

Memorandum

To: Charles Street Byway Advisory Committee
cc: Jim Hall, David Streathy, Lynn Lanham, Jenifer German
From: Jim Klein
Re: Preliminary Outline of Byway Management Strategies
Part 1: Preservation and related enhancement strategies
Date: May 31, 2005

Overview of Strategy Development and Needs

The following preliminary list of byway management strategies [Part 1 of 4] have been identified as potential solutions to issues raised by the advisory committee or the public as needing to be addressed as part of the byway management plan. The preliminary list has been created from the input provided by the Advisory Committee at its first three meetings along with input provided at the April 20 public workshop on byway management planning.

The strategies are organized by four major categories listed below according to the requirements of a corridor management plan for designation as a National Scenic Byway from the Federal Highway Administration (*italicized*). The numbers in parenthesis refer to one of the fourteen requirements of a corridor management plan required for designation as a National Scenic Byway from the Federal Highway Administration (FHWA).

Please note that some of the projects listed are already underway, some have a high probability of being implemented quickly, and others should probably be considered as longer-term projects. The following is a brief assessment of the the types of byway management strategies that will be needed for designation for each of four categories include:

Preservation and Enhancement of the Byway (June 15th Meeting Agenda)

- (1) A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.*
- (2) An assessment of such intrinsic qualities and of their context.*
- (3) A strategy for maintaining and enhancing those intrinsic qualities.*
- (5) A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor.*
- (9) A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.*

Much of the byway is already designated as either a local, state or federal historic district or historic site. However, only two of the historic districts have adopted guidelines for accommodating new development. Additional efforts will be needed to guide future development in a manner that will be compatible with the intrinsic qualities.

In addition, efforts are needed to accelerate existing planned or programmed enhancement projects to ensure that they are implemented in a timely manner and to address the issue of the need to minimize intrusions on the visitor experience. Additional strategies are also needed to better maintain the urban forest and green infrastructure along Charles Street, and to improve the overall cleanliness and 'curb appeal' of all the neighborhoods along Charles Street.

Traveling along the Byway (August 17th Meeting Agenda)

(7) A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.

(8) A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.

*(11) A signage plan that demonstrates how the State **(and City)** will insure and make the number and placement of signs more supportive of the visitor experience.*

(13) A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the byway corridor.

A safe travel experience influences the overall quality of the experience. Improving road safety must be compatible with goals for enhancing roadside character. A safe and attractive route can be achieved by working proactively with the City of Baltimore Department of Transportation and the Maryland State Highway Administration (SHA) to accommodate and balance the unique needs of all the roadway users including residents, commercial and recreational users, businesses dependent upon access, pedestrians, and transit.

The Byway's Visitor Experience (September 21 Agenda)

(12) A narrative describing how the National Scenic Byway will be positioned for marketing.

(14) A description of plans to interpret the significant resources of the scenic byway.

The goal of the Charles Street Byway is to both increase the number of visitors and increase the length of a visitor's stay. At the same time, the potential impact of increased visitor activity must be carefully managed so as to not detract from the quality of visitor experience and existing neighborhoods, community facilities and services.

Telling a clear and compelling "story" along the byway is one way to encourage people to linger longer along the byway. The byway effort will focus on working with the existing historic sites, museums, gardens and parks.

Coordination and Management (October 19 agenda)

(4) A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.

(6) A plan to assure on-going public participation in the implementation of corridor management objectives.

Ensuring that the plan moves forward requires that a permanent "management entity" be established to coordinate and implement the corridor plan as it develops.

Strategy or Action	Location	Responsible Party (SUGGESTED)	Preliminary Budget	Funding Source
Byway Preservation and Enhancement:				
GOAL - Preserve particularly vulnerable and high priority historic structures, sites and landscapes through the use of conservation or preservation easements				
Amend the City and County Comprehensive Plans to acknowledge and recognize the preservation needs of the Charles Street Byway as a means of demonstrating the significant public benefit of the byway and to establish a preservation purpose for its historic qualities.	Entire Byway	City of Baltimore Baltimore County		
Appoint a "Byway Keeper" to carry out the directives of the Charles Street Byway Management Entity. The "Byway Keeper" will be responsible for monitoring the status of historic sites and landscapes identified as conservation and preservation priorities and work with property owners and preservation organizations on a byway specific conservation and preservation easement program. The Byway Keeper will monitor development activity and distribute educational materials to developers.	Entire Byway		\$25,000 per year for five years	Available as "seed grant" once designated as a National Scenic Byway. Should consider using funds to augment an existing position within local government or non-profit organization.
Develop educational materials and a property owner information package to facilitate the donation and/or purchase of preservation easements for willing property owners	Entire Byway	Consider formation of urban open space conservancy or linking to an existing land trust		
Seek and support opportunities to make preservation funding sources available to property owners to facilitate easements and acquisition. <ul style="list-style-type: none"> Establish a revolving fund for preservation actions. 	Entire Byway			
Develop a "Byway Stewardship Recognition Program" to recognize those individuals that donate preservation easements or otherwise voluntarily protect their lands and buildings in a manner that preserves the byway's intrinsic	Entire Byway			

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qualities.				
Byway Preservation and Enhancement:				
GOAL – Maintain the overall character and quality of the Charles Street Byway through the use of simple and easy to understand design and development guidelines				
<p>Develop a simple and easy to use set of byway design and management guidelines for use by property owners along the byway as a means of maintaining and/or enhancing the byway's distinguishing intrinsic qualities.</p> <p>Byway design and management guidelines should be developed as a means of communicating to adjacent property owners along Charles Street, the ways in which their project or activity can contribute positively to the overall experience of Charles Street as Baltimore's premiere street. The Byway Guidelines should work in tandem with existing guidelines and be based on the following existing guidelines already in use:</p> <ul style="list-style-type: none"> Existing Building Construction – utilize the existing CHAP guidelines in an advisory capacity New construction – utilize the Mt. Vernon URP guidelines in an advisory capacity County scenic road guidelines augmented with additional recommendations for roadway and related open spaces Landscape – develop additional guidelines focusing on the roadway and streetscape areas and related open spaces. Consult the Valley's Planning Council landscape guidelines for format and approach <p><u>Byway and Community Context</u> Projects should respond proactively to the visual and spatial relationships inherent to the project site including the special views along Charles Street, views from other places towards Charles Street, shifts in the City street grid, changes in topography, and significant historical events.</p>	Entire byway			

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<u>Neighborhood Context</u> Projects should reinforce positive and desirable urban features that existing within the neighborhood context, including the overall shape, form, and scale of nearby buildings, the predominant architectural styles, the historical significance of the district within which it sits, and the relationship to the street of nearby buildings.				
<u>Streetscape</u> Projects should incorporate street level uses that encourage pedestrian activity, appear safe and inviting, and encourage the use of Charles Street as a multi-modal byway. Incorporate lighting, signage, landscape elements, and other design elements to create an identifiable sense of space along Charles Street.				
<u>Vehicular Access & Parking</u> Integrate parking facilities in a manner that minimizes their visual impact through the use of appropriate architectural treatments or landscape design, and where feasible provides access and internal circulation from side streets or internal alley's.				
Re-invent concrete-more permeable drainage systems. Incorporate "green design throughout" LEEDS category?				
Byway Conservation and Enhancement: GOAL: Maintain and enhance Charles Street's urban forest				
Inventory the location of and establish a GIS data base for managing and maintaining existing urban street trees, urban woodlands, and other elements of Charles Street's green infrastructure.	Entire Byway	City Forest Conservation Project and County DEP		
Work to establish a linear conservation easement along the length of the roadway between University Parkway and Lutherville to protect the green edge of Charles Street	University Parkway to Lutherville			

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<p>Work with utility companies to minimize the impact of overhead utility wires on roadside vegetation. Possible approaches include:</p> <ul style="list-style-type: none"> - place utility wires underground whenever feasible - use alternative spacer bars on wires to reduce pruning requirements - consider more frequent pruning to create less of a jarring visual impact - use more appropriately size plant materials when working under a utility line - consolidate the number of poles and corridors required by encouraging electric, phone, cable companies to coordinate - prepare landowner/utility company maintenance agreements, if feasible - Create tree registry based on inventory and require trees be pruned by ISA certified arborist and give 3 days notice to property owner and Byway Steward. - Require utility company to contact Byway leadership prior to initiating pruning activities 				
<p>Work with City, County, and civic groups to encourage the establishment or continuation of volunteer planting and maintenance programs such as Adopt-a-Highway, roadside vegetation management, urban tree planting and property owner initiated plantings. In the County, approach SHA with proposals for community gateway plantings, reforestation plantings, streetscapes and highway beautification plantings as part of their Partnership Planting Program.</p>	<p>City and County</p> <p>(County)</p>			
<p>Work with City, County, and SHA to develop appropriate urban street tree details that provide ample room for root zones through the use of continuous tree pits, structural soil, and appropriate pavement and utility details.</p>				
<p>Byway Conservation and Enhancement:</p> <p>GOAL: Assist existing groups in their efforts to implement previously planned and programmed enhancement projects for Charles Street</p>				
Complete design and implement Woodbrook Neighborhood	Baltimore			

Strategy or Action	Location	Responsible Party (SUGGESTED)	Preliminary Budget	Funding Source
Conservation Project as proposed prior to stoppage of program based on funding availability	County			
Work with and support JHU and adjoining neighborhoods in their efforts to establish a distinctive boulevard character between 25 th and University Parkway				
Extend current streetscape efforts from Downtown Phase I and II northward				
I-695 Gateway Enhancement – new project needed to improve the appearance of the Charles Street exit from I-695 in addition to the development of a visitor information kiosk				
South Baltimore Gateway Enhancement – new project needed to improve the appearance of Charles Street at the Wells Street end of the corridor including a visitor information kiosk and more clearly identified linkages to nearby existing and planned visitor facilities (e.g. Fort McHenry and the planned cruise ship terminal (without leading to additional cut through traffic)				
Between Gittings and Bellona Avenues – consider utility relocation or underground and improve appearance				
Byway Conservation and Enhancement:				
GOAL: Work with and support existing groups in their efforts to better maintain public spaces along Charles Street				
Extend the concepts currently in use within the Charles Village Community Benefits District to other neighborhoods along Charles Street.				
Work with neighborhood and civic groups to gain 100% coverage of all of the byway corridor in existing “adopt a street/highway efforts				

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Traveling along the Byway: GOAL: Make the byway a safe, clean, walkable, and pedestrian friendly environment for its entire length				
Improve pedestrian safety by slowing the speed of traffic through the use of traffic calming measures	North of Penn Station on both Charles and St. Paul, priority is Woodbrook			
Install consistent quality of ornamental lighting; and more lighting in general to improve safety – utilize City's preferred fixtures along entire length of byway				
Extend existing streetscape projects north of Mt. Vernon and south of Downtown	- priority location is South Baltimore			
Ensure that there is a continuous sidewalk on both sides of Charles Street from end-to-end along the Byway, that sidewalks are wider, and that there is a buffer between the street and sidewalk	Focus on Stevenson to Bellona, and County line to Hopkins			
Traveling along the Byway: GOAL: Make it easier and safer to travel the byway by bicycle				

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Establish (or re-establish) a clearly marked and signed bicycle route that utilizes shared roadway or on-street bicycle lanes.				
Ensure that all drainage grates, curbs and pavement surfaces are bicycle friendly along Charles and St. Paul				
Provide convenient bicycle storage along Charles Street				
Traveling along the Byway: GOAL: Make it easier and safer to find your way along the byway by automobile by improving signage, wayfinding, and the visual identity of Charles Street				
Bring visitors from I-95 to the visitor center at Inner Harbor as the primary visitor travel route – then provide better linkages from the Visitor Center to Charles Street				
Provide additional wayfinding to connect Fort McHenry to the byway along Key Highway and Fort Street into South Baltimore, and from the Baltimore-Washington Parkway / Russell Street into South Baltimore to Ostend.				
Develop specific byway related “urban pull-offs” that direct visitors to “urban trailheads” and pursue necessary changes to parking (e.g. weekend use). Priority locations include: <ul style="list-style-type: none"> - South Baltimore - Inner Harbor trailhead (mother of all trailheads) - Mt. Vernon - Penn Station/Falls Road - JHU - Northern Gateway (Lutherville) 				
Extend the existing wayfinding system outward from the above mentioned trailheads through the use of subtle visual identification within each distinct district or neighborhood.				

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As the City upgrades the traffic signals, generally improve the timing of traffic lights along Charles and St. Paul, and ensure that they are set for appropriately slower speed.				
Continue to convert parking meters to pay stations through the entire length of Charles Street				
Make for safer left turn movements to both improve traffic flow and minimize impact on neighborhoods [JHU campus to City Line] and in county.				
Traveling along the Byway: GOAL: Make Charles Street the most "multi-modal" byway in the country				
Prepare a guide to Charles Street by transit – how to get museums, neighborhoods, special districts, and other byway attractions by bus or transit				
Support the further planning and development of the Charles Street Circulator as proposed by the Charles Street Development Corporation				
Promote and develop Charles Street as a safe and attractive visitor connection to Downtown and Inner Harbor for visitors as an overall promotion for visiting Baltimore by Train				
Improve general access to mass transit as an alternative for Charles Street commuters by promoting clean, user-friendly public transit that appeals to residents, tourists, shoppers and workers. <i>Consider the use of smaller buses during off peak hours or defined taxi routes</i>				

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Interpreting the Byway GOAL: Tell the story of Baltimore's significant role in enlightened urban development and arc				
° x9 x8 <i>Identify potential interpretive sites and opportunities:</i> ° x1 Mt. Vernon [walking tour starting point] and make it easier and safer to travel the by-way by alternate modes of transportation				