean the existing residents were adverse to having a continued rental presence in the area. The rental, just as the low-income housing, should not be concentrated in one area. In order to stabilize the blocks to a more comfortable home ownership/ rental mix the goal is to encourage and assist some of the existing renters to become homeowners.

### 18 Months Sales Data - July 2003 - December 2004 Source: City of Baltimore Real Property Data



**Sales Data - 2000 and 2004**  
**Source: City of Baltimore Real Property Data**

Neighborhood	2000 Median	2004 Median	2000-04 Change in Median	2000-04 Percent Change in Median	2000 Average	2004 Average	2000-04 Change in Average	2000-04 Percent Change in Average	2000 Total Sales	2004 Total Sales
Barclay	\$20,276	\$44,450	\$24,174	119.20%	\$34,785	\$57,938	\$23,153	66.60%	39	48
Charles Village	\$67,000	\$150,000	\$83,000	123.90%	\$77,866	\$173,267	\$95,401	122.50%	67	79
East Baltimore Midway	\$24,000	\$18,950	(\$5,050)	-21.00%	\$29,811	\$21,165	(\$8,646)	-29.00%	75	74

Note: Charles North did not have enough statistical information to be included in this analysis.

**Real Property Home Sales**

The majority of homes within the area are two to three story townhomes, typically 1,800 to 2,200 square feet in size. An analysis of 88 arms length transaction in the plan area in an 18 month period, July '03 to December '04, revealed an average price of \$52,792. The buyer occupied the home in only 24% of the sales analyzed. Only a quarter of the people who purchased homes occupied the homes. Of the 88 sales, 65% had prices below \$45,000. The majority of the sales, 84% are located east of Calvert Street, which our map illustrates.

West of Calvert Street, the average price for the 14 sales was \$135,539.00. The western half of the plan area has a lower

concentration of single family homes. Many of the homes west of Calvert range in size from 2,000 to 4,000 square feet.

The average price for the 18 month period on and east of Calvert Street was \$40,921. Baltimore Housing data indicated the Barclay neighborhood increased on average \$23,000 from 2000 to 2004. This average increase beat out the citywide average by two points. Though portions of Charles North, Charles Village and East Baltimore Midway are included in the plan area, the majority of the sales data was derived from outside of this plan.

### Mixed Income Neighborhoods: Dispersement, Affordability and Deconcentrating Poverty

The desire is to disperse the income mix throughout the area while providing housing options whether for single family, multi family, homeownership and/or rental. In the Barclay-Midway -Old Goucher area creating a mixed income area is not just a matter of providing affordable housing, but dispersing the low-income housing that already exists. It also means taking advantage of the tremendous amount of vacant properties in the area, some of which are public housing units.

Though there are not many existing opportunities to disperse the affordable housing west of Calvert Street, it is possible to ensure the long-term presence of affordable units by mandating that a portion of units in newly constructed residential structures be set aside for affordable housing. This will help ensure long-term affordability on blocks where the market is strongest and most likely will not remain affordable for the low-income resident and in some cases to the moderate income resident. By providing new housing opportunities with new construction and the rehabilitation of vacant properties there is a hope that new higher income residents will help infuse the stagnated housing market east of Calvert Street where there are the most number of vacant units, Housing Authority units and Project-based Section 8 properties.

Currently, there is mixed income housing legislation before the City Council. The proposed legislation is not an inclusionary zoning bill that would affect all new development. But instead the bill requires that any residential development project that will provide 30 or more units and is seeking public financial assistance from any City agency or Baltimore Development Corporation (BDC), including any grant, loan, payment in lieu of taxes, installation or repair of physical infrastructure, or sale or transfer of land below appraised value, must set-aside at least 10% of the residential units as affordable to households making 80% of the area median income.

#### Scattered Site RFQ

*- In mid April 2005, Baltimore Housing issued a scattered site RFQ for the rehabilitation of housing units in the Barclay and East Baltimore Midway neighborhoods. The over 200 properties including 102 scattered public housing units, Homewood House (36 units), 91 project-based Section 8 units, with the option for Mayor and City Council and Project 5000 properties to be determined.*

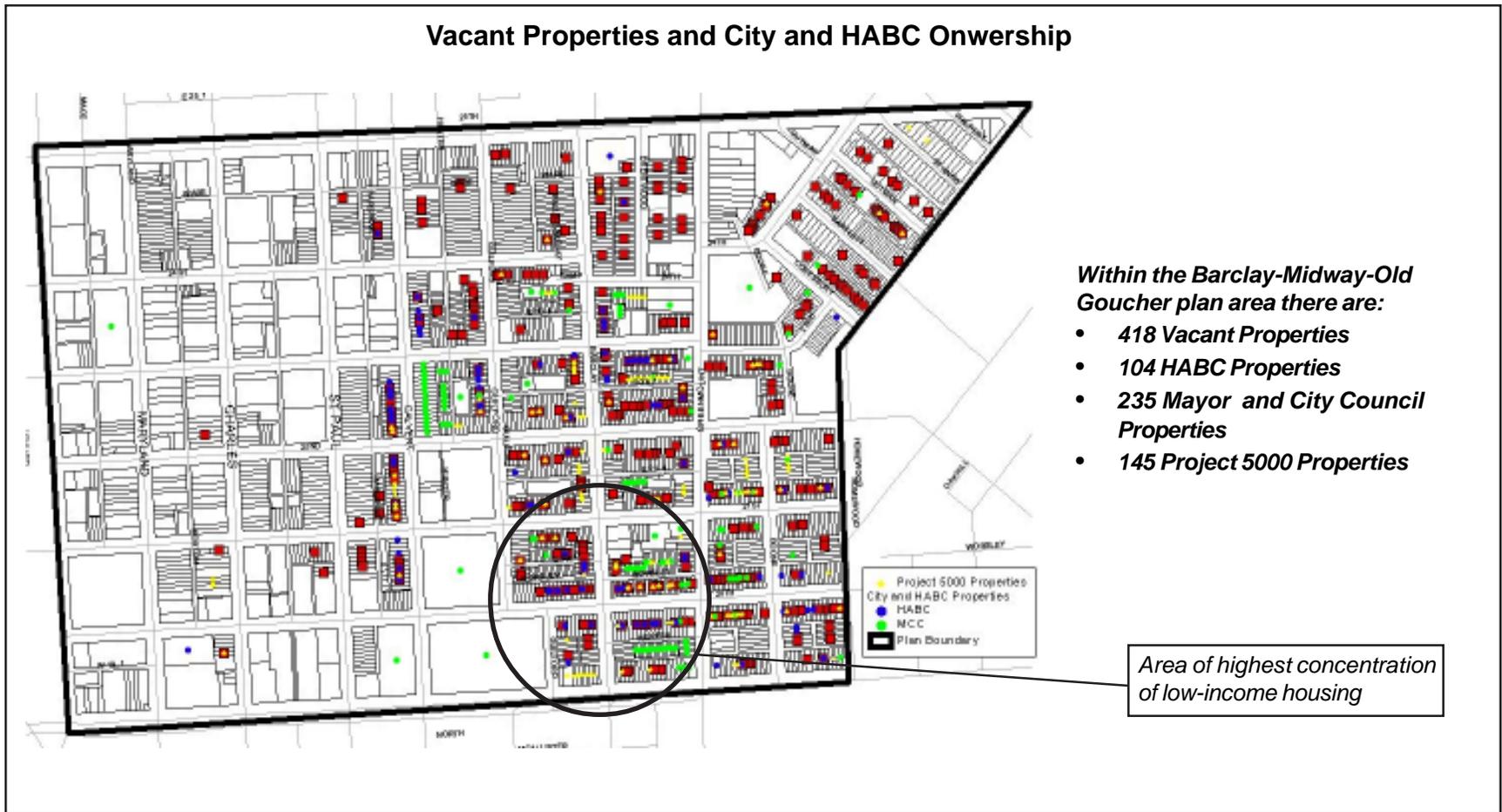
For the Baltimore region in 2005, for instance, the AMI for a family of four is \$72,150. For a family of four, the following income levels apply:

80%	\$57,720	40%	\$28,860
60%	\$43,290	30%	\$21,645
50%	\$36,075		

Typically, public housing residents' incomes are well below 30% of AMI, although families can be eligible for public housing as long as their income does not exceed 80% of the AMI. Similarly, Section 8 vouchers (housing choice vouchers issued to families and project-based Section 8 vouchers issued to rental property owners) are available to families whose income does not exceed 80% of AMI. City, State, and Federal policy encourages a mix of incomes in subsidized housing developments and neighborhoods in general, rather than a concentration of any one income level. While the bill may not ensure an affordability component to the very low-income resident, it will help provide a long-term space for the moderate income resident.

One of the major challenges in creating a truly mixed income area is dispersing the large number of existing low-income housing units throughout the plan area. The Housing Authority of Baltimore

### Vacant Properties and City and HABC Onwership



City owns 104 properties throughout the plan area. This represents over 100 units of public housing. Also, there are two large project-based Section 8 developments in the area: the Barclay Townhomes and Barclay-Greenmount NSA. Together these represent over 300 units of low-income housing concentrated in primarily one neighborhood of the plan area. The Barclay- Greenmount NSA properties are in both the Barclay neighborhood and Greenmount West (the neighborhood

to the south of Barclay). The Barclay Townhomes contains 56 properties within the Barclay neighborhood. These properties were threatened to be foreclosed on by HUD, but the City of Baltimore recently reached an agreement to acquire these properties.

While the City and Housing Authority (HABC) own many properties in the plan area. These properties, the Barclay Townhomes and some of the City owned properties will be

disposed of through a Request for Qualifications. The disposition and consequent redevelopment of these properties will be used to help deconcentrate the subsidized housing throughout a broader portion of the area by utilizing the existing vacant public housing units. Also, an undetermined number of properties included in the RFQ will provide opportunities for moderate and market rate rental and homeownership opportunities. The redevelopment of these properties will help create a more mixed income area and should be a catalyst that will help lower the development risk in the area, stimulating more private investment in the area.

**Investing in Existing Housing Stock**

While there is a great need and opportunity for new construction and to rehab existing vacant properties, there is a need to help existing residents upgrade their properties. Currently, Baltimore Housing has an initiative called TEVO, which is Targeted Enforcement for Visible Outcomes. This intensified code enforcement is working to stabilize properties on otherwise stable blocks. This initiative could be successful in the western portion of the planning area, but it may be premature in the eastern portion of the plan area where the blocks are less stable and the housing conditions are worse.

There is a concern is that many residents cannot afford to do the work necessary to maintain the physical infrastructure of their homes, but this concern will be heightened if homeowners are fined for work cited that is not completed. The strategy in this area is to bring the properties to a base level of condition. While there is a need for City assistance for rehabilitation assistance through grants, the existing programs are limited and are mostly low-interest loan products. To help mitigate this there is a need, in the short term, to teach current homeowners how to maintain their properties. This knowledge will not only empower them to make simple repairs on their properties, but



*Example of the larger homes along St. Paul Street*



*Touring one of the homes on St. Paul Street being rehabilitated for single-family occupancy (not the same house as image above)*

provide a knowledge base to help select and work with contractors that may provide professional service. Examples include working with contractors to package repairs for several homes at one time for negotiated discounts, learn and enhance home maintenance skills by participating in free workshops at local hardware stores or home maintenance seminars.

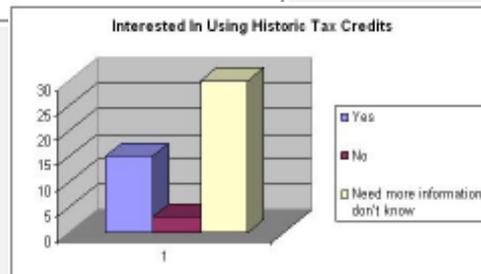
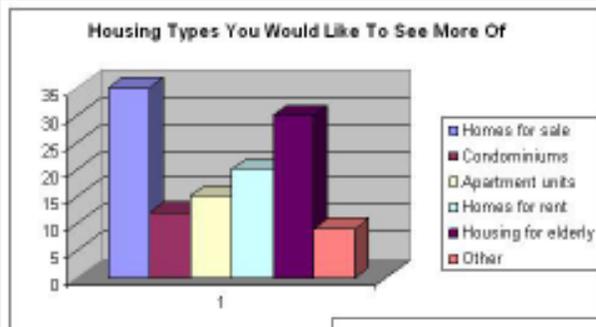
Though many of the vacant properties should be rehabilitated and vacant lots used for infill development, there are several areas within the plan area that would be suitable for larger scale housing redevelopment. These areas will be highlighted in the following Development Potential section.

**Community Focus: Housing**

Of the people that responded to the survey questions regarding home ownership or renters, 33 were home owners and 18 were renters. Some of the stakeholders did not live in the area and there were others that were considering moving to the area.

When asked what type of homes would you like to see more of in the area, the majority of the respondents wanted to see more homes for sale (35) and housing for the elderly (30). Many wanted to see more apartment units and homes for rent. Twelve of the respondents wanted to have more condominiums in the area.

When asked if they would be interested in using Historic Tax Credits to rehabilitate your home? Many responded yes, but the majority of people needed more information.



**Recommendations**

- Deconcentrate subsidized rental units by redeveloping HABC’s scattered site inventory for occupancy.
- Help renters become homeowners by encouraging the use of City homeownership programs.
- Disperse affordable units throughout stronger portions of the plan area by mandating a percentage of new residential construction be affordable units.
- Encourage residents that qualify to utilize existing City rehabilitation programs to make repairs on homes.
- Develop Mayor and City Council and Project 5000 properties for both market rate housing and affordable homeownership and possible rental units.
- Consider incorporating varied housing types such as senior housing and condominiums into large scale redevelopment projects.
- Encourage residents to pool resources to make repairs on homes and enhance everyday home maintenance skills.
- Encourage the use of TEVO in the stronger portions of the plan area west of Guilford Avenue

# Development Potential

One of the major desires is to create a more walkable neighborhood in all parts of the plan area. This includes providing commercial, housing and recreation activities all within walking distance of each other. Using this premise of activating space, several areas within the plan area have been identified as potential redevelopment sites or sites that may be suited for a different use or could support additional higher density development. These potential development areas may provide opportunities for more mixed tenured housing, affordable housing and neighborhood services.

While we recognized that there are additional properties within the plan area that are either vacant buildings or active spaces that are underutilized, the areas highlighted in this section are areas either adjacent to or where we recommend landbanking existing City properties and additional acquisition for large development site assemblage.

## Transit Oriented Development (TOD)

The City of Baltimore not only has an expansive bus system that serves the City and surrounding counties, but also has a small subway system and light-rail system. There is also access to the Washington, DC metropolitan area through the use of the regional MARC system and the country through Amtrak. The light-rail system, MARC train and Amtrak all have transit stops at Baltimore's Penn Station. The image shows Penn Station with quarter mile intervals shown. The Barclay-Midway-Old Goucher plan area is outlined in black. As you can see from the image, a small portion of the plan



*Baltimore's Penn Station showing quartermile radius - Almost half of the plan area is within a half mile of Penn Station.*

area lies within a quarter mile of this station. Almost 1/2 of the plan area is within a half-mile of the train station.

A second area identified that caters to bus transit, but is still within a half-mile of Penn Station, is the intersection of Greenmount Avenue and North Avenue. This intersection is one of the most heavily used areas for bus riders. It is a major transfer point that takes you to many parts of the City. This intersection is in the southeast portion on a struggling commercial corridor with many vacant houses on the surrounding streets.

## Transforming Commercial Spaces and Corridors

For the most part, it is the commercial spaces that activate our corridors. Though there is housing available on all of the major corridors within the area, the retail spaces, restaurants, and offices bring people out into the neighborhoods. They come by car, by bus and on foot.

As we have seen on the land use map, the major commercial areas are in the western portion of the plan area. There is more commercial along 25th Street, North Avenue and Greenmount Avenue. East of Calvert Streets, these commercial corridors create spines throughout a primarily residential area. This is in stark contrast to the areas between Maryland and Calvert. These areas are more often than not mixed, with some residential units throughout. Howard Street is auto-oriented with uses such as a large carwash and automobile dealerships.

The commercial and retail spaces provide jobs for many people in the neighborhoods as well as others in the City. When posed with the challenge of how to transform the declining Greenmount Avenue corridor while enhancing the other corridors we had to consider the four functions of the corridors:



- A major arterial
- A neighborhood connector
- Provider for neighborhood retail, housing and office space
- Part of an area destination



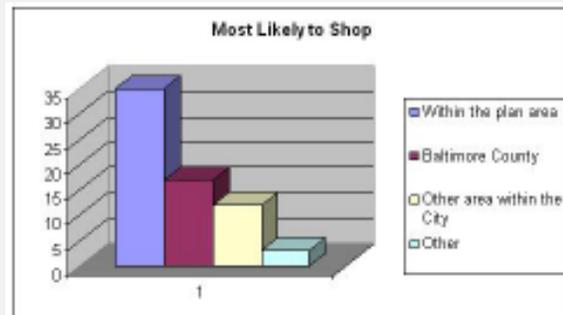
There were several questions posed about the commercial needs of Greenmount Avenue and corridors in the plan area:

1. Do the needs of the corridor change if the housing market is stimulated? What additional amenities will be necessary to attract and retain higher market value home owners/residents?
2. How does the commercial market in Old Goucher/ Charles Village and Waverly impact the 25th Street, Greenmount Avenue and North Avenue commercial corridors and surrounding residential areas? What needs are missing from there? Does the existing commercial serve a broader community?
3. Do we want to attract people to stop and experience this area or create a way to access downtown or north Baltimore?
4. If existing retail leaves Greenmount Ave. are there enough of the right uses within walking distance – or do commercial uses need to be provided within the neighborhood?

**Community Focus: Commercial Needs and Neighborhood Services**

Overwhelmingly, people Strongly Agreed that there needed to be more retail and neighborhood services within the community. Of those that did want more commercial and neighborhood services in the area, the top four responses were for a bank, family sit-down restaurant, neighborhood market and a dry cleaners. The largest response (45 people) wanted a neighborhood market. Many people also wanted a book store (23) and dentists/doctors offices (24).

Most people surveyed were more apt to shop within the plan area (35). The next largest group (17) were most likely to shop in Baltimore County.



**North Avenue and 20th Street Corridor (Howard Street to Guilford Avenue)**



Within the boundaries of this plan exist several potential areas for market-based redevelopment and adaptive reuse. The most prominent of these areas is the North Avenue and 20<sup>th</sup> street corridors from Guilford to Howard. The north side of North Avenue holds a variety of existing buildings suitable for conversion to meet today's market place. The North Avenue and 20<sup>th</sup> Street corridors also have the potential for high density transit-oriented development within five blocks of Pennsylvania Station.

Together with a healthy mix of new construction, infill and rehab, these streets represent an opportunity to grow the cohesive fabric of the Barclay, Charles North and Greenmount West neighborhoods, with North Avenue being the anchor to all three neighborhoods. We recommend exploring the use of a Tax Increment Financing (TIF) district or other incentive program to spur redevelopment in this area.

The portion of North Avenue between Howard Street and Greenmount Avenue is the central spine that touches all of the neighborhoods of the central Baltimore. This stretch of North Avenue should be an active corridor for pedestrians. This pedestrian activity should continue up the other streets and blocks that touch it. Currently, there is an eclectic mix of uses and building types along the corridor. This mix should be encouraged and built upon.



**North Avenue/Charles Street/20th Street**

There is tremendous potential to change the face of this area. Developments in this outlined area can withstand higher density development preferably mixed- use with a residential component. This area provides a possibility for a new housing type, as well as an opportunity to disperse some of the affordable housing throughout the plan area.



**Baltimore City Public School System (BCPSS)  
Headquarters and surrounding parking lots**

The BCPSS headquarters building should be converted to a mixed-use building with multi-family residential and commercial, preferably condominiums with some affordable rental units and a ground floor restaurant utilizing terraced landscaping for outdoor seating. This site is seen as the unifying site between the western and eastern portions of the plan area.

The parking lot to the west and far east should be redeveloped into housing. These sites could be redeveloped as townhomes or a mixed-use building with residential.

## Transforming Greenmount Avenue

Greenmount Avenue is one of the major commercial corridors in the plan area. The busiest corner of the street is at Greenmount Avenue and North Avenue. This corner is a hub for bus ridership in the City. Though many of the riders live in the area, some are transferring to other bus lines. Currently, there are many vacant properties and lots along the corridor and it is plagued heavy drug activity surrounding it. Though there are some successful businesses operating, there are no blocks that are fully occupied. The transformation of Greenmount

Avenue is crucial to the redevelopment and unification of this portion of the plan area.



The businesses primarily consist of carry-outs, liquor stores, a market and a barber shop which mostly serve pedestrians in the immediate area. There are also sporadically placed housing units, MUND Park, a City Recreation Center, and churches along this corridor. Many of the buildings are in disrepair, including the occupied spaces.

There is currently not enough residential base in the area to support a full commercial corridor, especially with the thriving commercial areas west of Calvert and north on 29th Street and Greenmount Avenue. But when the vacant homes near the Greenmount Corridor are occupied there may be a need for some commercial and retail space. While the Department of Planning does not advocate keeping the level of existing retail, we do recognize the need for limited office and retail space



centered near the Greenmount and North Avenue intersection. The desire is to create a more active corridor and a walkable neighborhood, that is primarily residential with accessibility to everyday services.

There are several potential development sites along or near Greenmount Avenue. The new spaces should have footprints that respond to today's market and would allow for new housing types with limited space for ground floor retail and commercial opportunities for small business entrepreneurs and other uses such as banks and professional services. All new products should respond to pedestrians and enhance the streetscape of Greenmount Avenue.

Though the City owns many of the properties in the areas, we recommend landbanking and targeted acquisition to assemble larger development parcels. Many of the properties are currently vacant buildings or vacant lots. Businesses that remain should seek to utilize existing facade improvement loans to enhance their buildings. The infusion of new construction opportunities in mass coupled with public safety improvements should help to put a new face on Greenmount Avenue and provide new life to this portion of the plan area.



### **Northwest Corner of Greenmount and North**

The City currently owns parcels on the corner of Greenmount and North Avenues. These properties would be suitable for commercial or mixed-use. This site should respond to adjacent building heights which are three and four story buildings. This corner is a gateway for Greenmount Avenue and is the hub for many bus riders. The Greenmount Avenue/ North Avenue intersection could support mixed-use developments that provide spaces for new residents, businesses and bus riders of the area.



### **21st and Greenmount- Westside of Street**

The properties along Greenmount Avenue on this block are not all vacant. The City owns several of the properties on this block. Though most of the homes are viable within the square block and should be maintained, some of the properties should be acquired and demolished, including the remaining inner block properties. We do not recommend rebuilding homes on the inner block. A combination of landbanking and acquisition for larger site assemblage should be pursued to ensure a better development parcel that would affect greater change along Greenmount Avenue.



**20th Street East of Greenmount**

These two blocks of 20th Street between Greenmount Avenue and Homewood Avenue are in severe disrepair. The blocks are primarily vacant. The City owns several properties along this stretch of 20th Street. We recommend that all the properties be demolished for new construction. The larger development parcels for new construction will help to provide the critical mass change needed to help strengthen the market and provide developer confidence in this portion of the plan area. This site should be used for new housing construction.



**Boone Street Infill**

The two vacant lots along Boone Street between 21st Street and 22nd Street should be used for infill townhouse development. Currently, there are pockets of townhouses that face Boone Street as you travel south of 22nd Street towards Greenmount Cemetery. This infill would strengthen Boone Street.



**MTA- Kirk Avenue Bus Division  
25th Street and Kirk Avenue**

There are several active businesses and many vacant homes between 25th Street, Homewood Avenue and Gutman Avenue. The MTA has expressed interest in the past in expanding their Kirk Avenue Bus Division to reorient their entrance towards 25th Street. Several properties may need to be purchased to accomplish this reorientation. This could create several opportunities for the neighborhood through changes to on-site circulation and the creation of buffers between bus parking areas and the neighborhood.

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**Recommendations**

- The City should do targeted acquisition to assemble larger sites for redevelopment. This may require landbanking properties until such parcels are assembled.
- New large scale development projects should incorporate structured parking and shared parking facilities (where feasible)
- For mixed-use developments with a residential component, a percentage of affordable housing units should be incorporated.
- A zoning assessment of the plan area should be conducted to identify any necessary large scale rezonings. Also, zoning changes should be pursued once a larger development site is assembled.
- Work with the Maryland Transit Administration to improve the MTA- Kirk Avenue bus division site and reorient entrance towards 25th Street
- Large scale projects using city properties should be offered through a Requests for Qualifications or a Requests for Proposals

## Transforming Neighborhood Streets and Corridors

The Barclay-Midway-Old Goucher area is laid out on a basic grid shape. While Howard Street, North Avenue and 25th Street are three of the boundary Streets, they are also major corridors. But they are not the only three. Greenmount Avenue, Calvert Street, Charles Street, St. Paul Street and Maryland Avenue are all major thoroughfares that traverse the plan area. Each of the them has its own character, but all carry Baltimore's traffic to and from our City's Midtown and Downtown neighborhoods to the northern part of the City, as well as to Baltimore County.

The quality of the streetscape is comprised of a combination of enhancements to both private properties and public properties and rights-of-way. New development along the streets and major corridors should take into consideration the effect on that street. The building heights, setbacks, landscaping, signage, etc. should all contribute to transforming the neighborhood streets and commercial corridors within the Barclay-Midway-Old Goucher plan area.

These same corridors are the very same corridors which are the gateways and spines that link the various neighborhoods



*Treatments such as landscaped medians and intersection corners soften street edges while providing places of pedestrian refuge.*



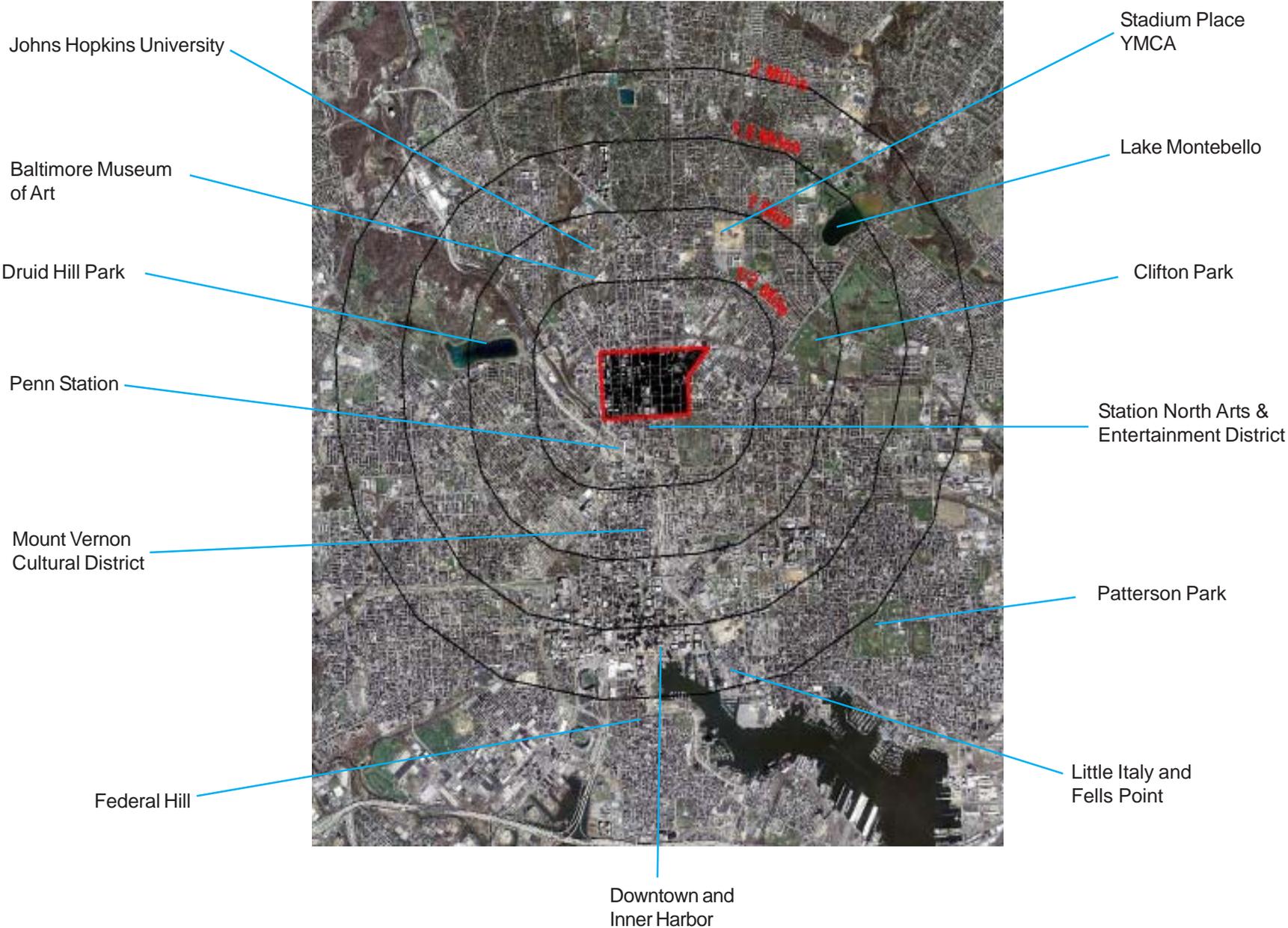
together; in essence making them neighborhood streets also. For this reason, both the corridors and neighborhood streets should not only be safe and functional for automobiles traffic, but for pedestrians and bicyclists. According to the National Household Transportation Survey (NHTS), the mean distance people are willing to walk is 1.2 miles. The mean distances for bicyclists is 3.9 miles. The following map shows many of the amenities that are well within walking and biking distance of any place within the plan area.

The streets should be enhanced to encourage more pedestrians and bicyclists to take advantage of the area's proximity to downtown and other cultural resources and City amenities. Key streets should be enhanced with traffic calming, pedestrian lighting, bike lanes and wider sidewalks where feasible for dining and comfortable walking. They should also be well maintained and as attractive as possible. Together, these will help increase the vitality of the corridors.



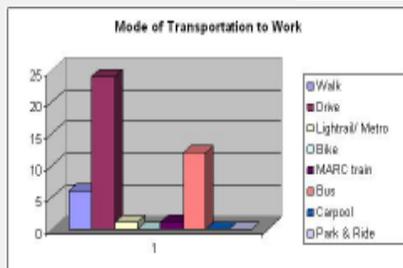
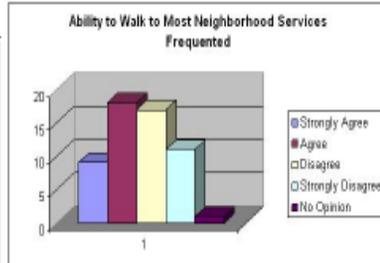
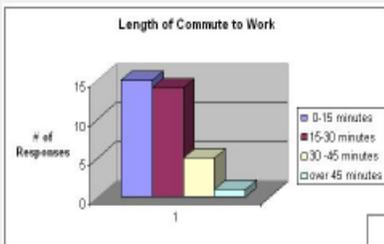
*View of 25th Street. 25th Street is home to many stores such as the Hollywood Video seen in this photograph.*

### What's Within Two Miles of the Barclay- Midway- Old Goucher Plan Area?



### Community Focus: Walkability/Transportation

We found that people were almost evenly split when asked if they could walk to most neighborhood services that they frequented. Of the 56 that responded over 26 agreed and over 26 disagreed. Most people's average commute to work was 30 minutes or less. The majority of the people drove to work (24), while twelve people caught the bus.



### Recommendations

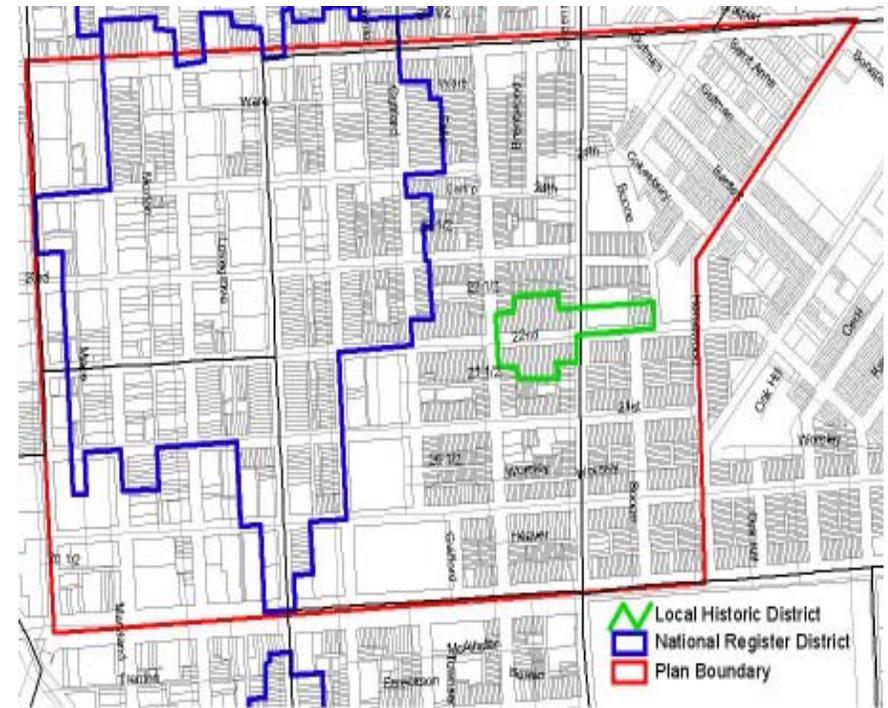
- Provide streetscape enhancements on major corridors within the plan area
- Improve residential streets by delineating spaces for pedestrians with improved sidewalks, tree pits, and street reconstructions or resurfacings
- Improve lighting on the neighborhood streets and alleys
- Encourage and assist residents and businesses to enhance building facades
- Landscape and improve properties that face the public rights-of-way
- Work with the City Department of Transportation to identify and provide for streets needing traffic calming
- Conduct a traffic and parking study with focus on reduction of drug-related traffic and traffic congestion near Parole & Probation
- Explore the use of a bus pull-in at the northwest corner of Greenmount Avenue and North Avenue
- Provide room for bicyclists through the use of designated bike lanes where feasible

## Historic Preservation: A Tool for Revitalization and Neighborhood Sustainability

One of the guiding themes of the plan is to encourage the rehabilitation and preservation of the existing infrastructure in the intact blocks. Many of these properties are houses, but there are other structures that could be preserved in order to maintain the architectural integrity of the area. There is an eclectic mix of architectural styles that have contributed to the character of the area. While it is not feasible to preserve or rehabilitate every structure, we strongly encourage that rehabilitation or adaptive reuse of properties be explored.

The plan area has both the Old Goucher National Register District and a Local Historic District within its boundaries. While there are incentives to aid in the cost of rehabilitation through the use of Historic Tax Incentives and guidelines for the redevelopment of properties within the historic districts, there are few guidelines to guide development outside of these areas. Currently, the Charles/25th Urban Renewal Area has design guidelines. Neither the Barclay or East Baltimore Midway Urban Renewal Areas have design guidelines.

The City has compiled a set of recommended design guidelines (see appendix) for rehabilitation and infill development. The guidelines are more lenient than the Secretary of Interior Standards used for garnering tax incentives and City of Baltimore's CHAP guidelines. We are recommending attaching them as requirements to the Requests for Qualifications for the disposition of City and Housing Authority of Baltimore City (HABC) properties. The ultimate goal is to phase them in over time to the rest of the properties within the plan area not already covered by existing guidelines by possibly establishing a



Conservation District. Use of the guidelines helps ensure the integrity of the historic districts. By preserving the architectural fabric of areas outside of the districts, there may be opportunity for the future expansion of the historic districts.

Though it is a priority to ensure the maintenance of the structures and the preservation of the architectural integrity of the entire plan area, we are recommending a phase in of these guidelines because of the concern of many resident homeowners that they will not be able to afford extra costs that may come with conformance to these guidelines. Adding another layer of mandated requirements to some homeowners, at this time may deter them from making necessary repairs or may provide economic hardship. In some cases, there is a basic need to bring many of the properties up to code.



## A Closer Look Historic Preservation: Architectural Context

By 1896 the area had over 1500 buildings and was an extension of Baltimore's urban fabric. The buildings were highly decorative and built in various artistic styles. The rowhouses fronting on Maryland Avenue, Charles Street, St. Paul Street, Calvert Street, and Guilford Avenue were mostly architect-designed buildings built during the 1880s. By 1896, all buildings were built west of York Road (present day Greenmount Ave.) except three rows on E. 22<sup>nd</sup> Street and houses located on the former site of the Union Park Baseball Stadium.

The neighborhood is held together by late-nineteenth-century urban streetscapes of commodious, middle-class rowhouses. On the primary streets, three-story, three-bay rowhouses frame the streets. The facades are detailed with a variety of building materials, rooflines, and façade configurations. The rows express many different architectural styles such as Queen-Anne, Stick, Richardsonian Romanesque, Second Empire, and Colonial and Classical revival styles. Over one hundred rows of housing create a rich, complex showcase of Victorian rowhouse architecture, a building period of quality craftsmanship and excellent, diverse building materials.

Lovely Lane Methodist Church became the icon of the neighborhood, influencing the architectural design of many buildings in the neighborhood. In 1883, Stanford White designed Lovely Lane Methodist Church. In 1885, Baltimore Methodists built a Women's college next to their "Cathedral in the corn field." Twelve years later, the Women's college, later renamed Goucher College, had built twenty-two buildings.

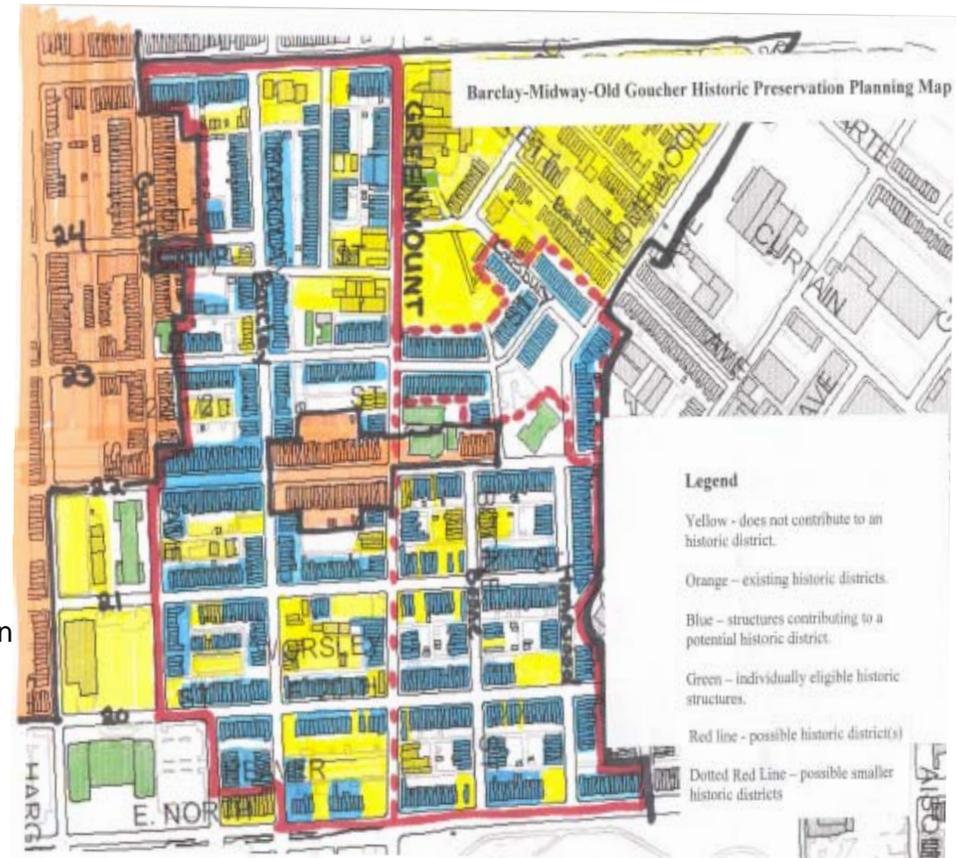
These buildings weaved together a design sensibility that is felt throughout the neighborhood. Bold arches, stone-face rowhouses, and corner circular towers are found on many of the rowhouses in the area.

In many ways, these rowhouses represent the last era of Baltimore urban rowhouse design. These structures are three-stories high, three-bays wide rowhouses built to the property line of the street. The building materials and design reflect the creative and diverse architectural details that were prevalent in the Victorian Era. Decorative brickwork, terra-cotta panels, marble, sandstone, granite, and pressed galvanized metal were elaborately used. Stained-glass transoms and wrought-iron detailing also add a sense of delicate maturity to the neighborhoods. Red, iron-spot, and beige brick façades add variety to the neighborhood. Architectural styles vary among Italianate, Queen Anne, Richardsonian Romanesque, Second Empire, and Colonial and Classical Revival styles. The facades of the houses vary from the simple to the complex. The flat facades found on the Italianate Style rowhouses contrast to the Queen Ann swell-fronts, turrets, and bay windows.

By the end of the first decade of the twentieth century, the Baltimore rowhouse drastically changed. Its urban characteristics disappeared as the rowhouse catered to America's suburban sensibility. The rowhouse grew wider and shorter, was setback from the streets, and replaced its marble steps with porchfronts.

## Recommendations

- Within the two historic areas, the use of local, state and federal tax incentives should be analyzed for all HABC and HCD redevelopment plans.
- Consider expansion of local historic district at the appropriate time.
- Create a National Register Historic District for Barclay Greenmount (see map).
- Explore landmark status for individually eligible properties outside the Goucher College national register historic district such as the Board of Education Building, Parole and Probation building, St. Ann's Roman Catholic Church, Historic P.S. 74, and St. Matthews Church.
- Explore the use of historic tax incentives in the redevelopment of properties located in a historic district.
- Strongly encourage the use of rehabilitation and infill guidelines for properties not included in the National Register or local historic districts.
- Explore the feasibility of creating a conservation district for the plan area.



# Open Space and Recreation

Open space and recreation are crucial to the health of a neighborhood. Open space not only provides space for active recreation such as organized sports and playgrounds, but also, softens neighborhood spaces by adding landscaping and color. But often provides an outdoor haven from the summer sun. Throughout the plan area there are many community gardens and informal spaces that the residents are using as community gardens. Many areas where there were once houses now boast plantings and trees. The community has recognized the importance of greenspace within the area.

Needs for active recreation can be met through the use of open space or recreation centers. The Barclay-Midway-Old Goucher area has both parks and recreation centers. MUND park is located along Greenmount Avenue and Loch Raven Avenue with a recreation center across the street. These represent the largest areas for formal recreation activities.



Due to the high crime in the area, many worry that the climate is ripe for distracting young people from positive activities. The residents and community leaders have a strong desire to harness the energy and creativity of the children early on by having them participate in constructive activities that will expand their horizons and occupy their free time.

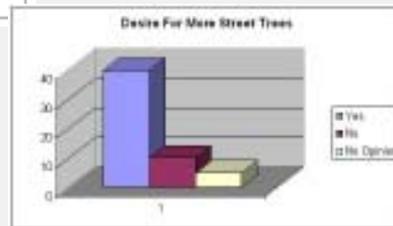
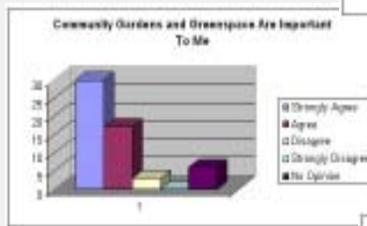
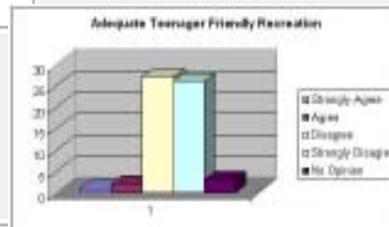
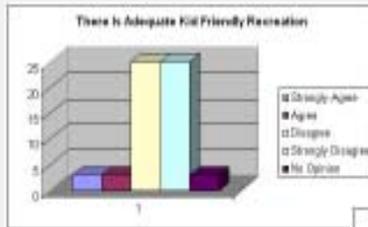
There is also a desire to provide activities for adults, including seniors. There is a strong desire to incorporate activities and programs that promote and teach about healthy lifestyles, including nutrition and exercise.

Providing more open space and recreation opportunities helps enhance the existing community by increasing the livability of the neighborhoods not only for the residents and business already there, but for those to come. As there are more outdoor spaces to enjoy, the walkability of the neighborhood increases, thus getting more people out of their homes. This increased activity will help to give people a better sense of ownership of the space, thus contributing to the maintenance of an area as well as the safety of that neighborhood.

**Community Focus: Recreation , Greenspace and Landscaping**

Most people did not feel there was either enough kid-friendly or teenager friendly recreation in the area.

Most respondents overwhelmingly wanted to see more areas for street trees and landscaping (40), as well as community gardens (30). Some people were not interested in more street trees or landscaping (10).



Aerial of MUND Park

## Recommendations

- The existing "park" on the east side of the 2200 block of Calvert Street should be formalized by transferring the property to the Department of Recreation and Parks.
- The use of community gardens should be encouraged to soften the interiors of the neighborhoods and to provide more green space.
- It is the desire of the community to preserve the existing community gardens. The selected developer of the Barclay RFQ will be encouraged to incorporate this feature in their redevelopment plan for the Barclay neighborhood. Community groups will work with both Baltimore Housing and the selected Developer to preserve existing community gardens along Guilford Avenue, Barclay Street and Greenmount Avenue.
- MUND Park should be upgraded in such a way that creates a safer park and discourages illicit behavior
- The Recreation Center on Greenmount Avenue should be expanded
- Existing dilapidated playgrounds should be replaced
- Reconvert parking lots in front of Old Goucher Buildings on St. Paul back to greenspace
- Encourage the development of more youth and adult recreation programming in the both the City's recreation center as well as at local schools, churches and civic organizations that stimulate creativity and learning



*Example: Turtle Playground in St. Louis, Missouri offers creative play space with a pedestrian path as part of a linear park near an established residential neighborhood*



# Placemaking: Creating Livable Neighborhood Spaces

Providing the density, housing opportunities and infrastructure is the first step in creating livable neighborhood spaces. The second step, an equally important step, is providing good design and connections to get people on the street to activate the spaces.

Several design principles should be used to transform these neighborhood spaces into livable and desirable places. The five senses should be used to enhance where people live, work, and recreate. The five major principles listed below were used to analyze the existing space and make recommendations for the plan area. The five principles are:

- Spatial Organization
- Circulation and Nodes
- Entrances, Exits and Building Approaches
- Places of Refuge
- Use of Building Materials

All of the principles depend on the other to work. Many of the same features can be used to achieve the desired goal.

## **Spatial Organization**

Spatial Organization impacts the circulation and movement throughout a neighborhood. It is important to delineate the public and private spaces in an area. This gives people a sense of ownership. When spaces are laid out logically, often people don't realize how well the spaces flow. Natural activity takes

place when compatible uses and spaces are adjoined. This organization is created by using the street system, pathways, open space, plazas (the town square, terraces) and outdoor rooms. Spaces are also delineated through natural landscaping such as greenspaces, buffer zones, trees and other plantings. Use of such amenities should be considered in the design of new spaces and the rehabilitation of existing spaces.



*Greenspace in front of Old Goucher College buildings adjacent to Lovely Lane Church have been converted to parking creating disjointed urban fabric, the original lawn should be restored where possible.*



### Circulation and Nodes

The existing streets and sidewalks are the basis for providing the transportation networks for automobiles, bicyclists and pedestrians. As stated earlier, the plan area is laid out on a grid pattern. This basic system will not be change as it provides for accessibility to the neighborhoods as well as natural surveillance from many points. Circulation routes are a part of the neighborhoods' space and should be made interesting for the user of the space. By enhancing the streets and sidewalks you will draw people into the public space. By providing nodes, or a pulling point, you begin to move people through the space to activate the entire neighborhood. This can be done by using natural topography to help locate interesting paths and spaces. You should articulate differences between vehicular and pedestrian paths by using things like lighting and material selection. You can also use landscaping, water features, and public art to lead and pull activities to public places by engaging the senses.



*Example of creative playspace: Snakepit playspaces doubles as wall and seating allowing parents to rest while children play*

### Places of Refuge (Some Place To Sit)

When considering the walkability of the overall plan area, there were very few places for people to rest or stop while doing business or going out for a walk. One of the desires of the community is to have a very pedestrian-oriented community.

There are several concerns that providing extra seating will attract loitering or provide opportunities for unwanted behavior. But by using landscaping, water features, walls as seating, you not only add visual interest to the space, but provide much needed havens. Given concerns that these types of amenities would inadvertently promote loitering and unwanted activity, three factors of the plan area were considered;



*Street topography and building edges create a view corridor*



*Landscaping wall doubles as a place to sit; could be used in corner community gardens*

- Distances from major businesses, shopping areas and seasonal changes
- Existing and desired use/ activity in the area (heavy pedestrian, vehicular or mixed)
- Population needs of (small children, physically challenged, elderly, etc.)



*Margaret Brent Elementary (right) has a mural that accents the entrance. Though Dallas Nicholas Elementary School in Barclay (top) has sculptures in the front they blend in with the large blank facades*



*Photos show articulated building entrances through architecture and detailing*



### **Entrances, Exits and Building Approaches**

Sometimes gateways are not the streets you drive that take you to a new and different place, but instead the smaller features that add interest and let you know you are entering or exiting a different space. It is important to pay close attention to features that articulate a change of space or function. They can be many things, such as an articulated building entrance, signage, landscaping, or lighting variations. Interesting approaches or design elements can be the visual nodes that draw you to a special shopping district or to some other space. They also add visual interest and vitality to a neighborhood.

## Use Of Building Materials and Detailing

The attention paid to the use of building materials and the details of the building have tremendous benefits by adding to the character and quality of an area. The key benefits are:

- Sustainability and durability
- Articulation of form and massing without complexity in design
- Definition of the character of a period or mood
- Makes existing spaces unique and appealing

Attention to details in the building facade, windows, bus shelters and even things such as doors and railings can make places more inviting and interesting.

Fortunately for the plan area, there are many historic structures that have tremendous detailing which has been preserved. However, there are a number of opportunities for new construction and infill development that should not only respond to adjacent structures, but also create interesting spaces that don't mimic their neighbor.



Interior spaces can also become exciting spaces to experience when there is a concerted effort to pay attention to the details. This can be done through the use of color and accessories. This can translate from the exterior to the interior, creating a very comfortable space.



*Example of a bus shelter that not only provides a place to sit, but the ornate ironwork adds tremendous interest to the street character.*



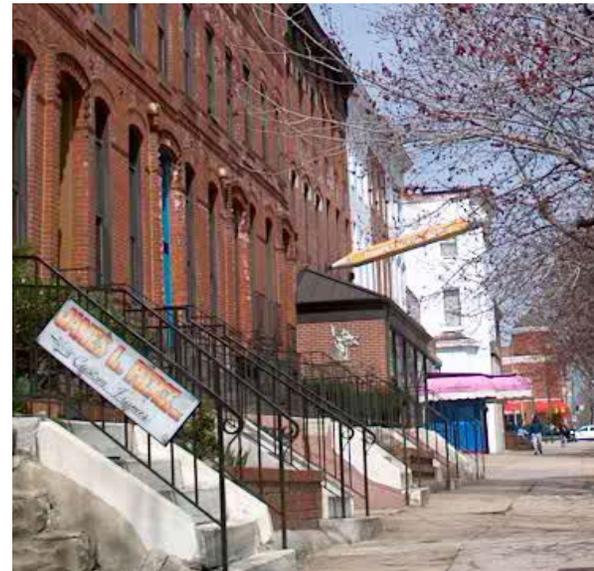
*Neighborhood restaurant, Yabba Pot, uses color inside and out, as well as accessories to create a unique and inviting space for patrons.*

### Recommendations

- Placement of structured parking for large scale new construction should complement the surrounding architecture and be landscaped to add value to streetscape
- Surface parking lots should be enhanced with both perimeter landscaping and interior landscaping (where possible)
- Community gardens should be strategically placed with high visibility and accessibility in the neighborhood
- Dallas Nicholas Elementary School should have additional windows installed as well as exterior enhancements such as murals and pedestrian scale lighting to soften the appearance. The existing sculptures in the front of the school should be painted brightly to help create a child friendly environment
- Landscaping should be considered for all major corridors
- Commercial entities should seek to enhance their facades with creative signage, lighting and landscaping. They should also consider ways to activate the storefronts in order to bring pedestrians and encourage them to stop.
- Ornamental and architectural detailing such as, but not limited to, railings, doors, windows, and cornices should be encouraged with new development and when upgrading existing properties



*Example of a corner parking lot using a mural and fencing to shield vehicles, helping the lot to blend with the surrounding area*



*A combination of creative signage, awnings and ornamental railings help give visual interest to the street frontage and adds to the vibrancy of the neighborhood.*

# Neighborhood Safety and Sanitation

Despite having stable residents with a high level of commitment to the community, drugs, prostitution, vandalism, and gang activity have infiltrated these neighborhoods. A general perception of decline and disorder arising from these various safety concerns has shaken the confidence of many residents in their community. Abandoned and unoccupied buildings throughout the community provide hideouts for prostitutes, drug users, and other criminals. There is a need to improve the social and physical conditions in the neighborhoods to create safer spaces. Decreasing the amount of drugs and prostitution along the major corridors and within the neighborhoods is key to creating spaces where people feel safe.

There are also unclean alleys, evidence of dumping and overgrown bushes. These areas are perfect breeding grounds for rats. The unclean spaces were not the active spaces. This coupled with areas that were not well lighted seem to exacerbate the unsafe feeling that some people experience.

Early on in the planning process we discussed the use of the Crime Prevention Through Environmental Design (CPTED) principles. The CPTED principles that were key for this area pay close attention to:

- Areas or places where illegal activity occurred
- Areas where people did not feel safe or comfortable
- Places where natural surveillance was inhibited



*Unkempt alleys and private properties provide hiding places as well as breeding grounds for rats and other vermin.*



*Right: Private Garages on an otherwise well maintained block are an eyesore*

While there have been great strides to improve public safety and quell criminal activity in the area, there are three Baltimore City police districts that converge in this planning area; the Central district, Northern district and the Eastern District. For some, this has meant confusion and disjointed response for service calls. One of the goals of the communities' is to have better coordination of service between the three local police districts and the neighborhoods they serve.

Between 1999 and 2003 the City of Baltimore experienced a 40% decrease in violent crimes. Between 2002 and 2003 there was a 19% reduction in violent crimes. This reduction has had

## Neighborhood Safety and Sanitation



*Drug needle drop-off with trash beside the receptacle*

a tremendous effect on creating safer neighborhoods and promoting a better quality of life in Baltimore neighborhoods. To continue in the fight against crime on a very localized level, the Police Department is planning to install security cameras along the Greenmount Avenue corridor. This will help aid in the fight against drug and other criminal activity along the corridor.

Organizations like the Charles Village Community Benefits District do their part by providing public safety assistance through safety patrols and escort services. They also assist neighbors in cleanups, as well as work with city agencies to identify dumpers, housing code violators and those guilty of environmental and other crimes. The Benefits District also works to fill the empty residential and commercial properties in the area and manage programs to assist those who want to purchase homes and property owners that want to renovate their properties, believing that filling the vacant properties, especially with homeowners, leads to a cleaner and safer neighborhood.

Mitigating the existing illicit activity and created a clean environment will help to bolster the housing market, as well as provide a comfort level for new development interests in the weaker portions of the plan area. A safe neighborhood will give residents and business owners more incentive to invest in their properties. But most importantly, increased safety and sanitation will allow the existing residents to have more confidence in moving within their community.



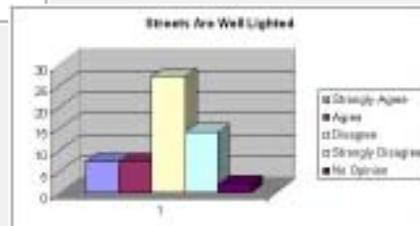
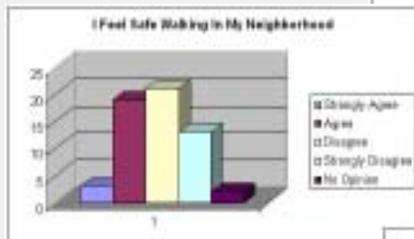
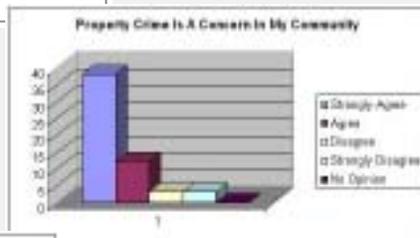
*Private space is delineated from the public right-of-way using potted plants and flowers*



*Residents use potted flowers to decorate an unkempt alley*

### Community Focus: Neighborhood Safety

Both physical safety and property crime were major issues in the area. Most people did not believe the streets were well lighted. Of the 58 people that responded to feeling safe to walk in their neighborhood, most did not feel safe. But 21 of the people did feel it was safe to walk. When reviewing individual surveys not everyone that was concerned about property crime was concerned about their physical safety.



### Recommendations

- Assess and improve poor lighting conditions on dark streets and alleys
- Create/improve public and private spaces so that visibility is maximized and more people will use the spaces
- Assess a neighborhood's pedestrian and auto circulation routes, the level of use and misuse of these neighborhood public spaces
- Increase police patrols along major corridors and within neighborhoods
- Coordinate law enforcement efforts between the three converging local police districts and State agencies
- Security cameras similar to those to be placed along Greenmount Avenue should be installed around the Parole and Probation facility
- New developments should be designed in such a way that spaces for illicit behavior and dumping will not be unintentionally encouraged. Safety for the pedestrian should also be taken into consideration.

# Human Services

Earlier in the plan we noted that one of the many assets of this area is the people who care about the neighborhood. These people include residents, business owners that operate within the area, as well as the people who work there. These people are the backbone of the neighborhoods that comprise this plan area. While there are many infrastructure needs, more importantly, there are social challenges and needs that must be overcome to help strengthen the area.

## Social Services

Currently, some of the main challenges in the area include the presence of the State's Parole and Probation facility, the concentration of service providers along the Charles Street Corridor, and heavy drug culture. Currently, there are services for the homeless, mental health facilities, AIDS housing, and drug addiction rehabilitation clinics. In addition to the State's Parole and Probation facility on the 2100 block of Guilford, the State of Maryland is preparing to open a juvenile justice facility on Maryland Avenue.

Many of the service providers serve populations that don't live or work in the area. Currently, there is a combined total of over 5,000 client visits per day to the area. This represents an additional population that move in and out of the area between the hours of 8 am and 5 pm. Some of the residents and merchants have been plagued with loitering issues. Because many of these providers operate during business hours, many people that work during the day outside of the area do not experience negative affects of some of the service providers.

While all of these services are necessary and many of the providers work to be good neighbors, there is a concern that the



*Area residents take part in crime mapping and visioning exercises during a public meeting at Lovely Lane Church.*

level of concentration of these uses is attracting even more social service providers and deterring potential economic development. Also, there is a concern that there is decreasing opportunities to sale or lease prime space to other commercial and retail operators as more social service providers lease available space.

As many area residents and business owners are trying to revitalize the commercial corridors and surrounding residential streets, we must work harder to improve relationships between the residents, businesses and social service providers so that the stigma attached to some of the service providers will not deter people from investing in properties and the neighborhoods. This can be done by creating Memorandum of Understandings between service providers, the community and other stakeholders. Also, work with property owners to improve the visual appearance of properties, and encourage no loitering by providing ample waiting rooms within the facility to accommodate clients.

## Workforce Development: Increasing Capacity Through Partnerships

During several public forums many people in the community expressed the need for more employment opportunities. While this plan cannot provide a detailed analysis of the communities employment needs, there were four areas that were pinpointed to strengthen the community and increase the opportunities for employment:

- Increased access to jobs and workforce readiness training in the neighborhood
- Better access to transportation to participate in the regional job market
- Literacy training and other skills training programs
- More opportunities for entrepreneurship and small businesses

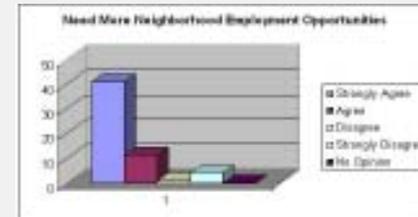
The Mayor's Office of Employment Development (MOED) works to coordinate workforce development initiatives with City of Baltimore employers and job seekers through programs like the Baltimore City Ex-Offenders Initiative and job search services. They also work with Baltimore's youth through initiatives like the Future's program and Youthworks summer jobs initiatives.

MOED has joined forces with the Baltimore Development Corporation (BDC), the City's economic development arm to staff and promote programs like Employ Baltimore which provide recruitment, retention and training services. BDC also operates a Small Business Resource Center that offers tools to help people learn how to start their own business, prepare a business plan and get credit for their business, among other things.

### Community Focus: Employment

When asked if you worked in the plan area, the response was spread. Thirteen said yes, 16 people responded "no" and the largest response of 18 were from retirees. Of those that did not work in the plan area, most worked in the City, half of which were Downtown.

When asked if there was a need for more neighborhood employment opportunities, 41 people responded "Strongly Agree". There were 5 people that did not agree.



Also, City programs like Baltimore Housing's Office of Community Action Partnerships works with neighborhood residents, faith-based organizations, businesses and non-profit organizations to help facilitate opportunities and/or provide services for such things as job training and apprenticeship programs, GED program referrals, homeownership and home maintenance education seminars.

Also, as part of the Barclay RFQ there will be some aspect of First Source hiring. Baltimore Housing is committed to ensuring that residents in Barclay who are qualified to work on this development project will have an opportunity to do so. There is a provision in Section 3 of the Housing and Urban Development Act of 1968 that ensures that employment and other economic opportunities will be made available, to the greatest extent feasible, to low-and very low income persons, particularly those who are recipients of government assistance for housing.

### Schools

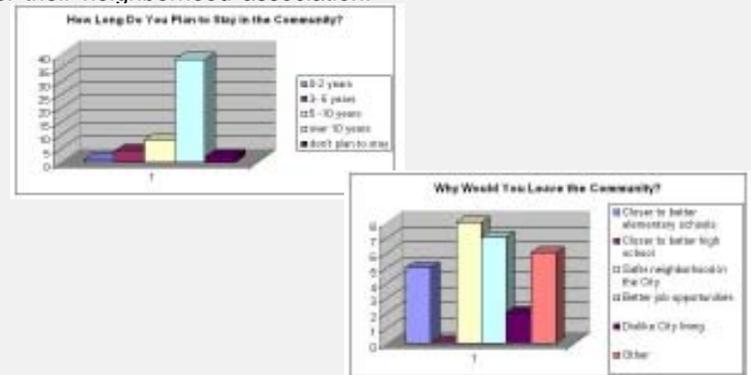
As there is increased redevelopment in the area there may be a significant increase in households with school-aged children. The elementary schools that currently serve the plan areas are Dallas F. Nicholas Elementary School and Cecil Elementary School. Dallas F. Nicholas primarily serves the Barclay, Charles North and Greenmount West neighborhoods. Cecil Elementary serves the East Baltimore Midway neighborhood. Currently, both schools are nearing full capacity. Many people in the plan area would like to see a neighborhood middle school within the plan boundaries.

Currently, the Department of Planning is working with the Baltimore City Public School System to assist in school rezoning studies in various part of the City. BCPSS is planning to undertake a citywide study in the near future. Recommendations from the studies may include such things as closing existing facilities, redistributing students, upgrading facilities making recommendations for brand new facilities. While we cannot make a recommendation that a new middle school must be built in the plan area, we do recommend that a detailed capacity utilization study be completed that takes into account projected increased development and households.

### Community Focus: Neighborhood Satisfaction

When asked how long you plan to stay in the community, of the 53 responses, 38 were planning to stay over 10 years. Those that would consider moving, the top reasons for possibly moving would be for better elementary schools, a safe neighborhood or for a better job.

When asked is they were an active participant in their neighborhood association, of the 55 people that responded to this question, 32 people said they were, 19 people were not active and 4 people were not aware of their neighborhood association.



### Recommendations

- Help young people find and participate in mentoring programs
- Encourage people to participate in volunteer opportunities at local schools, neighborhood cleanups, churches and other civic institutions
- Establish a central community tools resource center that houses job boards and volunteer opportunities, existing community programs, etc.
- School rezonings and school capacity suggestions for the Barclay-Midway Old Goucher plan area should be considered as part of the BCPSS systemwide comprehensive rezoning study.
- Work with Baltimore Housing's Office of Community Action Partnership to identify possible partnership opportunities

# Implementation

This plan provides a framework for the subsequent revitalization and enhancement of the Barclay-Midway-Old Goucher area. The recommendations are intended to be both short and mid-range. While there is much work to be done, many of the projects will enter their initial phases in 2005. Projects in agencies such as Baltimore Housing and the Department of Transportation initiatives may begin within the next 18-months, but some visible outcomes may not be seen until the next 2 - 4 years or 5-10 year range. This is especially true of projects such as streetscape projects that have a long design phase or projects that require acquisition.

There is intent to begin working on many of the projects in the short-term including facilitating program partnerships. Below is a basic chart of major projects in the plan listing agency responsibility.

Undoubtedly, City agencies such as the Department of Planning, Baltimore Housing, Baltimore Development Corporation, the Department of Transportation, and the Department of Recreation and Parks will be key entities in carrying out projects that will have tremendous impact on the physical infrastructure of the plan area.

The projects will be primarily implemented through the City's upcoming Comprehensive Plan, the Capital Improvements Program, the Barclay Housing Redevelopment RFQ, regulatory entities such as zoning and utilizing existing partnerships as well as establishing new ones.

Major Projects	City of Baltimore Agency
Barclay Housing Redevelopment RFQ	Baltimore Housing (HABC)
Acquisition/ Disposition of Properties	Baltimore Housing (HABC)
	Baltimore Development Corporation
Streetscape Projects	Department of Transportation
Traffic Calming	Department of Transportation
Land Swap 2200 Block of Calvert Street	Department of Recreation & Parks
	Baltimore Housing (HABC)
Workforce Development	Mayor's Office of Employment Development
	Baltimore Housing's Office of Community Action Partnership
Redevelopment of BCPSS Headquarters	Department of Planning
	Baltimore Development Corporation
	Baltimore City Public School System
Expansion of Historic Districts and creation of Conservation District	Department of Planning

■ Comprehensive Plan- Currently, the Department of Planning is working to develop a comprehensive plan for the City of Baltimore, that will focus on such things as housing, recreation, education and economic development. This plan will also provide the framework for the Comprehensive Rezoning initiative for the City. The Comprehensive Plan for the City will provide the broader context and framework for citywide policy issues that affect the Barclay-Midway-Old Goucher plan area. Such issues include, but are not limited to workforce development and job access, affordable housing, and education.

■ Capital Improvements Program (CIP)  
The City Charter requires the Planning Commission to annually prepare a six-year recommended Capital Improvement Program (CIP). The City uses this to guide the City in making necessary physical improvements. Three of the several CIP evaluation criteria are:

- Project is necessary to correct a dangerous and/or blighting condition
- Project is necessary to protect public health and safety
- Project is necessary to implement a priority housing or economic development project

Projects the CIP typically include, but are not limited to funding for street resurfacings, streetscape projects, acquisition dollars, recreation facility upgrades such as parks and playgrounds, and city service infrastructure improvements for water and waste water.

■ Zoning- The zoning code for the City of Baltimore makes provision for and regulates use within the City limits. It also makes provisions for bulk requirements such as height, setbacks, FAR, and lot coverage. The zoning code also makes provisions for certain performance standards and for overlay districts such as Planned Unit Development and Transit Oriented Zones.

■ Barclay Housing Redevelopment Requests For Qualifications- Baltimore Housing has issued an RFQ for the redevelopment of over 200 housing units in the Barclay/Old Goucher neighborhoods. The development project consists of a combination of HABC-owned scattered site public housing units, Homewood House, vacant lots, properties owned by the Mayor and City Council of Baltimore and properties being acquired under the City's Project 5000 program; as well as, rowhomes ("Barclay Town Houses") currently being acquired from the Department of Housing and Urban Development.

■ Partnerships- There are many opportunities for the non-profit and foundation community to partner to implement projects within the area. These partners may be able to provide technical assistance as well as funding mechanisms through grant opportunities to fund small projects that would have a large impact. Types of projects may include, but are not limited to design assistance, home ownership counseling, and recreational programming.

## Recommended Rehabilitation Guidelines For Barclay-Midway-Old Goucher

### 1. General Considerations

- The following guidelines are designed to help the developer formulate plans for the rehabilitation, preservation, and continued use of old buildings consistent with the intent of Department of Planning's Barclay-Midway-Old Goucher Neighborhood plan. The guidelines pertain to buildings of all occupancy and construction types, sizes, and materials.
- Generally, it is recommended that deteriorated architectural features be repaired or replaced with new material that duplicates the old as closely as possible. New material such as vinyl and aluminum siding, artificial brick siding, brick veneer, artificial cast stone is not allowed on primary, front facades.
- Any properties that are receiving federal dollars or are owned by the Housing Authority of Baltimore City must be reviewed by the Maryland Historical Trust. Any properties considered eligible to an existing or potential national register historic district may need to follow the Secretary of Interior Standards.

### 2. Painting

- The removal of paint and finishes should be done carefully, using the least abrasive methods. Sand blasting is prohibited.

- Painted brick facades shall have loosed materials removed and painted in a single color except for trim.

### 3. Walls

- Original masonry should be retained whenever possible. Brick surfaces that have not been painted shall remain unpainted. Repointing of mortar joints that do not need repointing is discouraged.
- When repointing is necessary, old mortar should be duplicated in composition, color, texture, method of application and joint profile. Upon completion, the joint shall not exceed the width of the original or existing joint. Repoint with mortar consisting of high Portland cement shall be avoided; it can create a bond stronger than the original building material and cause the building material to crack.
- When cleaning a building, the original or early color and texture of masonry surfaces, including early signage should be undertaken only when necessary to halt deterioration or to remove graffiti and stains. Sandblasting is prohibited.
- Stucco should be repaired with a stucco mixture duplicating the original as closely as possible in appearance and texture.
- Existing formstone shall be kept in good condition. Formstone may be painted in a single color with a second color for the trim.

### 4. Windows and Doors

- Existing windows and doors including window sash, glass, lintels, sills, frames, molding, shutters, doors, steps, and all hardware should be retained and repaired wherever possible.
- Original window and door openings may not be altered, except in cases of accessibility requirements. If it is

necessary to enlarge an opening, the entire masonry opening, door, and transoms must be enlarged. The opening must be cut cleanly and finished appropriately.

- Replacement windows must be sized to fit within the existing masonry openings. Wood is the preferred as replacement material; vinyl is acceptable.
- Historic wood front doors may be replaced with steel doors, but should have a panelized appearance.
- Security grilles should be as inconspicuous as possible. Permanent solid, perforated, and chain link security grilles are not allowed.
- Special windows, such as bays, boxes, and dormers should be repaired when possible and, when necessary, replaced with quality facsimiles.
- Windows facing public streets must not be filled, boarded up, or covered by signs.

#### 5. Architectural Elements that are most commonly repaired or replaced.

- Porch and step architectural features such as hand rails, balusters, columns, brackets, and roof decoration should be retained wherever possible. Marble steps should be repaired. Hand rails should match the original wrought-iron railings as closely as possible. Cast aluminum hand rails are acceptable if they closely match the proportion of the original railing. Wood and metal-piping handrails are prohibited. Wood railings on handicapped-accessible ramps are acceptable.
- Signs on commercial buildings should respect the existing architectural features and should be compatible in scale, color, material, and design with the building. Generally, flashing signs are discouraged. Signs flush with the building's façade are preferred.
- The original roof shape should be preserved. All architectural features, which give the roof its essential character, such as dormer windows, cupolas, cornices, brackets, cresting weather vanes, should be repaired where possible. Missing architectural features such as brackets, medallions, dentils, and molding should be replace as closely in shape and size as possible.
- Fences and garden walls are important security and aesthetic elements. They should be in good repair.

### Infill Construction Guidelines

Infill construction should clearly be contemporary and not be exact historic reproductions. The most successful new construction combines contemporary design with sensitivity to adjacent structures.

- Each infill new construction is placed into a unique, historic streetscape. In order to be compatible with the existing buildings within the streetscape, the new building or buildings must take into consideration the following elements of the existing buildings within the streetscape: building height, roof configuration, cornice line, window fenestration, setback line, building height and volume, and rowhouse façade configuration.
- The buildings materials of the existing historic streetscape also define its character. Materials of new infill construction should be compatible with the adjacent buildings.
- New buildings immediately adjacent to existing units shall match the setback line of existing buildings.
- Infill construction may introduce a new building type to the historic streetscape. Any low-to-midrise building that is placed within the rowhouse streetscape of the neighborhood shall have an articulated base, middle, and top. The articulated base, middle and top shall be compatible to the rowhouse streetscape's window fenestration, cornice line, rowhouse façade configuration and building height. Roof top equipment shall be shielded from the main street.
- All curb cuts shall be designed to minimize impact on the pedestrian environment.

## Baltimore City Homeownership Incentive Programs

The City of Baltimore, the State of Maryland and the federal government offer many incentives for people looking to move into homeownership. The programs are offered through Baltimore Housing. The available programs offer incentives to a range of people including, but not limited to first time homebuyers, low and moderate income families and those in special designated districts such as Healthy Neighborhoods. Below is a snapshot of some of the programs that are available to residents in the Barclay-Midway-Old Goucher planning area. All of the programs have specific eligibility criteria. A full listing of incentive programs and their specific criteria can be found on Baltimore Housing's website: [www.baltimorehousing.org](http://www.baltimorehousing.org).

### Baltimore City Employee Homeownership Program

This program was created to help the employees of city agencies and quasi-city agencies become homeowners in the city. There are very specific terms of eligibility criteria for the program. They include such things as: must be employed and paid by the Mayor and City Council of Baltimore City for minimum of 6 months, must purchase a property within Baltimore City and occupy as primary residence. There are several neighborhoods that are ineligible to receive this incentive.

### Buying Into Baltimore Home-Buying Fairs and Neighborhood Trolley Tours

This program allows buyers to get \$3,000 towards the purchase of a new home in Baltimore City. There are down payment & closing cost awards are available to the first 50 participants who close on a house within 90 days of the events. This program is a joint venture of the City of Baltimore and the Live Baltimore Home Center.

### Mayor's Healthy Neighborhoods Initiative

The Healthy Neighborhoods Initiative (HNI) is an effort between the City of Baltimore and area foundations, focusing on making strategic investments on targeted blocks within designated neighborhoods. There are special purchase-rehabilitation mortgages and home improvement loans available for properties on these target blocks. In addition to this, city employees are eligible for an extra \$750.00 as part of the Baltimore City Employee Homeownership Program. Within the plan area, the Charles Village Community Benefits District is the sponsoring organization. The target blocks within this area are:

- 2300 Block of Guilford Avenue
- 2200-2600 Blocks of Calvert Street
- 2000-2600 Blocks of St. Paul Street
- 2300-2800 Blocks of Maryland Avenue
- 23rd, 24th, and 25th Streets between Maryland and Guilford

### Tenant Conversion Mortgage Program

This program allows tenants to buy the home where they are currently renting. This program provides 5% interest, mortgage loans. There are eligibility requirements.

### Baltimore City Section 8 Homeownership Program

The Baltimore City Section 8 Homeownership Program is a federally funded program open to Section 8 participants who select the homeownership option as a use for their Housing Choice Voucher. HUD implemented these regulations to encourage and promote homeownership opportunities among

low to moderate-income participants. The amount of subsidy will depend on family size, income, purchase price, etc., and will reflect each individual family's level of affordability.

### Section 32 Public Housing Homeownership Program

This program allows for the sale of public housing units to low-income families assisted by the Housing Authority. Participants for this program must select homes from current Housing Authority inventory. Participant affordability will be based on federal guidelines.

### Vacant House Loan Program (VHLP)

This program offers a first mortgage loan of up to \$80,000 at a 30-year fixed rate, along with a home repair loan of up to \$25,000. There are stipulations that apply. Among them: the borrower must agree to rehabilitate a vacant home and occupy it as a primary residence for at least 10 years.

### Homeowner Emergency Loan Program (Baltimore Help)

The goal of this program is to help prevent foreclosures by predatory lenders. This program is funded primarily through Fannie Mae and HUD – provides eligible struggling homeowners with intervention against the existing mortgage lender; •

There are also tax incentives offered through Baltimore City. The available tax incentives are listed below. More specific information is available on Baltimore Housing's website.

- Newly Constructed Dwelling Tax Credit
- Rehabilitated Vacant Dwelling Tax Credit
- Home Improvement Tax Credit
- Historic Landmarks and District Tax Credit



## Barclay-Midway-Old Goucher Small Area Plan Survey

The City of Baltimore Department of Planning is doing a small area plan in the Barclay-Midway- Old Goucher area (please see boundary map below). The plan will focus on neighborhood revitalization strategies that will address such issues as housing, commercial/economic development and public safety. Your input is invaluable. We would appreciate your help by filling out the attached survey. **No names or other identification is necessary.** Thank you.



Are you an:

Area Resident                       Area Resident and Business Owner

Area Business Owner               Other Stakeholder (Please Specify): \_\_\_\_\_

Area Employee

Age

1-14       15-20       21-39       40-55       56-64       65+

What hundred block and street do you live on? (i.e. 300 block of Guilford) \_\_\_\_\_

What hundred block and street is your business on? \_\_\_\_\_

Neighborhood \_\_\_\_\_

### Housing

Are you a home owner in the plan area?  
 Yes       No       Neither (Please Specify): \_\_\_\_\_

Are you a renter in the plan area?  
 Yes       No       Neither (Please Specify): \_\_\_\_\_

How long have you lived in the community?  
 Not applicable       less than 2 years       3-5 years  
 6-10 years       11 -20 years       more than 20 years

Would you like to see more (can choose more than one):  
 Homes for sale                       Homes for rent  
 Condominiums                       Housing for elderly  
 Apartment units                       Other (Please Specify): \_\_\_\_\_

Would you be interested in using Historic Tax Credits to rehabilitate your home?  
 Yes       No       Need more information/ don't know

### Commercial Needs and Neighborhood Services

I desire to have more retail and neighborhood services within my community.  
 Strongly Agree       Agree       Disagree       Strongly Disagree       No Opinion

What type of commercial/ neighborhood services are needed in your area?  
 Bank                                       Dry Cleaners  
 Family Sit-Down Restaurant       Book Store  
 Video Rental Store                       Day Care Center  
 Full Service Spa/Salon                       Dentist/Doctor's Office  
 Neighborhood Market                       Florist  
 Other \_\_\_\_\_

I am most likely to shop:  
 Within the plan area                       Other area within the City  
 Baltimore County                       Other: \_\_\_\_\_

I have a bank account at bank:  
 In plan area  
 Outside of plan area  
 No bank account

### Employment

Do you work within the plan area?  
 Yes       No       Not employed       Retired       Work from home

## Appendix C

If no, please specify:

- Downtown Baltimore  
 Baltimore County

- Other area within the City  
 Other: \_\_\_\_\_

How long have you been employed/ owned a business in the community?

- not applicable     less than 2 years     3-5 years  
 6-10 years     11 -20 years     more than 20 years

There is a need for more neighborhood employment opportunities.

- Strongly Agree     Agree     Disagree     Strongly Disagree     No Opinion

### Walkability/ Transportation

I can walk to most neighborhood services that I frequent.

- Strongly Agree     Agree     Disagree     Strongly Disagree     No Opinion

How long is your average commute to work?

- 0-15 minutes     15-30 minutes     30 -45 minutes     over 45 minutes

Which mode of transportation do you take to work most often?

- Walk     MARC train  
 Drive     Bus  
 Lightrail/ Metro     Carpool  
 Bike     Park & Ride

(If yes for bus, which bus stop in the plan area do you utilize most?)

\_\_\_\_\_

### Neighborhood Safety

Physical safety is a major concern in my neighborhood.

- Strongly Agree     Agree     Disagree     Strongly Disagree     No Opinion

Property crime is a major concern in my neighborhood.

- Strongly Agree     Agree     Disagree     Strongly Disagree     No Opinion

The streets are well lighted in my neighborhood.

- Strongly Agree     Agree     Disagree     Strongly Disagree     No Opinion

I feel safe when I walk in my neighborhood.

- Strongly Agree     Agree     Disagree     Strongly Disagree     No Opinion

If you disagree, why?

\_\_\_\_\_  
\_\_\_\_\_

### Recreation

There is enough kid-friendly recreation in my neighborhood.

- Strongly Agree     Agree     Disagree     Strongly Disagree     No Opinion

There is enough teenager-friendly recreation in my neighborhood.

- Strongly Agree     Agree     Disagree     Strongly Disagree     No Opinion

If you disagree with any of the 2 questions above, please specify what types of recreation you would like to have.

\_\_\_\_\_  
\_\_\_\_\_

### Greenspace and Landscaping

Would you like to see more areas for street trees and landscaping?

- Yes     No     No Opinion

Please specify here:

\_\_\_\_\_  
\_\_\_\_\_

Community gardens and green spaces are important to me.

- Strongly Agree     Agree     Disagree     Strongly Disagree     No Opinion

### Neighborhood Satisfaction

How long do you plan to stay in the community?

- 0-2 years     3- 5 years     5 -10 years     over 10 years     don't plan to stay

If you don't plan to stay why would you move?

- Closer to better elementary schools     Better job opportunities  
 Closer to better high school     Dislike City living  
 Safer neighborhood in the City     Other (please specify):  
\_\_\_\_\_

Are you an active participant in your neighborhood association?

- Yes     No     Not aware of the neighborhood association

What aspects of your community do you like?

Four horizontal lines for text input.

What aspects of your community don't you like?

Four horizontal lines for text input.

Additional Comments:

Seven horizontal lines for text input.



Please return completed surveys to:  
City of Baltimore Department of Planning  
Attn: Tamara Woods, Comprehensive Planner  
417 E. Fayette Street- 8<sup>th</sup> Floor  
Baltimore, MD 21202  
  
You may fax completed survey to:  
410-244-7358  
City of Baltimore Department of Planning  
Attn: Tamara Woods

**Thank you for taking the time to fill out this survey and participating in the redevelopment of the Barclay-Midway-Old Goucher area.**