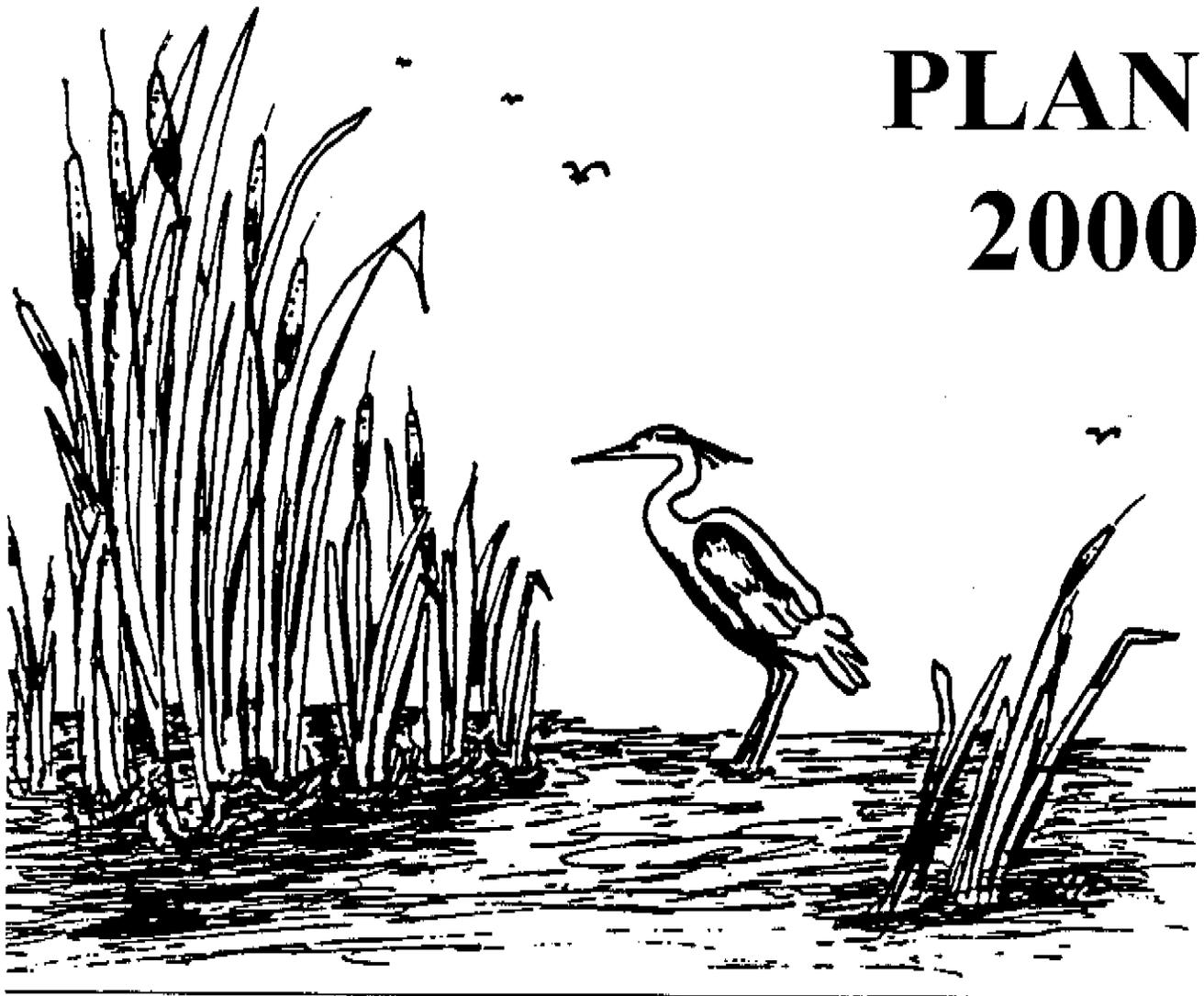


BOWLEYS QUARTERS COMMUNITY ACTION PLAN 2000



As Adopted by the Baltimore County Council
February 20, 2001

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND
Legislative Session 2001, Legislative Day No. 4

Resolution No. 21-01

Mr. Vincent J. Gardina, Councilman

By the County Council, February 20, 2001

A RESOLUTION of the Baltimore County Council to adopt the Bowleys Quarters Community Action Plan 2000 as part of the Baltimore County Master Plan 2010.

WHEREAS, the Baltimore County Council adopted the Baltimore County Master Plan 2010 on February 22, 2000; and

WHEREAS, the Master Plan advocates the development and use of community plans for the established neighborhoods in the County; and

WHEREAS, the Bowleys Quarter Community Action Plan was originally adopted by the County Council on November 2, 1992; and

WHEREAS, changing conditions in the area, including the installation of a public sewerage system, require an update of the Plan; and

WHEREAS, changes to the Plan were prepared by a committee of area residents, property and business owners, community organizations, and County agencies; and

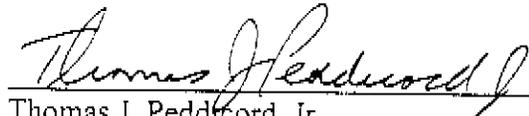
WHEREAS, the Plan was the subject of a public hearing by the Planning Board on September 9, 1999 and was adopted by the Board on September 23, 1999; and

WHEREAS, the County Council held a public hearing on the recommended Bowleys Quarters Community Action Plan 2000 on December 4, 2000.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that the Bowleys Quarters Community Action Plan 2000, a copy of which is attached hereto and made a part hereof, be and it is hereby adopted and incorporated into the Baltimore County Master Plan 2010 to be a guide for the development of the Bowleys Quarters community, subject to such further modifications as deemed advisable by the County Council.

READ AND PASSED this *20th* day of *February*, 2001.

BY ORDER



Thomas J. Peddicord, Jr.
Secretary

ITEM: Res. 21-01



Baltimore County
Planning Board

401 Bosley Avenue
Towson, Maryland 21204
(410) 887-3495
Fax: (410) 887-5862

RESOLUTION
Adopting and Recommending the
BOWLEYS QUARTERS COMMUNITY
ACTION PLAN 2000

WHEREAS the *Baltimore County Master Plan 1989-2000* advocates strong actions for conserving and enhancing the County's established communities, including the preparation of detailed local plans for certain designated areas; and

WHEREAS an Advisory Committee of residents and business persons in the Bowleys Quarters area, with staff assistance from the County, prepared a *Bowleys Quarters Community Action Plan*, which was adopted by the Baltimore County Council on November 2, 1992; and

WHEREAS changing conditions in the Bowleys Quarters peninsula, especially the development pressures resulting from the installation of the public sewerage system, caused the community to recognize the need for review and up-date of its Plan; and

WHEREAS a broadly-representative Advisory Committee has worked energetically since 1998, with assistance from County agencies, to draft the proposed *Bowleys Quarters Community Action Plan 2000*; and

WHEREAS a general community input meeting on the draft of the plan was held on June 10, 1999; and

WHEREAS the draft plan, as presented to the Planning Board on July 22, 1999, was the subject of a public hearing by the Board on September 9, 1999, and discussion on September 23, 1999;

NOW, THEREFORE, BE IT RESOLVED, pursuant to Section 26-81 of the Baltimore County Code, 1988, that the Baltimore County Planning Board hereby adopts the *Bowleys Quarters Community Action Plan 2000*, as amended on September 23, 1999, to constitute a part of and an amendment to the *Baltimore County Master plan 1989-2000*; and

BE IT FURTHER RESOLVED, that the *Bowleys Quarters Community Action Plan 2000*, shall be transmitted to the Baltimore County Council for adoption in accordance with Section 523(a) of the Baltimore County Charter.

DULY ADOPTED by vote of the
Planning Board this 23rd day of
September 1999

Arnold F. 'Pat' Keller, III
Secretary to the Planning Board



Bowleys Quarters Community Action Plan

(Adopted by County Council on November 2, 1992)

Community Advisory Committee

Mr. Phil Edwards -Ch.

Ms. Lynn Carmody

Mr. Bob Deurer

Ms. Cecile Myrick

Mr. Bob Eurice

Mr. Jim Hock

Mr. Roy Johnson

Mr. Andy Jones

Ms. Bette Moore

Mr. John Schmidt

Mr. Tommy Raschka

Mr. Milt Rehbein

Coordinator: Mr. Ian Forrest – Baltimore County Department of Environmental Protection and Resource Management

Affiliations:

Small and large property owners

Local Realtors

Restaurant owners

Watermans' Association

Marine Trades Association

Chambers of Commerce

Bowleys Quarters Improvement Association

Bowleys Quarters Community Action Plan 2000

Community Advisory Committee

Mr. Dennis Faroul-Ch.

Mr. Jim Hock

Mr. Malcom Wood

Mr. Byron Livingston

Mr. Tom Lehner

Mr. Allen Robertson

Mr. Joseph Elkenberg

Mr. Milt Rehbein

Mr. Chuck LaHatte

Mr. Phil Edwards

Mr. Robert Palmer

Ms. Jane Bisell

Coordinator: Ms. Karin Brown – Baltimore County Office of Planning

Affiliations:

Small and large property owners

Marine Trades Association

Bowleys Quarters Improvement Association

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I. INTRODUCTION

Background

During the summer of 1989 concerns were expressed by the Bowleys Quarters Improvement Association's (BQIA) Water Quality Committee regarding the safety of the recreational waters in and around Seneca Creek for swimming purposes.

In order to alleviate the existing problems caused by the overflowing private sewage systems, Baltimore County initiated a 1989 engineering study for the extension of public sewerage. The community reaction to the possible extension of public sewerage generated a more comprehensive discussion of other issues in the Bowleys Quarters area. Attention became focused on population growth, zoning, adequate facilities, traffic issues, the Martin State Airport, environmental concerns, etc. As a result, an advisory committee was formed consisting of representatives of BQIA, local marinas, Watermans' Association, area Realtors Chamber of Commerce, large and small property owners and restaurant owners, to coordinate with the Baltimore County Department of Environmental Protection and Resource Management (DEPRM) in the development of an Action Plan for the Bowleys' Quarters Community.

1999 Revisions to the Bowleys Quarters Community Action Plan

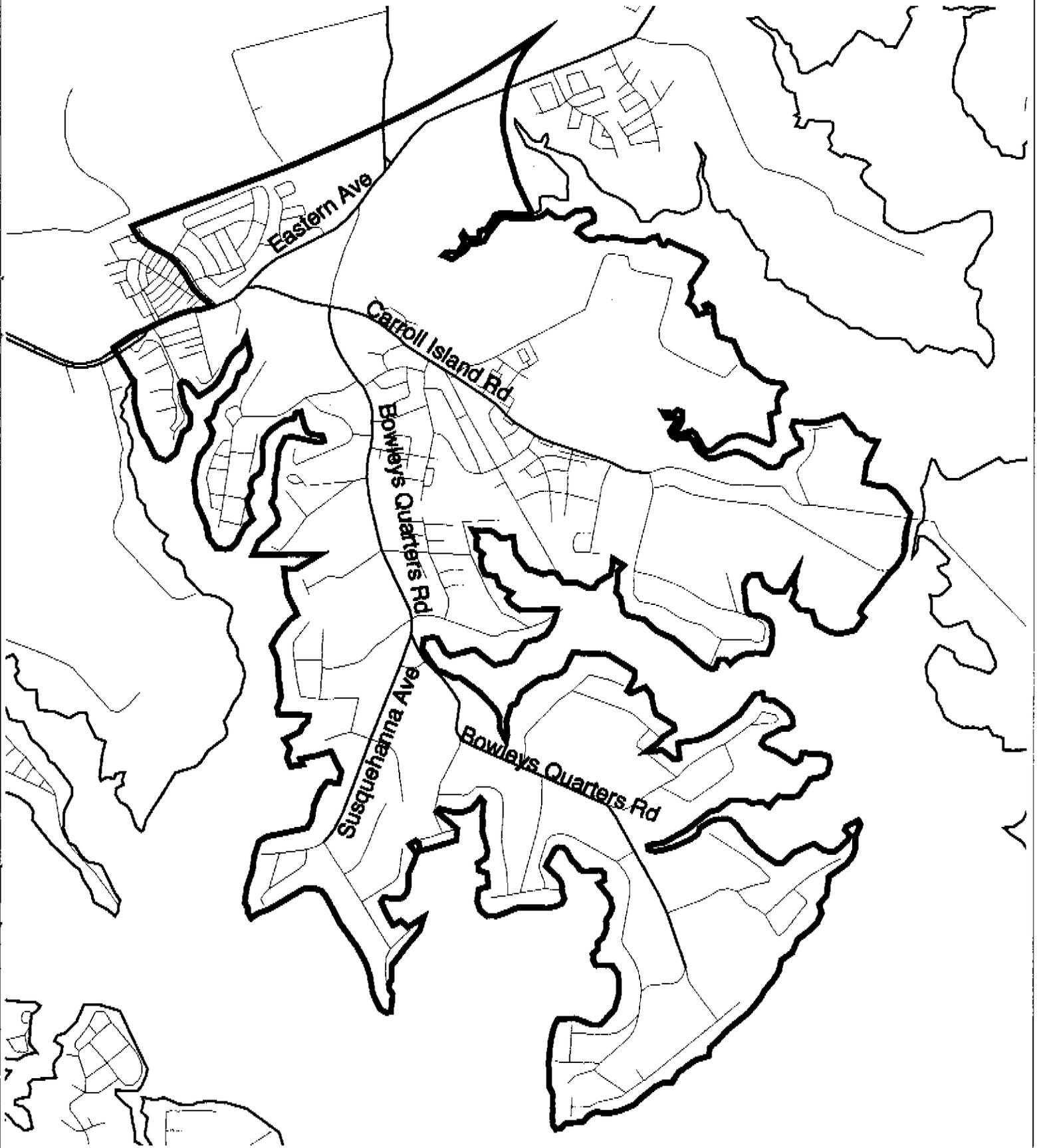
Construction of public sewer in the Bowleys Quarters peninsula instantly spurred new residential development. The number of new development proposals generated community concerns. Residents were also concerned about the quality of new housing stock and its impact on their property values. Additional concerns were raised about the rapid new growth in the upper portions of Bowleys Quarters and whether this would exhaust capacity before public sewer could reach the existing homes in the lower portion of the peninsula. In addition, many owners of developable lots were anxious to build.

Residents became aware that the 1992 Bowleys Quarters Community Action Plan no longer addressed their concerns. In December of 1998 a recommendation was made to review and revise the plan. A committee was formed and the Plan was revised to reflect the communities current concerns and issues.

This plan represents the desire of the Bowleys' Quarters community to accept reasonable growth and still maintain its' rural, waterfront atmosphere and protect the environment.

This plan is the result of the combined efforts and input from the Advisory Committee and various departments within Baltimore County government and the private sector. Without the many hours of work and cooperation by all involved, this document could not have been produced.

Bowley Quarters Community Plan



-  Plan Boundary
-  Major and Secondary Roads
-  Local Roads

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II. COMMUNITY LOCATION AND DESCRIPTION

Bowleys Quarters is located in southeast Baltimore County on the Chesapeake Bay. It consists of Middle River Neck extended northwest to Eastern Avenue and north to Carroll Island Road. The peninsula is bounded by Frog Mortar Creek, Middle River, Chesapeake Bay, and Seneca Creek. (See Fig.1).

The topography is relatively flat with poorly defined drainage patterns. Most elevations are less than 10 feet. Geology of the area consists of alternate layers of silt, clay and unconsolidated sand and gravel. Most undeveloped areas are wooded, covering hydra and other wet soils. Approximately 85 % of the community is within the Chesapeake Bay Critical Area. There are over 18 miles of shoreline on the peninsula offering quality recreational activity for community residents.

The development pattern consists of waterfront homes originally constructed many years ago, often as summer residences. Most are currently served by private septic disposal systems. Much of the peninsula interior is farmland or forested. Newer development is concentrated on the upper peninsula along Eastern Avenue, Carroll Island Road and the east side of Bowleys Quarters Road at Seneca Gardens Road. Development in these areas consists of both single unit and multi-unit dwellings served by public sewerage. Miami Beach County Park is located on the Bay at the southeast tip of the peninsula.

Commercial development generally consists of restaurants, bars, fast food restaurants, gas stations and the Carroll Island Shopping Center, all concentrated on the upper peninsula, and more than a dozen marinas on the rivers and creeks. In addition to being responsive to customers, it is essential that businesses also be responsive to the citizens of the community. This means working in partnership with residents and local authorities in ways that are beneficial to the community.

A proposed County sewerage system will cover the entire peninsula utilizing a gravity system and a limited number of grinder pumps on the upper peninsula and a grinder pump pressure system on the lower peninsula.

Outside influences having a direct impact on the community are:

- Martin State Airport.
- Baltimore Gas and Electric (BGE) Crane Power Plant.
- The Eastern Boulevard/Avenue corridor.
- Proposed MD Route 43.
- Future development of the A. V. Williams tract.
- Hart-Miller Island disposal site.
- The types of recreational and commercial water use and the biological and chemical quality of surrounding waters.

Note: While revising the plan, it became apparent that the land area which served as the geographic area for the data in the 1992 version of the Bowleys

Quarters Plan did not correspond to the area shown as the community boundary in the beginning of that plan. Instead, the area used as a data source corresponds to the census tract for Bowleys Quarters, minus the area within census block #9. (Census block #9 corresponds to Carroll Island, which is part of Aberdeen Proving Ground, a military training facility).

The advisory committee had to decide whether to use the same area that served as the data source in 1992, or to change the area to correspond to the community boundary. The committee recommends using the same area as a data source as was used in The Bowleys Quarters Community Action Plan of 1992. The rationale for this decision is that utilizing the same base area facilitates comparisons between the data presented in the original plan and data obtained for the revised plan.

Some of the discrepancies between the 1992 data and the 1999 data may be due to differences in technology. That is, today's data is computer generated, whereas the original data was arranged manually.

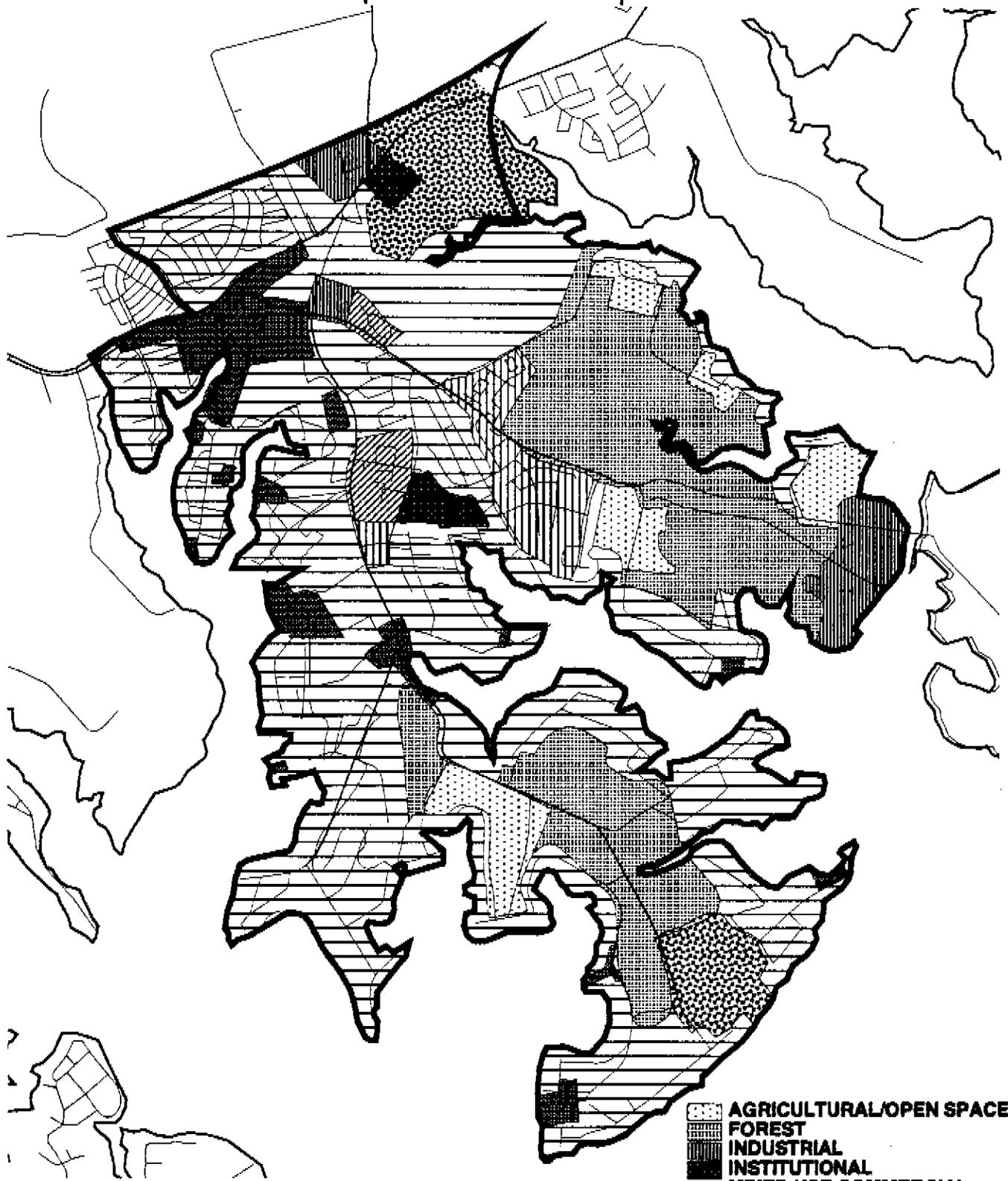
III. COMMUNITY OBJECTIVE

"The community is dedicated to preserving the beauty, tranquillity, and recreational atmosphere of Bowleys Quarters and to encourage residents and businesses to be a vital part of the community."

Goals:

1. To promote growth in property values.
2. To present an image of a progressive and environmentally conscious community with conservation in mind.
3. To form a partnership between residents, businesses and County agencies for the purpose of implementing the actions recommended in this plan.
4. To support the implementation of major County projects affecting the peninsula such as the Route 43 extension, public sewerage, Dundee recreational/sports facilities, and a commercial project on Dark Head Creek, etc.
5. To support quality development of single family detached homes.
6. To prevent additional townhouse development in the community.
7. To recommend zoning changes that are consistent with the goal statements listed in 5 and 6 above.
8. To communicate to potential developers/builders the desires of the community.

Bowl ys Quarters Community Plan Proposed Land Use Map



-  AGRICULTURAL/OPEN SPACE
-  FOREST
-  INDUSTRIAL
-  INSTITUTIONAL
-  MIXED USE COMMERCIAL
-  MULTI FAMILY
-  PARK/RECREATION
-  SINGLE FAMILY ATTACHED
-  SINGLE FAMILY DETACHED

Data Source:
 Land Use: Baltimore County Office of Planning (11-24000)
 Roads: Baltimore Metropolitan Council (11-24000)



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IV. LAND USE ANALYSIS

Note: The most up-to-date existing land use map adopted by the Baltimore County Council is dated 1993. That land use map served as the basis for this analysis.

Table 1
Existing Land Use 1993
Bowleys Quarters Study Area

Land Use	Acres	Percent of Study Area
Single family detached	1131.3	40.1
Single family attached	94.6	3.4
Multi family	44.9	1.6
Single family attached pipeline	5.6	0.2
Total Residential	1276.3	45.3
Mixed use commercial	125.8	4.5
Industrial	71.8	2.5
Industrial pipeline	9.0	0.3
Total Industrial	80.8	2.9
Institutional	68.3	2.4
Park and Recreation	100.4	3.6
Agricultural/Open Space	142.2	5.0
Forest	555.0	19.7
Undeveloped	470.1	16.7
Total	2819.0	100.0

a. Land Use Distribution

The total study area consists of 2,819 acres. The dominant land use is residential totaling 1,131.3 acres or 40.1% of the study area, which is consistent with the development pattern in Bowleys Quarters. Of that total, 1,276.3 acres or 45.3% are designated single family detached, 94.6 acres or 3.4% are designated single family attached and 44.9 acres or 1.6% are designated multi-family.

Forest land followed by undeveloped land make up the next largest land use categories. The former consists of 555 acres or 19.7%, the latter of 470.1 acres or 16.7%. Agricultural/open space comprises 142.2 acres or 5%, while 100.4 acres or 3.6% of land are designated for recreation and parks.

Commercial land uses account for 125.8 acres or 4.5% of the study area. Much of the commercial land uses are concentrated on the upper portion of the peninsula at the Carroll Island Shopping Center.

Industrial land uses amount to 80.8 acres or 2.9%. They are located in two areas, 1) the intersection of Carroll Island Road and Bowleys Quarters Road and 2) the Baltimore Gas and Electric Crane Power Plant site.

The smallest land use category is institutional uses. The 68.3 acres or 2.4% of the study area which are classified institutional, accommodate two elementary schools, Seneca Elementary and Chase Elementary School, and several community churches.

Note: The data in Table 1, on page 6, Existing Land Use 1993, does not correspond to the graphic representation of land use shown on the Proposed Land Use Map on page 5. The existing land use map, which was adopted by County Council, has not been updated since 1993. Since that time, the County has more than doubled the land use for park and recreation (the acquisition of the Eastern Regional Park site being responsible for this change). The Proposed Land Use Map, which is consistent with the Land Use Map proposed for the Master Plan 2010, reflects the change in the park and recreation category. Additional changes show a slightly amplified total in the mixed use commercial category and a corresponding decrease in the residential land use category. The change is due to an increase in the number of marinas designated as commercial uses.

b. Population Projections

Availability of public sewerage is expected to result in accelerated growth. The projections presented below use transportation zones to estimate population growth. In the case of the Bowleys Quarters community, transportation zone #445 served as the primary data base. That zone consists of approximately the same land area as census tract 4518.02, which functioned as the basis for the Land Use and Zoning Analysis.

The following methodology was used to obtain the population projections presented below. The amount of vacant land in 1993 was calculated. The maximum density of the vacant sites was determined to be 920 new dwelling units. Because the potential build-out rarely matches the historical trend of occupancy permits issued, due to environmental constraints and County requirements, the number for each transportation zone must be reduced to reflect a realistic estimate of development activity.

There may be some inaccuracies based on the unique situation in the Community where the average age is decreasing. Existing dwellings are being expanded. Older homeowners are being replaced by younger, new owners and renters with larger families. This may be offset by environmental constraints reducing the effective density. Also, the projections, which were conducted in 1993, did not anticipate the growth caused by the availability of public sewer.

Issue: Accuracy of population growth projections.

Action: County will update figures when the year 2000 census data becomes available.

Fig. 2

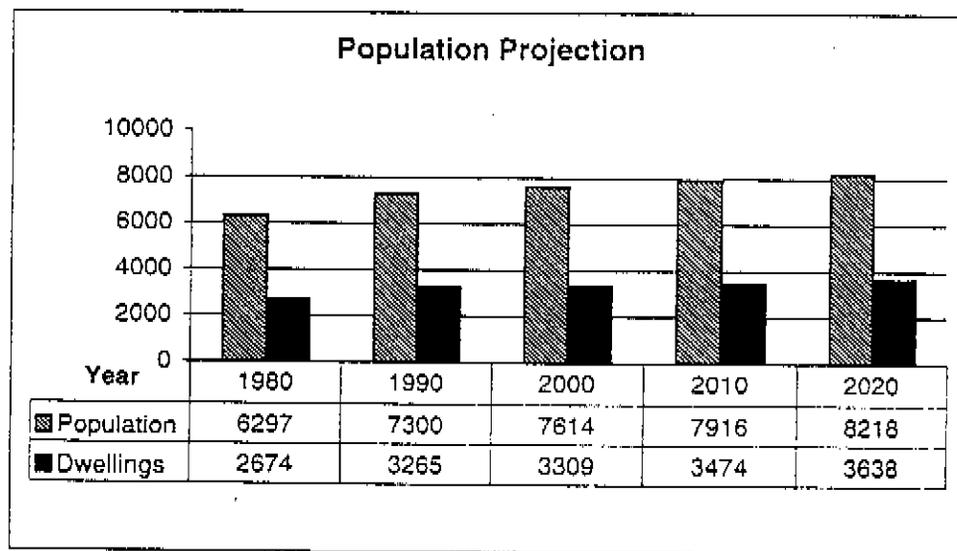


Table 2
Existing Zoning, 1999
Bowleys Quarters Study Area

ZONING	ACRES	PERCENT OF STUDY AREA
<u>Business Zoning</u>		
BL	54.6	1.9
BLR	6.0	0.2
BM	12.2	0.4
BMB	37.3	1.3
BR	5.0	0.2
CB	5.1	0.2
Total Business	120.2	4.3
<u>Residential Zoning</u>		
DR 1	57.9	2.1
DR 16	112.7	4.0
DR 3.5	431.0	15.3
DR 5.5	594.1	21.1
Total Residential	1195.8	42.4
<u>Industrial Zoning</u>		
MH IM	3.2	0.1
ML	211.8	7.5
MLR	8.2	0.3
Total Industrial	223.3	7.9
<u>Resource Conservation Zoning</u>		
RC 20	781.4	27.7
RC 5	497.5	17.6
Total Resource Conservation	1,278.9	45.4
<u>Office Zoning</u>		
ROA	0.8	0.0
Total	2819.0	100.00

c. Zoning

The study area consists of a mix of residential, resource conservation, commercial and industrial zoning classifications.

During the 1996 Comprehensive Zoning Map Process (CZMP), a considerable amount of land was rezoned in response to the community's request to reduce the overall residential density. The most dramatic change is apparent in the DR 5.5 zoning category. DR 5.5 is a residential zone that allows 5.5 units per acre. It permits townhouse development only if the Baltimore County Hearing Officer finds it is compatible with the neighborhood. Between 1991 and 1996 the percentage of DR 5.5 zoned land changed from 43.4% to 21.1%. Much of the DR 5.5 zoned land was rezoned to DR 3.5, a residential zoning category which allows only single family detached housing at a density of 3.5 units per acre.

Much of the commercial zoning in Bowleys Quarters is located in the northernmost portion of the peninsula. It includes the Carroll Island Shopping Center and the commercial parcels along Carroll Island Road and Bowleys Quarters Road. Prior to 1996, several parcels were zoned Business Roadside (BR) and Business Major (BM). These zoning categories permit uses such as nightclubs, used car dealerships, and striptease businesses. During the 1996 CZMP, several commercial properties which were unimproved, or which did not use their property to the fullest extent possible, were rezoned to Business Local (BL), Business Local Restricted (BLR), or Community Business (CB). The former is the least permissive among the traditional commercial zoning categories. The latter two are performance based business zones, which not only prohibit uses that potentially could be detrimental to a community, such as pawnshops, cash checking facilities, nightclubs and bail bondsman businesses, but also provide performance standards that assure high quality development.

Another significant zoning change since 1992 is that the Business Maritime Boatyard (BMB) classification was applied to most of the local marinas and boatyards. Within the study area 37.3 acres or 1.3% are zoned for maritime uses. Prior to 1992, most marinas and boatyards operated by special exception on residentially zoned land.

The study area contains 223.3 acres, or 7.9% of land with industrial zoning. Most of the industrially zoned land is concentrated in two areas. One area is at the intersection of Carroll Island Road and Bowleys Quarters Road, the other is the Baltimore Gas and Electric Crane Power Plant.

Almost half of the study area has resource conservation zoning. Approximately 781.4 acres or 27.7% are zoned RC 20 and 497.5 acres or 17.6% are zoned RC 5. Combined, the land with resource conservation zoning encompasses 1,279.7 acres or 45.4% of the study area. RC 20 is applied to much of the forested land in the interior of the lower portion of the Bowleys Quarters peninsula. While it allows one dwelling per 20 acres, it is not intended for residential

development. Instead, it functions as an important tool to protect the Chesapeake Bay.

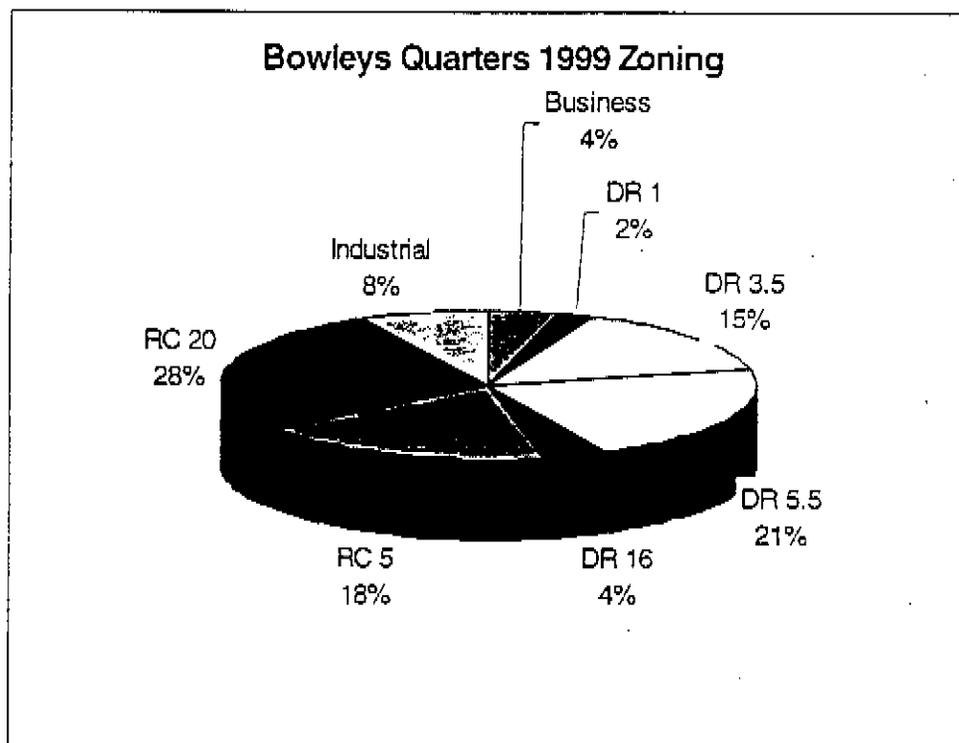
As far as residential development is concerned, RC 5 zoned properties pose the biggest challenges. RC 5 zoning is intended to accommodate residential development at a rate of 0.667 dwellings per acre. Minimum lot size in the RC 5 zone is one acre. Many of the unimproved parcels can not meet this minimum lot size requirement. With the advancement of public sewer toward the lower necks, where most of the RC 5 zoning is mapped, pressure to develop these undersized lots is mounting.

Issue: Residents support single family detached residential development. This does not include residential townhouse developments. Bowleys Quarters is not a designated growth area. New residential subdivisions should be consistent with the community's existing development pattern of single family detached homes. Additional zoning changes may be necessary to achieve this goal.

Action: During the 2000 Comprehensive Zoning Map Process the BQIA will request that the Planning Board and the County Council consider the rezoning of all remaining DR 5.5 zoned parcels to lower the existing zoning classification.

Fig. 3

d. Public areas:



Existing marina expansions, new marinas and Miami Beach County Park result in summertime peaks of water oriented visitors to the community. The seasonal increases in vehicle traffic for boating and swimming may have a negative impact on traffic flow and the environment. Projected population growth will further aggravate this problem.

Issue: Seasonal peaks in vehicular traffic due to boating, swimming and other recreational activities could slow down the response time of emergency vehicles.

Action: The BQIA will monitor growth and work with County agencies for any additional "public facilities" such as boat launch ramps, swimming beaches, fishing areas, etc. (continuous).

e. Martin State Airport:

The 1989 Airport Noise Zone Certification established a 65 Loud Noise Zone over part of the Long Beach Estates area of the lower peninsula (see Fig. 4). New development in this area is limited.

The airport will remain a "general aviation" facility serving all non-commercial aircraft. Maryland Aviation Administration (MAA) will discourage scheduled service or cargo operations in favor of BWI where they are more appropriate and can be better accommodated. The MAA will continue to lease facilities to the MD Air National Guard, flight schools, businesses, police, medivac helicopters etc. The current 6:15 am through 9:45 p.m. tower operations are not expected to be extended.

1988 was the peak traffic year with 175,000 operations (landings and takeoffs). Long range forecasts, using essentially the present facilities, indicate a 43% increase to 250,000 operations. This number is somewhat inflated by the "touch and go" training operations of the flight schools. It is essential that specified flight patterns be enforced. Approximately 2,200 trees were planted along airport perimeters in 1990, including along Frog Mortar Creek, in order to help reduce ground level noise.

Issue: Objectionable noise levels, air and runoff pollution and safety are major concerns to the Community.

Action: The MAA will enforce residential development regulations in the 65 Loud Noise Zone. (As required)

Action: The MAA will advise local elected officials and the community of any operational changes (Maryland Air National Guard change of aircraft type, etc.). Changes will not exceed noise levels of 1990 aircraft types.

Action: The current size of the noise zone and noise levels will not be increased without written notification to the County administration, the County Council, and surrounding neighborhood. Every effort should be made through improving technology to reduce the noise zones and noise levels. (MAA continues).

Action: The community will request the airport management to notify all aircraft customers to refrain from operating aircraft between the hours of 8:00 pm through 7:00 am.

Action: The community to request the airport management to notify all aircraft customers to avoid flying over Bowleys Quarters community, if the aircraft they are operating has the maneuverability to do so.

The Maryland Department of Transportation (MDOT) and the MAA are proceeding with a \$25 million improvement to Glen L. Martin State Airport. Major improvements include repairs to the runway, a new control tower and building with the existing tower to remain as a historical structure.

New taxi ways and site preparation for additional hanger space of 60,000 square feet is now being built to house additional corporate jets. In order for the MD Air National Guard to be in compliance with FAA standards, the MAA is studying the plan to fill in a section of Frog Mortar Creek up to 200 feet to create a safety barrier.

Issue: The filling in of Frog Mortar Creek.

Action: The community, including marina owners, oppose an action to fill in Frog Mortar Creek. The BQIA will represent the community on this position at appropriate agency hearings/meetings.

Action: The BQIA will encourage using alternatives acceptable to the FAA which would prevent the filling in of Frog Mortar Creek.

Issue: The flight of airplanes, which under the FAA description are of acrobatic flight, that occur over residential areas.

Action: The MAA will file a written report with the FAA with a copy sent to the BQIA that occurs as a result of a community resident complaint.

f. Baltimore Gas and Electric Crane power station:

The only major industrial facility located in the community is the BGE Crane Power Station, which is located at the mouth of Seneca Creek. During the last 20 years

various environmental problems associated with the operation have been reported. However, in recent years the company's ability to work with community organizations has created an "open door" relationship regarding efforts to solve reported problems. The facility has two major effluent discharges into community waters and stack gasses into the atmosphere. All of these are regulated through State of Maryland permits. There exists at the present time a major underground oil spill, which is being remedied.

Deregulation of electric power in Maryland is likely since neighboring states have already deregulated. Deregulation may cause some power plants to be sold and thus have new owners. Maintaining the open door relationship that has been experienced with BGE is important to the community. A dialogue with any new owners must occur to ensure that residents and the environment are not impacted.

Issues: Environmental problems associated with the operation of the BGE Crane Power plant.

Action: DEPRM will monitor the facility to assure protection of the environment and will make all pertinent data available to the community.

Action: Any new potential owners of the plant will be invited to community meetings to review their plans for the facility utilization and for developing a close working relationship.

g. A.V. Williams Properties

1. A.V. Williams Tract:

The 1,016 acre, A. V. Williams tract is located northwest of the community, between White Marsh and Middle River. The site is the largest tract of unimproved land with industrial zoning in Baltimore County and is designated as an "opportunity area" in the Eastern Baltimore County Revitalization Strategy. Over the past years, the site was considered for several development projects, such as an international trade center and theme park complex, an automobile assembly plant and a speedway. None of these projects were developed. Community concerns regarding traffic, air and noise pollution, the lack of adequate facilities such as water, sewerage and roads remained important issues. The site has environmental constraints, which pose a challenge to potential developers. Nevertheless, a key reason previous development proposals were abandoned, was inadequate access. Efforts are under way to extend MD 43 to Eastern Avenue. This would provide the site with the necessary access.

The BQIA supports the development of this parcel and endorses the efforts made by the County government to pursue State and Federal funding for the construction of a road that would open up this last major tract of industrially zoned land in Baltimore County. The BQIA has been actively involved and has voiced its

opinion to both county and state governments regarding issues concerning the A. V. Williams site.

Issue: Assess the impact of the development of the A. V. Williams tract on the community.

Action: The BQIA will review any proposals to develop this site, and work to ensure that development plans are consistent with the goals of this plan.

2. Williams Estates – A Manufactured Home Community:

The BQIA has worked with the Pascal Turner Group for many years to ensure that community interests and concerns were known to the Williams Estates community. The BQIA has had very good communication over the years and found their representatives responsive to the concerns of Bowleys Quarters' residents. Improvements completed by Williams Estates have impressed the Bowleys Quarters community and future plans have always been communicated to BQIA representatives for review. The BQIA appreciates the business practice of working with the surrounding communities and supports future plans of Williams Estates to further enhance their development. The major projects planned for this community are:

- Further enhancements to the property fronting on Eastern Boulevard.
- Continuation of the upgrading of manufactured homes available in the Peppermint Woods portion of the development.
- Development of a small shopping "strip center" intended to primarily serve nearby residents.

Issue: Monitor development of the proposed community shopping center to ensure that build-out is within the scope of plans agreed to by the BQIA.

Action: Work with the Pascal-Turner Group to ensure that the shopping area is built according to the agreements reached at the time the development was proposed.

h. Hart-Miller Island disposal site

Hart-Miller Island is a regional dredging material disposal site operated by Maryland State Environmental Services and the Maryland Port Administration. It is utilized by all major dredging contractors in the rechannelization of the Chesapeake Bay and the Baltimore Harbor. Space has been reserved at the facility to accommodate materials from dredging projects. A major recreational

beach facility, which is utilized by the public, is located on the leeward side of the island. Starting in 1980, 30,000 cubic yards of sand were replenished on the recreational beach. Offshore stone breakwaters and revetments were constructed for the long-term erosion control of the recreational area. For the most part, during its 20 year operation, the facility has operated according to specifications. Periodic discharges, laden with sediment and other pollutants, have created concern to community residents regarding the quality of the surrounding waters. Concern has also been expressed about the effect of the normal discharge of the facility on the fish life in the area.

The South Cell environmental restoration plan, a portion of Hart Miller Island, is scheduled for completion in 1999. The study determined that the materials in the South Cell can be used to create wetlands and shallow water habitat. The South Cell area will serve as habitat for migratory shorebirds, nesting Least Terns and migratory songbirds. Construction is scheduled to begin in 2000.

Issue: Monitoring of the water quality problems associated with the operation of the Hart-Miller disposal site.

Action: The Hart Miller Island Oversight Committee will continue monitoring operation to assure protection of the environment and make all pertinent data available to the community. A representative from the community will attend the State meetings to obtain first hand information on the status of this site and report back to the community (continuous).

i. Marinas

Thirteen marinas employing approximately 100 people represent the community's major "industry." Five have Business Maritime Boatyard (BMB) zoning, two have Business Major (BM) zoning, one has Business Roadside (BR) zoning and five operate under a special exception in a residential zone. All marinas in Bowleys Quarters are surrounded by residential areas. The marinas rely on and have a major impact on the "public domain" waters surrounding the community. Strong regulation is required to protect the residential areas, the marinas and the environment.

In 1998, the Department of Natural Resources posted restricted speed limits in Sue Creek and Middle River.

In 1999, marinas have approximately 2370 wet storage slips and 200 rack storage dry slips.

Five marinas have launch facilities for transient, trailered boats. In addition, each waterfront property could support up to four slips. On summer weekends this activity brings several thousand cars into the community. Some boaters continue to ignore noise and speed limits, safe boating practices, litter and pollution regulations.

Issue: Marina expansion within residential areas.

Action: Enforce zoning, Critical Area regulations and other legislation designed to protect residential areas and the environment.
(OP, DEPRM)

Issue: Environmental impact.

Action: See environmental issues.

Rack storage has evolved from dry, winter storage of summer wet slip stored boats to full time "dry slip" storage. Rack storage can dramatically increase marina boat storage capacity and impact the surrounding residential areas and waterways. The County has adopted regulations for dry slip storage.

Issue: Assess the negative impact of rack storage on residential areas.

Action: Monitor and provide feedback to the county on regulation violations. (BQIA)

Action: All rack storage, dry storage and expected trailer launched boats to be indicated in proposals for expansions and new marinas.
(OP)

The storage of recreational boats for profit on private residential lots is commonly referred to as an "illegal" or "bootleg" marina. Illegal marinas frequently generate additional traffic, parking, litter and noise from boaters, which affects the quality of life of adjacent property owners. In 1993, Baltimore County enacted regulations that limited the number of boats a person can store on a residential pier. The processing of zoning violations is generally complaint driven. In response to valid citizen complaints the County issues a violation notification to the property owner in question. If the zoning violation is not corrected voluntarily, a citation is issued and the defendant is taken to court.

Issue: "Bootleg" Marinas

Action: The BQIA will communicate requirements to residents and will encourage residents to notify either the BQIA or the County about existing "bootleg" marinas in the community. If necessary the BQIA will notify the County anonymously of resident complaints.

V. COMMUNITY IMAGE

There is a desire by the community to improve its identity and to emphasize the Critical Area environment of the community. The BQIA furnished the sign that is near the intersection of Bowleys Quarters and Carroll Island Roads. The County furnished and installed the Critical Area signs throughout the community. These

were completed as part of an action that was completed in 1991. The community image is initially established by the appearance of the businesses located on Eastern Avenue, Carroll Island Road and Bowleys Quarters Road. There are violations of local regulations with outdoor displays and sales, temporary establishments (tent sales), storage of equipment and derelict buildings, etc. Other businesses may not be in direct violation of County codes, but convey an overall lack of pride in the appearance of the properties. In some cases the surface of the parking area is filled with potholes, weeds grow from crevices and lawns are poorly maintained. Landscaping is often minimal or non-existing.

Private residential property owners can also be in violation of zoning regulations. Some use their property for the storage of abandoned vehicles or discarded tires and appliances.

Issue: Upgrade the appearance of area businesses, some private properties and compliance with zoning regulations.

Action: Encourage business owners and residents to maintain or improve the appearance of their property. Educate the community about the most common zoning violations.

Action: The BQIA will conduct an annual survey and will notify business and private property owners that are not in compliance with the zoning regulations.

Action: If deemed necessary the BQIA will request that the Baltimore County Division of Code Inspection and Enforcement conduct a "sweep", which notifies property owners of all code violations. If the violation is not corrected within a specified time, the County will initiate legal action.

Issue: Signs should be in compliance with zoning regulations.

Action: If deemed necessary the BQIA will request that the Baltimore County division of Code Inspection and Enforcement conduct a "sweep" and will notify owners not in compliance with the sign regulations. If the violation is not corrected within a specified time, the County will initiate legal action.

VI. ENVIRONMENTAL ISSUES

In the early 1990s, representatives of the Baltimore County Department of Environmental Protection and Resource Management (DEPRM) had several meetings with the community to explain the significance of the microbiological and chemical quality of Seneca Creek and Frog Mortar Creek.

Residents were advised that approximately 80% of the more than 1,200 private

sewage disposal systems on the Bowleys Quarters peninsula were failing. These failing systems either discharged directly into the creeks and ground water or indirectly into storm drain system. As a result, the upper reaches of Seneca Creek and Frog Mortar Creek were considered unsafe for swimming since the water quality did not meet the microbiological standards established in state regulations. Records maintained by DEPRM indicate that these waters have been unsafe for recreational contact since 1965. However, the main channel and mouth of Seneca Creek which enters Chesapeake Bay has acceptable water quality.

The peninsula is undergoing the installation of a public sewage system to replace the marginal and failing private septic systems throughout the community. The public sewerage projects, once fully implemented, should reduce the health hazard and improve the water quality in Frog Mortar, Seneca and Galloway Creeks as well as Middle River and ultimately the Chesapeake Bay. However, the improvements should not be offset by over development of the area.

The Bowleys Quarters community desires to maintain the rural atmosphere that is enjoyed by residents, businesses, organizations and visitors. To achieve this, new residential structures should consist of high quality single family dwellings, built with open spaces surrounding the structures. Any reforestation requirements must be fulfilled within the Bowleys Quarters peninsula.

a. Sewerage

Failing private septic systems have contributed to the pollution of the surrounding waters. In some areas, pollution levels constitute a health hazard. On November 2, 1992, the Baltimore County Council adopted The Bowleys Quarters Community Action Plan which states; the proposed sewage collection systems will cover the entire community, utilizing gravity sewers on the upper peninsula and "grinder pump" pressure systems on the lower peninsula. The project, which initially was expected to be completed in 1997, is designed and constructed in stages. The first phase of construction started in April 1996, and the target date for the last phase of construction to begin, is October 2000.

Connections and "grinder pumps" if required, for unimproved properties will be subject to the requirements and standards of the 1999 growth management legislation. Right-of-way easements for force mains, collection laterals, pumping stations, individual "grinder pump" stations, etc. will be purchased from property owners by the County. The County will own and maintain the entire system. Property owners will pay for their "grinder pump" electrical power. "Grinder pump" stations will include alarms to alert the homeowner to call the County for service.

Issue: The failing private sewage disposal systems present a health hazard.

Action: The BQIA will support County efforts to have all existing dwellings connected by 2002.

In order to justify the system and monitor its performance, pollution levels of the surrounding waters must be continuously monitored and results made available to the community.

Issue: Water quality monitoring.

Action: DEPRM will continue water quality testing for bacteria during the recreational season and provide the results to the community.

Reliable grinder pumps will still require occasional maintenance. The project design and operation must encompass a reliable maintenance program with backup units and spare parts, where priority response is given to requests for service.

Issue: Quick response by the County to calls for service

Action: The County will monitor the cost of the grinder pumps and will perform a study to see if additional grinder pump suppliers will be allowed.

Action: The Department of Public Works will communicate the maintenance and response service program to the community and individual residents.

Project costs will be determined by contractor bids for each phase of the project. The County will finance the project by the sale of bonds and recover these costs from the community as follows:

One time "connection fee" of \$1,425 at time of hookup to the system.

Annual front foot "benefit assessment" for all improved and unimproved properties.

One time "deficit charge" for all improved and unimproved properties. These charges represent the property owners share of 50% of the total project cost not recovered by the front foot benefit assessment and other funding sources.

One time permit and plumbing costs of connecting the house to the system as negotiated between the homeowner and a plumber at the time of connection to the system.

Quarterly sewer service charge based on " actual water usage."

The connection fee, deficit charges, permit and plumbing costs can be spread over 40 years with a 4% annual interest charge. At the time of property transfer they continue on to the new owner, until fully paid. Low income property owners, as

defined by their County taxes, can fully defer these costs. At the time of transfer the new owner is responsible for the costs.

Issue: Installation costs to residents for public sewer service.

Action: DEPRM will investigate alternative financing through Federal, State and County grants.

b. Boater Pollution

The growing number and expansion of marinas represent a potential major pollution source. A joint effort by marina owners, BQIA, DNR and DEPRM is required to constantly alert boat owners of their legal and moral obligation to avoid disposal of litter and wastes into the waters. All marinas have boat holding tank pump out facilities.

Issue: Boater pollution.

Action: BQIA, DEPRM, DNR, and the Chesapeake Bay Foundation will meet with local marina owners to encourage adoption of the Maryland Clean Marina Guide. Invite local marina owners to come to a community meeting to discuss what they are doing to protect the environment. (BQIA).

Action: Yearly inspection of marinas by the County is recommended with additional follow up as required. (DEPRM/DNR).

Action: Maryland Department of the Environment (MDE) will continue to implement a marina pump-out program. State cost share funding is available.

c. Litter

Dumping by non-licensed haulers is a constant problem at wooded areas located in Bowleys Quarters. The majority of this illegal dumping takes place at night away from witnesses. Everything possible must be done to prevent this illegal activity.

Issue: Litter from illegal dumping.

Action: The BQIA will discourage residents from using non-licensed haulers.

Action: The BQIA will publish a list of phone numbers and legal locations to dispose of trash for community awareness.

Action: The BQIA will encourage property owners to place gates across private dirt roads to discourage the illegal use of these sites.

Action: The BQIA will work with County agencies to have the area cleaned of trash.

Action: DEPRM will coordinate community clean-ups upon request.
(Periodically)

d. Storm Water Management/Sediment Control

Runoff is a major non-point source of pollution that will not be alleviated by proposed sewerage. County storm drains, commercial and agricultural runoff represent the largest sources. It is essential that this problem be given increased priority.

In response to actions recommended in the initial Bowleys Quarters Community Action Plan, DEPRM has initiated programs that will improve the control of non-point source pollution caused by storm drains and commercial and agricultural runoff.

The Carrolwood Manor water quality retrofit on Nollmeyer Road was completed in 1995. Additionally, DEPRM has identified storm drain outfall locations and storm water management facility locations.

Issue: Non-point source pollution caused by storm drains, commercial and agricultural runoff.

Action: DEPRM will enforce storm water management and sediment control requirements. (Continuous)

Action: DEPRM will complete the Middle River Water Quality Management Plan. The plan will include the watershed pollution loading model and a three dimensional hydrodynamic and estuarine water quality model.

e. Chesapeake Bay Critical Area

The Chesapeake Bay Critical Area Law, enacted in 1984, is the most far-reaching piece of legislation to address the adverse impacts that result from the use of land surrounding the Chesapeake Bay. The fundamentally conserving philosophy of the entire Critical Area Program is expressed by the three (3) basic goals in the Critical Area Law:

1. Minimize adverse impacts on water quality that result from pollutants that are discharged from structures or conveyances that have run off from surrounding lands.

2. Conserve fish, wildlife and plant habitat.
3. Establish land use policies for development in the Chesapeake Bay Critical Area which accommodate growth and also address the fact that, even if pollution is controlled, the number, movement, and activities of persons in that area can create environmental impacts.

The Baltimore County Chesapeake Bay Critical Area Program is not intended to prevent all future development. However, it is designed to protect the Chesapeake Bay by strictly regulating future growth so that harmful effects on water quality and plant, fish and wildlife habitats are prevented or reduced.

The framework for controlling future development or redevelopment is directly associated with the following three (3) Critical Area Classifications:

1. IDA - Intense Development Area
2. LDA - Limited Development Area
3. RCA - Resource Conservation Area

The Chesapeake Bay Critical Area Program provides the definitions, states the purpose and provides the maps for supporting and identifying the location of these three (3) classifications in the Critical Area. Approximately 85% of the Bowleys Quarters community is within the Chesapeake Bay Critical Area.

The mechanism for implementation of the Critical Area Program is provided by regulations that concern the following:

1. Zoning
2. Forestry
3. Development
4. Land Use
5. Grading and Sediment Control

The specific regulations that directly influence development in the study area are: strict buffer and setback requirements, restrictions on tree removal and restrictions on construction within the tidal and non-tidal wetlands and habitat protection areas.

It is also the policy of Baltimore County through the Baltimore County Master Plan to continue implementing the Chesapeake Bay Critical Area Program.

In order to protect or enhance the urban, rural land use, plant and wildlife habitats and water quality, the Bowleys Quarters Community Action Plan supports the following to the fullest extent:

1. Chesapeake Bay Critical Area Law
2. Chesapeake Bay Critical Area Criteria
3. Baltimore County Chesapeake Bay Critical Area Program
4. Baltimore County Master Plan

Issue: Critical Area - County Growth Allocation Process

Action: BQIA will monitor Growth Allocation applications and will submit testimony in cases not consistent with the goals of this plan.
(Continuous)

Action: BQIA will request enforcement of all Critical Area regulations.
(Continuous)

VII ADEQUATE FACILITIES

a. Traffic issues within the Bowleys Quarters peninsula

Bowleys Quarters Road is the primary means of access to the Bowleys Quarters Peninsula, while Carroll Island Road performs the same function in Carroll Island. Although traffic levels do not currently justify major projects within the Community, the population increase, that is likely to result because of the provision of public sewer, and the rapid deterioration of both main roads and side streets will require significant improvements during the time span of this plan.

The Bowleys Quarters community also experiences a significant increase in seasonal traffic. More than a dozen marinas, a large private picnic area and Miami Beach County Park are primarily responsible for the increased traffic volume during the summer months. In addition, the installation of public sewer is likely to result in patched and uneven roads.

Within the Community there are three immediate issues:

1. Emergency access to the lower peninsula.
2. Physical condition of the roads.
3. Pedestrian traffic on the upper peninsula.

Bowleys Quarters Road and Susquehanna Avenue are presently the single access routes to the two arms of the lower peninsula. Bowleys Quarters Road beginning at the intersection with Susquehanna Avenue is a potential "choke

point". Bowleys Quarters Road and Susquehanna Avenue are two lane roads without shoulders. Any serious vehicle accident, traffic tie up, utility pole or tree down would effectively isolate the lower peninsula, including Miami Beach County Park from emergency vehicles. (Medical, Fire, Police, etc.)

Issue: Emergency access to the lower peninsula.

Action: Analyze the feasibility of a second means of access to the lower peninsula. The study would examine adding shoulders on Bowleys Quarters Road from Susquehanna Avenue to Galloway Road and/or the construction of Chester Road between Susquehanna Avenue and Galloway Road. The analysis would also examine a realignment of Susquehanna Avenue at Bowleys Quarters Road. Designs should be consistent with the rural atmosphere of the community.

Poor soil sub-base conditions, age of roads and minimum repairs, other than pot hole patching, has resulted in generally poor condition of community roads. Proposed sewer construction, increased traffic and age will exacerbate this condition. Major replacements will be required within the time span of this plan. The Department of Public Works surveys all County roads annually. The roads are classified according to the condition of the road by percentage. Roads that are in very poor condition overall are the first to be resurfaced.

Issue: Poor physical condition of existing roads.

Action: The Department of Public Works will conduct a study of all community roads and develop an upgrade plan. This plan will be coordinated with any construction affecting roads. Major improvements to be programmed into County Capital Improvement Program.

Increased development throughout the peninsula is likely to further aggravate the dangers to pedestrian movement. Without shoulders or sidewalks, there is no place to walk or bicycle throughout the community. Sidewalks or walkways should be provided for all new development projects to facilitate personal safety. To maintain safety after sunset, these areas should be lighted with aesthetically pleasing streetlights such as lighting fixtures similar to those in Seneca Park. A sidewalk program exists in Baltimore County. However, the program is generally used where right-of-ways have been donated by property owners.

Issue: Pedestrian traffic throughout the Bowleys Quarters Peninsula.

Action: All new development in the Bowleys Quarters area will require sidewalks or impervious walkways.

Action: The County, where feasible, should construct sidewalks along all roads within the Bowleys Quarters study area.

Although not within the boundaries of Bowleys Quarters, the Eastern Avenue traffic corridor has a direct impact on access to and from the community. The three most important issues are:

1. Intersection of Eastern Avenue and Stemmers Run Road.
2. Intersection of Eastern Avenue and Carroll Island Road.
3. Proposed Route 43 access to Eastern Avenue.

b. Traffic issues along Eastern Boulevard and Eastern Avenue

Eastbound traffic turning right onto Stemmers Run Road and Route 702 face major backups which extend into the through lanes. Heavy traffic exits from the corner service station onto both Eastern Avenue and Stemmers Run Road which is also a major school crossing. Traffic is regulated by a signal and several school crossing guards. Several automotive service businesses and used car lots use the shoulder for continuous storage of vehicles, boats, tow trucks, etc. They are parked side by side, two deep, immediately adjacent to the traffic lanes. Access to these businesses is directly from the right hand traffic lane, without use of the congested shoulder. The resulting congestion at this intersection is dangerous and causes delays.

The original Bowleys Quarters Community Action Plan, adopted by the County Council in 1992 recommended the following actions to alleviate traffic problems along Eastern Boulevard and Eastern Avenue: 1.) To modify the existing ramp that leads into MD 702, 2.) to eliminate parking and vehicle storage on the shoulders of Eastern Boulevard, and 3.) to upgrade both Stemmers Run Road approaches to provide increased intersection capacity. All of these actions have either been completed or will be addressed as part of the Eastern Boulevard Streetscape project. This project, which will enhance the section of Eastern Boulevard between Selig Avenue and Martin Boulevard, is scheduled to begin construction in the spring of 2000.

c. Traffic issues concerning the intersection of Carroll Island Road and Eastern Avenue

The "Y" intersection of westbound Eastern Avenue and Carroll Island Road is potentially dangerous. Traffic is controlled by a traffic signal. However, ingress and egress from two fast food restaurants, a drive in theater and service stations directly at the intersection causes hazardous conditions. With the assurance of a green light drivers are surprised by sudden stops as vehicles enter and exit these businesses from unexpected locations. This condition will be further aggravated by seasonal peaks and the addition of a major marina on Carroll Island Road, between Eastern Avenue and Bowleys Quarters Road, and further development of strip shopping centers on both sides of Carroll Island Road.

The original Bowleys Quarters Community Action Plan raised the intersection of Carroll Island Road and Eastern Avenue as an issue and recommended two actions to address the problem. One of the requested actions was to conduct a study of that intersection. A traffic study was performed in February 1999. The intersection was classified as Level-of-Service "A". The outcome of the study makes it difficult to justify any public expenditures at this time.

Another dangerous traffic condition concerns left hand turns into the Carroll Island Shopping Center. The shopping center is located at the corner of Carroll Island Road and Bowleys Quarters Road. At both entrance ways, the respective roads are single lanes. Vehicles following a car making a left turn must wait until the maneuver is successfully completed. During peak traffic hours, traffic tends to become congested or vehicles are forced onto the dirt shoulder to circumvent the waiting automobile.

The approach to the traffic light at the intersection of Bowleys Quarters Road and Carroll Island Road had a left hand turn signal implemented (1992). This could be extended back to the Shopping Center entrance. The entrance to the Shopping Center on Carroll Island Road would require the addition of a left turn lane.

Issue: Eliminate traffic congestion at the entrance ways into the Carroll Island Shopping Center

Action: The BQIA will request the Department of Public Works to study the left turns into the Shopping Center.

d. Middle River Employment Center Access Study (MRECAS)

The increased traffic that will justify the construction of the proposed MD 43 may increase congestion on Eastern Avenue. The location of the Eastern Avenue and the MD 43 intersection is critical. It should be located to have the least impact on already congested intersections such as Carroll Island Road and Eastern Avenue. While there are environmental constraints that must be overcome, the impact on residents of the area must be given equal consideration. The BQIA considers this designation as crucial to the continued revitalization of the community. The BQIA will remain actively involved and is on record as preferring either of two different sites exiting near the Martin State Airport as the only valid locations for the exit of MD 43 into Eastern Avenue.

Issue: Proposed intersection of MD 43 and Eastern Avenue/Boulevard.

Action: The County should consider community views when making a decision on the location for MD 43 (the community preferring to see it located opposite Martin State Airport). The location of

8. All utilities should be buried.

Issue: Quality of new residential development

Action: Baltimore County should require that the above referenced standards be met to the greatest extent possible.

IX CAPITAL IMPROVEMENT PROJECTS

Yearly, the County establishes the Capital Projects to be accomplished throughout the County. Communities present their requests for such projects as roads, schools, parks, dredging, etc. to the Planning Board. In order to maintain the quality of life in a manner that assures that public facilities are adequate and safe, the Bowleys Quarters community needs to develop and present their requests for Capital Improvement Projects to the Planning Board.

Issue: In the past the community has not participated in the County Planning Board's CIP Community Input Meeting.

Action: The community, should become educated about the CIP process, including the format and timetable in which requests for capital projects should be submitted.

Action: The County should support the community's requests for becoming educated about the CIP process.

Action: A committee is to be formed yearly to develop and present a capital improvement needs assessment to the Planning Board.

X. DESIGN GUIDELINES FOR NEW CONSTRUCTION AND RECONSTRUCTION OF SINGLE LOTS OR MINOR SUBDIVISIONS.

The installation of public sewerage will allow the owners of unimproved lots or outdated homes to build new housing or renovate their property. The community is concerned about the quality of this new construction. This deprives neighboring property owners of the opportunity to review plans for the proposed development or redevelopment of single lots or minor subdivisions. It is therefore important to provide guidelines that inform owners of such lots about the community's goals for new development or redevelopment.

New construction should conform with the guidelines in the Comprehensive Manual of Development Policies (CMDP) for minor subdivisions and single lots in the designated waterfront areas. The community is opposed to mobile homes. The following list of requirements are those that the community deems appropriate:

1. All new homes will be single family detached dwellings. Each dwelling should have a minimum living space of 2000 square feet subject to the requirements for critical areas.
2. Housing exteriors should be constructed of quality materials such as brick, stone, wood or premium vinyl.
3. Quality roofing such as architectural shingle, copper or slate.

Issue: The community is concerned that if the County permits the construction of housing that is of inferior quality, the property values of existing homes may be negatively impacted.

Action: The County should attempt to enforce the above guidelines to the greatest extent possible.

XI. IMPLEMENTATION

Implementation of the recommendations of the Bowleys Quarters Community Action Plan is a vital element to assure the plans continued usefulness. It is recognized that, with the limited resources of the County agencies, creative partnership arrangements will be needed between businesses, county personnel and residents to achieve results. Prioritization of the recommendations and setting of yearly goals should be performed by the community. This will promote community cohesiveness by bringing residents, organizations, and local business people together to work towards a common goal. The Community Action plan is a living document which needs to reflect the character, appearance, and desires of the community as times change.

Recommendation:

The community should create a Plan Implementation Group each year to work with County agencies on the implementation of the recommended actions.

The community should prioritize their recommendations and select achievable yearly projects.

Periodically the community should perform a review of the Community Action Plan and initiate a revision if required.

Committee Note: We wish to thank the members of the Committee, the Office of Planning, the Department of Environmental Protection and Resource Management and all of the other State and County agencies and Councilman Gardina and his office for their patience and cooperation in helping to develop this plan.

Table 3

Implementation Program

Recommended Action	Responsibility for Implementation
Zoning	
Rezone remaining DR 5.5 to a lower zoning classification	Community Office of Planning
Martin State Airport	
Communicate all changes in operations of airport facility	Maryland Aviation Administration
Community Image	
Maintain and improve the appearance of business and private properties and assure compliance with zoning regulations.	Community Permits and Development Management, Division of Code Inspection and Enforcement
Sewerage	
Implement public sewerage system and connect all existing dwellings	Department of Public Works
Environment	
Continue water quality testing	Department of Environmental Protection and Resource Management
Litter	
Discourage residents from using unlicensed haulers	Community
Publish list of legal trash disposal sites	Community
Coordinate community clean-up	Department of Environmental Protection
Road Traffic Issues	
Upgrade Bowleys Quarters Road	Department of Public Works
Eliminate traffic congestion at the entrance ways of Carroll Island shopping Center	
Schools	
Reduce class size	Board of Education
Create magnet school for environmental sciences	
Design	
Enforce the design guidelines for new construction	Office of Planning

Appendix A – List of Zoning Definitions

RC-5:	Resource Conservation (Rural Residential)
RC-20:	Resource Conservation (Critical Area)
DR-3.5	Density Residential (3.5 units per acre)
DR-5.5:	Density Residential (5.5 units per acre)
DR-16	Density Residential (16 units per acre)
BL, BM, BR, CB	Business
BMB	Boatyard
ML	Light Manufacturing



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