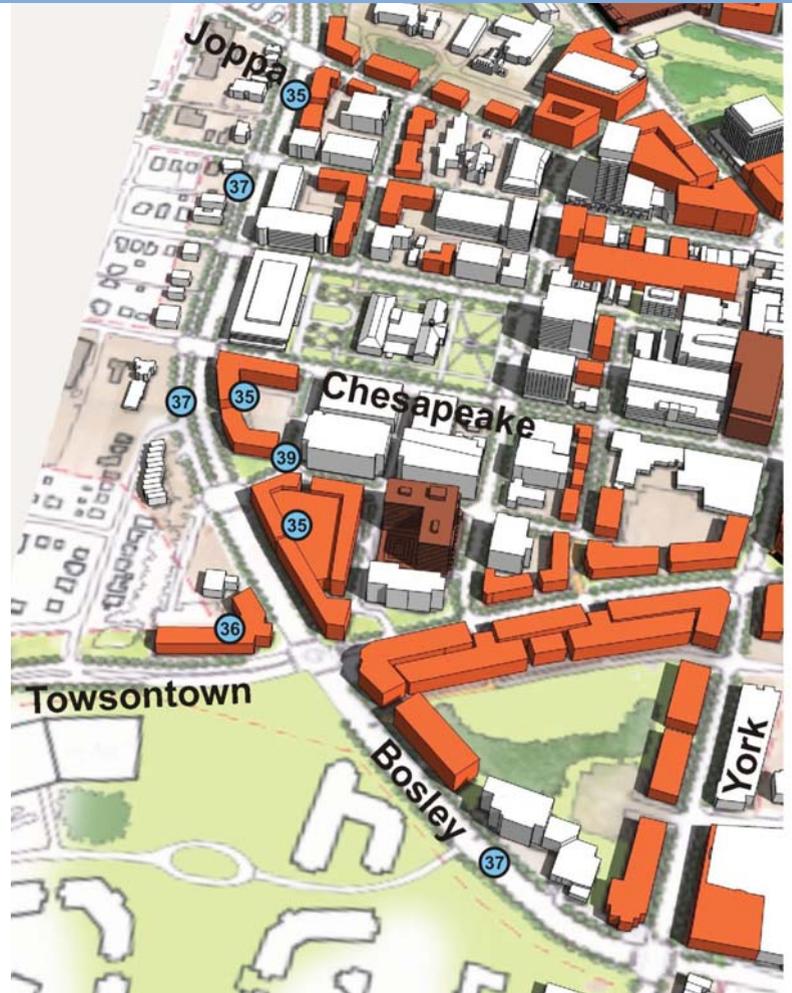


## Focus Area 7: Bosley Corridor

**B**osley Avenue was rebuilt as a bypass in the 1960's.

An unintended consequence of the new roadway was a physical and psychological divide between downtown Towson and its westside neighborhoods. To foster walkability, neighborhoods and downtown destinations should feel seamless and the walk between them should not be intimidating. From a driver's standpoint, the street should signal to drive more slowly. Repairing this condition will require changing the character of the street from that of a bypass to a boulevard. The character of the buildings fronting the street should also change over time. The specific recommendations for this focus area will create a more walkable transition between West Towson and downtown in a way that preserves and strengthens the character of this area.



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**Just for Cars** — Bosley Avenue today offers few amenities or comfort for pedestrians.

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### Infill and redevelopment:

35. *Foster appropriate redevelopment along Bosley.* The relationship of street width to building height is an important factor in walkability. This ratio has an impact on how pedestrians and drivers perceive a street, and affects the behavior of both. There are a number of properties along both sides of Bosley Avenue that could be developed so as to create much-needed spatial definition to the overly-wide Bosley corridor. Generally, multi-story, well-designed buildings that are pedestrian-oriented are needed along Bosley.

Many residents of West Towson are justifiably concerned about encroachment of large buildings, particularly commercial buildings, into their neighborhoods. There have been a number of buildings developed in recent years that were not designed to fit in well with their context. There have also been alterations to properties, such as unscreened parking lots, that have contributed to a less cohesive appearance along Bosley. This has created a backlash, leading to the creation of zoning protections to prevent further encroachment. However, current zoning does not ensure that further redevelopment of properties along Bosley will complement the neighborhood or create an appropriate transitional character between downtown and West Towson. Design standards for this area should be created that will serve three complementary purposes:

- protect the character and charm of West Towson;
- create better spatial definition and identity *along* the corridor;
- create a more seamless, pedestrian-friendly transition *across* the corridor between West Towson and downtown.



**Urban Boulevard** — Appropriate scale, mixed-use redevelopment along the west side of Bosley Avenue and new treatments for the roadway bring pedestrian amenities.

36. *Develop a new civic building or buildings as part of old jail site redevelopment.* The intersection of Bosley Avenue and Towsontown Boulevard represents an important transition area between downtown, West Towson, and Towson University. Developing prominent buildings at the corners of this intersection would have a dramatic effect on transforming this area into a pedestrian friendly gateway. The jail site on the northwest corner is particularly important as the “termination” of the view from the planned quad that will be developed as part of the Towson University campus master plan. The spatial enclosure formed by a prominent civic building at the far end of the quad, especially one that enhances an existing historic structure, would play a key role in re-shaping this area and making it more walkable.

### Streets and intersections:

37. *Transform Bosley Avenue from a bypass into a multi-way boulevard.* The current configuration of Bosley Avenue is inappropriate for its urban context. Bosley

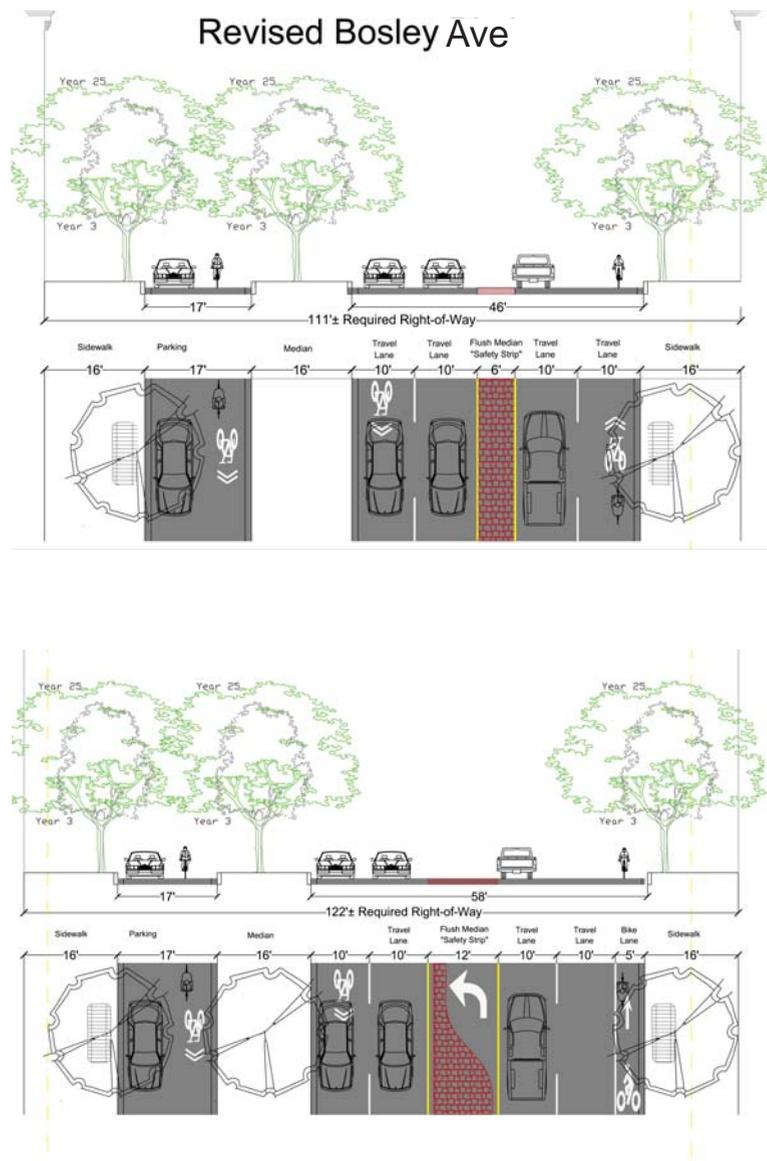
should be redesigned as a more pedestrian-friendly urban boulevard. A key element of this is to create a multi-way section, including a one-way side lane with parking on the west side, separated from the primary travel lanes by a median. (See road sections on this page for detailed recommendations.) The side lane and adjacent sidewalks would become a pedestrian-friendly zone with slow moving traffic. This would significantly reduce the width of the primary travel lanes, where pedestrians would have to cross high speed traffic. The multi-way design also includes a reduction in the width of travel lanes from 12' to 10', which will compel drivers to be more cautious and slow down. Shared and dedicated bicycle lanes can be included on both sides of Bosley, as shown. The recommended design also includes the reduction of travel lanes from six to four, with the addition of a "safety strip" (see graphic) that will facilitate the reduction in lane widths. However, the lane reduction should be done after Short Term Recommendations #1 and #3 (York Road modifications and one-way conversions of Chesapeake and Pennsylvania Avenues) have been implemented and the effects of those changes on Bosley Avenue traffic patterns have been evaluated.

**Streetscapes and frontages:**

38. *Ensure that new buildings adhere to pedestrian-friendly designs and are compatible in scale with West Towson neighborhood.* Implementing the design standards discussed in Recommendation #35 will include requiring appropriate building forms and streetscape characteristics along the corridor.

**Parks and plazas:**

39. *Develop a new pocket park in conjunction with development of county-owned parcel.* Development of a new building on the existing county-owned parking lot at Bosley and Chesapeake should include a new pocket park. This would replace the existing under-utilized park just to the south along Bosley.



**Reshaping Bosley** — The diagrams above offer detailed suggestions for bringing a more pedestrian-friendly construct to Bosley Avenue.

## Focus Area 8: Fairmount/Dulaney Valley/ Goucher College Vicinity

This area to the north of downtown Towson is undergoing dramatic changes to its land use pattern and quickly emerging as a new residential quarter.

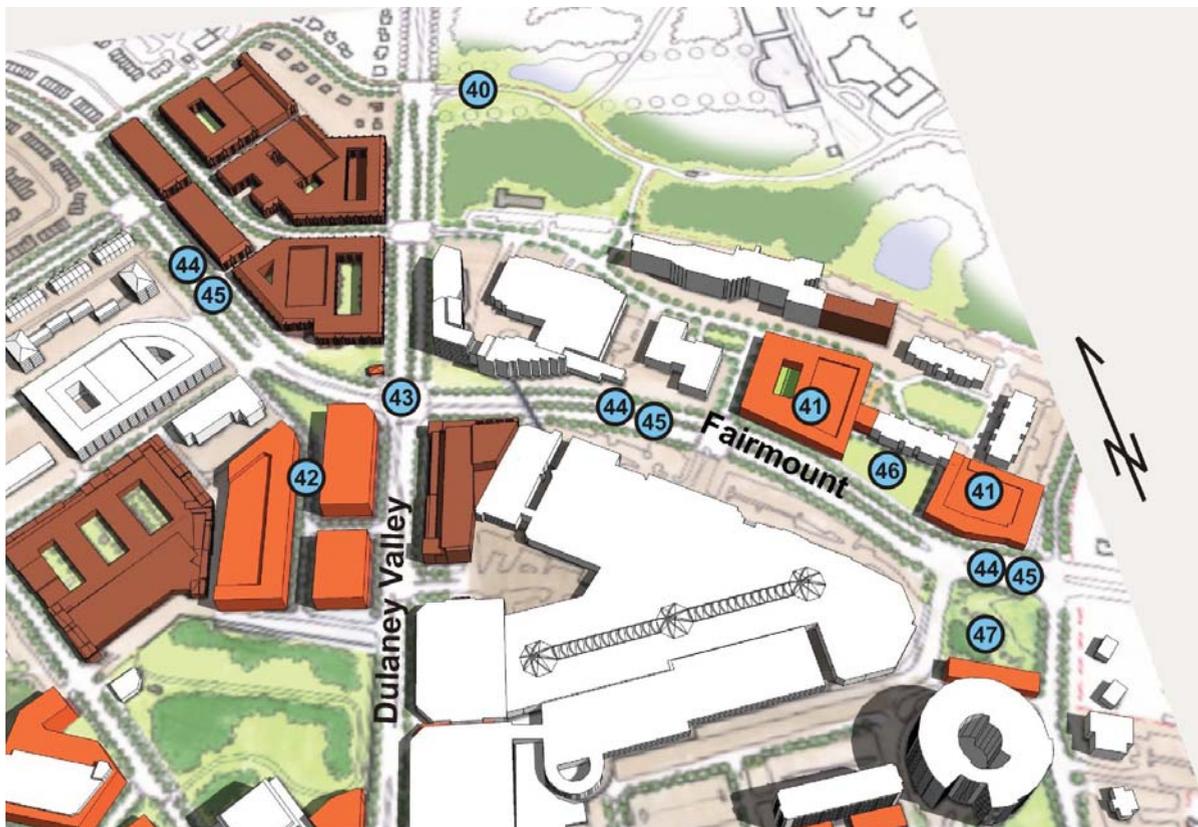
It is a highly desirable location with Towson Town Center and downtown Towson immediately adjacent to the south, and convenient automobile access to two Baltimore Beltway interchanges a quarter mile to the north.

At the same time, this changing landscape also could become an area of the highest concentration of pedestrian activity with the least pedestrian friendly infrastructure. Almost entirely developed during the postwar period, this area is dominated by wide, fast moving roadways — Fairmount Avenue, Dulaney Valley Road, and York Road. Yet major pedestrian-oriented redevelopment has been occurring, coupled with pedestrian-generating destinations including the mall and Goucher College, increasing the need for a walkable environment. It is important that the roads and streetscapes in this vicinity “catch up” with these land use changes. The recommendations in this section are intended to accomplish that.

### Infill and redevelopment:

**40. Continue working with Goucher College to pursue better physical connections and more visible presence in Towson.** An improved pedestrian realm between the Goucher College campus and downtown Towson would greatly benefit Goucher students and faculty. Although the current philosophy at Goucher is for the campus to remain largely self-contained, planning for better connectivity should be pursued in anticipation of change.

**41. Develop infill sites along Fairmount Avenue and within Towson Gate/Southerly Road complex.** This area was developed in a conventional auto-oriented pattern, with buildings separated by surface parking lots. This pattern creates opportunities to develop new buildings on the surface parking lots and replace the surface parking with structured parking lots. This would create a more cohesive pedestrian environment that could greatly improve walkability in this area. One such infill project is already underway as part of an expansion of Edenwald.



42. **Redevelopment of Dulaney Plaza.** Dulaney Plaza is a successful strip retail center that has been in continuous operation for nearly forty years. However, walkability is limited, due to the auto-oriented configuration of the center, which includes buildings set back from the street behind a large parking lot. There is a fortunate likelihood that when the economics become advantageous, this property will be redeveloped as a pedestrian-supportive, mixed-use project that continues the positive transformation of this area.

### **Streets and intersections:**

43. **Redesign the intersection of Dulaney Valley Road and Fairmount Avenue.** This intersection is particularly hazardous for pedestrians, but is at the nexus of increasing pedestrian activity in this area. Large volumes of traffic pass through this intersection on a daily basis, which may limit the amount of acceptable redesign. However, improvements such as enhanced crosswalks and signage, as well as improved geometry could improve the pedestrian experience. Further study is needed to determine design feasibility.

44. **Improve pedestrian conditions along Fairmount Avenue.** In conjunction with Recommendation #43, the entire length of Fairmount Avenue within the plan area needs more in depth study to determine the feasibility of redesigning this street to improve walkability.

### **Streetscapes and frontages:**

45. **Streetscape improvements along Fairmount Avenue.** Streetscape improvements to be added along Fairmount Avenue should include wide sidewalks on both sides, particularly along the mall frontage where no sidewalks exist today. Where feasible, sidewalks should be set back at least 6' from the curb. Street trees should be planted in the resulting planting strip.

### **Parks and plazas:**

46. **Study a potential new park location for new residents in this sub-area.** This area lacks usable open space, and the addition of many new households



**New Residential** — The recently built condominiums and apartments along Lambourne Road reflect the fast-moving trend of new residential development in Towson.

underscores the need to address this issue. Further study is needed to identify how a park can be created in conjunction with new redevelopment and infill projects.

47. **Make Cancer Survivors Park a more functional public space.** This park, which was created from a left-over piece of land resulting from the realignment of the Fairmount Avenue and Goucher Boulevard intersection, is an example of a well-intended idea with unintended consequences. A lot of expense and time went into creating a park with a very meaningful theme, but it remains significantly underutilized. The way to transform this vacant place into a well-used and valued community asset is to sensitively retrofit new development around the park in a way that frames it as a centerpiece. This could include a row of “live/work” townhomes fronting the southern edge of the park, as well as new infill development across Fairmount Avenue on the north and east sides of the park. Live/work units are townhomes that have commercial space on the ground floor and living space above. On-street parking on Fairmount Avenue would serve the park as well as those visiting the live/work retail establishments. This new activity would lead to a dramatic change in the usage and perception of the park.