
EAST JOPPA ROAD CORRIDOR COMMUNITY PLAN



**ADOPTED BY THE
BALTIMORE COUNTY COUNCIL
MAY 3, 2004**

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND
Legislative Session 2004, Legislative Day No. 2

Resolution No. 46-04

Councilmembers Gardina & Bartenfelder

By the County Council, May 3, 2004

A RESOLUTION of the Baltimore County Council to adopt the East Joppa Road Corridor Community Plan 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 established neighborhoods in the County; and

WHEREAS, the East Joppa Road Corridor Community Plan was prepared in close cooperation with representatives of two advisory groups; and

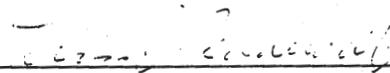
WHEREAS, the draft plan was the subject of a public hearing by the Planning Board and was adopted by the Board on November 20, 2003; and

WHEREAS, the County Council held a public hearing on the recommended East Joppa Road Corridor Community Plan on January 20, 2004.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that the East Joppa Road Corridor Community Plan, 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 East Joppa Road corridor community, subject to such further modifications as deemed advisable by the County Council.

READ AND PASSED this 3rd day of May, 2004.

BY ORDER



Thomas J. Peddicord, Jr.
Secretary

ITEM: RESOLUTION 46-04

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND
Legislative Session 2004, Legislative Day No. 15

Bill No. 88-04

Mr. Joseph Bartenfelder, Councilman

By the County Council, August 2, 2004

A BILL
ENTITLED

AN ACT concerning

The Comprehensive Zoning Map - East Joppa Road Corridor

FOR the purpose of repealing a portion of the existing zoning map for the Sixth Councilmanic District and to adopt an official zoning map for the portion of the Sixth Councilmanic District of Baltimore County known as the East Joppa Road Corridor area, such map to be known as the Official Comprehensive Zoning Map for the East Joppa Road Corridor Area of Baltimore County and to supercede any previous zoning maps approved by the County Council of Baltimore County for that particular area, all pursuant to the provisions of the East Joppa Road Corridor Community Plan.

WHEREAS, the County Council approved Resolution 46-04 adopting and incorporating the East Joppa Road Corridor Community Plan into the Baltimore County Master Plan 2010 to be a guide for the development of the East Joppa Road Corridor area of the County; and

WHEREAS, the Plan includes land use and zoning recommendations and specifically

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.
[Brackets] indicate matter stricken from existing law.
~~Strike-out~~ indicates matter stricken from bill.
Underlining indicates amendments to bill.

recommends that new zoning be enacted outside of the County's four year comprehensive zoning process; and

WHEREAS, the County Council adopted Bill 54-94 which authorized a comprehensive zoning process in designated portions of the County within the URDL in conjunction with revisions or updates to the Master Plan, after receipt of recommendations from the Planning Board and in accordance with certain procedures set forth in the Bill; and

WHEREAS, the County Council approved Resolution 16-01 which authorized the Baltimore County Planning Board to review the existing zoning maps in effect in the East Joppa Road Corridor area of Baltimore County and to recommend to the County Council such comprehensive revisions thereof as the Board deemed advisable in conjunction with the recommendations contained in the East Joppa Road Corridor Community Plan; and

WHEREAS, under the provisions of Article 32, Title 3 of the Baltimore County Code, 2003, the County Council has received a final report of the Planning Board on the Board's proposed Comprehensive Zoning Map for the East Joppa Road Corridor Area of Baltimore County and has held public hearings thereon after giving at least 10 working days' notice thereof in a newspaper of general circulation throughout the County; and during the period of such notice the final report of the Planning Board, with accompanying maps and supporting exhibits, were shown and exhibited in the Office of Planning, in the Sixth Councilmanic District, and at such other public places as designated by the County Council; and after the expiration of such period of notice and hearings, the County Council made certain changes in the Comprehensive Zoning Map for the Sixth Councilmanic District of Baltimore County which the County Council deemed appropriate pursuant to the East Joppa Road Corridor Community Plan; now therefore

1 SECTION 1. BE IT ENACTED BY THE COUNTY COUNCIL OF BALTIMORE
2 COUNTY, MARYLAND, that the portion of the official zoning map of Baltimore County
3 referred to in Section 32-1-101 of the Baltimore County Code and now in effect, including any
4 amendments thereto and comprehensive revisions of portions thereof as it pertains only to the
5 East Joppa Road Corridor Area of the Sixth Councilmanic District of Baltimore County be and it
6 is hereby repealed, and that the boundaries of zones and districts, as established by the Baltimore
7 County Zoning Regulations as shown on the Official Comprehensive Zoning Map for the East
8 Joppa Road Corridor Area of Baltimore County accompanying this act, are hereby established.

9 SECTION 2. AND BE IT FURTHER ENACTED, that the accompanying Official
10 Comprehensive Zoning Map for the East Joppa Road Corridor Area of Baltimore County is
11 hereby adopted and declared to be a part of this act to the same extent as if it were incorporated
12 herein. The Official Comprehensive Zoning Map for the East Joppa Road Corridor Area of
13 Baltimore County is hereby adopted and declared to be a part of this act to the same extent as if it
14 were incorporated herein. The Official Comprehensive Zoning Map for the East Joppa Road
15 Corridor Area is the map described in Section 32-3-202(d) of the Baltimore County Code, the
16 correctness of which is attested to by the signature of the chairman of the Baltimore County
17 Council. When this act stands enacted, the Director of Permits and Development Management
18 shall thereupon have legal custody of said map.

19 SECTION 3. AND BE IT FURTHER ENACTED, that the dimension of any zone or
20 district boundary shall be determined by use of the map scale, shown on the zoning map, scaled
21 to the nearest foot. The Director of Permits and Development Management and the County
22 Board of Appeals shall conclusively determine the location and dimensions of zone and district

1 boundaries from the official zoning map.

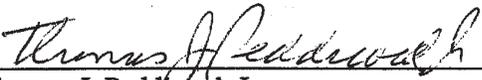
2 SECTION 4. AND BE IT FURTHER ENACTED, that in case it be judicially determined
3 that any word, phrase, clause, sentence, paragraph or section of his act, or that the application
4 thereof, or the application of any portion of the Official Comprehensive Zoning Map for the East
5 Joppa Road Corridor Area of Baltimore County, accompanying this act, to any person, property,
6 or circumstance is invalid, the remaining provisions of this act and the application of such
7 provisions, and the application of the remaining portions of said Comprehensive Zoning Map for
8 the East Joppa Road Corridor Area of Baltimore County to other persons, properties, or
9 circumstances shall not be affected thereby; the County Council of Baltimore County, Maryland,
10 hereby declares that it would have ordained the remaining provisions of this act and the
11 remaining portions of said map without the provisions or the application thereof so held invalid.

12 SECTION 5. AND BE IT FURTHER ENACTED, that this Act, having been passed by
13 the affirmative vote of five members of the County Council, shall take effect on September 3,
14 2004.

b08804.BIL

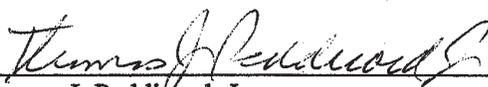
READ AND PASSED this **31ST** day of **AUGUST**, 2004.

BY ORDER



Thomas J. Peddicord, Jr.
Secretary

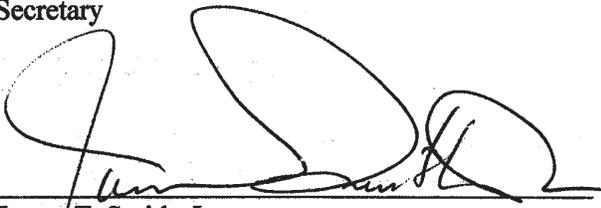
PRESENTED to the County Executive for his approval this **1ST** day of **SEPTEMBER**, 2004.



Thomas J. Peddicord, Jr.
Secretary

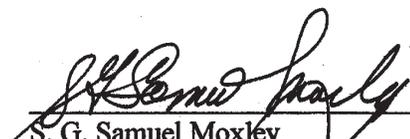
APPROVED AND ENACTED:

September 8, 2004



James T. Smith, Jr.
County Executive

I HEREBY CERTIFY THAT BILL NO. **88-04** IS TRUE AND CORRECT AND TOOK EFFECT ON SEPTEMBER 8, 2004.



S. G. Samuel Moxley
Chairman, County Council

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I INTRODUCTION

Background Information

The East Joppa Road Corridor Community Plan was prepared in response to County Council Resolution 16-01. The plan area contains approximately 883 acres and extends from its terminus at Perring Parkway and Joppa Road eastwards to Belair Road. Included in the plan area are portions of the residential communities of Perry Hall, Parkville and Carney and commercial developments located to the north and south of Joppa Road (see East Joppa Road Corridor Community Plan Study Area Map page 2).

Council Resolution 16-01 recognized that the corridor has a mix of residentially and commercially zoned properties and that residents living along the corridor are impacted by pressures to convert some of the residentially zoned properties to commercial zoning. It states that there is a need to explore ways to strengthen the existing residential character of the corridor while not damaging the vitality of commercial developments. The plan will be an amendment to the Baltimore County Master Plan 2010 and will serve as a guide for future zoning decisions and development along the East Joppa Road corridor. It will also act as a tool for government officials when making decisions for the area. The plan will include recommendations regarding implementing legislation, capital improvements and land-use controls, as well as design guidelines for the future development of the corridor.

Purpose of the Plan

The purpose of the plan is to develop zoning and development guidelines that will promote the stability of the Joppa Road Corridor and to develop a traffic mitigation and streetscape program to alleviate the impact of traffic upon the residential neighborhoods.

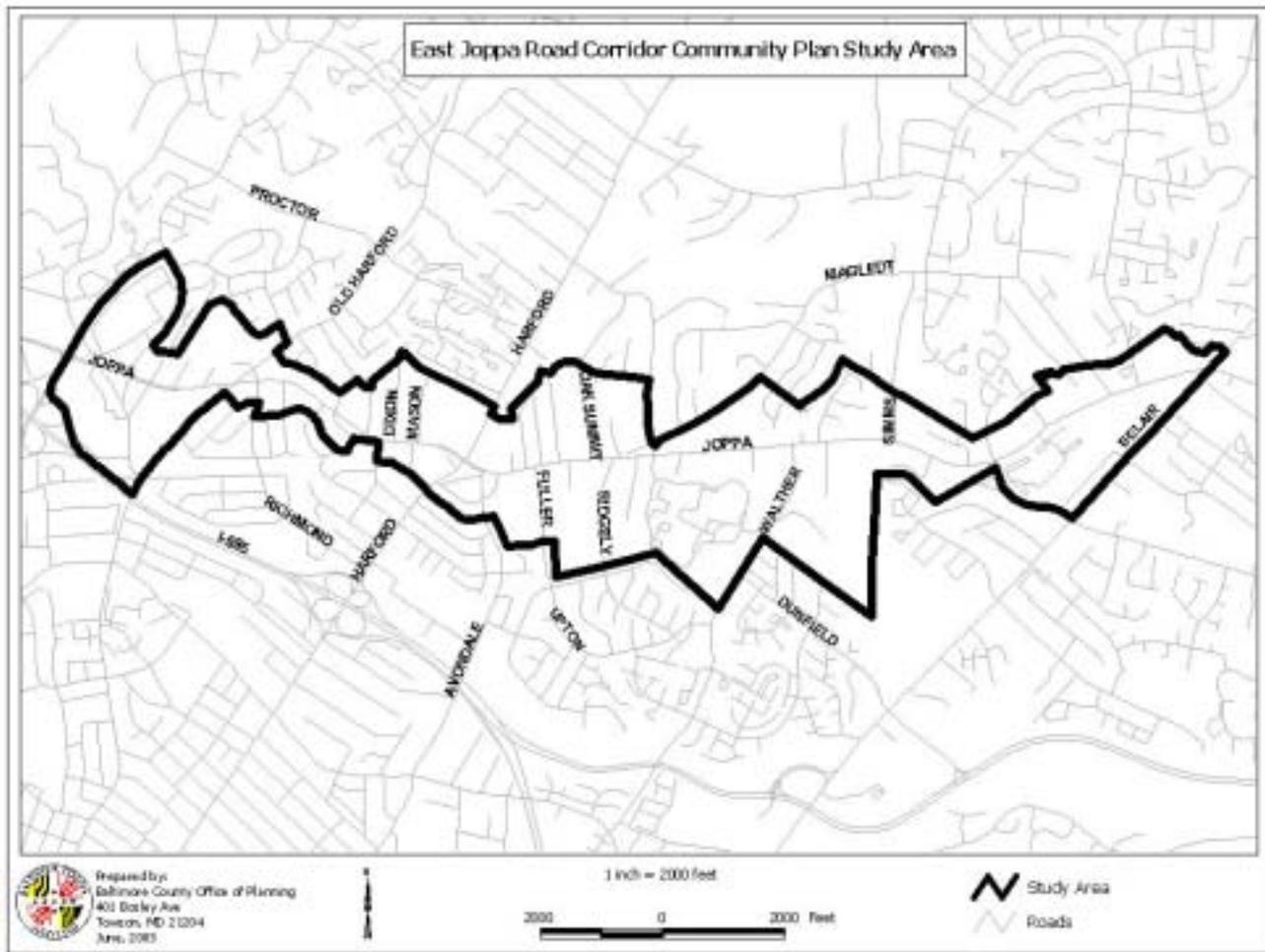


The East Joppa Road Corridor Community Plan explores ways to strengthen residential communities.



The Carney Village Shopping Center is an older commercial center that has retained its vitality.

East Joppa Road Corridor Community Plan



Vision Statement

The East Joppa Road Corridor should reflect the well-maintained residential communities and preserve the close-knit, family-oriented environment of the area. The predominant housing type for new construction should consist of single family detached homes. Efforts will be made to enhance the appeal and value of residential properties along the corridor and within the study area. Enhancement projects will instill a sense of pride and strengthen community cohesiveness. Recreation and open space requirements for the area residents should be met by preserving remaining green spaces and parks. Safe pedestrian and vehicle access will be provided along

East Joppa Road Corridor Community Plan



Commercial development should consist of businesses that serve the daily shopping and service needs of nearby residents.



Infill development should compliment surrounding land use patterns

the Joppa Road corridor and surrounding communities.

Commercial development should consist of businesses that serve the daily shopping and service needs of nearby residents. It should be concentrated within existing commercial zones identified in this plan. Priority should be given to revitalize these areas by creating a sense of place, making them more attractive and inviting.

Infill and redevelopment should compliment surrounding land use patterns. Design quality should be compatible with adjacent properties in terms of scale, materials and style. New development should be visually appealing and should preserve the residential character of the area.

Citizens should be notified and encouraged to participate in all future land use decisions, capital projects and government processes in which this vision will be implemented.

Planning Process

The East Joppa Road Corridor Community Plan was a long time in the making. Council Resolution 16-01 was adopted on February 5, 2001. At that time, most of the study area was in the 6th council district. The Office of Planning formed an advisory group comprised of property owners, area residents, business people, representatives of some of the local community associations and PTA's, legal and other professionals, as well as County staff.

As a rule, the most productive advisory groups do not exceed 15 to 20 members. While advisory groups tend to be limited in number, the public at large can sit in on any meeting to stay informed. Notwithstanding, some area residents felt excluded from the planning

East Joppa Road Corridor Community Plan

process and expressed their opinions. It became clear that a traffic study was needed to provide updated transportation information, and to answer important questions regarding existing conditions on Joppa Road, prior to evaluating land use and zoning. Advisory group meetings were deferred until the necessary data was obtained.

In the meantime, the boundaries of the council districts were redrawn based upon the 2000 census. Portions of the study area that formally had been in the 6th councilmanic district, became part of the new 5th councilmanic district. In order to familiarize himself with the issues in the new district, the 5th district councilman invited interested parties to a meeting. Participants of that meeting formed a separate advisory group to study the East Joppa Road corridor. That group came to be known as the “Open Process Group” (for a list of both advisory group participants, see Appendix 1).

After completion of the traffic study, the original advisory group resumed work, inviting anyone who expressed interest, to be involved in the planning process. Both groups formed sub-committees on land use, traffic and streetscape. The key participants were the same except that the “Open Process Group” did not include County staff. Each group developed separate recommendations, which are included in this plan. The zoning recommendations are presented as separate sets, the open process group recommendations will have “OPG Recommendations” added to the title. In the traffic section, the OPG recommendations are part of the text and are *in italics*. The OPG group also prepared design guidelines, which also are *in italics*.

Executive Summary

The challenge of the East Joppa Road Corridor plan

East Joppa Road Corridor Community Plan



The widening of East Joppa Road had an impact on the quality of life for residents along the roadway.

is to mitigate the impact of traffic while stabilizing the residential communities, reducing the pressure on properties to request zoning changes and preserving the residential character of the area.

The widening of East Joppa Road had an impact on the quality of life for residents along the roadway and some of the connecting smaller side streets. In spite of the widening, there is a strong demand for new residential single-family housing along the Joppa Road corridor. This type of infill development should be encouraged to strengthen the existing residential character.

A major concern is the lack of green space in the corridor. The majority of the area communities were developed prior to open space requirements. As a result, the Parkville, Carney and Perry Hall areas are unable to meet the park and recreation quotas recommended by the State. Some of the vacant parcels in the corridor are potential open space and/or NeighborSpace acquisition sites.



A major concern is the lack of green space in the corridor. The advisory group envisions this undeveloped site on 2910 East Joppa Road as a possible community park.

Zoning guidelines are needed that provide direction for the comprehensive and cycle zoning processes. Additional commercial and office zoning along the East Joppa Road corridor should not be approved since it erodes the character of the area. Traffic issues were compounded when residential properties were rezoned from residential to commercial and residential office uses were granted along the corridor. Commercial development should be directed to the existing business and office zones along the corridor and to the Parkville

East Joppa Road Corridor Community Plan

Commercial Revitalization District and the Belair Road commercial corridor.

Many of the properties, which received commercial, RO or ROA zoning in the past, are too small to meet all minimum development requirements. Frequently, such properties require variances for minimum setbacks, landscaping and parking requirements. The failure to meet the minimum development requirements adds to the negative impact from non-residential development. Properties that cannot meet the requirements of the zone should be considered for rezoning to an appropriate zone.

Another important issue is the lack of adequate storm water management in the corridor. Small properties with paving improvements of less than 5,000 square feet of impervious area are exempt from storm water management requirements. The cumulative effect of these exemptions exacerbates the existing problems.

Consistency with the Master Plan 2010

The East Joppa Road Corridor Community Plan is consistent with the Master Plan 2010, which states “Addressing the quality of residential neighborhoods will necessitate examining each locality in detail as part of a community plan” (page 147).

History of the area

Joppa Road has an extensive history as an important transportation route dating back to pre-colonial times. Prior to the arrival of the first Maryland colonists in 1634, Joppa Road was an established Indian pathway, used by the Susquehannocks to journey east and west. After the arrival of European settlers, Indians that were chased from their fertile hunting grounds along the banks of the Chesapeake Bay and Gunpowder River moved along the trail in search of new



The failure to meet the minimum development requirements adds to the negative impact from non-residential development.



Small properties that pave less than 5,000 square feet of impervious area are exempt from storm water management requirements, which exacerbates runoff problems.

East Joppa Road Corridor Community Plan



The Carney House is probably the oldest dwelling in the area. It looks like it could date from the 1920s or 1930s.

wilderness north of the village of Baltimore. As late as 1697, settlers residing in the area now known as Perry Hall witnessed Indian migration.

Joppa Road, which has the distinction of being the oldest road in Maryland, served as an important link joining Towson and Perry Hall to Joppatowne, the County Seat of Baltimore County from 1712 to 1768. Later Joppa Road was used as a “garrison road” that was patrolled by a troop of Baltimore County rangers from the Fort Garrison to restrain the movement of Indians. Today, a traveler moving east to west along the original Indian pathway would travel on Old Forge Road in Perry Hall, along Joppa Road through Carney, Parkville, Towson, and Ruxton, and then on to Old Court Road to the end of the trail near Woodstock in Howard County. To this day, Joppa Road continues to function as an important means of travel, providing a link between Harford County and Baltimore County.

Historic Resources

Several older buildings exist within the boundaries of the East Joppa Road Corridor Community Plan area. However, none of them are on the MHT inventory, or the Preliminary and Final Landmarks list. Likewise, there are no National Register Historic Districts in the study area, or known archeological sites.

Probably the oldest dwelling in the area is the Carney House. The State Department of Assessments and Taxation (SDAT) information bank has no date of construction. The present owner acquired title from the Carney estate, which suggests the house is connected to the founding family of Carney Village.

Additionally, some community representatives list a barn, located at Joppa Road and Avondale Road and

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Satyr Hill Hollies among the historic resources of the study area. There is no information available about the barn. The Satyr Hill Holly was developed at McLean's Nursery and was registered by the Holly Society in 1970. It bears the name of the road on which the nursery is located.

II ASSET INVENTORY

The East Joppa Road Corridor Community Plan area is comprised of portions of three major Baltimore County communities, Perry Hall, Parkville and Carney. A rich pioneering history dates from the inception of Perry Hall in 1775, Parkville in 1874, and Carney in 1885, to these present day communities, where a total of more than 80,000 people reside. Although each community takes great pride in its own identity, the overall area is known for its family oriented neighborhoods, and as a safe place to live. Many residents who grew up in these communities decided to stay and raise the next generation. There are two schools within the plan area, Harford Hills Elementary School and Carney Elementary School. Both have a distinct reputation for the quality of education they provide and for their extensive recreation programs and facilities.

The 21 neighborhoods within the corridor study area are enhanced by the dedicated efforts of three major community organizations, the Perry Hall Improvement Association (PHIA), the Greater Parkville Community Council (GPCC) and the Carney Improvement Association (CIA). These organizations keep residents informed about community issues and concerns, act as a voice for the community in local decision making, and provide information about community events that bring neighbors together. They have succeeded in having landmarks declared historic, changing local policies that impact residents, and in



Carney Elementary School is one of the two schools within the study area.



Harford Hills Elementary School serves some of the children in the study area.

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protecting open parcels of land for recreation.

III DEMOGRAPHIC PROFILE

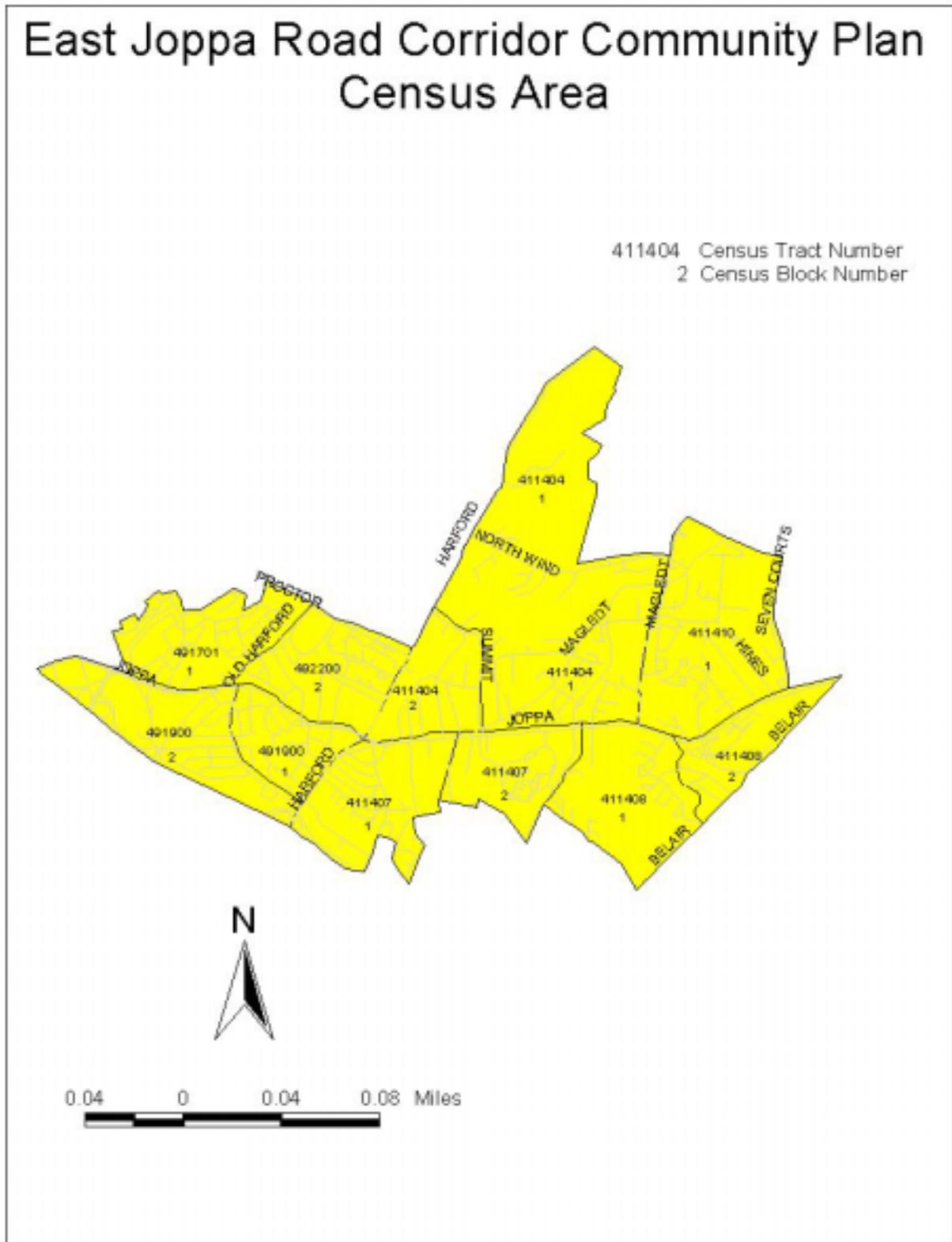
The census data from which the demographic data below is extrapolated corresponds approximately with the study area. Census data is collected from census tracts, which in turn are divided into census blocks (see map page 10). However, it is important to recognize that some of the census blocks include neighborhoods that are outside the study area. Data obtained from these census blocks skew the information obtained to some degree (see Appendix 2).

Within the East Joppa Road Corridor Community Plan there is a total population of 19,600 residents, of which 88.3% are white, 5.1% Asian, 4.6% African American and 2.0% of other racial origins. 46.6% of residents are male and 53.4% are female. 9,409 persons, or 48%, who are 16 years of age or older, are employed-58.8% work in Baltimore County.

Level of education attained is as follows: 31.93% of the population, 25 years of age or older, have earned a high school diploma, while 6.03% have earned an associate's degree, 16.28% a bachelor's degree, and 9.39% a master's or doctorate degree. The median household income is \$48,967, while the median family income is \$55,650. There is a significant fluctuation in median income between census blocks, with the lowest median household income per census block being \$32,338 and the highest being \$72,276. In case of the latter, much of that census block is outside the study area. Residents whose income fell below the poverty level made up 4.13% of the population.

In the year 2000, the total number of dwellings amounted to 8,765. The greatest growth occurred during the periods from 1950-1959 (1,434 homes), 1970 - 1979 (1,379 homes),

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During the past two decades Joppa Road has become increasingly congested.

1980-1989 (1,763 homes), and 1995-1998 (1,679 homes). Of the total number of 8,765 dwellings, 54.7% are owner occupied. The lowest median value of the owner occupied properties is \$100,100, while the highest median value is \$152,700.

IV TRAFFIC AND INFRASTRUCTURE

Traffic issues are at the heart of the East Joppa Road Corridor Community Plan. For as long as Baltimore County has been in existence, Joppa Road has been an arterial roadway. It was a narrow two-lane road linking the eastern and central parts of the county. During the past two decades Joppa Road has become increasingly congested with a variety of residential, commercial and industrial uses along its length. One of the factors contributing to increases in traffic volume is that Joppa Road forms a direct link between Perry Hall/White Marsh (a county designated growth area) and Towson (an employment center).

In an effort to address this congestion, Joppa Road was widened to five lanes and later White Marsh Boulevard (MD 43) was built providing another connection to Towson via the beltway (I-695). The increased traffic resulting in the widening of Joppa Road caused a greater physical division of already divided residential communities, resulting in a negative impact for residents living on Joppa Road and the residential communities along the corridor. In particular, this road became a thoroughfare with high volumes of traffic at high rates of speed. Through Baltimore County's recent modeling effort, it was confirmed that the majority of traffic on Joppa Road is not local. The traffic origin and destination results for the Joppa Road corridor were divided at Harford Road. The results are in Appendix 3 L and 3 M.

There are safety issues concerning East Joppa Road

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that effect the residents along the corridor, the nearby communities and the commuters who use it to commute on a regular basis. The heavy use of the roadway negatively impacts the quality of life of adjacent homes and residential communities. Motorists have difficulty accessing local driveways and local residential streets that intersect with Joppa Road. Area residents believe that commuting times have significantly increased, impacting both the business community and the residential community. On the other hand, the widening of Joppa Road from four to five lanes improved congestion at two intersections, Joppa Road and Belair Road and Joppa Road and Harford Road, both improved from “F” to “D” level of service.

The speed, volume of traffic and the number of travel lanes makes it difficult for pedestrians to safely cross Joppa Road. However, according to reported data, traffic volumes on the roadway presently are within the roadway’s capacity*. From 1989 to the present there has not been a large increase in usage (see Appendices 3 A through T).

There are quality of life issues involved with living along the Joppa Road corridor. There is the intrusive wail of sirens and excessive speed of vehicles in off-peak hours. The congestion during peak hours and inability of residents to easily move in and out of their driveways is not reflected in reports that only look at the roadway’s capacity. Likewise, residents believe that cut-through traffic has increased significantly.

For much of its length along the eastern portion, Joppa Road is residential in character. At each of the major intersections, however, along its length are significant commercial and institutional nodes. These uses, combined with the intersections along the road from adjacent neighborhoods, contribute to the local usage. Along the western section from Old Harford Road to



Many of the homes access Joppa Road directly. During peak traffic, residents have difficulties moving in and out of their driveways.



Patrons of the numerous small businesses along Joppa Road also experience access problems during peak traffic hours.

* Baltimore County traffic engineers calculate road capacity by calculating 10,000 trips per lane. If the road has a continuous center turn lane, an additional 5,000 trips are added to the base figure.

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Traffic is likely to increase in the next decade.

Perring Parkway, Joppa becomes primarily a commercial roadway. Consequently, it handles not only commuter traffic of major significance, but also local traffic to schools and shopping. Residents of adjacent communities feel the impact of cut-through traffic on local streets to avoid controlled intersection delays and feel unjustly burdened with someone else's traffic problem.

Unless significant steps are taken by 2020, Joppa Road traffic will exceed the capacity of the roadway. Unfortunately, much of the increased use will have little to do with population or business growth along the roadway itself. Instead, such growth will be coming primarily from increased commuter traffic from Harford County and designated growth areas.

One way to address congestion is provision of mass transit facilities. However, mass transit suffers from image and usage issues. Members of the community have significant concerns over traditional mass transit facilities and usage.

The advisory group proposes a modified form of mass transit system that uses smaller vehicles and term based user fees instead of per ride fees. Also recommended are additional park and ride facilities. Restricting service to regular patrons, allows usage of smaller vehicles that are less intrusive than traditional larger buses. Funding for mass transit might be accomplished by utilizing a special assessment district designation whereby funds are assessed to businesses and/or residents in order to promote use of mass transit.

To address these issues, the community proposes measures to reduce or divert the projected traffic increases and also to calm the existing traffic flow. The community urges that any infrastructure changes be done in the overall spirit of the plan and with sensitivity to the residents living along the roadway and in the adjacent impacted communities. In light of the iden-

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tified concerns and the responses of the residents, the plan proposes the following:

Issue:

Traffic Reduction and Diversion

These improvements should be performed sequentially and not concurrently.

Actions:

1. Widen (I-695) from I-95 to I-83

This measure should impact the traffic now using Joppa Road as a cut-through in the mornings and evenings to avoid delays on the beltway extending from I-95 through the Towson area. However, in the short term it is quite possible that traffic would be increased while beltway improvements are occurring as commuters seek to avoid the construction area.

2. Improve the interchange of MD 43 and I-695 and consider widening MD 43.

This measure involves providing access from MD 43 to I-695, to two lanes. The anticipated construction of Route 43 through the employment area east of I-95 should increase usage significantly and requires an increase of access lanes on Route 43 to I-695. Currently, the narrowing of Route 43 to one lane prior to its intersection with I-695 causes significant traffic backup.

3. Increase mass transit facilities and usage.

Mass Transit should be provided at existing park and ride facilities and possibly at underutilized properties at beltway interchanges. However, bus stops along Joppa Road would be impractical due to lack of a parking lane. Currently all lanes are travel lanes, and stopping a bus in a travel lane would

cause traffic to back-up on an already congested corridor (This issue is similar to the school bus concern).

Issue:

Traffic Flow.

Actions:

1. Improve the timing of the traffic signals of the controlled intersections on Joppa Road and adjacent roadways such as MD 43.

Traffic flow during rush hour would be eased significantly, if the signals along Joppa Road were better timed and synchronized. Also, improved timing of signals along the length of MD 43 could encourage use of this road and promote decreased usage of Joppa Road.

2. Change the timing cycles of the traffic signals at the Joppa and Harford Road and the Joppa and Perring Parkway intersections.

The light cycle at Joppa and Harford Road is a two-minute cycle. This cycle, as well as the Perring Parkway and Joppa Road cycle should be shortened. However, shortening the cycles may impact traffic flow on Joppa Road. The Avondale and Harford Road signals again would benefit from synchronized use.

3. Minimize school bus pick up and drop off stops or create turnouts for such stops.

Under state law, because there is no median in Joppa Road, traffic in both directions is halted for every school bus pick up and drop off. Particularly, in the morning peak hours, the halted traffic has a major impact on traffic flow. Buses should either be using stops on feeder streets or should have turnouts provided at designated lo-

East Joppa Road Corridor Community Plan

cations for passenger pickup and drop off. This suggestion would provide further safety assurances to the children using the bus system. The Board of Education should work with the Baltimore County Bureau of Traffic Engineering to address issues pertaining to the use of school buses on Joppa Road. Similar bus pull-outs may also be appropriate for MTA bus stops.

4. Minimize multiple access points for new and redeveloped commercial properties. As businesses change, redevelop and are added to the corridor, their direct access to Joppa Road should be minimized. Consolidate curb cuts along Joppa Road. Multiple access points create safety issues and in key locations delay traffic flow.

Issue:

Traffic Calming

Actions:

1. Improve significant gateway intersections.

Such gateway intersections with Joppa Road are the Perring Parkway, Old Harford Road, Harford Road, Avondale Road, Magledt Road and the Walther Boulevard intersections. Due to the location of existing private uses, immediate improvements to the intersections may not be possible. As properties redevelop, opportunities will arise for the improvement of these intersections as gateways with significant landscaping treatment.

2. Consider the use of roundabouts in the corridor.

Roundabouts are controversial, and while Baltimore County is adopting these as a traffic calming device, other jurisdictions appear to be abandoning them. In addition, many of the intersections along Joppa Road clearly are not suit-

able for the use of roundabouts.

It is due to the mixed results over their use that the advisory group recommends a study of the feasibility of their use along the East Joppa Road corridor.

3. Consider lowering the speed limit on Joppa Road to 30 miles per hour.

Joppa Road varies in posted speed limits between 30 and 35 miles per hour. The 35 miles per hour speed limit is justified between Harford and Belair Roads based on the width of the roadway. Joppa Road, however, has a bi-directional left turn center lane and is not divided. Unless steps are undertaken to divide the road, the speed limit should be reduced. Reduction of the speed limit should have little impact on rush hour traffic when traffic speeds already are reduced due to congestion, but should impact the excessive speeding, which occurs outside peak hours. *This recommendation should be a priority and should be put in effect immediately.*

4. Break up the center lane with medians.

Consideration should be given to placing islands or medians at specific locations in the center lane to control its use as a travel lane. The center lane with non-directional turning traffic becomes very dangerous when used as a travel lane. Placement of designed medians or islands controls the use of center lanes and gives a roadway the look of a boulevard.

5. *Install traffic calming devices in the center lane throughout the corridor, especially in residential areas.*

These devices include: use of colored asphalt in the center lane (brick tone), turtles or speed

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humps, reflectors, and enhancement to pedestrian crosswalks. Provide additional safe pedestrian crossings along the corridor that should be coordinated with the streetscape portion of this plan.

6. *Enhance the safety of pedestrian/school crossings on Joppa Road in front of the Carney Elementary School. Crossings may be improved by installing overhead flashing lights, controlled red light, additional school zone marking, and pedestrian crosswalk enhancement.*
7. Police should monitor and enforce vehicle traffic laws. This should include keeping large trucks from using the corridor during nighttime hours.
8. Priority should be given to installing traffic calming devices to discourage vehicles from speeding and cutting through residential side streets.



The predominant land use in the study area is residential.

V LAND USE AND ZONING

Existing Land Use

There are various land uses within the study area. With a total of 334.65 acres (37.91 percent) the predominant use is residential. Single family dwellings comprise 298.2 acres (33.78 percent), multifamily housing amounts to 36.45 acres (4.13 percent). On the north side of Joppa Road, there are continuous sections of single family homes extending east of Lakewood Road to Dixon Avenue and, from 5th Avenue to Seven Courts Drive with the exception of two commercial and two office uses. Almost all of these homes front onto Joppa Road. The communities to the rear of these homes are also solidly residential, with the exception of a church and a County park and ride lot.

The south side of Joppa Road displays a greater va-



Commercial constitutes the second largest land use category.

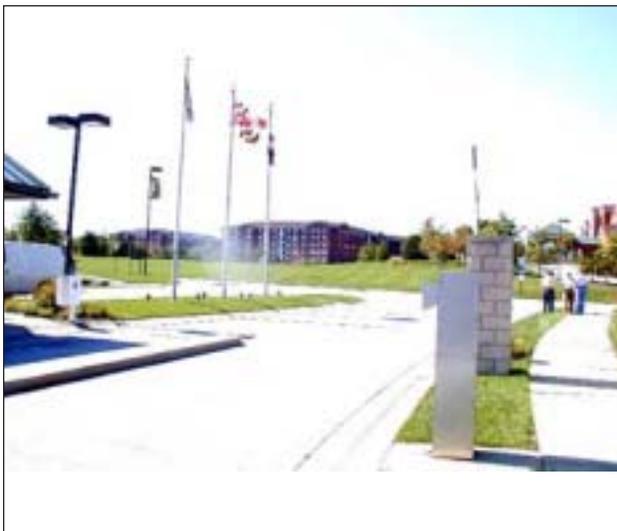
East Joppa Road Corridor Community Plan



New housing being built in the Joppa Road Corridor attests to the viability of the area.

riety of land use categories, but even here, the section between Lakewood and Harford Road, and between the overhead transmission power line and Springtowne Circle, is exclusively made up of single family dwellings. A cluster of multifamily housing extends from Springtowne Circle to the power line. Most of the housing stock along Joppa Road and the abutting communities to the north and south is in good condition. The fact that new homes have recently been built and requests for single family housing developments such as the Burton/Chatman property and the 12th Avenue property are in the development pipeline, attests to the continued viability of single family residential uses within the study area.

Commercial constitutes the second largest land use category, totaling 151.40 acres (17.15 percent). Commercial uses are concentrated in the vicinity of three major intersections, Belair Road and Joppa Road, Harford Road and Joppa Road, and Perring Parkway and Joppa Road. Additionally, several small freestanding commercial uses are located along Joppa Road, between 12th Avenue and the overhead Susquehanna transmission power line. There has been significant investment in commercial properties within the study area. The Perring Plaza and North Plaza shopping centers experienced major reinvestment that allows them to remain viable commercial centers. A Walgreen's drug store has been added to the commercial node at Harford and Joppa Road. Some of the smaller commercial properties, however, look rundown and would greatly benefit from reinvestment.



Institutional/governmental land uses make up the third largest land use category, totaling over 137 acres. The high acreage of institutional uses is largely due to the presence of the Oakcrest Village elderly housing facility.

Institutional/government all and uses make up the third largest land use category, totaling 137.78 acres (15.61 percent). The high acreage of institutional uses is largely due to the presence of the Oakcrest Village elderly housing facility and two schools, Harford Hills and Carney Elementary Schools. An assisted living facility, a park and ride lot and several community churches comprise the remainder of institutional uses.

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Roads total 96.34 acres (10.91 percent) and right-of-ways total 19.67 acres (2.23 percent) of the plan area. Parks and recreational facilities amount to 45.6 acres (5.17 percent), entirely comprised of Belmont Park, a large regional park offering passive as well as active recreational opportunities. County Open Space, 7.15 acres (0.81 percent) provides additional green space in the study area. Office uses make up 16.13 acres (1.83 percent). Most of the office uses are located within the Harford Road and Joppa Road commercial node. Another 22.92 acres (2.60 percent) are pipeline projects, consisting of both residential and commercial development projects.

Within the study area, only 48.94 acres of vacant land remain, 39.94 acres (4.52 percent) are vacant residential land and 9 acres (1.02 percent) are vacant commercial land (see Appendix 4 Land Use Table for more information).

Existing Zoning

The study area includes three zoning categories, residential, commercial and office. Residential zoning makes up the largest group, totaling 660.61 acres (58.62 percent). Of this acreage, 14.72 acres (1.67 percent) are zoned DR 3.5, 502.76 acres (56.95 percent) are zoned DR 5.5 and 143.13 acres (16.21 percent) are zoned DR 16. The Oakcrest Village Retirement Community and all multifamily housing developments are zoned DR 16. In the vicinity of the Joppa Road and Harford Road intersection, there are two areas of DR 16 zoned land that are developed with single family homes and parking areas for adjacent office uses. Both DR 16 zoned areas should be considered for a possible zoning change. Both schools, the assisted living facility, as well as the churches have DR 5.5 zoning.



Some of the smaller commercial properties in the the study area provide opportunities for revitalization.



The Perring Plaza Shopping Center improved it's physical appearance and added several new tenants.

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The Joppa Road corridor includes a mix of residential zoning classifications. This apartment complex is zoned DR 16.

A total of 199.03 acres (22.54 percent) within the study area are zoned commercial. 174.7 acres (19.79 percent) are zoned Business Local (BL), 6.36 acres (0.72 percent) are zoned Business Major (BM), 17.08 acres (1.93 percent) are zoned Business Roadside (BR), and 0.89 acres (0.10 percent) are zoned Community Business (CB).

Among the commercial zones, BR is the most permissive; allowing for numerous uses that could be incompatible with adjacent residential communities. Uses permitted in BR include used car dealerships, striptease businesses, pawnshops and storage of flammable liquids. Because much of the BR zoned land is abutting, or is in close proximity of residentially zoned land, the appropriateness of BR zoned land should be examined as part of a Comprehensive Zoning Map Process (CZMP) issue.

A significant amount of the commercially zoned land has an overlay district designation. Approximately 40 acres (4 percent) have a Commercial Community Core (CCC) overlay district, and 43 acres (5 percent) have the Automotive (AS) overlay district. CCC district designation is applied to commercial centers that serve between 30,000 and 50,000 persons. The primary purpose of the AS district is to allow for fuel service stations and car wash facilities. All properties with the CCC overlay district designation are located in the Perring Plaza shopping center. The AS district designation is distributed between the commercial nodes at Perring Parkway and Joppa Road and Harford Road and Joppa Road. Because the AS district designation only serves to accommodate fuel service stations and car wash operations, the appropriateness of that district designation on land presently not used or planned for that purpose, should be examined during the 2004 CZMP.

There are 23.11 acres (2.62 percent) of the land within the study area zoned for office use. Of that total,

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6.34 acres (0.72 percent) are zoned 0-3, an office park zone that is exclusively used for office development. Residential Office (RO) zoning comprises 14.75 acres (1.67 percent) which allows house conversions to office buildings as of right and small office buildings by special exception. Residential Office Class A (ROA) zoned land, which permits the conversion of homes to office uses by right, total 2.02 acres (0.23 percent). All office zoning is located along Joppa Road. ROA and RO zones are perceived as buffer zones, or transitional zones, because they often are housed in residential buildings and hence serve to preserve the residential character of an area.

See Appendix 5 Zoning Table for more information.



ROA and RO zones are perceived as buffer zones because uses often are housed in residential buildings and serve to preserve the residential character of the area.

VI CONNECTION BETWEEN TRANSPORTATION, LAND USE AND ZONING

It is difficult to discuss and plan land-use, zoning and transportation separately because they are interdependent. Transportation serves land-use and therefore the two categories should be planned and developed together. If the transportation system is stressed, as it is in the Joppa Road corridor, then land-use decisions should recognize this and should not continue to overload the transportation system. Transportation improvements as listed in the Transportation section are needed to help relieve the system if possible and to mitigate the impact of traffic upon the corridor.

The traffic study provided trip generation factors for various types of land uses which clearly shows the dramatic increases in daily trips from commercial uses as compared with residential uses.

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The existing long time business districts and shopping centers may provide future redevelopment opportunities.



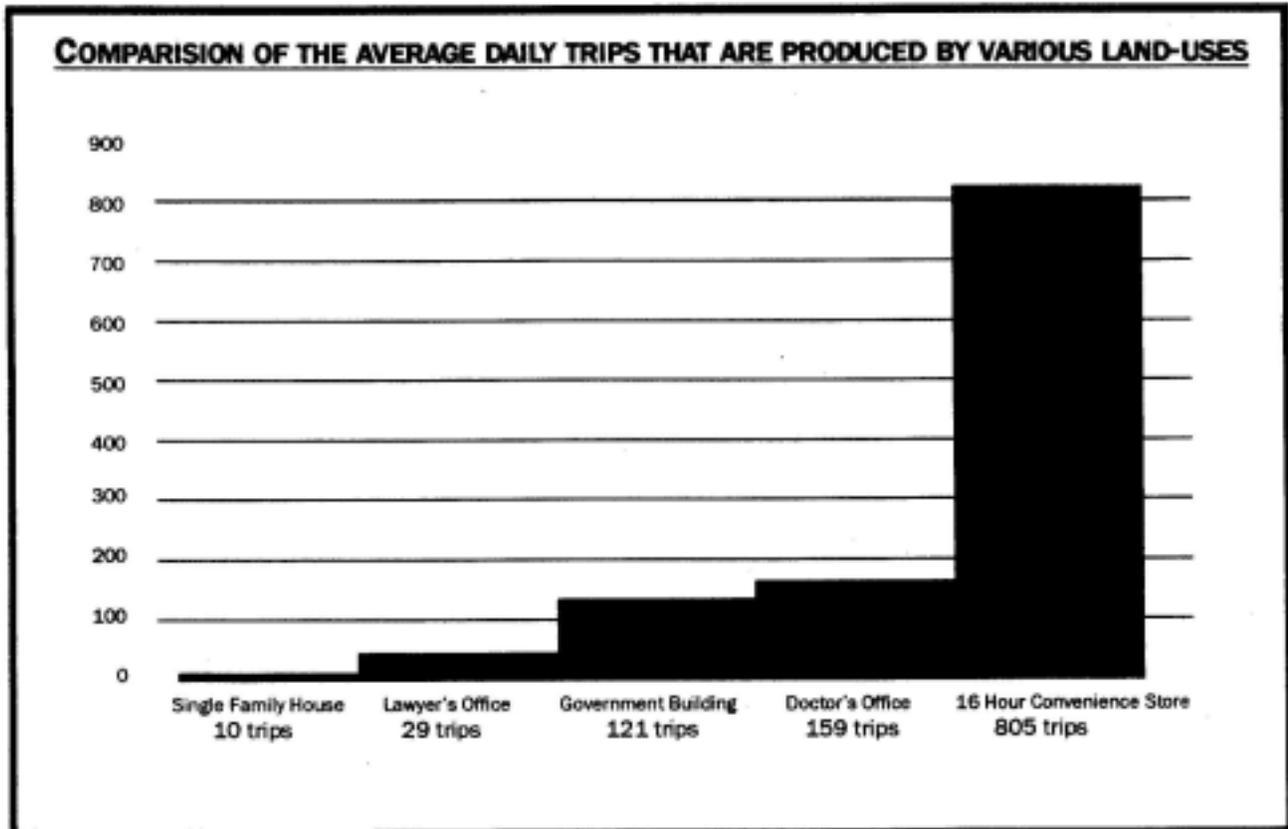
Some commercial property owners have experienced difficulties in filling vacancies.

The graph above shows how many trips would be generated from each type of land-use using the same size building of 2,500 square feet in area. Based on national standards, a house generates 10 trips a day. If this site were to be developed as a lawyer's office, it would generate an average of 29 trips a day, doctor's office, 159 trips, and a government building 121 trips. A 16-hour convenience store generates the most traffic, 805 trips a day. The comparison of residential development, and a 16-hour convenience store which produces 80 times more traffic trips, results in a significant increase in traffic on an already crowded roadway.

VII ZONING/LAND USE DISCUSSION

There is no shortage of commercial zoning in the overall area and the census data does not show a significant population growth that would require additional commercial zoning. New commercial development within the Joppa Road Corridor plan area is competing with and taking business away from the Parkville Revitalization District and Belair Road commercial corridor. Additional commercial zoning along the East Joppa Road Corridor threatens the commercial viability of the overall area. These existing longtime business districts and shopping centers have been showing signs of under utilization. In recent years, commercial property owners have experienced difficulties in filling vacancies, even during a strong economy. In some cases buildings remain vacant and have become an eyesore. In other cases, property owners resorted to filling vacancies by leasing to less desirable types of businesses such as adult video shops, check cashing, bail bonds and palm readers. These types of businesses are new to the area. In addition, the Joppa Road corridor has attracted speculators who frequently are absentee property owners who are not maintaining their properties in an effort to justify rezoning. If such speculators' properties are rezoned,

Relationship Between Land-Use (Zoning) And Traffic



others will be encouraged to use the same tactic.

On May 1, 2003, the Baltimore County Planning Board recognized the need to protect the character of the area. They adopted the 2004 Comprehensive Zoning Guidelines that state: "...generally requests for substantial zoning changes to non-residential zones on cross-county roads, such as Joppa Road and Old Court Road should not be supported..." (See Appendix 6-Baltimore County Planning Board adopted Guidelines for 2004 Comprehensive Zoning Map Process, page 1, paragraph 4).

In an effort to revitalize the existing Parkville Revital-

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In some cases, properties rezoned from residential to commercial are unable to meet the required setbacks and landscape requirements.

ization district, the Harford Road streetscape design is underway. In addition Baltimore County and the State of Maryland have invested \$250,000 to beautify the Belair Road corridor and community groups have asked for restrictive zoning along that corridor as well. Businesses locating in the area should be directed to the existing business districts, not away from them.

The demand for new residential single-family housing along the Joppa Road corridor has continued in recent years. This type of development should be encouraged to strengthen the existing residential character. The majority of the communities along the study corridor were developed prior to open space development requirements, and as a result are deficient in open space according to County and State recommendations.

See X. Recreation and Parks Section on page 41 for more information.

Zoning/Land Use Polices

Issues:

There are commercial vacancies along the Joppa Road corridor and within local shopping centers.

There is a surplus of commercial zoning in the area.

Action:

Direct new businesses to locate in existing commercial centers and vacant commercial centers.

Issues:

New commercial development along Joppa Road study corridor is competing with and taking business away from the Parkville Revitalization District and the Belair Road commercial corridor and local shopping centers.

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The creation of new commercial shopping areas outside of existing business zones is in conflict with the revitalization efforts on Harford Road.

Haphazard commercial “spot rezoning” has allowed uses that are incompatible with residential areas. Impacts to surrounding neighbors from truck deliveries, include lights, noise, traffic, encroachment of commercial parking, lack of privacy screening and buffer areas. This may cause a decrease in the value of surrounding residential property.

Current land uses do not always reflect existing zoning. Also, some property owners have allowed their property to fall into disrepair, thereby creating an eyesore in order to justify the need for a zoning change. Rewarding this tactic by granting additional rezoning should not occur because it sets a negative precedent for future rezoning requests.

Action:

The Baltimore County Council should not grant any additional commercial zoning within the plan area.

Issue:

There are some properties that were rezoned since 1992, that cannot be developed in a functional and marketable manner and still meet the minimum development requirements. This leads to the need for variances, special exceptions and use permits that have a negative impact on the surrounding residential communities.

Action:

Properties must meet all height and area and development requirements. No additional variances should be granted to recently rezoned properties that cannot meet the minimum development standards.

Issue:

Small RO & ROA zoned properties have paved

areas for parking without providing any stormwater management. This has created a cumulative impact in terms of uncontrolled stormwater runoff on adjacent properties and nearby streams.

Action:

The County Council should consider amending Section 14-155 of the Development Regulations, which exempts parcels of 5,000 square feet or less from storm water management requirements.

Issue:

There is a need for specific guidelines to provide direction for the comprehensive zoning process as well as cycle zoning and out of cycle zoning processes.

Action:

The County Council, Baltimore County Planning Board and planning staff should consider the directives below to guide all present and future decisions concerning rezoning.

1. Properties with residential zoning should not be changed to a non-residential zoning classification, including RO and ROA classifications.
2. Consider rezoning developed parcels zoned RO to ROA, if such parcels are located adjacent to residentially zoned properties and if ROA allows the existing use.
3. Commercially zoned properties located adjacent to residentially zoned properties should not be rezoned to a more intensive zoning classification.
4. Consider rezoning developed and undeveloped parcels zoned BL BM, BR, that are located adjacent to residentially zoned properties to CB or BLR. Properties zoned BM that are located adjacent to commercial properties should be re-

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zoned BL.

5. Remove all AS overlay district designations that are presently not developed or planned with automotive service stations or car wash operations.
6. No request for rezoning should be granted if residential density increases. Undeveloped parcels with DR 16 zoning should be rezoned DR 3.5 and DR 5.5.
7. No additional commercial or office zoning reclassification should be granted, or allowed to remain on small parcels that cannot meet all regulatory requirements on site (such as setbacks, landscape and parking). (For existing small lots, this may force property owners into a raze and land assembly situation).
8. Consider reserving undeveloped or underutilized land for open space and neighborhood parks. Properties identified as potential open space or neighborhood parks are identified as such on the Open Space/Parks and Recreation Areas Map and in Section X. Recreation and Parks.

* The Baltimore County Planning Board adopted the 2004 CZMP Zoning Guidelines on May 1, 2003.

VIII STREETSCAPE

This report addresses the potential for streetscape improvements along East Joppa Road from its intersection with Perring Parkway (MD Route 41) to the West to Belair Road (State Road 1) to the East. Improvements may also be considered on other roadways within the study area. Because of the brevity of this document, not all elements of the streetscape plan have been fully developed. Further details may be added at a later point in time.

As previously stated, the widening of Joppa Road resulted in increased traffic speeds, higher traffic volume and reduced property frontage for the residents and businesses bordering its redefined edge, which negatively impacted the residential/community character along the corridor. In addition, some of the commercial shopping areas and residential office areas present a less than attractive appearance. This streetscape plan looks at opportunities to make improvements within the study area that promote neighborhood identity and pedestrian safety.

Overall Goals for the Joppa Road Corridor Plan Area

- Preserve the residential character of the corridor and enhance the viability of the existing commercial shopping districts.
- Identify locations for gateway identification signs and landscape projects.
- Make American with Disabilities Act (ADA) compliant improvements and address pedestrian safety issues.
- Reunite a community, which was further divided by the widening of Joppa Road.
- Address negative issues and impacts from vehicular traffic.
- Create appropriate buffers/screening between residential and commercial properties. Variances from required buffers should not be granted.
- Bring attention to the history of the area and local neighborhoods.
- Create a streetscape committee to facilitate and monitor implementation of the plan.

Overall Actions for the Joppa Road Corridor Plan Area

- Plant street trees along both sides of Joppa Road from Perring Parkway to Belair Road.
 - Gain permission to plant street trees on private property where right-of-way area is

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insufficient.

- Screen parking areas with shrubs and street trees.
- Choose street trees that will not grow into power lines and require frequent pruning.
- Demolish paved areas to create a minimum 4' wide planting area with a 5' wide sidewalk.
- Create islands with shade trees in all parking areas currently lacking them.
- Plant street trees and shrubs to partially screen parking areas.
- Construct ADA accessible curb cuts/ramps on all public sidewalks.
- Investigate applying a brick color and/or pattern to the center lane along Joppa Road.

Assessment

The Joppa Road corridor can be divided into seven specific sections along its length, which correspond to prevailing community character (Map 2 page 29).

The sections are as follows:

- Section 1: Commercial - Shopping centers at Perring Parkway and the commercial properties which front Joppa Road from Satyr Hill Road to Old Harford Road. This section is characterized by commercial uses ranging from single-use free-standing businesses or pad sites, such as Taco Bell and McDonald's, to major shopping centers such as Perring Plaza. Some of the businesses have landscape treatments that enhance their appearance (McDonald's and Popeye's) and others have none (Hillen Tire and First Union Bank).
- Section 2: Residential - Lakewood Road (just east of Old Harford Road) to Mason Avenue (just west of Harford Road). This section is characterized by single-family residential homes located very close to the street. These homes lost much of their front yards when Joppa Road was wid-

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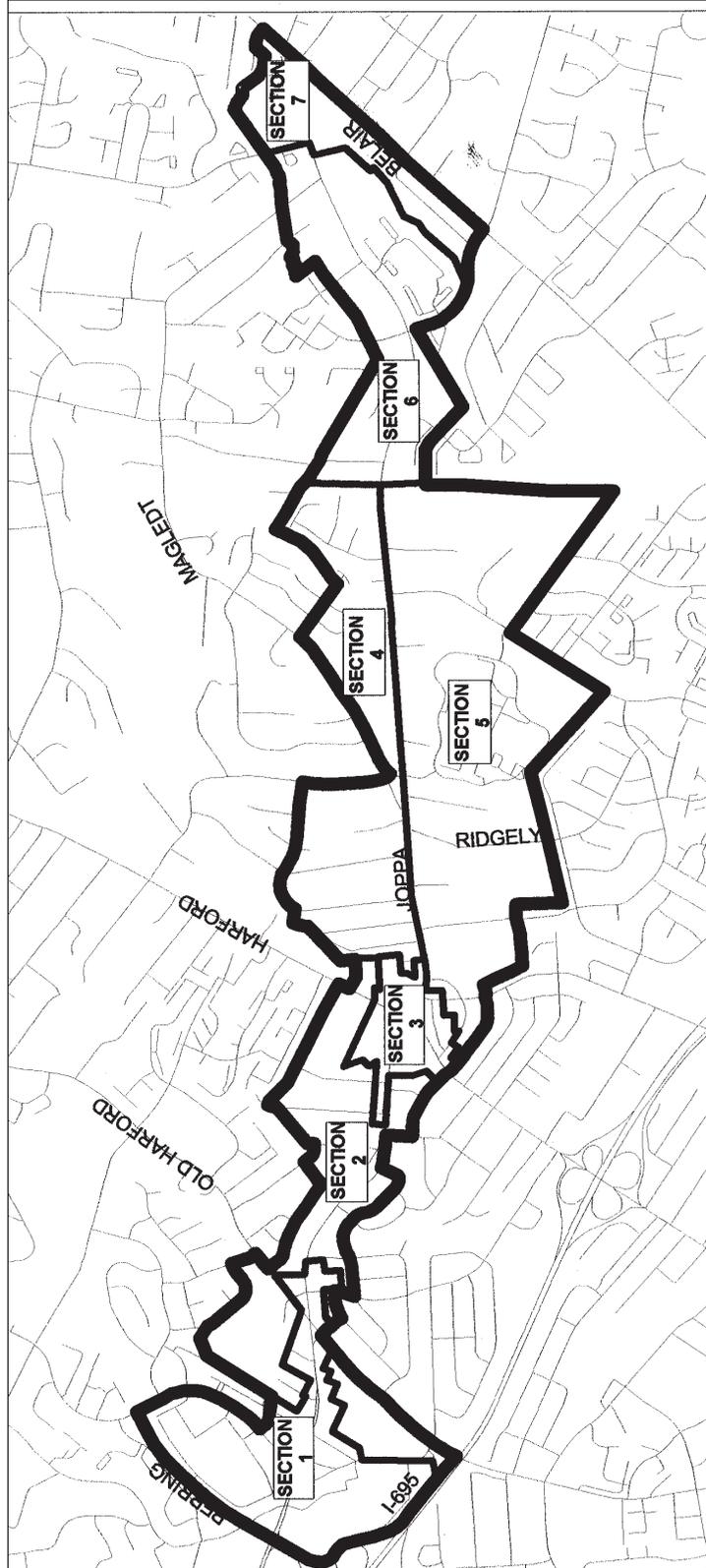
ened. Sidewalks are generally directly adjacent to the curb. On-street mailboxes have been turned to the side because of lack of space, yet they are still occasionally hit or vandalized. Any proposed street tree planting would have to occur on private property due to the lack of available right-of-way.

- Section 3: Commercial - Shopping center and commercial properties located near the intersection of Joppa Road, Harford Road, and C Street. This section is characterized by commercial uses ranging from single-use free-standing retail to shopping centers. Some of the businesses have landscaping treatments that enhance their appearance and others have none.
- Section 4: Residential - North side of Joppa Road from 8th Avenue (just east of Harford Road, near the Carney Village shopping center) to power lines at Simms Avenue. This section is characterized by single-family residential homes located very close to the street. Any proposed street-tree planting would have to occur on private property due to the lack of available right-of-way.
- Section 5: Mixed Commercial/Residential - South side of Joppa Road from Avondale Road to power lines near Simms Avenue. This section is characterized by a mixture of single family residential homes and some commercial uses. Any proposed street-tree planting would have to occur on private property due to the lack of available right-of-way. In addition, effective buffers between residential and commercial uses need to be established so that the commercial uses do not adversely affect the residential uses. Requests to variance or waiver buffers should be denied.

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- Section 6: Residential - Both sides of Joppa Road from the power lines near Simms Avenue to Hines Road on the south and Seven Courts Road on the north. This section is characterized by mostly medium-density residential properties, although apartments have been built in the area near Silver Spring and Joppa Roads. Two of the homes in this Silver Spring/Joppa Road area have been converted to office buildings. East of the Perry Hall Apartments, there is a relatively large, undeveloped area that has open space potential.
- Section 7: Commercial - Shopping centers and commercial properties which front Joppa Road from Seven Courts to Belair Road and the west side of Belair Road from Silver Spring Road to Joppa Road. This is an intense commercial shopping district. Only a few of the businesses have effective landscaping treatment.

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**East Joppa Road Corridor
Streetscape Sections**

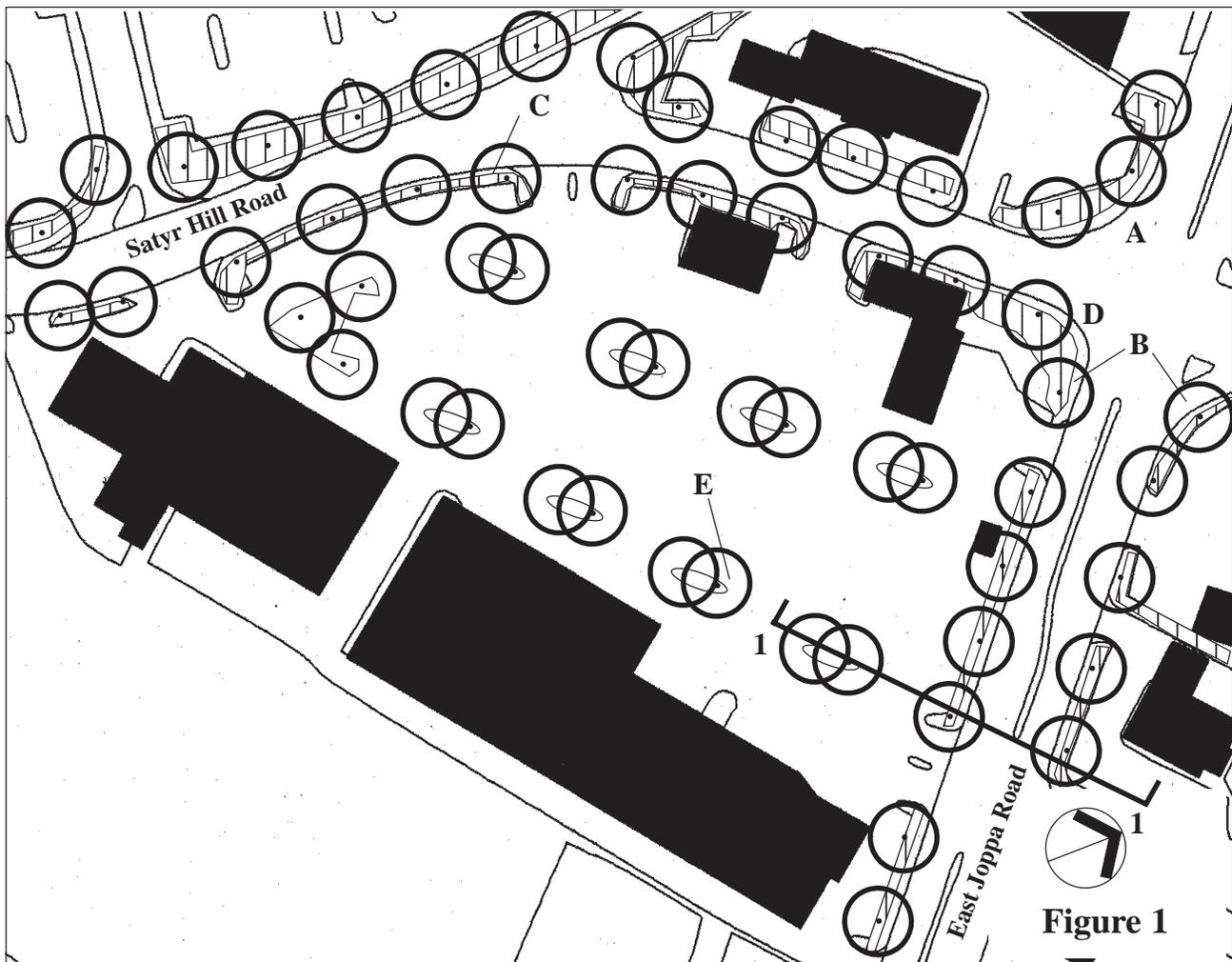
East Joppa Road Corridor Community Plan

Section 1 actions (Figures 1 & 2):

- A) Implement a streetscape project that includes the planting of trees and shrubs and sidewalk treatment for businesses that front on Joppa Road and the strip shopping center at Satyr Hill Road and Waltham Woods Road. A possible theme could be to plant Satyr Hill Hollies throughout the area and note the history of Satyr Hill Hollies (McLean Nurseries).
- B) Plant street trees along both sides of Joppa Road.*
- C) Plant street trees and shrubs to partially screen parking areas.*

- D) Construct ADA accessible curb cuts/ramps.*
- E) Create islands with shade trees in parking areas.*
- F) Create a garden in the triangular island located at Joppa and Old Harford Road.
- G) Enhance crosswalks at Old Harford Road and Joppa Road by increasing size and using colors/materials that differ from the surrounding paving.

* Denotes action applicable to entire Joppa Road Corridor.



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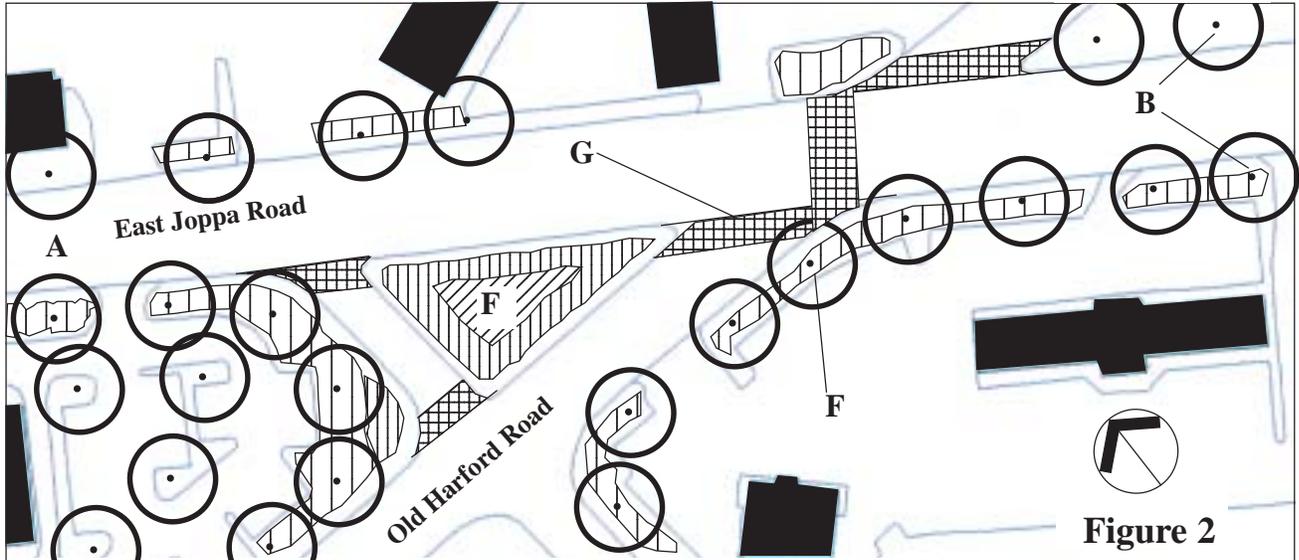
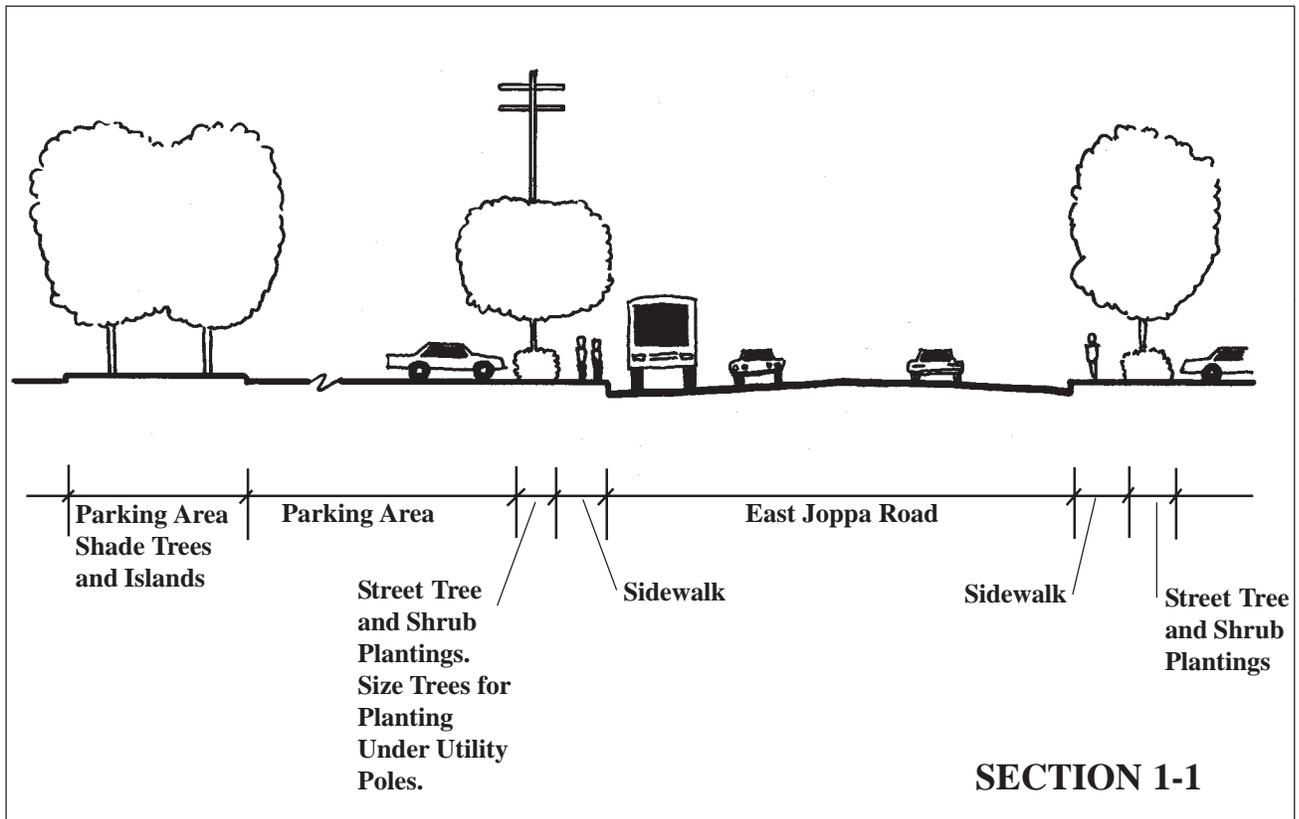


Figure 2



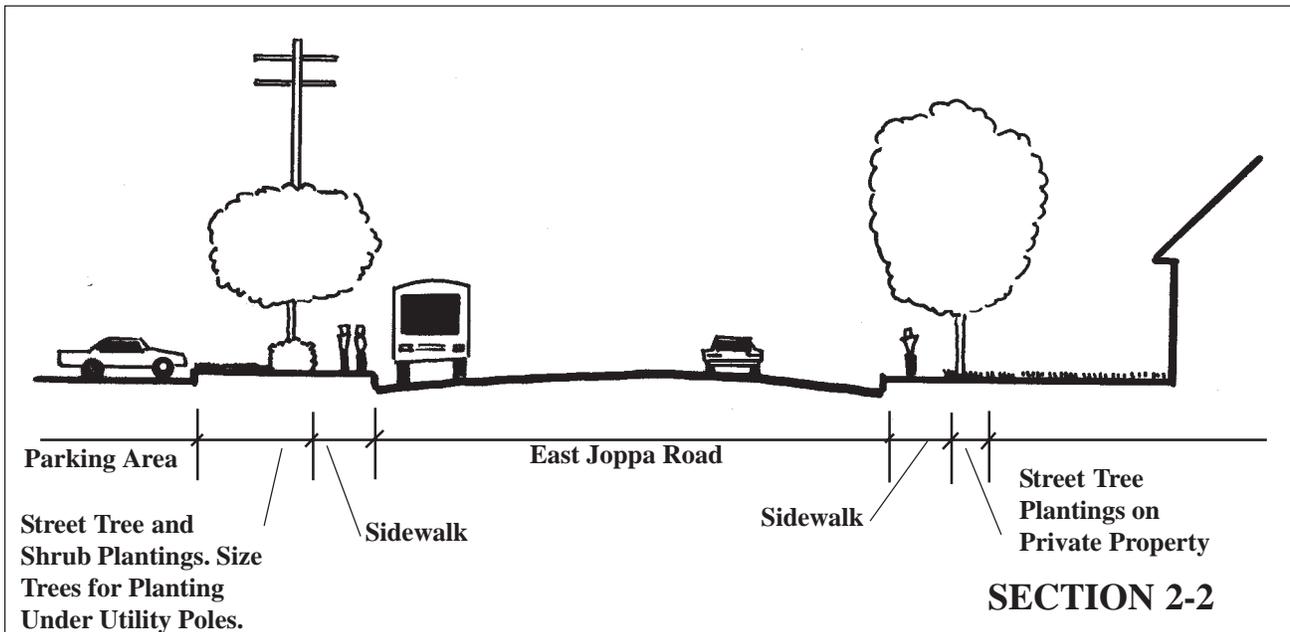
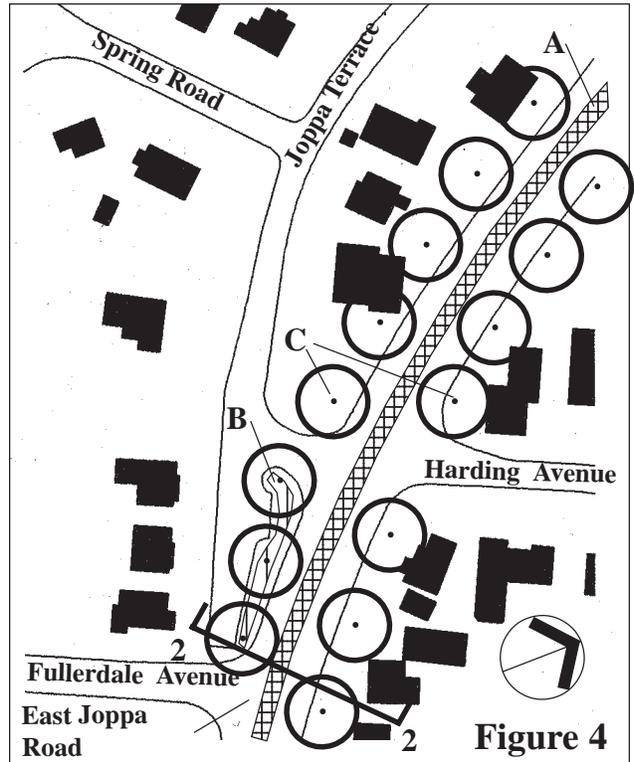
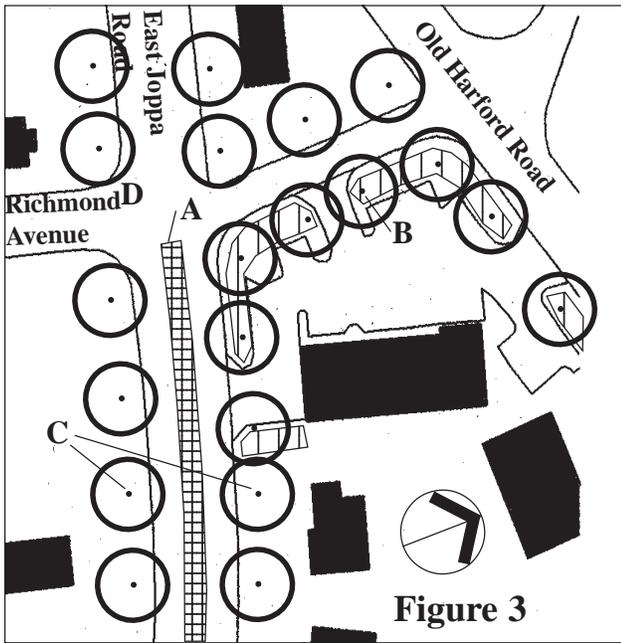
SECTION 1-1

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Section 2 Actions (Figures 3 & 4):

- A) Investigate applying a brick color and/or pattern to the center lane.*
- B) Plant street trees and shrubs to partially screen parking areas.*
- C) Plant street trees along both sides of Joppa Road.*
- D) Construct ADA accessible curb cuts/ramps.*

*Denotes action applicable to entire Joppa Road Corridor

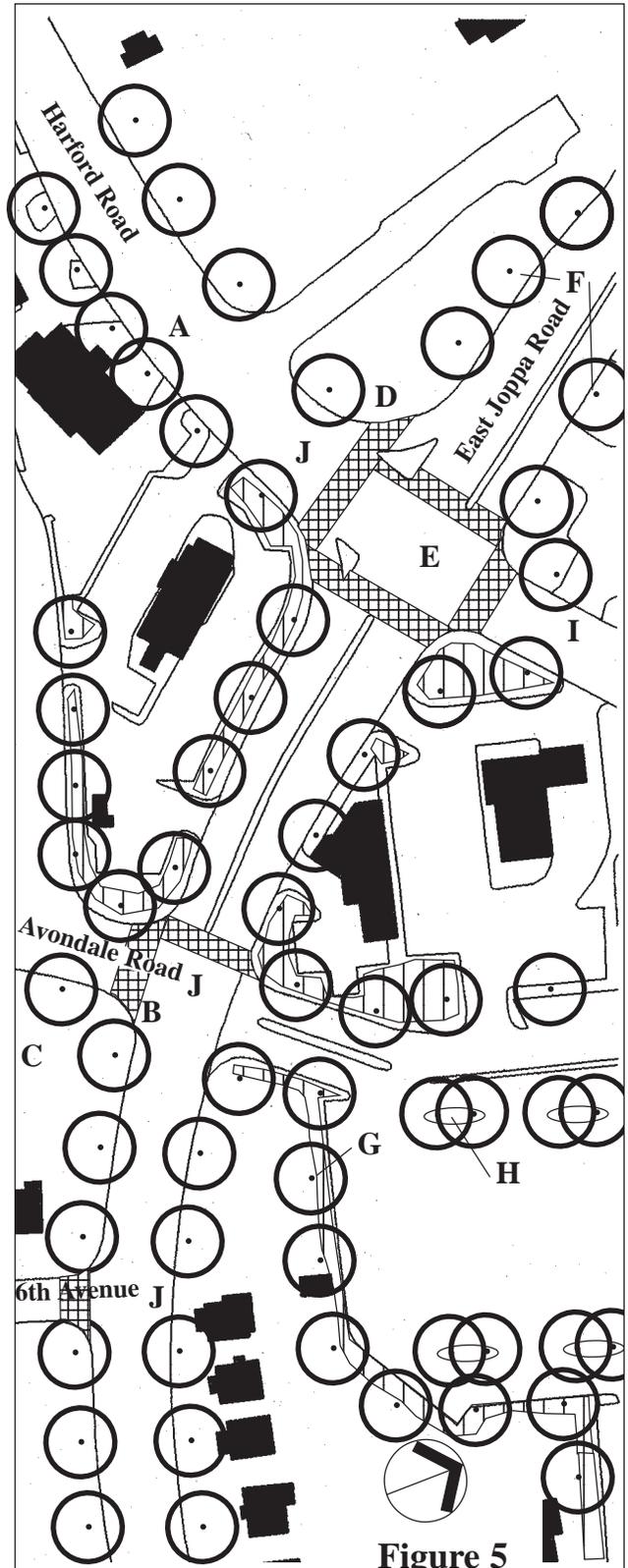
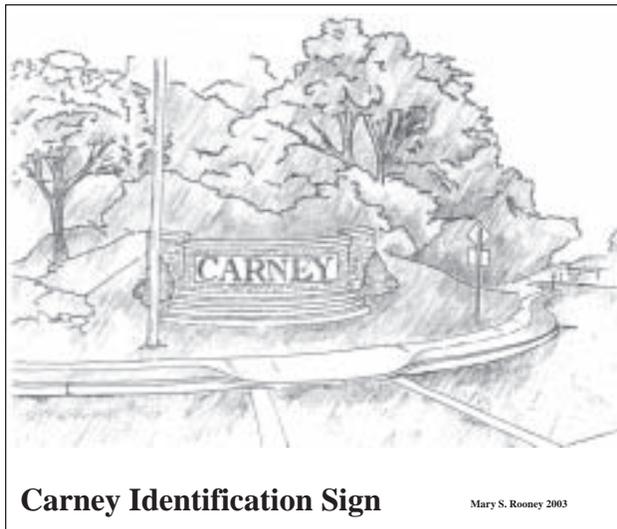


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Section 3 Actions (Figure 5):

- A) Continue Harford Road Streetscape amenities (street lamps, benches, brick sidewalks, crosswalks, “Main Street” character).
- B) Create a residential gateway, including landscaping and signage/wall treatment, at Avondale Road.
- C) Install signage that recognizes the historic Carney house.
- D) Create a Carney identification sign and associated landscaping.
- E) Implement a streetscape project that includes the planting of trees and shrubs, streetlamps and sidewalk treatment for businesses that front on Joppa and Harford Roads.
- F) Plant street trees along both sides of Joppa Road.*
- G) Plant street trees and shrubs to partially screen parking areas.*
- H) Create islands with shade trees in parking areas.*
- I) Enhance bus stop with shelter, seating and landscaping.
- J) Enhance crosswalks at Joppa and Harford, Avondale and 6th Avenue.
- K) Designate as a priority area for sign control.*

* Denotes action applicable to entire Joppa Road Corridor

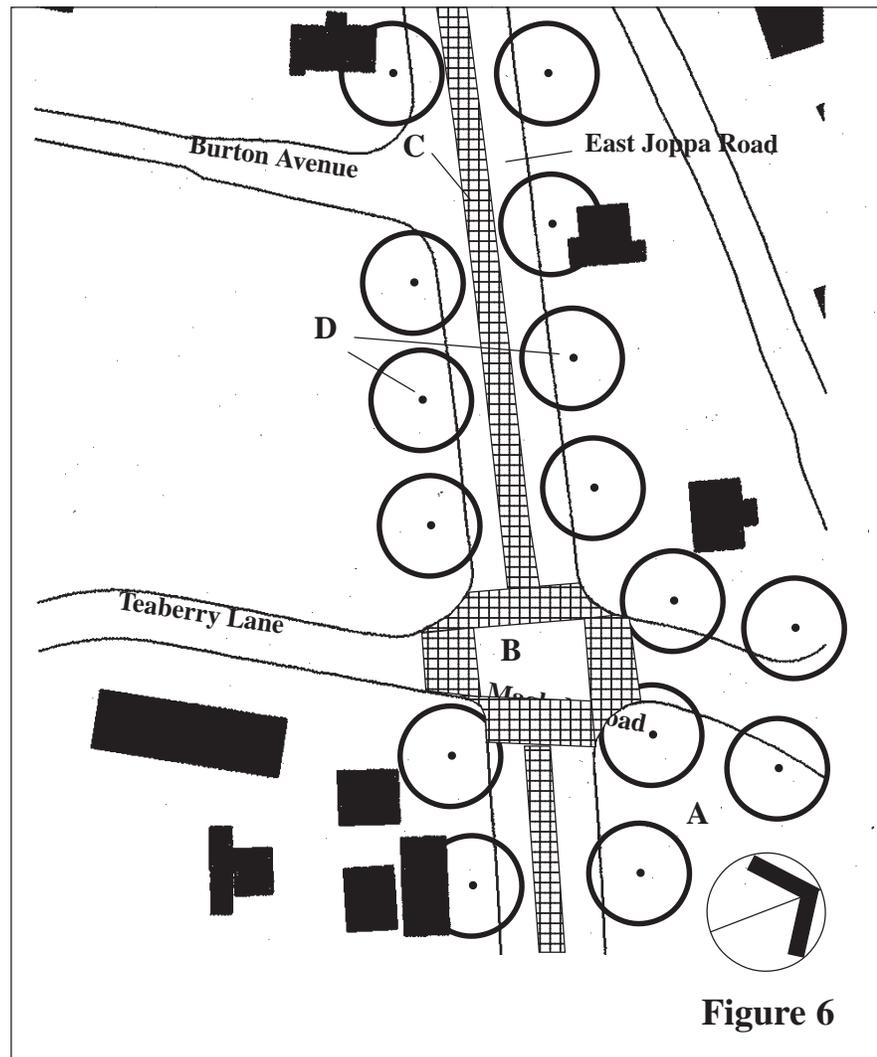


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Section 4 Actions (Figure 6):

- A) Create a residential gateway entrance, including landscaping and signage/wall treatment, at Magledt Road. This area is also a potential location for a small “pocket” park.
- B) Enhance pedestrian crosswalks at the intersection of Magledt Road and Joppa Road.
- C) Investigate applying a brick color and/or texture to the center lane.*
- D) Plant street trees along both sides of Joppa Road.*

* Denotes action applicable to entire Joppa Road Corridor.

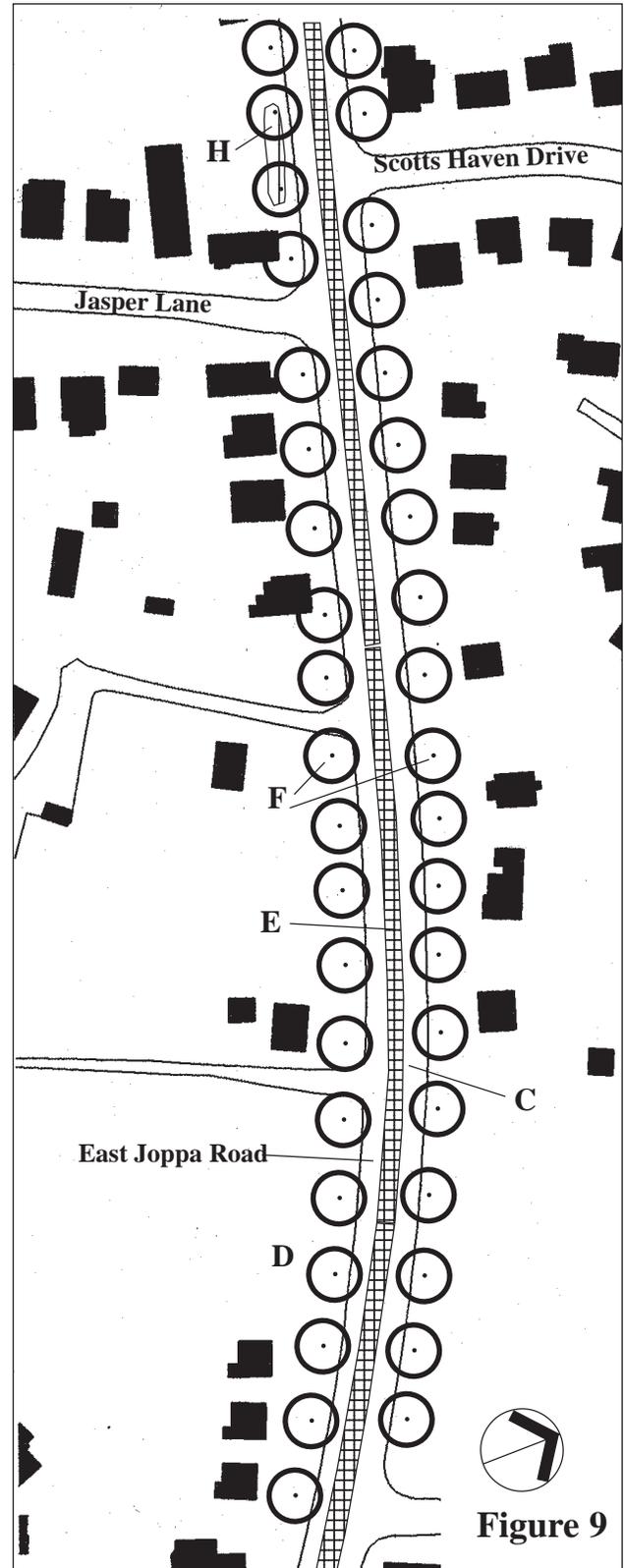
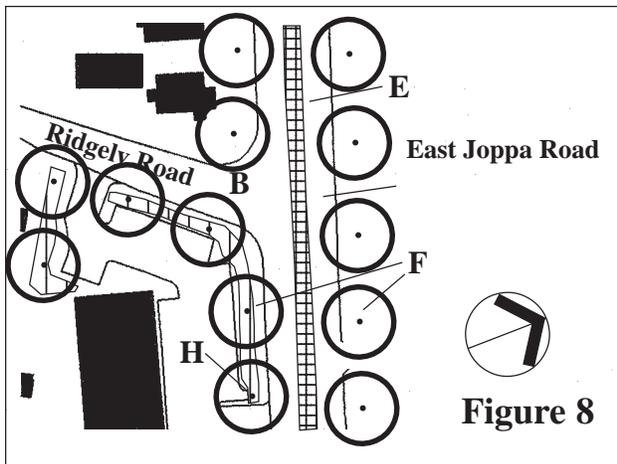
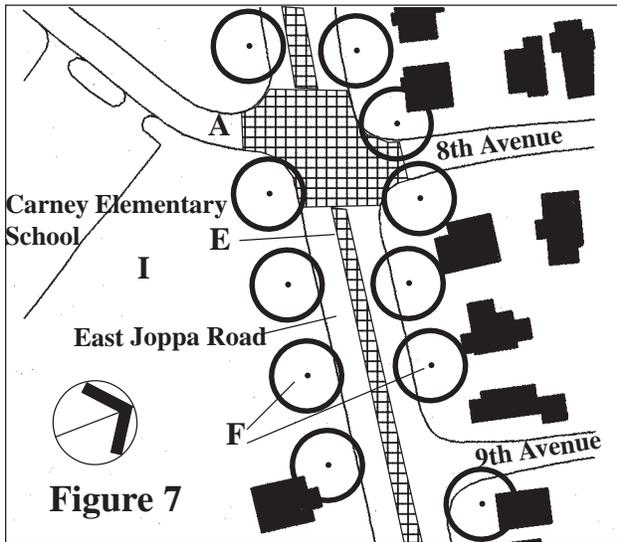


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Section 5 Actions (Figures 7, 8 & 9):

- A) Enhance the school crossing at Carney Elementary School with widening, brick treatment, traffic calming, and signage.
- B) Create a residential gateway entrance, including landscaping and signage/wall treatment, at Ridgely Road.
- C) Improve the sight distance on Joppa Road in front of Country Plant Store.
- D) Enhance the existing Perry Hall identification sign to match streetscape improvements.
- E) Investigate applying a brick color and/or texture to the center lane.*
- F) Plant street trees along both of Joppa Road.*
- G) Create islands with shade trees in parking areas.*
- H) Plant street trees and shrubs to partially screen parking areas.*
- I) Install appropriate lighting for the future flag at the carney war memorial.

* Denotes action applicable to entire Joppa Road Corridor



East Joppa Road Corridor Community Plan

Section 6 Actions (Figures 10 & 11):

- A) Improve pedestrian crosswalks at Silver Spring Road and Seven Courts Drive.
- B) Investigate applying a brick color and/or texture to the center lane.*
- C) Plant street trees along both side of Joppa Road.*
- D) Plant street trees and shrubs to partially screen parking areas.*

* Denotes action applicable to entire Joppa Road Corridor

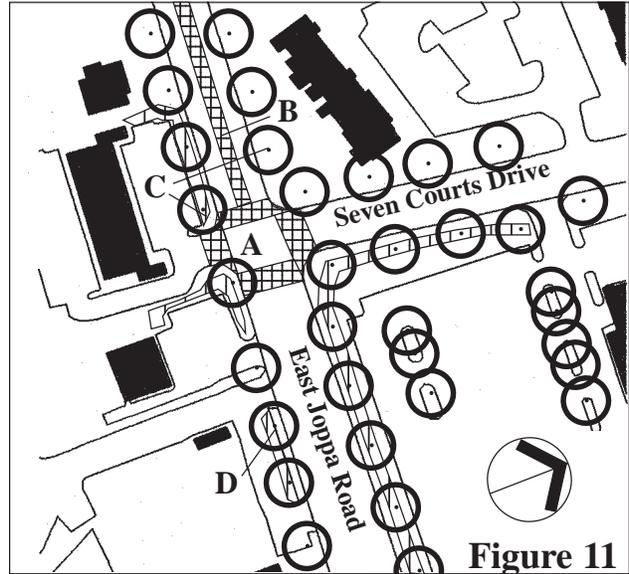


Figure 11

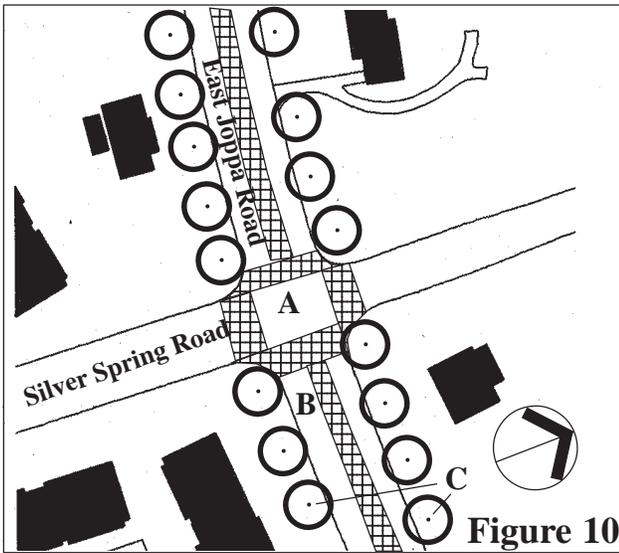


Figure 10

East Joppa Road Corridor Community Plan

Section 7 Actions (Figure 12):

- A) Implement a streetscape project that includes the undergrounding of utility lines, benches, colorful sidewalk treatment, and the planting of trees and flowers. This streetscaping project should extend from the Festival at Perry Hall shopping center on Joppa Road to the Belair Road intersection, and along Belair Road from the Joppa Road intersection to Cottingham Road.
 - B) Improve pedestrian crosswalks at the Joppa/Belair Road intersection with widening and brick treatment.
 - C) Designate this section as a priority for signage control.
 - D) Plant street trees along both sides of Joppa Road.*
 - E) Create islands with shade trees in public parking areas.*
 - F) Plant street trees and shrubs to partially screen parking areas.*
- * Denotes action applicable to entire Joppa Road Corridor

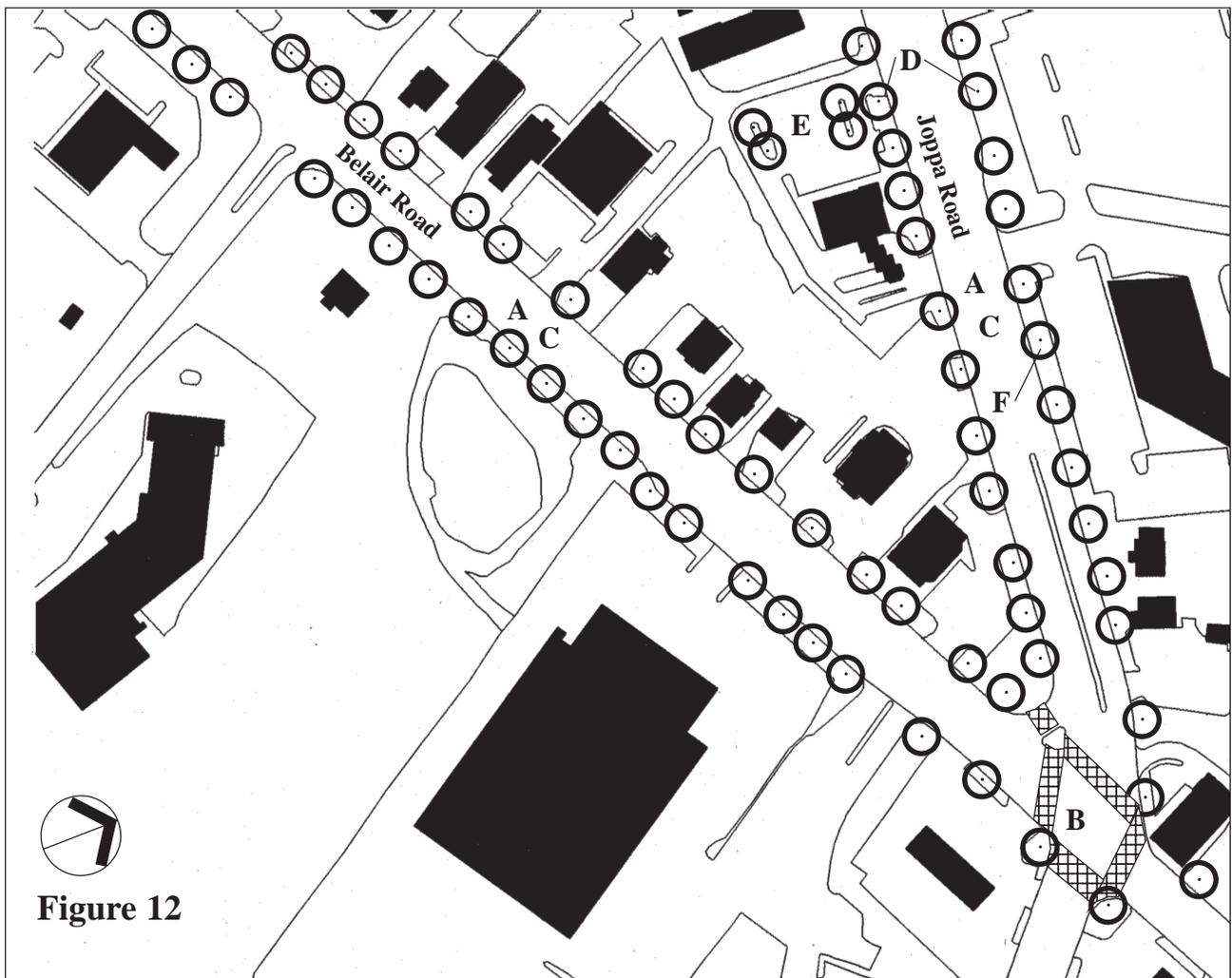


Figure 12

East Joppa Road Corridor Community Plan

IX ECONOMIC DEVELOPMENT

The corridor has experienced substantial economic investment in the form of new residential and commercial construction since 1990. This demonstrates the vitality and viability of the corridor. It is a highly desirable location in which to live, work and shop.

Building permit data from 1990 - 2003 provides the following information:

New single family construction - 66 units, total estimated value \$4,271,250.

New townhouse construction - 34 units, total estimated value \$1,360,000.

New apartment construction/remodeling - 159 units, total estimated value \$4,600,000.

New institutional uses - total estimated value \$99,255,000.

Noteworthy projects include the Home Depot at Perring Plaza, the Safeway at North Plaza, the Double-T Diner, Morningside Assisted Living facility and the Oakcrest Village Retirement Community. With \$95,955,000 invested, the latter is by far the most significant capital investment within the study area.

The Joppa Road Corridor Study area includes three major commercial nodes, as well as several smaller strip commercial developments. The largest commercial node, consisting of three separate shopping centers, is located east of the Perring Parkway and Joppa Road intersection. Perring Plaza and the Satyr Hill Shopping Center are located to the south and North Plaza is located to the north of Joppa Road. With tenants such as Home



The Perring Plaza added landscaping to its parking area. New signage announces principal tenants.



Note worthy reinvestment projects include the Safeway at the North Plaza shopping center.

East Joppa Road Corridor Community Plan



The Satyr Hill Shopping Center, as well as some of the commercial uses on individual pad sites, would greatly benefit from reinvestment in physical improvements.

Depot and Marshalls, Perring Plaza and North Plaza draw from a larger market area, and are regional commercial centers. The retail and service businesses in the Satyr Hill shopping center cater more to shoppers living in the immediate vicinity. The Perring Plaza Shopping Center and to a lesser degree the North Plaza Shopping Center experienced considerable reinvestment in recent years. The Satyr Hill Shopping Center, as well as some of the commercial uses on individual pad sites would greatly benefit from reinvestment in physical improvements and, or redevelopment.

Strip commercial development, much of it on individual pad sites, continues along Joppa Road until the intersection with Old Harford Road.

Proceeding east along Joppa Road, the next commercial node is located around the intersection with Harford Road. Apart from the Carney Village Shopping Center, an older commercial center that serves the immediate community, there are numerous commercial and office uses on individual pad sites or within small cluster developments. Most are in fair condition, some are in very poor condition and many would benefit from exterior improvements.



Some of the existing commercial structures are in very poor condition.

The section east from the Joppa Road/Harford Road commercial node, from 8th Avenue to the overland power line, is an area of mixed commercial and residential use. The commercial uses consist mostly of small businesses, on individual pad sites, but some are small strip centers. Also, there are two large, underdeveloped parcels with commercial zoning. The front parcel is known as Greenhouse Place and is approved for retail, office and medical office development. The rear site is the former Country Plant Store garden center, of which several, vacant greenhouses remain. It is presently considered for an indoor soccer com-

East Joppa Road Corridor Community Plan

plex, but no plans have been submitted to the County at the time of drafting of this plan. This section of the Joppa Road Corridor Community Plan area is of greatest concern to residents. Some of the commercial buildings are poorly maintained and pose an eyesore. Also, it is here that commercial or office zoning was granted to properties that in some cases may not meet all of the regulatory requirements. On the other hand, it is also the area where the greatest number of rezoning requests from residential to residential-office and commercial zoning were submitted during the past two zoning cycles.

A third commercial node exists around the intersection of Joppa Road and Belair Road. Again one finds a mix of commercial shopping centers and independent businesses on small pad sites. The largest commercial development is the Festival at Perry Hall Shopping Center. Like most of the surrounding businesses it is well maintained and viable.

The East Joppa Road Corridor Study area is mostly built out and apart, from the possible redevelopment of the Greenhouse Place and garden center site, there is not much new commercial development taking place. Because the corridor is generally considered viable, it is not designated a revitalization district. The Department of Economic Development reevaluates revitalization districts periodically, but the County Council grants that designation only to commercial corridors that have a critical mass of marginal businesses. Commercial properties located in a revitalization area, can take advantage of the “Architect on Call”, the “Business Improvement Loan Program” and “Commercial Revitalization Tax Credits” for re-investment and physical improvements on their property.

While the Joppa Road Corridor does not qualify as a revitalization area, there are two resources avail-



The festival at Perry Hall Shopping Center is well maintained and viable.

East Joppa Road Corridor Community Plan



The ball fields at Belmont Park provide recreational opportunities for old and young athletes.



The playground in Belmont Park serves as a safe haven for area children.

able to small businesses that wish to upgrade their physical appearance. The “Small Business Loan Fund” provides low interest loans up to \$500,000 and the Small Business “Resource Center” offers counseling for small businesses.

X RECREATION AND PARKS

There are two recreation councils, the Parkville Recreation Council and the Perry Hall Recreation Council within the Joppa Road Corridor Plan area. Both recreation councils show a deficit in the State of Maryland recommended goal of 30 acres of parkland per 1,000 citizens. Based on the 2000 census data, the Parkville Recreation Council has a deficit of 357 acres of parkland, while the Perry Hall Recreation Council has a deficit of 239.9 acres. See Appendix 7 Countywide Comparison of Open Space by Area.

Belmont Park, a regional park of 43.5 acres, is the largest recreational facility within the study area. It provides ball diamonds, athletic fields, picnic areas, and playgrounds for small children. However, because of a severe shortage of parking spaces, the park is considered inadequate for major events. Efforts are presently underway to increase parking in Belmont Park. Also, a gracious citizen is donating approximately four acres that will be added to the southern-most portion of the park. The additional land, which is separated by a stream from the park, will remain forested. The land may be accessed via a trail system.

Two school linked recreational areas provide additional ball fields and playgrounds. Both, Carney Elementary School and Harford Hills Elementary School offer ball diamonds, athletic fields and playgrounds for smaller children.

East Joppa Road Corridor Community Plan

Open Space and Green Areas

Open space is a valuable amenity that is frequently lost to development. Local open spaces provide recreational opportunities close to home and enhance the aesthetic appeal of neighborhoods. Preservation of natural green spaces diminishes environmental impacts and softens the visual effect of dense urban development. It also contributes to creating a sense of community.

Natural green space areas provide habitats for plants and wild life. They also allow for natural storm-water infiltration, resulting in the reduction of run-off, as well as purification of water and replenishment of the water table. Open spaces lessen thermal impacts and the flooding of streams. If planted with trees, they produce oxygen, thereby improving the air quality. Additionally, green spaces can be used to mitigate the impact of development by providing a visually pleasing buffer and transition area between different land uses. In short, open and natural green spaces are a vital component in creating quality communities. Open space plays an essential part in the East Joppa Road Corridor Community Plan.

Most residential and commercial development in the Joppa Road corridor occurred prior to open space requirements. The area therefore has fewer protected open spaces than areas that have been developed more recently. The corridor consists largely of established communities and commercial centers and is essentially built-out. Few undeveloped parcels remain that could provide permanent green spaces for the area. Some of these parcels may become infill development. Such infill development may have a negative impact on the surrounding community, because it eliminates much needed open space.



This is one of the parcels that could provide much needed open space in the study area.

East Joppa Road Corridor Community Plan

Issue:

The Greater Parkville and Perry Hall Recreational Council are significantly deficient in terms of the State recommended goal of parkland and open space.

Action:

Consider acquisition of properties indicated below as potential open space and park areas:

8911 Elma Avenue

This piece of property currently acts as a buffer area and provides screening between commercial properties along Joppa Road and residential properties on Elma Avenue. Residents living on Elma Avenue desire to leave the parcel in its natural setting.

2910 East Joppa Road

A 3.55 acre open space parcel and stream area, zoned BR, which is adjacent to residential properties, located on Mason Avenue. The site currently acts as a buffer between commercial and residential uses. This property, which is environmentally constrained, presents one of the best opportunities to secure a large parcel of open space in the Carney community.

Oakdale Road and Joppa Road

A naturally wooded area, that serves as a buffer between Joppa Road and the residential uses in the rear. It could be used as a neighborhood park.

3318 East Joppa Road

This property is the gateway into a residential community and should be enhanced with a community identification sign, gardens, and a sitting area for the existing snowball stand.

East Joppa Road Corridor Community Plan

Forest buffer east of the Perry Hall Apartments and the BGE power lines

The property currently acts as a buffer between residential and commercial uses.

4101 East Joppa Road

This property provides an excellent opportunity to secure a large open space area in the Perry Hall portion of the East Joppa Road Corridor Community Plan area. The property consists of three parcels totaling approximately 6 acres. The gently sloping area with its open fields could be used for active use, while the forested stream valley could serve as an environmental conservation area. The section along Joppa Road could be used as a picnic or public sitting area. Given the density of the surrounding area, preservation of this property is of utmost importance. Purchase of this property, at a reasonable price should be a top priority for Baltimore County in FY 2005. This is one of the last opportunities to secure an area of this character within the study area.

XI NATURAL ENVIRONMENT

There are no major environmental constraints in the plan area. The area is mostly built-out, except for a few remaining forested parcels. There are two notable stream systems in the study area. The headwaters of White Marsh Run, which are located south of Joppa Road adjacent to the Woodcroft and Joppa Manor communities and the headwaters of Jennifer Branch Stream, which is mostly located to the east of Harford Road, traversing the communities of Cub Hill, Britinay and Village of Vanderway. Both streams show signs of deterioration. The most prevalent problems consist of bank erosion, rapid lateral bank migration along with the loss of large mature trees and exposed sanitary sewer lines and manholes.

East Joppa Road Corridor Community Plan

Most of the environmental impacts are manmade and are recent. There are existing problems with runoff in the plan area, largely caused because most of the area was developed prior to the county's storm water management requirements. The runoff problems are exacerbated by recent conversions of residential dwellings to office uses (typically within ROA and RO zones). Because parcels of 5,000 square feet or less are exempt from stormwater management requirements, they do not have to manage stormwater runoff for parking lots and other impervious surfaces added to the lot. The cumulative effect of these stormwater management exemptions worsens the drainage problems for nearby dwellings and has an impact upon the water quality of local streams.

Baltimore County is presently restoring the headwater portion of White Marsh Run and has budgeted funding for the restoration of Jennifer Branch. Both restoration projects will consist of stream bank grading to obtain a proper channel, putting in place rock grade controls and stream bank protection structures and vegetation.

Issue:

Infill development and associated storm water management exemptions contribute to existing unmanaged runoff problems and stream erosion.

Action:

The County Council with significant input from the DEPRM should reevaluate the appropriateness of storm water management exemptions for parcels of 5,000 square feet or less.

XII DESIGN STANDARDS FOR NEW DEVELOPMENT AND REDEVELOPMENT

Site design for future development is extremely important in preserving the residential character of the community and providing the means to retain quality commercial centers that serve the community. The land use recommendations and guidelines presented in this document are important in addressing the issues along the corridor. However, under these conditions development will still occur and therefore must be sensitive to the goals of this plan. The following development guidelines intend to address issues identified in this study and provide an attractive quality community. Compliance with these guidelines should be mandatory for all projects subject to development approval.

Site Planning

Good site planning produces well-organized neighborhoods and well-landscaped open spaces in harmony with the existing land. Good site planning in the corridor should:

Preserve the quality of the existing landscape, vegetation, natural features and buildings.

Use the natural features as public amenities.

Incorporate historic buildings and their surrounding landscape features into the organization of new development.

There should be no granting of waivers from open space and forest conservation regulations, or any modifications of landscape buffers or RTA buffers.

East Joppa Road Corridor Community Plan

Ensure that storm water drainage for all proposed development does not impact surrounding property owners, and nearby streams. No storm water management waivers should be granted.

Residential Development

The relationship of a building to the street and to the adjacent buildings adds activity and life to the street. The manner in which a building is sited, in relationship to the street edge, as well as its character and size, impacts the perception of livability of a neighborhood. Likewise, architecture and size of the building have a similar effect.

All building elevations should provide variety and interest. Incorporate building elements, like dormers, gables, hip roofs, overhangs and double-hung windows into new housing design. Chimneys, dormers and other architectural elements also add interest. Blank walls should be avoided. All buildings shall front the public right-of-way; reverse frontage lots shall not be allowed. Garages may be accessed from the front, side, or rear, however, if the garage door faces the street, it shall be setback from the front building wall. Allow for a variety of building styles and design details within the neighborhood.

Due to traffic concerns, new residential development should not be allowed to directly access Joppa Road. No additional development such as pan-handle lots shall be permitted on residential streets, which access Joppa Road.

Screen unsightly building and site elements.

Screen common refuse areas from view while allowing accessibility. Screen rooftop and on-site mechanical units. Screen air conditioning equipment that is located in the side yard with a fence.

East Joppa Road Corridor Community Plan

Chain link fences should be avoided and all fencing in view from streets and public spaces should be landscaped.

Finish residential and commercial buildings to grade. Carry all attached façade materials down to a finished grade; avoid exposing raw concrete or concrete block basement walls.

Change in exterior materials should highlight building elements and should be dealt within a consistent manner throughout the building.

Use landscaping to screen foundation walls that are exposed because of grade changes.

Commercial and Mixed Use Buildings

Maintain a residential scale and appearance.

Provide a parallel building edge and activity (landscaping, walks, benches, etc.) along the street.

Minimize public view of parking areas with landscaping, hedges, berms and fencing.

Minimize parking areas along the front of the buildings.

Screen utilities and other site service areas.

Retail buildings should be low-rise buildings, with similarities in architectural style and materials and should include special design features at building corners that front on major intersections to provide orientation. Buildings should be predominantly designed of brick.

Plan for continuity of shops and restaurants located along the sidewalk and provide a pedestrian friendly atmosphere.

East Joppa Road Corridor Community Plan

Sidewalks should be located to connect to adjacent commercial and residential uses throughout the area and should be enhanced with street trees and landscaping.

The commercial buildings that are adjacent to residential zones should respect the scale and character of the neighborhood.

The bulk and mass of buildings (on all sides) should be minimized through the articulation of the building elevations. The building facades shall be well designed and finished with brick on all sides within view from a public right-of-way.

The roof material over the sidewalk along the front façade should match the style of any individual building on the site.

Screen all loading dock and delivery areas with walls that match the side of the building and landscaping.

Architectural elevation drawings shall be submitted and reviewed by the Office of Planning and area community council associated designated representatives prior to approval of site plan and permits.

Commercial Development Along Joppa Road

Pedestrian amenities and streetscape improvements should be added to improve the aesthetic and functional street environment within this active viable neighborhood retail area.

Building entrances should face Joppa Road and storefront display windows should be included.

Signage should be integrated with the building design. Freestanding signs are discouraged; ground mounted signs are encouraged.

East Joppa Road Corridor Community Plan

A lighting plan shall be submitted and approved by the county prior to approval of a development/site plan. Light from the development shall not reflect on to residential properties or surrounding roads.

Commercial and employee parking shall not be allowed on residentially zoned properties or overflow on to residential streets.

East Joppa Road Corridor Community Plan

XIII IMPLEMENTATION PLAN	
Recommended Actions	Responsibility of Implementation
1. Widen (I-695) from I-95 to I-83	State Highway Administration
2. Improve the interchange of MD 43 and I-695 and consider widening MD 43	State Highway Administration, Baltimore County, Public Works
3. Increase mass transit facilities and usage	Maryland Transportation Authority, Community
4. Synchronize timing of traffic signals	Baltimore County, Public Works
5. Change timing cycles of traffic signals at Joppa Road and Harford Road and Perring Parkway intersections	Baltimore County, Public Works State Highway Administration
6. Minimize bus pick up and drop off stops, or create turnouts for such stops	Baltimore County, Board of Education
7. Minimize multiple access points for new and redeveloped commercial properties	Baltimore County, Office of Planning, Department of Permits & Development Management, Public Works, State Highway Administration
8. Improve significant gateway intersections	State Highway Administration
9. Lower speed limit along Joppa Road	Baltimore County, Public Works
10. Break up center lanes with medians	Baltimore County, Public Works
11. Install traffic calming devices in the center lane throughout corridor	Baltimore County, Public Works
12. Create safe pedestrian school crossings in front of Carney Elementary School	Baltimore County, Public Works
13. Enforce traffic laws/keep large trucks off Joppa Road	Baltimore County Police
14. Direct new businesses to locate in existing commercial centers	Baltimore County, Economic Development, Office of Planning
15. Do not grant additional commercial zoning along Joppa Road Corridor	Baltimore County Council
16. Amend Sections 14-155 of Development Regulations	Baltimore County Council, Department of Environmental Protection & Resource Management

APPENDICES

APPENDIX I

EAST JOPPA ROAD CORRIDOR COMMUNITY PLAN ADVISORY GROUP OFFICIAL GROUP

Subcommittee - Land Use and Zoning

Ernest Baisden
Ruth Baisden
Carol Berg
John Berg
Karin Brown
Charles Fredlund
David Marks
Diana Itter
Carol McEvoy
Chip Trageser
Joyce Trageser

Subcommittee – Traffic

Ruth Baisden
Rick Bennett
Mark Erickson
John Gontrum
Emery Hines
Jeff Long
Andy Peet

Subcommittee – Streetscape

Ruth Baisden
David Pinning

ADVISORY GROUP MEMBERS AND COUNTY REPRESENTATIVES THAT DID NOT PARTICIPATE IN A SUBCOMMITTEE

Robert Carpenter
Norman Slater

John Cluster
Tracy Stewart
Dorothy Foos
Robert Ward
Nancy Hastings
John Wells
Dr. Frank Kasik
Diana Zander
Terri Kingeter
Sally Malena
Andy Peet
Anna Reich
Michael Reynolds
Jerry Ritkin
Mike Rupp
John Ryan
Marilyn Ryan
Mike Rupp

County Representatives

Honorable Joseph Bartenfelder, 6th District
Councilman
Karin Brown, 5th District Planner
Honorable Vincent Gardina, 5th District
Councilman
Emery Hines, Bureau of Traffic Engineering and
Transportation Planning
Arnold “Pat” Keller, III, Director Office of
Planning
Terry Kingeter, Eastern Sector Coordinator
Andrea Van Arsdale, Revitalization Director,
Department of Economic Development
Steve Weber, Chief, Traffic Engineering Division
Darryl Wiles, Chief, Bureau of Traffic
Engineering and Transportation Planning

East Joppa Road Corridor Community Plan

APPENDIX I (continued)

EAST JOPPA ROAD CORRIDOR COMMUNITY PLAN OPEN PROCESS GROUP

Land Use and Zoning Committee

Ernest Baisden	Pat Czerniewski	Charles Rehm
Ruth Baisden	Joe Dieter	Rome Shal
Charles Barnes	Bernice Ennis	Chip Trageser
Anne Bennett	Jeanette Fertitla	Justin Wandres
Carol Berg	Charles Fredlund	Jane Wood
Pat Blake	Fred Hall	Diane Zander
Charles Barnes	Phill Lee	
Brad Blake	David Marks	
Pat Blake	Meg O'Hare	
Anne Briggeman	Joe Nossell	
Shirley Briggeman	Dale Penneiril	

Traffic Committee

Pat Akehurst	Pat Czerniewski	Charles Rehm
Ernest Baisden	Wayne Definbaugh	Patrick Rooney
Ruth Baisden	Bernice Ennis	Rome Shal
Charles Barnes	Jeanette Fertitla	Chip Trageser
Rick Bennett	Charles Fredlund	
Carol Berg	Fred Hall	
Charles Barnes	Brian King	
Brad Blake	Phill Lee	
Pat Blake	Lois Meyer	
Shirley Briggeman	Donna McCausland	
Robert Carpenter	Joe Nossell	

Streetscape Committee

Ruth Baisden
Anne Bennett
Anne Briggeman
Joanne Krause
Joe Nossell
Joyce Trageser
Martha Varisco

East Joppa Road Corridor Community Plan

Appendix 2 A

	A	C	D	E	F	G	H	I
	Geography	Total population: Total	Total population: White	Total population: Black or African American	Total population: American Indian and Alaska Native	Total population: Asian	Total population: Native Hawaiian and Other Pacific Islander	Total population: Some other race
20								
21	Block Group 1, 4114.04	2957	2648	78	0	220	0	0
22	Block Group 2, 4114.04	776	729	5	0	37	0	0
23	Block Group 1, 4114.07	1161	1131	0	0	24	0	6
24	Block Group 2, 4114.07	310	287	0	0	0	0	0
25	Block Group 1, 4114.08	4446	4187	149	0	25	0	0
26	Block Group 2, 4114.08	1413	1068	121	0	182	0	0
27	Block Group 1, 4114.10	3135	2525	199	0	267	0	43
28	Block Group 1, 4917.01	1285	1051	162	11	31	0	0
29	Block Group 1, 4919	946	921	0	0	13	0	0
30	Block Group 2, 4919	831	779	10	0	33	0	0
31	Block Group 2, 4922	2340	1973	171	7	169	0	0
32	Grand Total	19600	17299	895	18	1001	0	49

East Joppa Road Corridor Community Plan

APPENDIX 2 B

	A	J	L	AZ	CM	CN	CO	DE
20	Geography	Total population: Two or more races	Total population: Male	Total population: Female	Population 5 years and over: Total	Population 5 years and over: Same house in 1995	Population 5 years and over: Different house in 1995	Workers 16 years and over: Total
21	Block Group 1, 4114.04	11	1488	1469	2805	2194	611	1693
22	Block Group 2, 4114.04	5	354	422	751	667	84	323
23	Block Group 1, 4114.07	0	548	613	1110	878	232	567
24	Block Group 2, 4114.07	23	128	182	291	183	108	166
25	Block Group 1, 4114.08	85	1858	2588	4234	1510	2724	1363
26	Block Group 2, 4114.08	42	640	773	1304	506	798	890
27	Block Group 1, 4114.10	101	1531	1604	2904	1738	1166	1736
28	Block Group 1, 4917.01	30	568	717	1233	650	583	584
29	Block Group 1, 4919	12	455	491	898	686	212	443
30	Block Group 2, 4919	9	410	421	800	548	252	314
31	Block Group 2, 4922	20	1159	1181	2211	1124	1087	1330
32	Grand Total	338	9139	10461	18541	10684	7857	9409

East Joppa Road Corridor Community Plan

APPENDIX 2 C

	A	DG	DH	DJ	DK	DL	DM
20	Geography	Workers 16 years and over: Worked in state of residence; Worked in county of residence	Workers 16 years and over: Worked in state of residence; Worked outside county of residence	Workers 16 years and over: Total	Workers 16 years and over: Means of transportation to work: Car; truck; or van	Workers 16 years and over: Means of transportation to work: Car; truck; or van; Drove	Workers 16 years and over: Means of transportation to work: Car; truck; or van; Carpooled
21	Block Group 1, 4114.04	1027	637	1693	1641	1485	156
22	Block Group 2, 4114.04	197	126	323	317	274	43
23	Block Group 1, 4114.07	312	255	567	518	468	50
24	Block Group 2, 4114.07	73	93	166	156	156	0
25	Block Group 1, 4114.08	772	575	1363	1289	1189	100
26	Block Group 2, 4114.08	564	303	890	830	723	107
27	Block Group 1, 4114.10	987	722	1736	1675	1469	206
28	Block Group 1, 4917.01	304	279	584	544	483	61
29	Block Group 1, 4919	256	187	443	423	341	82
30	Block Group 2, 4919	201	113	314	314	276	38
31	Block Group 2, 4922	835	476	1330	1237	1066	171
32	Grand Total	5528	3766	9409	8944	7930	1014

East Joppa Road Corridor Community Plan

APPENDIX 2 D

	A	DN	DO	FU	FV	GD	GE	GH
20	Geography	Workers 16 years and over: Means of transportation to work: Public transportation	Workers 16 years and over: Means of transportation to work: Public	Population 25 years and over: Total	Population 25 years and over: Male	Population 25 years and over: Male; Educational attainment: 12th grade; no diploma	Population 25 years and over: Male; High school graduate (includes equivalency)	Population 25 years and over: Male; Associate degree
21	Block Group 1, 4114.04	0	0	1884	937	9	343	55
22	Block Group 2, 4114.04	0	0	604	260	5	103	18
23	Block Group 1, 4114.07	10	10	907	457	36	125	33
24	Block Group 2, 4114.07	0	0	207	92	0	38	0
25	Block Group 1, 4114.08	12	12	3581	1376	20	309	74
26	Block Group 2, 4114.08	24	11	1012	425	43	120	7
27	Block Group 1, 4114.10	22	22	2065	994	20	310	82
28	Block Group 1, 4917.01	14	14	907	432	12	146	14
29	Block Group 1, 4919	7	7	762	370	26	164	0
30	Block Group 2, 4919	0	0	644	287	0	79	17
31	Block Group 2, 4922	37	15	1503	730	41	163	43
32	Grand Total	126	91	14076	6360	212	1900	343

East Joppa Road Corridor Community Plan

APPENDIX 2 E

	A	GI	GJ	GK	GL	GM	GU
20	Geography	Population 25 years and over: Male; Bachelor's degree	Population 25 years and over: Male; Master's degree	Population 25 years and over: Male; Professional school degree	Population 25 years and over: Male; Doctorate degree	Population 25 years and over: Female	Population 25 years and over: Female; Educational attainment: 12th grade; no diploma
21	Block Group 1, 4114.04	207	96	10	3	947	22
22	Block Group 2, 4114.04	35	27	17	0	344	13
23	Block Group 1, 4114.07	113	8	0	0	450	29
24	Block Group 2, 4114.07	21	0	0	0	115	0
25	Block Group 1, 4114.08	248	127	70	0	2205	23
26	Block Group 2, 4114.08	32	17	7	0	587	30
27	Block Group 1, 4114.10	216	117	13	0	1071	0
28	Block Group 1, 4917.01	69	13	7	6	475	12
29	Block Group 1, 4919	87	5	0	0	392	30
30	Block Group 2, 4919	45	4	0	4	357	0
31	Block Group 2, 4922	178	61	13	6	773	34
32	Grand Total	1251	475	137	19	7716	193

East Joppa Road Corridor Community Plan

APPENDIX 2 F

	A	GV	GY	GZ	HA	HB	HC
20	Geography	Population 25 years and over: Female; High school graduate (includes equivalency)	Population 25 years and over: Female; Associate degree	Population 25 years and over: Female; Bachelor's degree	Population 25 years and over: Female; Master's degree	Population 25 years and over: Female; Professional school degree	Population 25 years and over: Female; Doctorate degree
21	Block Group 1, 4114.04	290	108	203	105	16	0
22	Block Group 2, 4114.04	168	2	34	24	0	0
23	Block Group 1, 4114.07	163	63	17	26	0	0
24	Block Group 2, 4114.07	17	32	15	0	0	0
25	Block Group 1, 4114.08	812	75	234	196	24	8
26	Block Group 2, 4114.08	157	29	97	44	0	0
27	Block Group 1, 4114.10	264	86	238	78	54	0
28	Block Group 1, 4917.01	225	27	29	21	6	0
29	Block Group 1, 4919	151	6	31	19	0	8
30	Block Group 2, 4919	139	15	25	22	0	0
31	Block Group 2, 4922	209	63	118	26	6	9
32	Grand Total	2595	506	1041	561	106	25

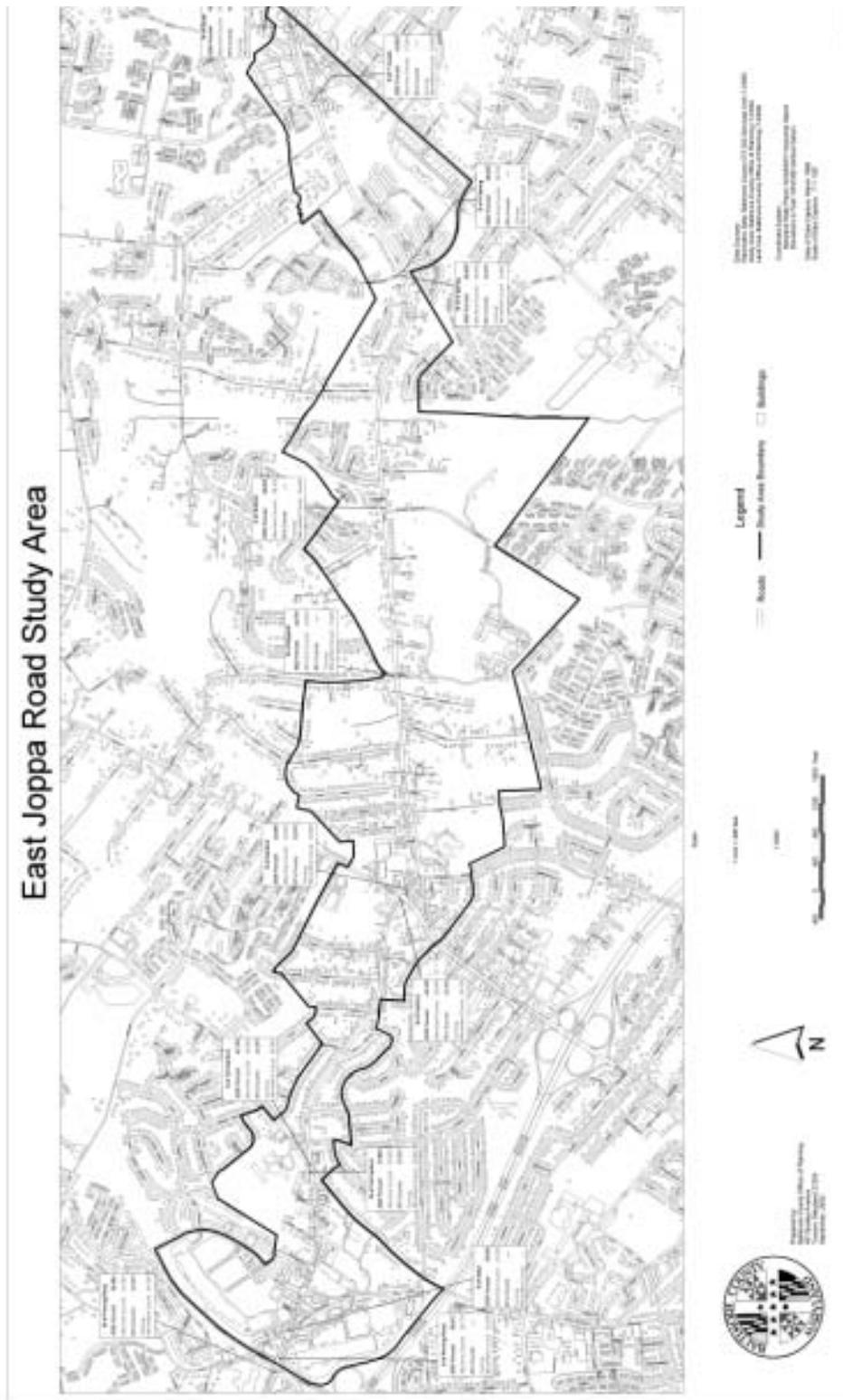
East Joppa Road Corridor Community Plan

APPENDIX 2 G

	A	HD	HE	HF	HI	HJ	HK
	Geography	Population 16 years and over: Total	Population 16 years and over: Male	Population 16 years and over: Male; In labor force	Population 16 years and over: Male; In labor force; Civilian; Employed	Population 16 years and over: Male; In labor force; Civilian; Unemployed	Population 16 years and over: Male; Not in labor force
20							
21	Block Group 1, 4114.04	2242	1119	910	891	19	209
22	Block Group 2, 4114.04	657	300	142	142	0	158
23	Block Group 1, 4114.07	982	481	262	255	7	219
24	Block Group 2, 4114.07	262	107	86	86	0	21
25	Block Group 1, 4114.08	3852	1513	797	730	67	716
26	Block Group 2, 4114.08	1185	514	439	439	0	75
27	Block Group 1, 4114.10	2313	1103	958	929	20	145
28	Block Group 1, 4917.01	1075	480	291	274	10	189
29	Block Group 1, 4919	833	411	245	234	11	166
30	Block Group 2, 4919	697	315	168	168	0	147
31	Block Group 2, 4922	1911	954	743	729	14	211
32	Grand Total	16009	7297	5041	4877	148	2256

East Joppa Road Corridor Community Plan

APPENDIX 3 A



East Joppa Road Corridor Community Plan

APPENDIX 3 B

Site Name Joppa Rd @ Silver Spring Rd
 Jurisdiction BC
 Study Type Volume (chi)
 Location Code 4378
 Direction NA
 Date 05/20/2002
 Real Time 04:28
 Start Date 05/20/2002
 Start Time 05:00
 Sample Time 01:00
 Operator Number 7
 Machine Number 19

Tuesday, May 21, 2002

HR	Channel 1		Channel 2		Channel 1 + Channel 2	
	HR	HR	HR	HR	HR	HR
Begin	Total	00-60	Total	00-60	Total	00-60
05	358	358				
06	1121	1121				
07	2329	2329				
08	1891	1891				
09	1393	1393				
10	1218	1218				
11	1389	1389				
12	1518	1518				
13	1489	1489				
14	1671	1671				
15	2039	2039				
16	2225	2225				
17	2444	2444				
18	2244	2244				
19	1696	1696				
20	1425	1425				
21	1130	1130				
22	727	727				
23	380	380				
00	188	188				
01	107	107				
02	83	83				
03	69	69				
04	64	64				
	29176	Total		Total		Total

Channel 1

AM Peak Hour Start 07:00
 AM Peak Hour Total 2329
 AM Peak Hour Factor 100.00 %
 PM Peak Hour Start 17:00
 PM Peak Hour Total 2444
 PM Peak Hour Factor 100.00 %

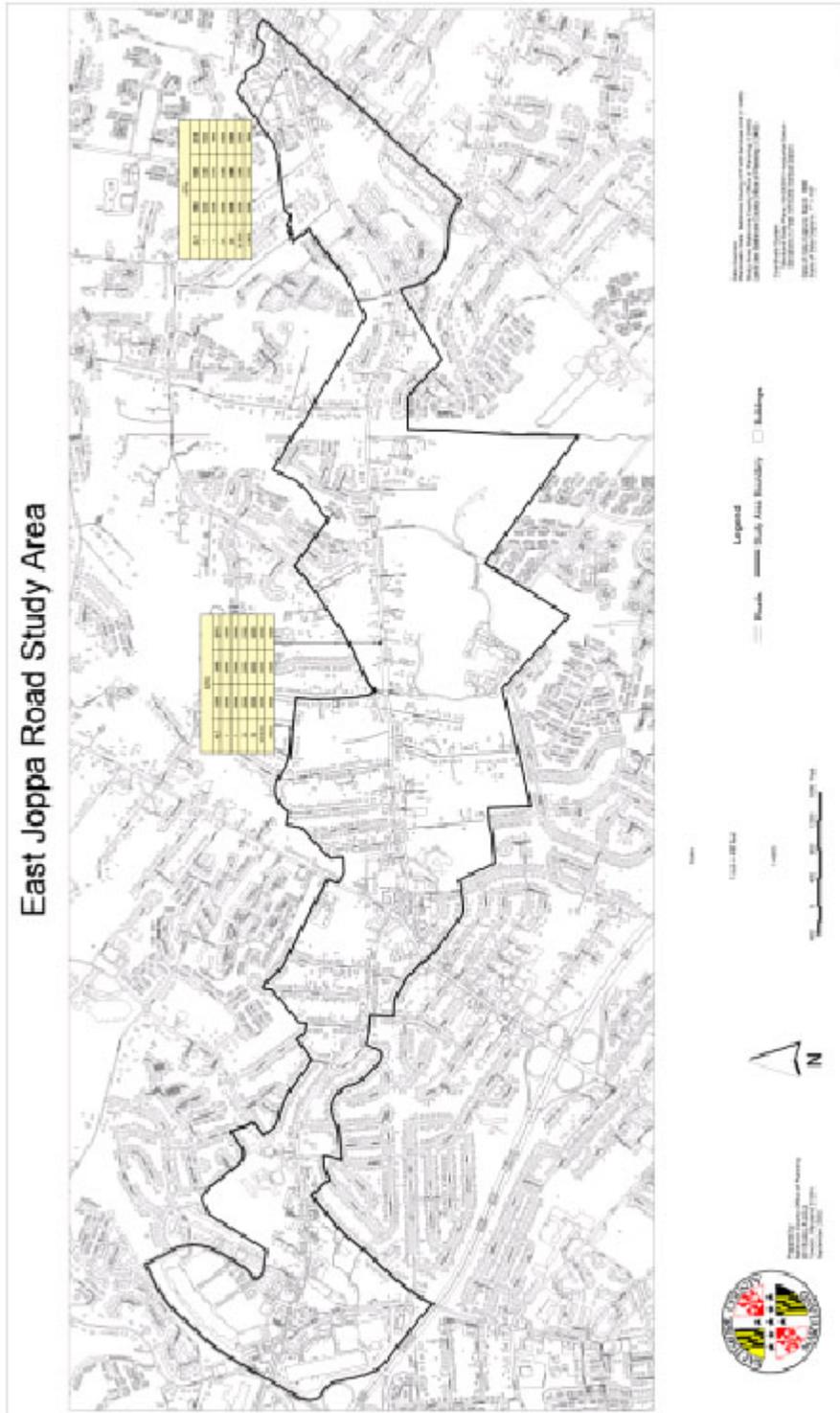
East Joppa Road Corridor Community Plan

APPENDIX 3 D

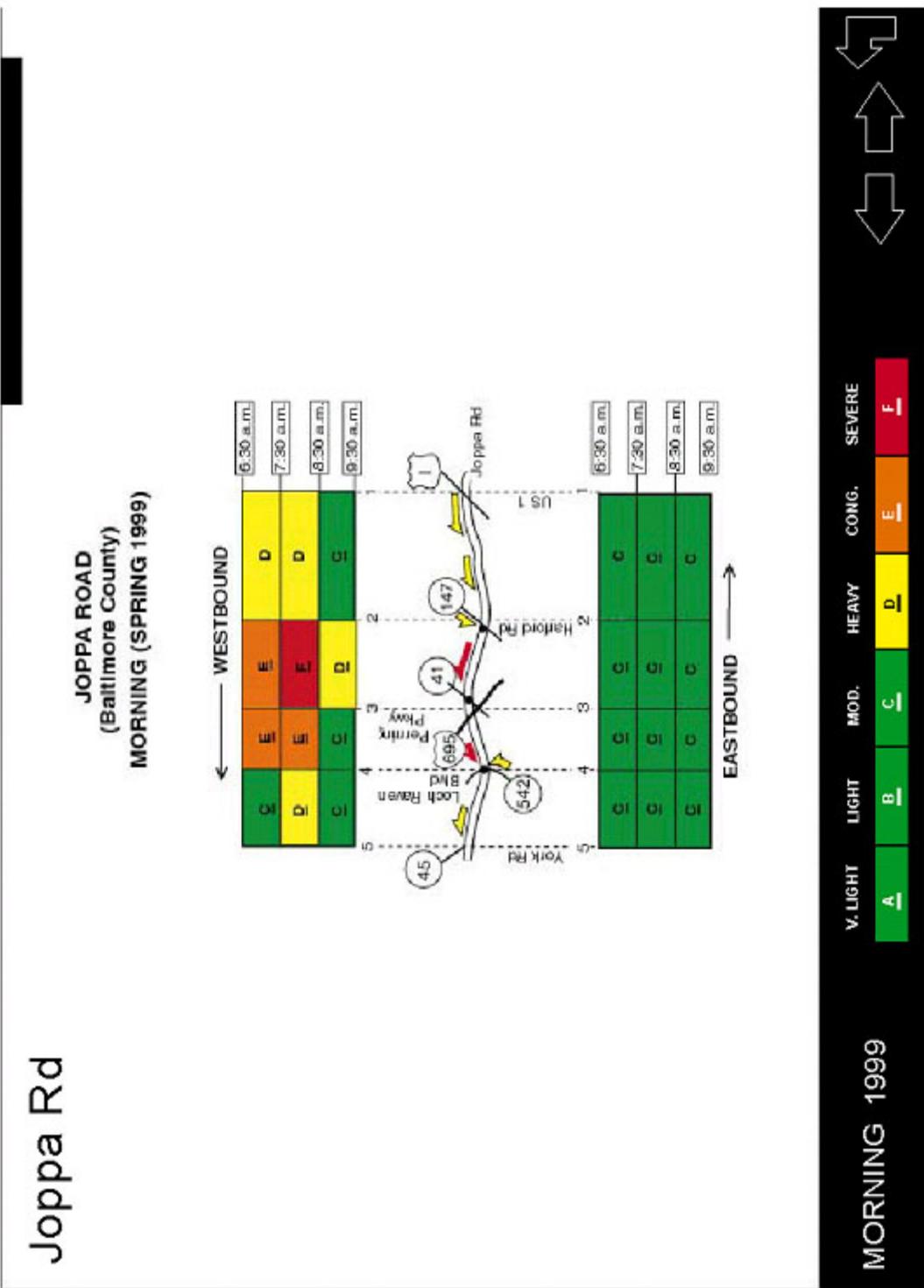
LOCATION JOOPARD +SEVEN COURTS DR										CO	SIGNAL NUMBER TMC				C346								
ECORDE		WEATHE		ROAD SURFACE		DAY OF THE WEEK		ATE OF COUN															
A.M.	CFB	CLEAR		DRY		TUES		4/23/01															
P.M.	CFB	CLEAR		DRY		TUES		4/23/01															
PERCENTAGE TURNING MOVEMENTS AND TOTAL VOLUME																							
ROAD NAME	PRIVATE			SEVEN CTS				JOPPA				JOPPA											
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND										
	L	S	R	TOTAL	L	S	R	TOTAL	L	S	R	TOTAL	L	S	R	TOTAL							
%TURNIN	###	##	###	####	###	##	70%	####	AM	21%	78%	##	####	1%	91%	8%	####	N/A					
MOVEMEN	###	##	###	####	###	##	55%	####	PM	32%	68%	##	####	1%	71%	###	####	N/A					
TOTAL	3	1	7	11	422	1	###	1425	AM	240	899	13	1152	28	###	162	2115	4703					
VOLUMES	14	2	21	37	360	1	442	803	PM	901	###	4	2795	11	###	451	1571	5206					
GRAND																							
TOTALS	17	3	28	48	782	2	###	2228		###	###	17	3947	39	###	613	3686	9909					
ESTIMATE	NORTH				SOUTH				EAST				WEST										
ADTS	13066				348				23885				27679										
ESTIMATED VEHICLES ENTERING THE INTER-----													32489										
INTERSECTION JOOPARD +SEVEN COURTS DR																							
DESCRIPTION: JOOPARD IS A FOUR LANE COUNTY RD WITH A LEFT TURN ARROW E/B. SEVEN COURTS IS A FOUR LANE COUNTY RD WITH TWO APPROACH LANES S/B.																							
THE SIGNAL FUNCTION IS 3 PHASE LIGHT. THE CYCLE LENGTHS ARE 120 SECONDS IN THE MORNING AND 144 SECONDS IN THE AFTERNOON. THE PEAK HOUR IN THE MORNING IS 7:15 TO 8:15 AND IN THE AFTERNOON IS 5:00 TO 6:00. THE PEAK FLOW OCCURS IN THE WEST DIRECTION OF JOOPARD DURING THE AM AND IN THE EAST DIRECTION OF JOOPARD IN THE PM.																							
LOADED CYCLES																							
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND										
% OF LC	*				3%				*				*										
AM HOU	*				7:15-8:15				*				*										
% OF LC	*				*				*				*										
PM HOU	*				*				*				*										
REMARKS*																							
THE LEVEL OF SERVICE IS B																							
A = 0%				B = 1-10%				C = 11-30%				D = 31-70%				E = 71-85%				F = 86-100%			
FOR UPDATED LIST YES O DATE REVIEWED: _____ APPROVED BY: _____ CHECKED BY: _____																							

East Joppa Road Corridor Community Plan

APPENDIX 3 E



APPENDIX 3 F



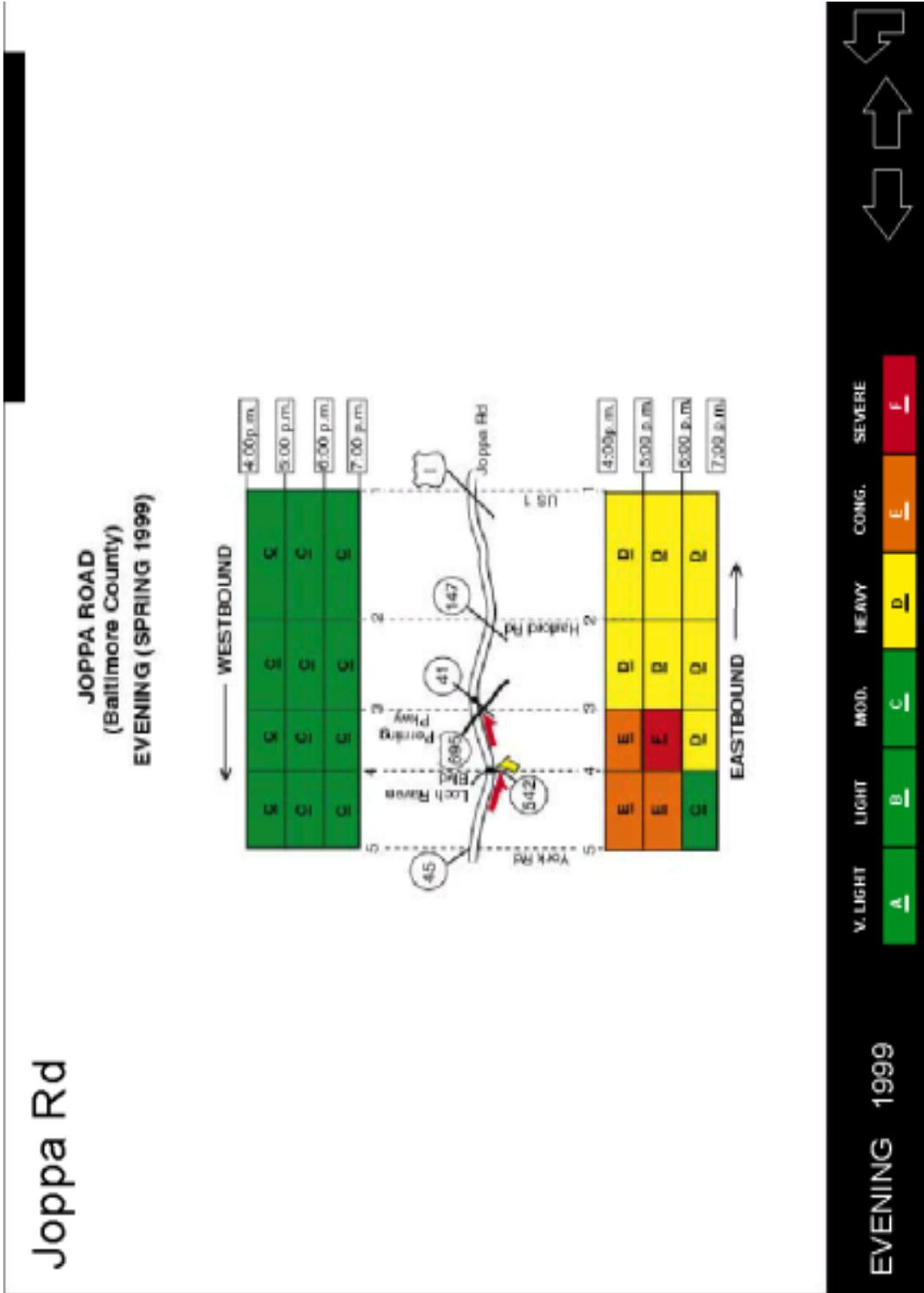
APPENDIX 3 G



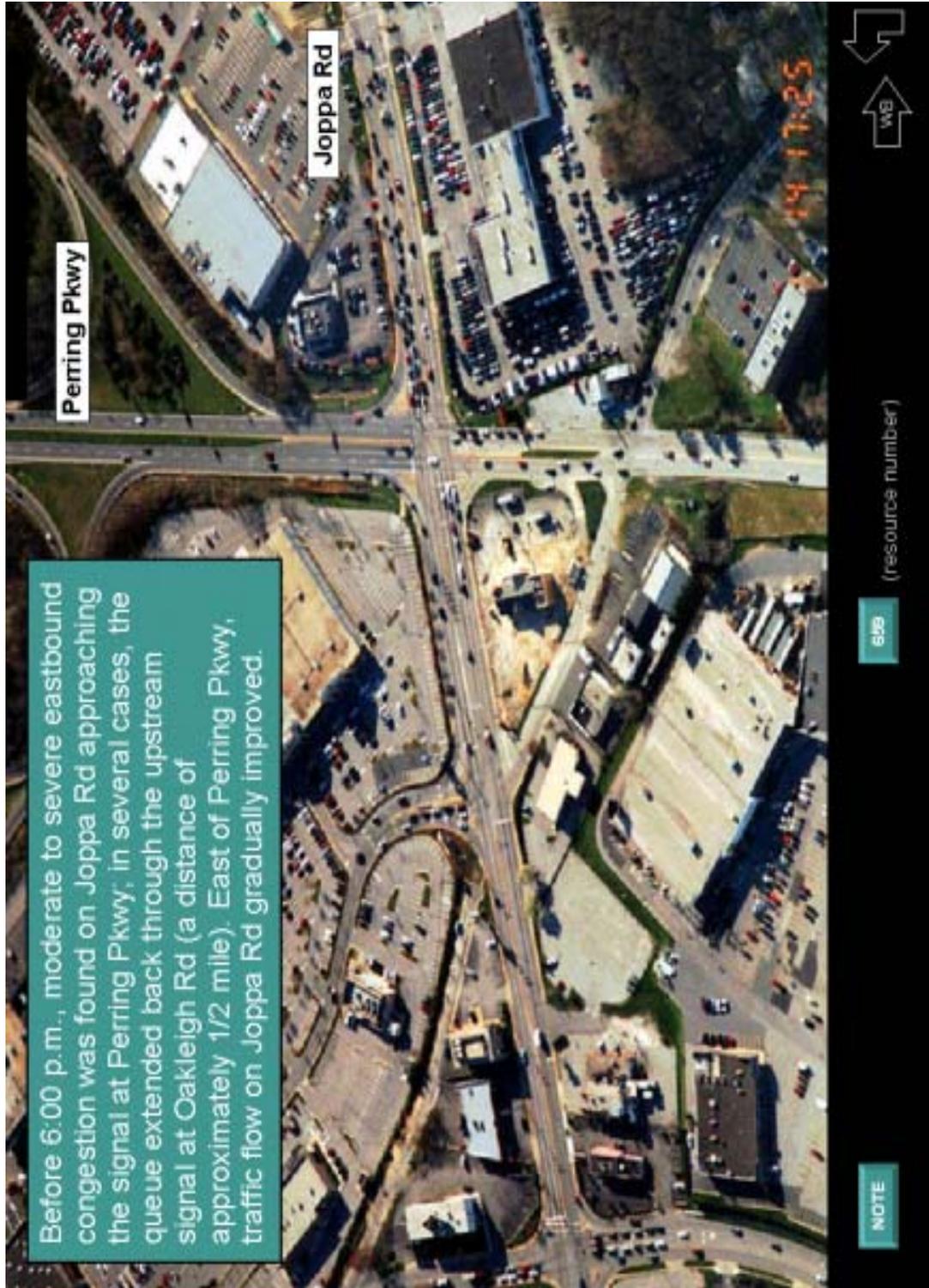
APPENDIX 3 H



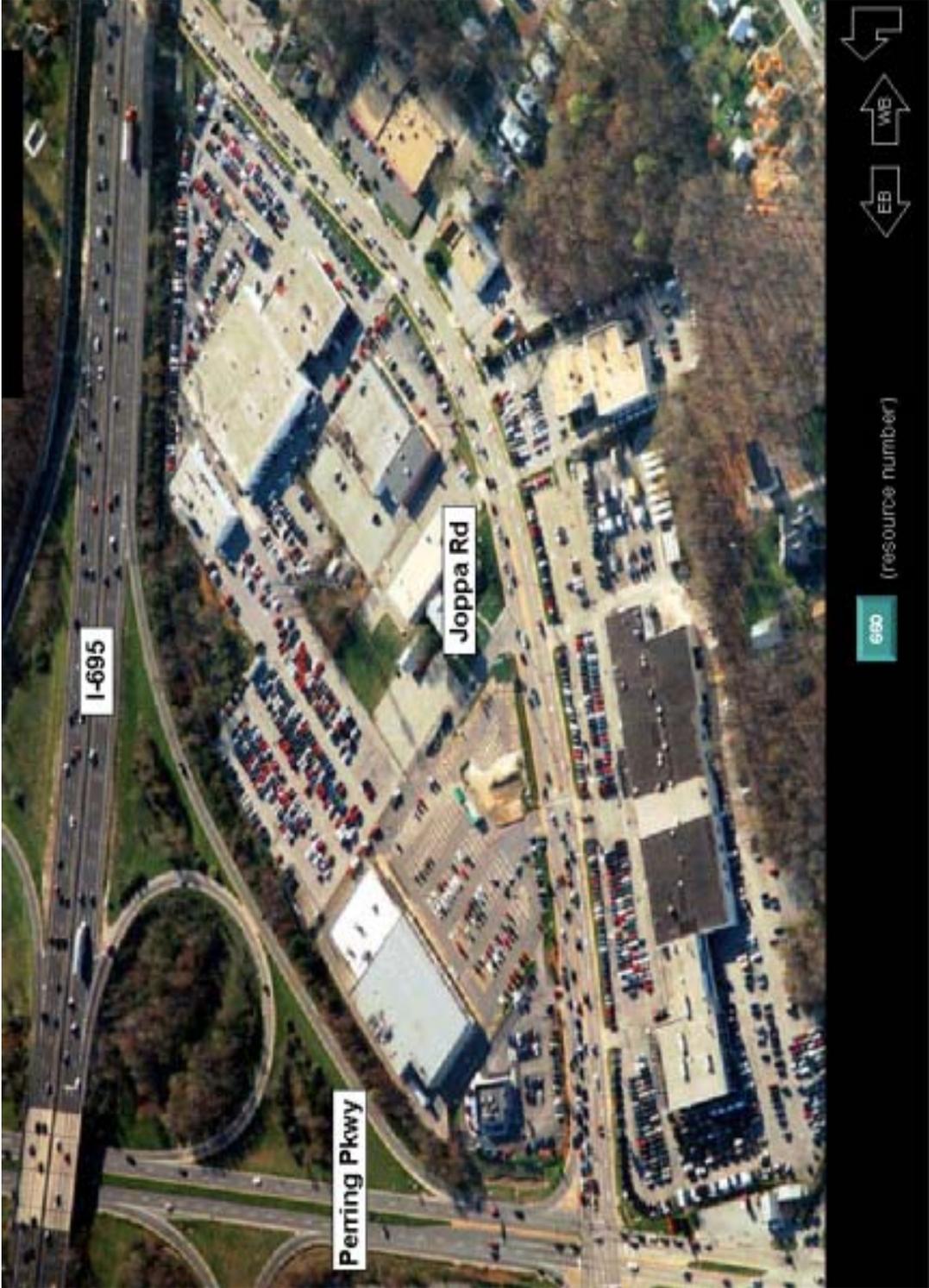
APPENDIX 3 I



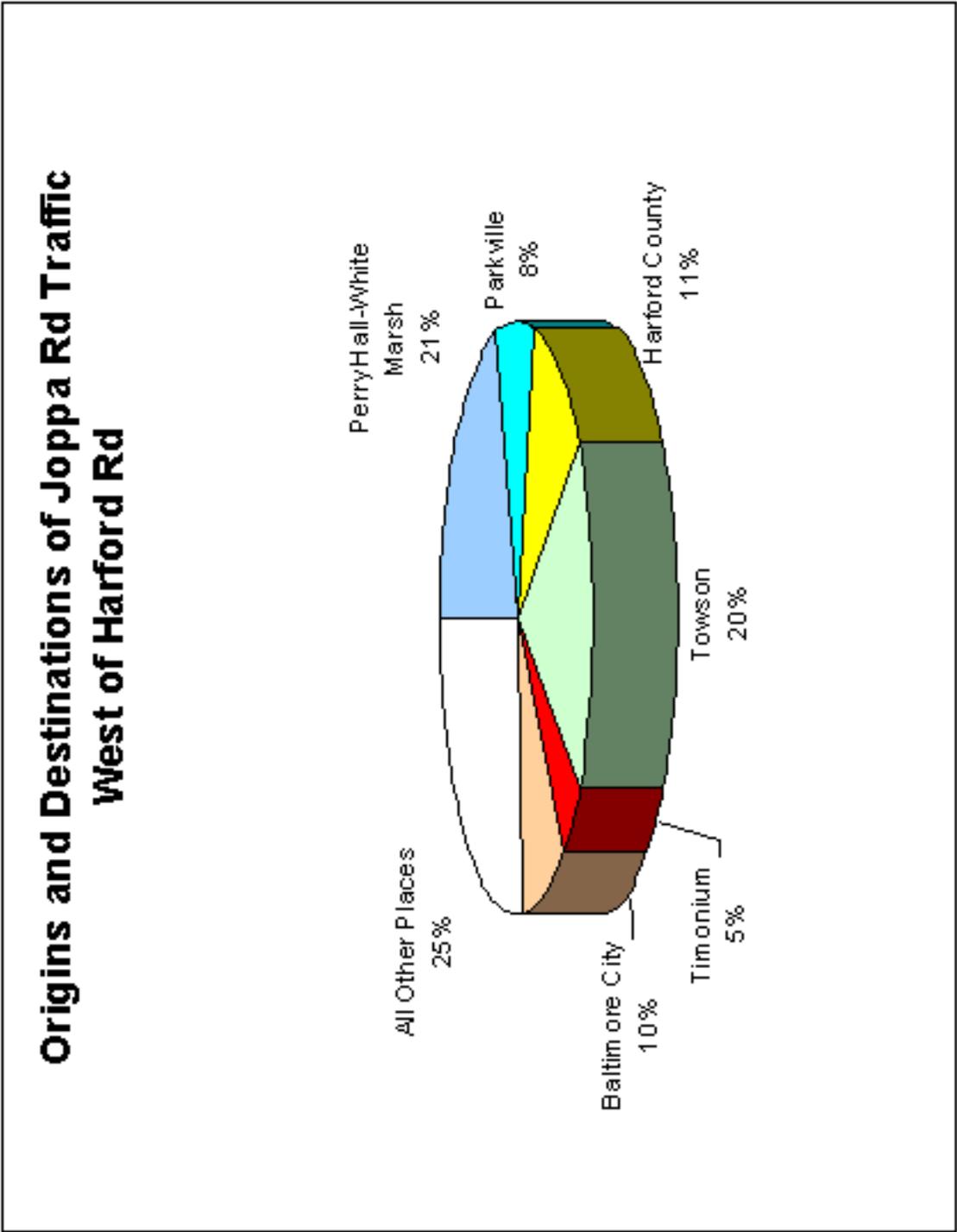
APPENDIX 3 J



APPENDIX 3 K

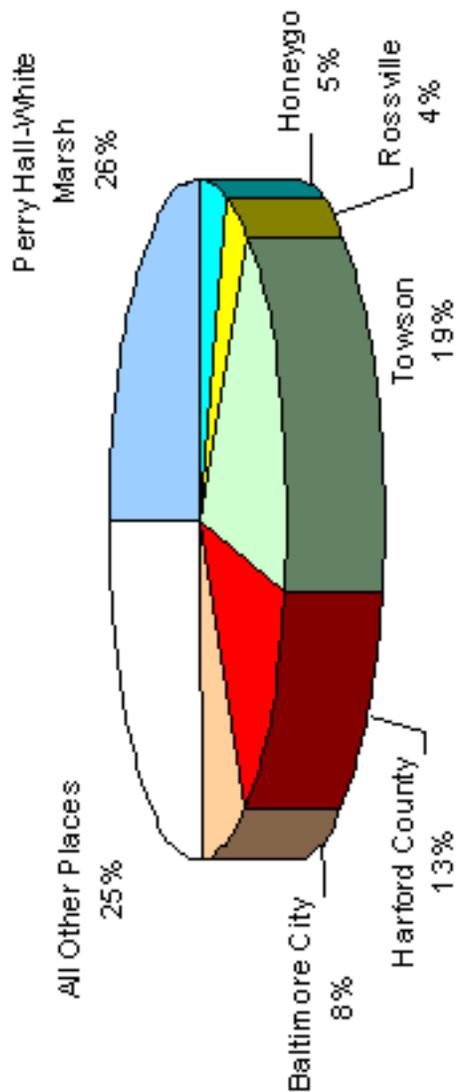


APPENDIX 3 L



APPENDIX 3 M

**Origins and Destinations of Joppa Rd Traffic
East of Harford Rd**



East Joppa Road Corridor Community Plan

APPENDIX 3 N

Estimated and Actual Traffic Trends								
Roadway	D 1	D 2	Intersection	Years	Percent		2002 Count	
					2%	ACT	2%	ACT
Joppa Road		East	Avondale Road	13	2.00%	0.88%	36,163	32,000
Joppa Road		West	Belair Road			0.80%		0
Joppa Road		East	Harford Road	13	2.00%	0.80%	36,541	32,000
Joppa Road		West	Harford Road	13	2.00%	1.08%	28,351	25,650
Joppa Road	EB	East	Harford Road		2.00%	0.59%		0
Joppa Road	WB	East	Harford Road (WB)		2.00%	0.31%		0
Joppa Road	EB	West	Harford Road (EB)	3	2.00%	-0.10%	13,926	13,100
Joppa Road	WB	West	Harford Road (WB)	3	2.00%	0.59%	13,072	12,550
Joppa Road		West	Old Harford Road	18	2.00%	0.31%	34,681	26,900
Joppa Road		East	Old Harford Road	18	2.00%	-0.10%	27,201	25,650
Joppa Road		East	Satyr Hill Road			2.55%		27,335
Joppa Road	EB	East	Satyr Hill Road					14,075
Joppa Road	WB	East	Satyr Hill Road					13,260
Joppa Road		East	Walther Boulevard					29,100
Joppa Road		West	Magle dt					23,800
Joppa Road		West	Perring Parkway	11	2.00%	2.55%	32,209	33,792

East Joppa Road Corridor Community Plan

APPENDIX 3 O

Joppa Road Traffic Counts											
Roadway	D 1	D 2	Intersection	1984	1985	1986	1987	1989	1999	2000	2002
Joppa Road		East	Harford Road					29,000	34,800		32,000
Joppa Road		West	Harford Road					22,500	25,468		25,650
Joppa Road	EB	West	Harford Road (EB)						13,137		13,100
Joppa Road		West	Harford Road (WB)						12,331		12,550
Joppa Road		West	Old Harford Road	25,500							26,900
Joppa Road		East	Old Harford Road	20,000							25,650
Joppa Road		East	Satyr Hill Road						26,000		27,335
Joppa Road	EB	East	Satyr Hill Road								14,075
Joppa Road	WB	East	Satyr Hill Road								13,260
Joppa Road		East	Walther Boulevard								29,100
Joppa Road		West	Magledt								23,800
Joppa Road	WB	East	Perring Parkway (WB)						19,364		
Joppa Road		West	Perring Parkway		26,400				33,792		
Joppa Road	EB	East	Perring Parkway (EB)						20,410		
Joppa Road	EB	West	Perring Parkway (EB)						14,397		
Joppa Road	WB	West	Perring Parkway (WB)						14,378		
Joppa Road		East	Perring Parkway						39,774		
Joppa Road		West	Silver Spring Road					24,000			
Joppa Road		East	Silver Spring Road								28,800

East Joppa Road Corridor Community Plan

APPENDIX 3 P

ESTIMATED AND ACTUAL TRAFFIC TRENDS									
ROADWAY	D1	D2	INTERSECTION	Years	Percent		2002 Count		
					2%	ACT	2%	ACT	
JOPPA RD		EAST	AVONDALE RD	13	2.00%	0.88%	36,163	32,000	
JOPPA RD		EAST	HARFORD RD	13	2.00%	0.80%	36,541	32,000	
JOPPA RD		WEST	HARFORD RD	13	2.00%	1.08%	28,351	25,650	
JOPPA RD	EB	WEST	HARFORD RD (EB)	3	2.00%	-0.10%	13,926	13,100	
JOPPA RD	WB	WEST	HARFORD RD (WB)	3	2.00%	0.59%	13,072	12,550	
JOPPA RD		WEST	OLD HARFORD RD	18	2.00%	0.31%	34,681	26,900	
JOPPA RD		EAST	OLD HARFORD RD	18	2.00%	-0.10%	27,201	25,650	
JOPPA RD		WEST	PERRING PKWY	11	2.00%	2.55%	32,209	33,792	

East Joppa Road Corridor Community Plan

APPENDIX 3 Q

2020 FORECAST

ROADWAY	D1	D2	INTERSECTION	PERCENT		2002		2020	
				EST	TREND	EST	TREND	EST	TREND
JOPPA RD		EAST	AVONDALE RD	2.00%	0.88%	36,163	32,000	51,650	42,000
JOPPA RD		EAST	HARFORD RD	2.00%	0.80%	36,541	32,000	52,190	42,000
JOPPA RD	EB	WEST	HARFORD RD (EB)	2.00%	-0.10%	13,926	13,100	18,710	17,100
JOPPA RD	WB	WEST	HARFORD RD (WB)	2.00%	0.59%	13,072	12,550	17,924	16,900
JOPPA RD		WEST	HARFORD RD	2.00%	1.08%	26,998	25,650	36,634	35,000
JOPPA RD		WEST	OLD HARFORD RD	2.00%	0.31%	34,681	26,900	38,420	35,167
JOPPA RD		EAST	OLD HARFORD RD	2.00%	-0.10%	27,201	25,650	36,635	35,000
JOPPA RD		WEST	PERRING PKWY	2.00%	2.55%	32,209	33,792	53,000	57,500

East Joppa Road Corridor Community Plan

APPENDIX 3 R

ROADWAY	DIR	INTERSECTION	ADT
PADONIA RD	EAST	DEERECORD	47,754
SHAWAN RD	EAST	I-83	45,925
TIMONIUM RD	EAST	I83	41,393
OLD COURT RD	WEST	PARK HEIGHTS AVE	39,251
LOCH RAVEN BLVD	NORTH	CITY LINE	35,362
ROLLING RD	NORTH	SECURITY BLVD	35,002
ROLLING RD	SOUTH	FREDERICK RD	33,835
ROLLING RD	NORTH	DOGWOOD RD	33,613
GOLDEN RING RD	NORTH	I95	31,336
ROLLING RD	NORTH	I 70	30,693
WILKENS AVENUE	EAST	I-695	30,509
SHAWAN RD	EAST	MC CORMICK RD	29,332
SHAWAN RD	WEST	YORK RD	28,556
PAINTERS MILL RD	NORTH	MCDONOGH RD	26,182
ROLLING RD	SOUTH	WINDSOR BLVD	26,035
OWINGS MILLS BL	SOUTH	RED RUN BLVD	25,839
BEAVER DAM RD	SOUTH	COCKEYSVILLE RD	25,694
ROLLING RD	SOUTH	CROSBY RD	24,900
DEERECO RD	SOUTH	PADONIA RD	24,764
ROLLING RD	NORTH	BLOOMSBURY AVE	24,331
SHAWAN RD	EAST	LIGHT RAIL LINE	24,110
YORK RD	SOUTH	BURKE AVE	50,956
YORK RD	NORTH	FAIRMOUNT AVE	50,846
REISTERSTOWN ROAD	SOUTH	SUDBROOK LANE	26,946
REISTERSTOWN ROAD	NORTH	SUDBROOK LANE	26,196
LIBERTY RD	WEST	MILFORD MILL	51,300
LIBERTY RD	WEST	I695	50,525
LIBERTY RD	EAST	I695	48,800
LIBERTY RD	WEST	ROLLING RD	42,625
LIBERTY RD	WEST	CROYDON RD	36,050
LIBERTY RD	WEST	MCDONOUGH RD	32,925
LIBERTY RD	EAST	MCDONOUGH RD	32,300
BELAIR RD	NORTH	I-695	46,075
BELAIR RD	SOUTH	I-695	39,175
BELAIR RD	NORTH	WHITEMARSH BLVD	33,375
BELAIR RD	NORTH	JOPPA RD	33,275
BELAIR RD	SOUTH	JOPPA RD	28,275
BELAIR RD	NORTH	CITY LINE	28,075
BELAIR RD	NORTH	FORGE RD	20,875

East Joppa Road Corridor Community Plan

APPENDIX 3 S

100,000,000	365			ADT	Accidents	
365				100M/ADT	Acc*Rate	Rate
16,117,000	6,307			9,125,000	268	
6.20	39,132.59	39.13		10.96	2,937	293.70
43,277,000	25,959			1	1	
2.31	59,983.36	60		100,000,000	100,000,000	100,000
7,300,000	60					
13.70	822	0.82				
59,394,000	32,266					
1.68	54,325	54.33				
59,394,000	351					
1.68	591	0.59				
Accidents:	268			6,307		
ADT*Yrs*dys*mi	128,845,000			17,406,360,000		
ADT/Accid	0.00000208			0.00000036		
Per 100m	100,000,000			100,000,000		
Rate	<u>208.00</u>			<u>36.23</u>		

East Joppa Road Corridor Community Plan

APPENDIX 3 T

*Office of Traffic and Safety
Traffic Safety Division*

**State System Motor Vehicle Accident Rates per 100 Million Vehicle Miles of Travel
By Access Control**

Type	Count*	Fatal Accidents	Fatal Accident Rate	Major Accidents	Major Accident Rate	FBIID Accidents	FBIID Accident Rate	Total Accidents	Total Accident Rate	Average Accident Cost	Annual Vehicle Miles (Millions)	Miles
Rural	1	159	0.3	2,069	18.4	3,229	28.8	4,397	39.1	\$178,815	16,117	279
Urban	1	242	0.6	11,417	10.4	12,510	29.8	25,959	60.6	\$94,478	41,277	191
Combined	1	311	0.8	16,116	17.2	15,779	28.8	31,356	54.1	\$106,517	56,394	461
Rural	2	2	2.5	27	11.3	26	42.1	53	67.8	\$184,191	81	5
Urban	2	3	1.5	94	17.8	34	22.5	175	51.8	\$158,492	318	11
Combined	2	7	1.7	121	22.9	102	24.3	230	54.9	\$171,143	419	16
Rural	3	23	1.9	1,556	19.9	1,493	36.8	1,516	77.8	\$146,581	8,896	110
Urban	3	194	1.1	6,264	83.3	5,820	68.4	11,180	155.1	\$95,412	7,340	113
Combined	3	177	1.6	7,320	69.6	6,423	57.2	14,420	128.3	\$122,087	11,236	213
Rural	4	29	2.9	793	49.9	411	19.9	1,093	91.7	\$136,841	1,319	91
Urban	4	12	2.3	414	63.8	294	56.8	710	142.8	\$112,064	519	25
Combined	4	41	2.0	1,197	58.4	705	44.2	1,803	104.6	\$133,583	2,048	116
Rural	5	141	2.7	4,387	51.1	3,943	46.7	6,492	102.4	\$179,431	8,468	218
Urban	5	429	1.4	11,112	111.9	26,640	122.8	58,800	246.1	\$85,263	21,809	447
Combined	5	470	1.3	15,719	111.1	19,193	95.3	68,792	208.1	\$102,357	32,894	473
Rural	6	11	1.9	741	118.4	542	94.1	1,294	224.7	\$106,454	378	16
Urban	6	79	1.2	4,580	111.1	6,779	103.4	15,409	218.7	\$64,817	6,423	114
Combined	6	90	1.1	9,401	112.9	7,121	104.5	16,781	218.8	\$92,706	6,990	130
Rural	8	135	2.4	15,976	79.9	13,382	81.2	19,287	124.3	\$124,957	22,319	2,917
Urban	8	171	1.1	21,879	99.9	17,773	84.4	24,814	100.6	\$87,477	13,818	413
Combined	8	306	2.0	28,849	91.2	23,335	71.8	35,091	135.1	\$106,117	35,317	3,592
Rural	9	7	2.1	113	102.7	279	92.4	399	198.6	\$104,008	105	39
Urban	9	6	0.9	915	140.4	1,004	114.0	1,915	295.2	\$71,808	632	31
Combined	9	13	1.4	1,228	128.1	1,283	114.1	2,314	243.8	\$88,109	957	61
Rural	10	807	1.7	24,926	10.1	21,811	41.3	51,468	96.6	\$124,641	33,009	1,487
Urban	10	648	1.0	71,411	77.2	64,117	87.4	116,309	143.1	\$88,931	93,176	1,787
Combined	10	1,455	1.2	100,347	87.3	87,932	39.2	190,146	127.9	\$108,149	146,885	3,474

MONTANA VEHICLE/INJURY SURVEILLANCE

* Central Map

1= Divided Highway, full control, 1 or more lanes
 2= Non-divided Highway, full control, 2 lanes
 3= Non-divided Highway, partial control, 2 lanes
 4= Divided Highway, partial control, 2 or more lanes
 5= Non-divided high-way, partial control, 2 lanes
 6= Divided Highway, no control, 2 lanes
 7= Non-divided Highway, no control, 2 lanes
 8= Non-divided Highway, no control, 3 lanes
 9= Non-divided Highway, no control, 3 lanes
 10= Non-divided Highway, no control, 3 lanes

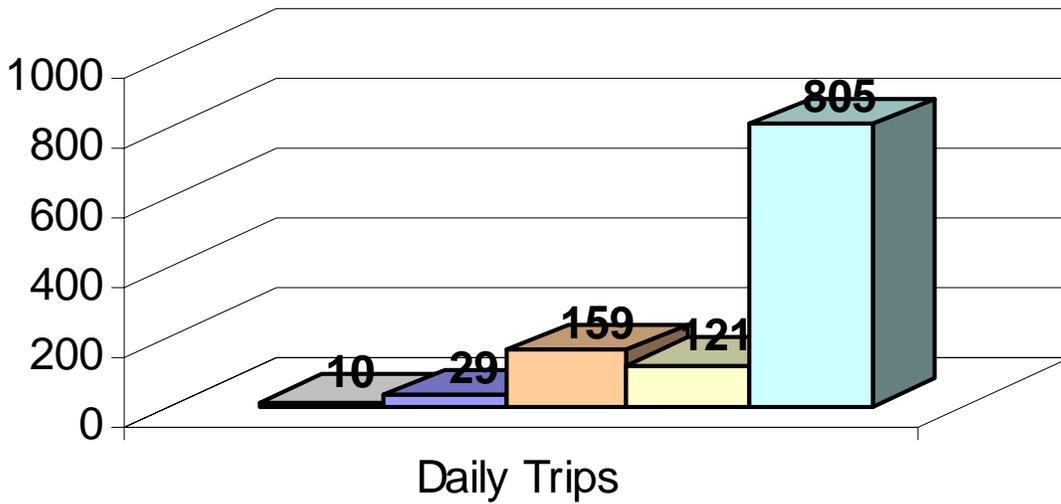
East Joppa Road Corridor Community Plan

APPENDIX 3 U

ROADWAY	D1	D2	INTERSECTION	2020 FORECAST		
				SIM	2%	TREND
JOPPA RD		WEST	PERRING PKWY	56,082	53,000	57,500
JOPPA RD		EAST	PERRING PKY	56,013		
JOPPA RD	EB	EAST	SATYR HILL RD	19,822		
JOPPA RD	WB	EAST	SATYR HILL RD	18,674		
JOPPA RD		EAST	SATYR HILL RD	38,496	39,000	
JOPPA RD		WEST	OLD HARFORD RD	37,883	38,420	35,167
JOPPA RD		EAST	OLD HARFORD RD	43,138	36,635	35,000
JOPPA RD	EB	WEST	HARFORD RD	22,031	18,710	17,100
JOPPA RD	WB	WEST	HARFORD RD	21,106	17,924	16,900
JOPPA RD		WEST	HARFORD RD	43,138	36,635	35,000
JOPPA RD	EB	EAST	HARFORD RD	22,597		
JOPPA RD	WB	EAST	HARFORD RD	22,582		
JOPPA RD		EAST	HARFORD RD	45,179	52,190	42,000
JOPPA RD		EAST	AVONDALE RD	46,248	51,650	42,000
JOPPA RD		EAST	WALTHER BLVD	45,929	38,000	
JOPPA RD		WEST	MAGLEDT	34,397	31,100	
JOPPA RD		WEST	SILVER SPRING RD	40,398	33,500	
JOPPA RD		EAST	SILVER SPRING RD	44,391	37,700	
JOPPA RD		EAST	SEVEN COURTS RD	41,925	35,600	
JOPPA RD		WEST	BELAIR RD	38,081	29,500	

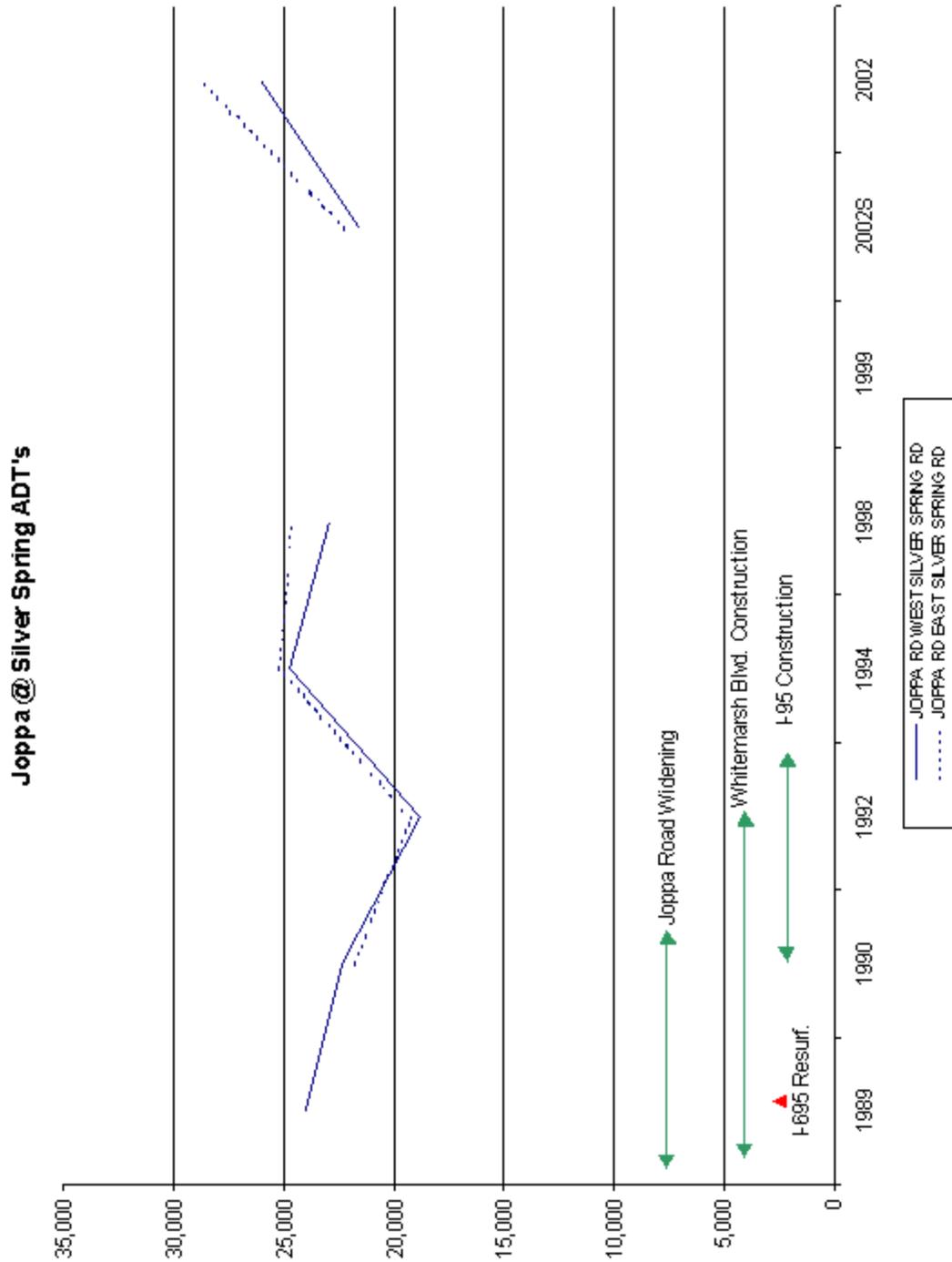
APPENDIX 3 V

Comparison of Trips Generated From A 2,500 Sq. Ft. Building

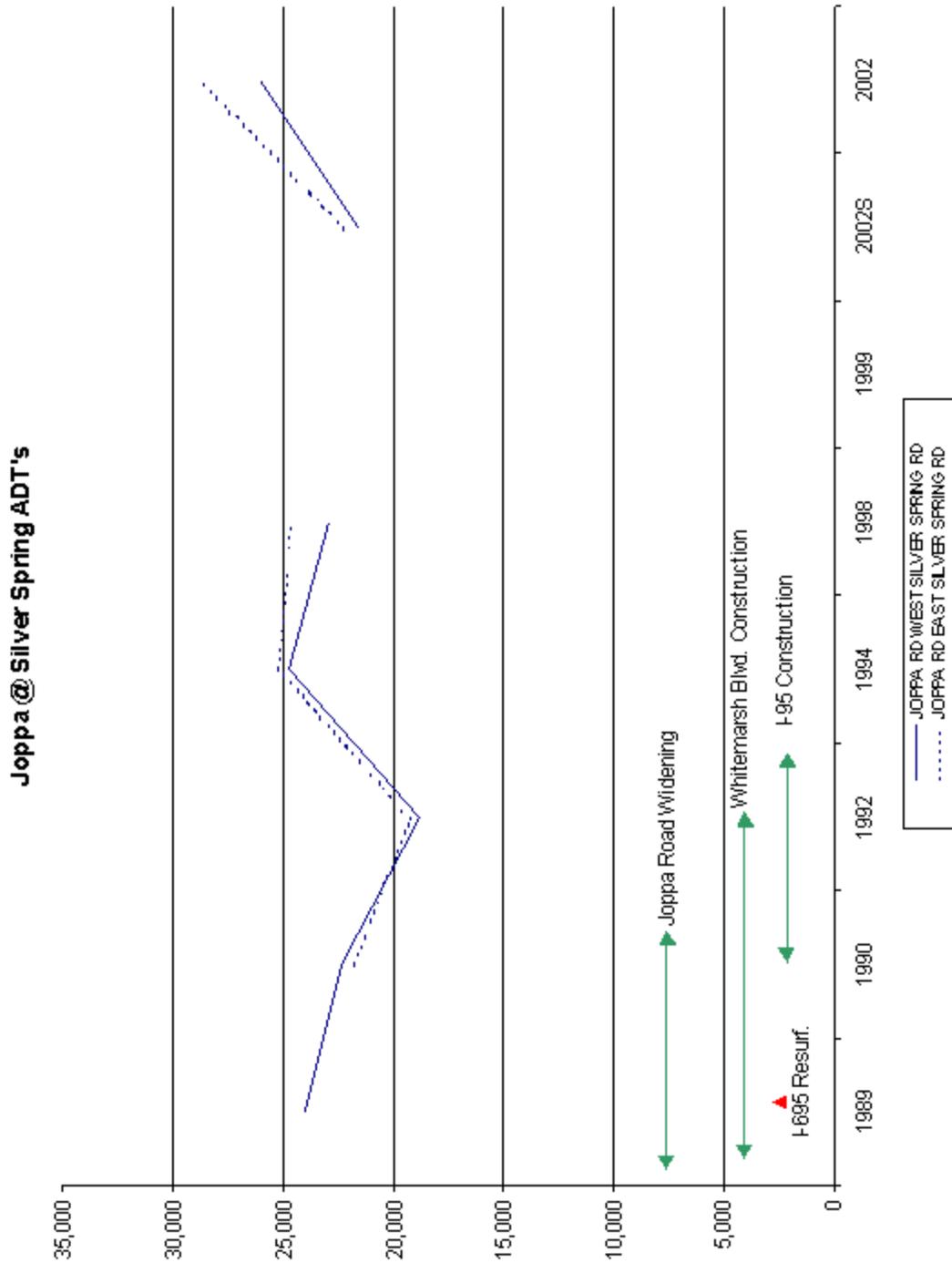


<input type="checkbox"/> Residence	<input type="checkbox"/> Lawyer's Office
<input type="checkbox"/> Doctor's Office	<input type="checkbox"/> Gov't Service Office
<input type="checkbox"/> 16 hr Convenience Store	

APPENDIX 3 W



APPENDIX 3 W



East Joppa Road Corridor Community Plan

APPENDIX 3 Y

ROADWAY	D1	D2	INTERSECTION	COUNTS		2020 FORECAST			
				1999	2002	SIM	2%	TREND	NO WB
JOPPA RD		WEST	PERRING PKWY	33,792		56,082	53,000	57,500	57,484
JOPPA RD		EAST	PERRING PKY	39,774		56,013			57,414
JOPPA RD	EB	EAST	SATYR HILL RD		14,075	19,822			19,822
JOPPA RD	WB	EAST	SATYR HILL RD		13,260	18,674			18,674
JOPPA RD		EAST	SATYR HILL RD		27,335	38,496	39,000		40,420
JOPPA RD		WEST	OLD HARFORD RD		26,900	37,883	38,420	35,167	39,777
JOPPA RD		EAST	OLD HARFORD RD	24,332	25,650	43,138	36,635	35,000	45,295
JOPPA RD	EB	WEST	HARFORD RD	13,137	13,100	22,031	18,710	17,100	24,235
JOPPA RD	WB	WEST	HARFORD RD	12,331	12,550	21,106	17,924	16,900	23,217
JOPPA RD		WEST	HARFORD RD	25,468	25,650	43,138	36,635	35,000	47,452
JOPPA RD	EB	EAST	HARFORD RD	16,216		22,597			24,857
JOPPA RD	WB	EAST	HARFORD RD	16,205		22,582			24,840
JOPPA RD		EAST	HARFORD RD	32,421	32,000	45,179	52,190	42,000	49,697
JOPPA RD		EAST	AVONDALE RD		32,000	46,248	51,650	42,000	50,873
JOPPA RD		EAST	WALTHER BLVD		29,100	45,929	38,000		52,818
JOPPA RD		WEST	MAGLEDT		23,800	34,397	31,100		39,556
JOPPA RD		WEST	SILVER SPRING RD	25,596		40,398	33,500		51,374
JOPPA RD		EAST	SILVER SPRING RD		28,800	44,391	37,700		54,654
JOPPA RD		EAST	SEVEN COURTS RD		27,200	41,925	35,600		48,712
JOPPA RD		WEST	BELAIR RD	22,446		38,081	29,500		44,247

APPENDIX 4

Table 1		
Existing Land Use Along East Joppa Road Corridor		
2003 Assessment		
Land Use	Acres	Percent of Total
Commercial	151.4	17.15
County Open Space	7.15	0.81
Futher Review	2.17	0.25
Institutional/Government Use	137.78	15.61
Multifamily Residential	36.45	4.13
Office	16.13	1.83
Parks/Recreation	45.60	5.17
Pipeline Development	15.59	1.77
Right-of-Way	19.67	2.23
Roads	96.34	10.91
Single Family Residential	298.20	33.78
Vacant Commercial	9.00	1.02
Vacant Residential	47.27	5.35
Total	882.75	100.00

APPENDIX 5

Table 2 Existing Zoning Along East Joppa Road Corridor 2003 Assessment		
Zoning	Acres	Percent of Total
BL	174.70	19.79
BM	6.36	0.72
BR	17.08	1.93
CB	0.89	0.10
	199.03	22.55
DR 3.5	14.72	1.67
DR 5.5	502.76	56.95
DR 16	143.13	16.21
	660.61	74.84
O 3	6.34	0.72
RO	14.75	1.67
ROA	2.02	0.23
	23.11	2.62
Total	882.75	100

APPENDIX 6

- 1) All requests for zoning change will be reviewed and evaluated on a case-by-case basis. Each request should be evaluated on the basis of the most intensive land use permitted by the zone. The zoning guidelines will provide general direction and guidance for the development of recommendations for the zoning issues.
- 2) Every zoning request will be evaluated for consistency with Master Plan 2010, specifically, land use policies, the proposed land use map, community and local area plans, and the master water and sewer plan.
- 3) Only those zoning requests that maintain the Urban-Rural distinction, as defined by the Urban-Rural Demarcation Line (URDL), should be supported.
- 4) Generally, requests for substantial zoning changes to non-residential zones on cross-county roads such as Joppa Road and Old Court Road should not be supported.
- 5) With any zoning request, the adequacy of public facilities such as road, school, water, and sewer capacity should be evaluated to determine the impact of the zoning request.
- 6) The AS district should be removed from properties that are not currently functioning as a service station, or are not desirable locations for a service station.
- 7) Zoning requests that may adversely impact adjacent residential areas should not be granted.
- 8) Applicants must demonstrate that the property can meet the criterion for the placement of the zone, and show that all zoning and development regulations could be met on site, without the need for variances or waivers.
- 9) Zoning decisions should reinforce the programs and financial expenditures undertaken or committed in the Capital Improvement Program.
- 10) Zoning requests should be reviewed for both their short and long-term effects on the financial resources of the County.

East Joppa Road Corridor Community Plan

APPENDIX 7

Population Data and Parkland Needs by Recreation Council (based on year 2000 population)

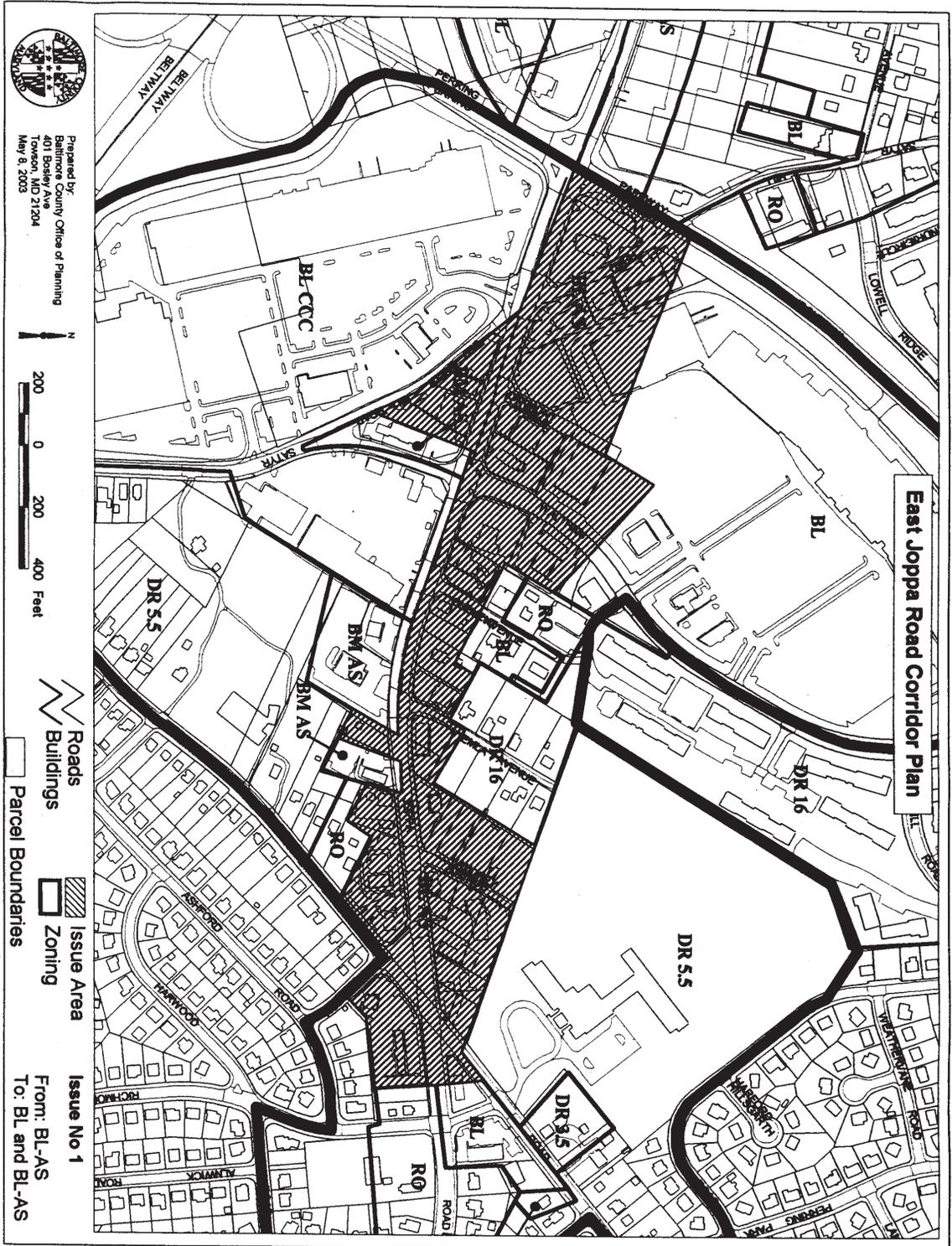
Council Name	1990 Pop.	2000 Pop.	Pop. Change: '90-'00	% Pop. Change: '90-'00	2000 Park Acre Need	Total Creditable Acreage	Parkland Acres per 1000
Pikesville	39,247	47,957	8,710	22.2%	1,438.7	972.7	20.3
Parkville	41,969	43,725	1,756	4.2%	1,311.8	954.8	21.8
Liberty Road	47,346	52,423	5,077	10.7%	1,572.2	1,235.9	23.6
Lutherville-Timonium	26,948	28,093	1,145	4.2%	842.8	520.6	18.5
Catonsville	33,449	36,982	3,533	10.6%	1,109.5	797.4	21.6
Reisterstown	31,034	38,550	7,516	24.2%	1,156.5	845.9	21.9
Owings Mills	20,400	31,792	11,392	55.8%	953.8	644.8	20.3
Greater Loch Raven	28,488	28,499	11	0.0%	855.0	549.6	19.3
Towson	22,878	24,043	1,165	5.1%	721.3	421.6	17.5
Cockeysville	24,063	27,043	2,980	12.4%	811.3	557.0	20.6
Woodlawn	30,847	36,338	5,491	17.8%	1,090.1	845.0	23.3
Perry Hall	31,068	37,759	6,691	21.5%	1,132.8	893.0	23.6
Middle River	23,584	22,340	-1,244	-5.3%	670.2	443.9	19.9
Rosedale	22,822	24,048	1,226	5.4%	721.4	501.8	20.9
Arbutus	20,194	21,669	1,475	7.3%	650.1	439.0	20.3
Towsontowne	18,555	20,072	1,517	8.2%	602.2	401.1	20.0
Edmondson-Westview	21,184	21,743	559	2.6%	652.3	455.3	20.9
Stembridge	15,328	13,867	-1,461	-9.5%	416.0	305.8	22.1
Bengies-Chase	18,665	18,547	-118	-0.6%	556.4	455.3	24.5
Carroll Manor	12,429	13,464	1,035	8.3%	403.9	313.9	23.3
Edgemere-Sparrows Point	9,552	9,705	153	1.6%	291.2	207.4	21.4
Berkshire-Eastwood	7,257	6,764	-493	-6.8%	202.9	122.1	18.0
Baltimore Highlands	7,083	7,003	-80	-1.1%	210.1	131.1	18.7
Overlea-Fullerton	11,004	11,345	341	3.1%	340.4	264.7	23.3
Kingsville	5,338	5,773	435	8.1%	173.2	98.9	17.1
Prettyboy	4,698	5,135	437	9.3%	154.1	80.5	15.7
Seventh District	4,393	5,324	931	21.2%	159.7	87.5	16.4
West Inverness	7,190	6,418	-772	-10.7%	192.5	128.1	20.0
Essex	10,461	10,242	-219	-2.1%	307.3	243.3	23.8
Dundalk-Eastfield	17,687	17,054	-633	-3.6%	511.6	448.2	26.3
Gray Charles	7,597	7,336	-261	-3.4%	220.1	158.8	21.6
North Point Village	5,049	4,780	-269	-5.3%	143.4	91.4	19.1
Fifth District	4,320	4,153	-167	-3.9%	124.6	75.5	18.2
Colgate-Eastpoint	3,459	3,369	-90	-2.6%	101.1	53.5	15.9
Patapsco Neck-Norwood	8,587	8,131	-456	-5.3%	243.9	201.6	24.8
Lansdowne-Riverview	9,766	10,008	242	2.5%	300.2	259.8	26.0
Sparks	7,533	9,965	2,432	32.3%	299.0	263.4	26.4
Watersedge	1,766	1,586	-180	-10.2%	47.6	35.6	22.4
Turner Station	2,834	2,556	-278	-9.8%	76.7	72.3	28.3
Back River	16,315	16,963	648	4.0%	508.9	557.4	32.9
Bear Creek	3,585	3,469	-116	-3.2%	104.1	124.1	35.8
White Marsh	5,382	7,341	1,959	36.4%	220.2	287.3	39.1
Hereford	780	918	138	17.7%	27.5	148.0	161.2

Data Source: Baltimore County Office of Planning Population Projections (1998 and 2002)

04/25/2003

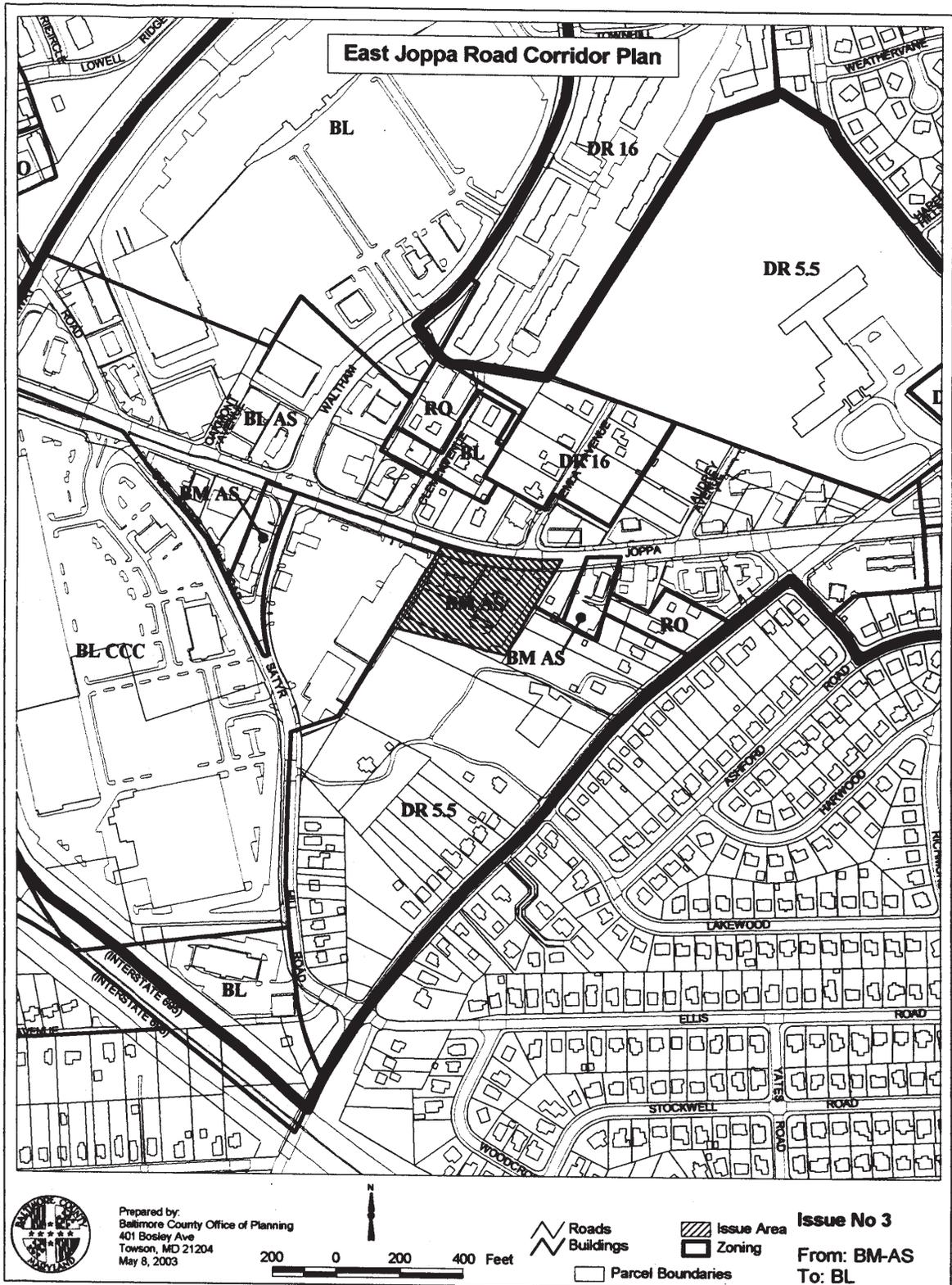
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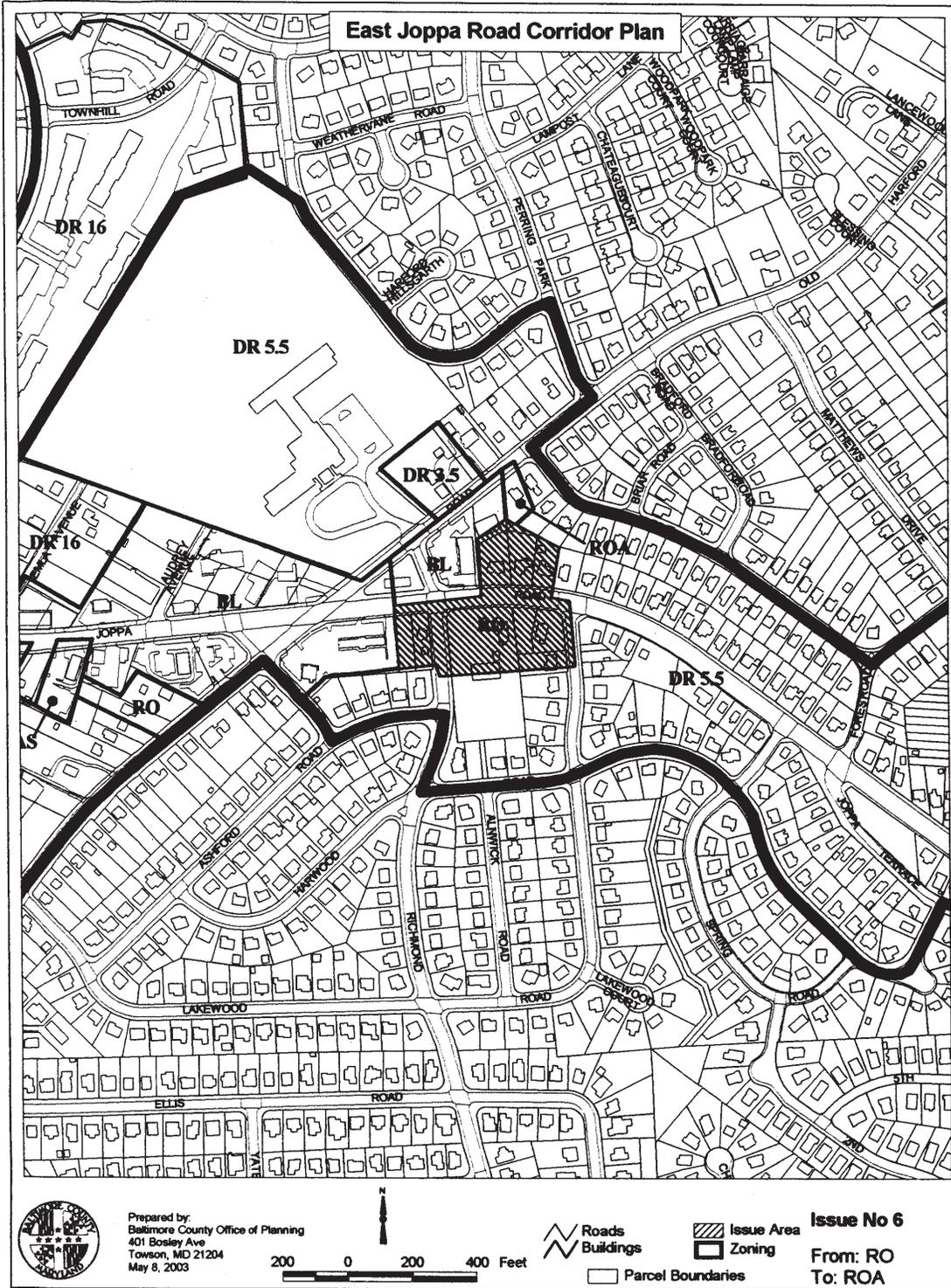
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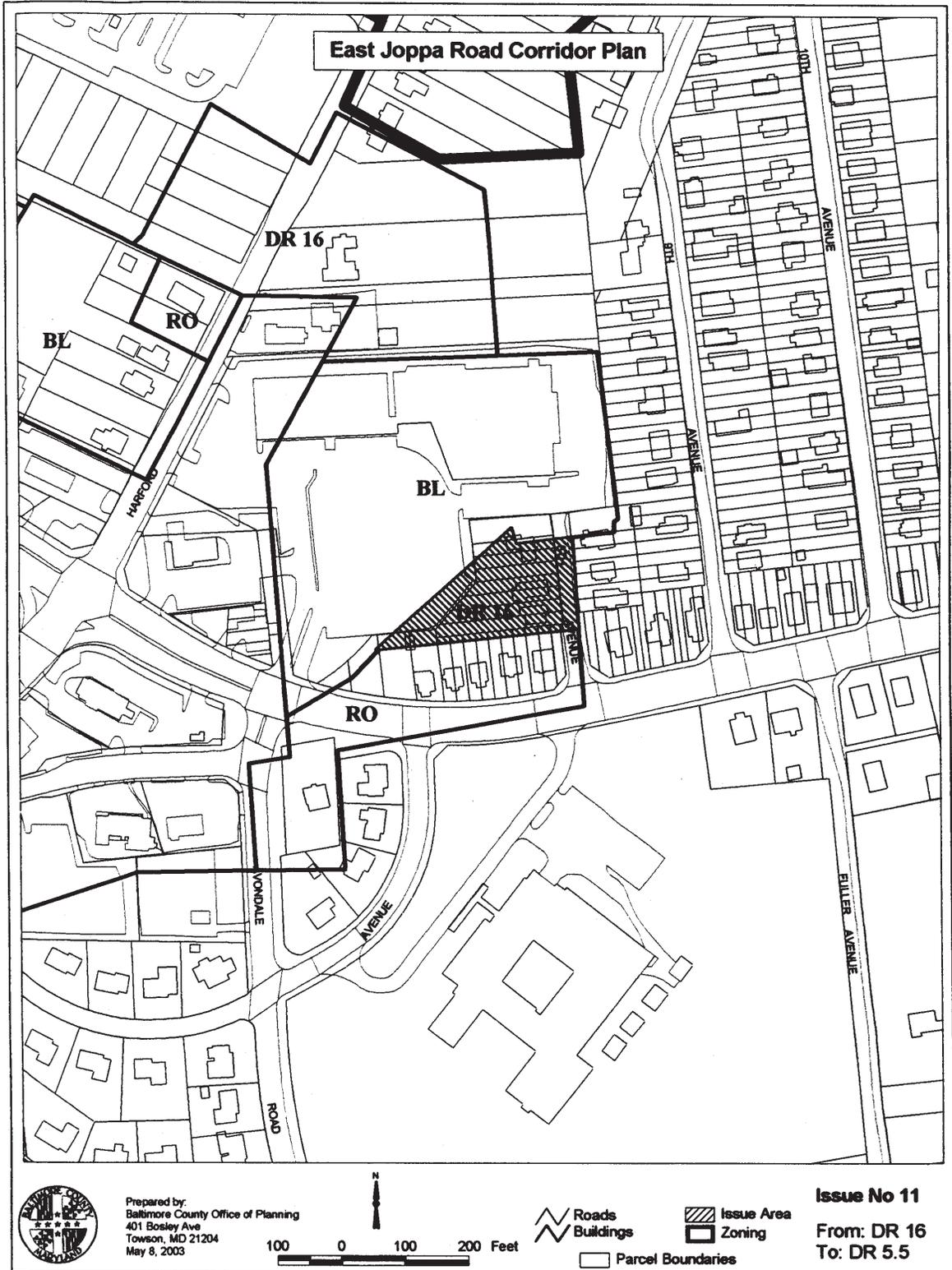
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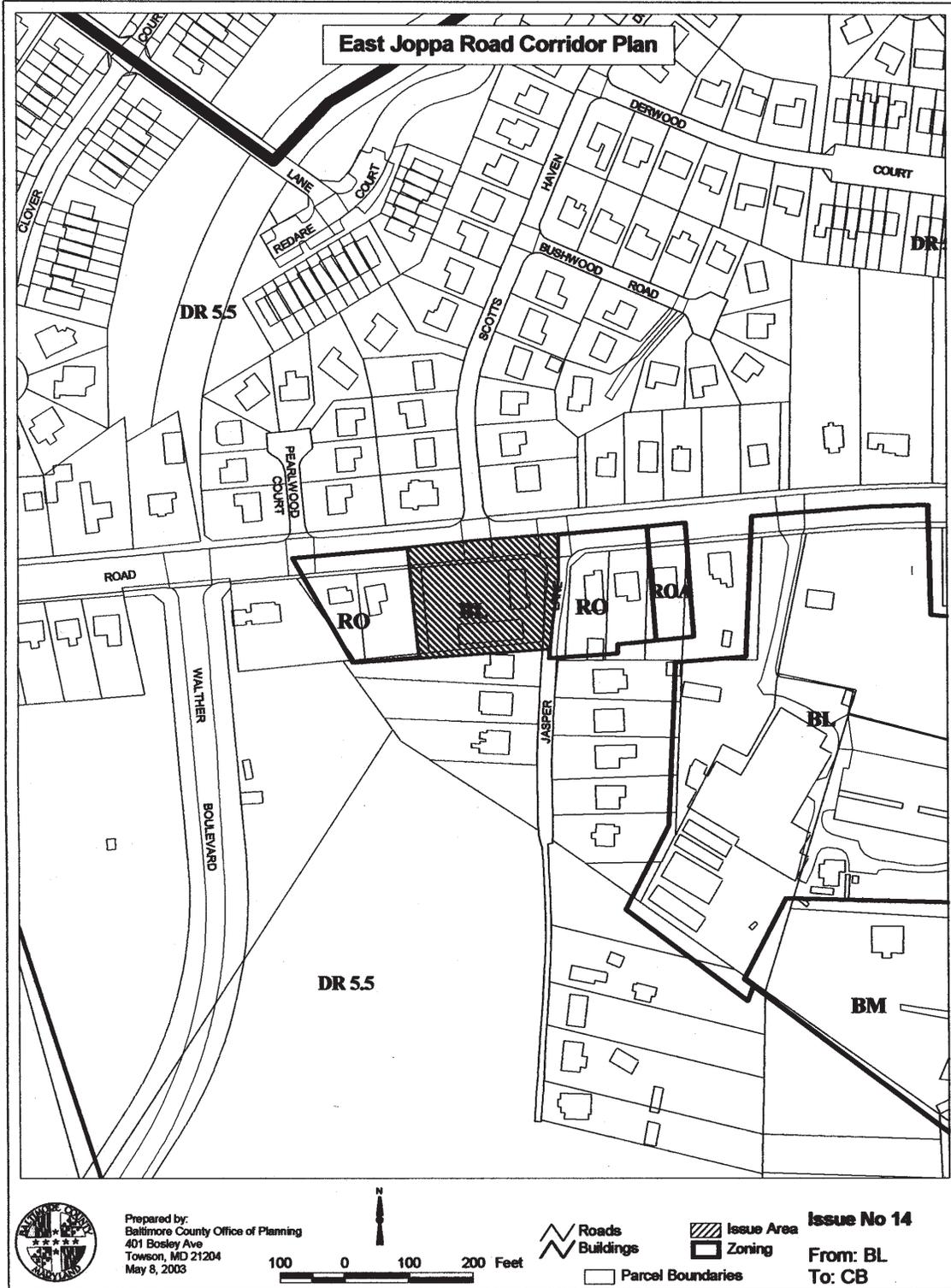
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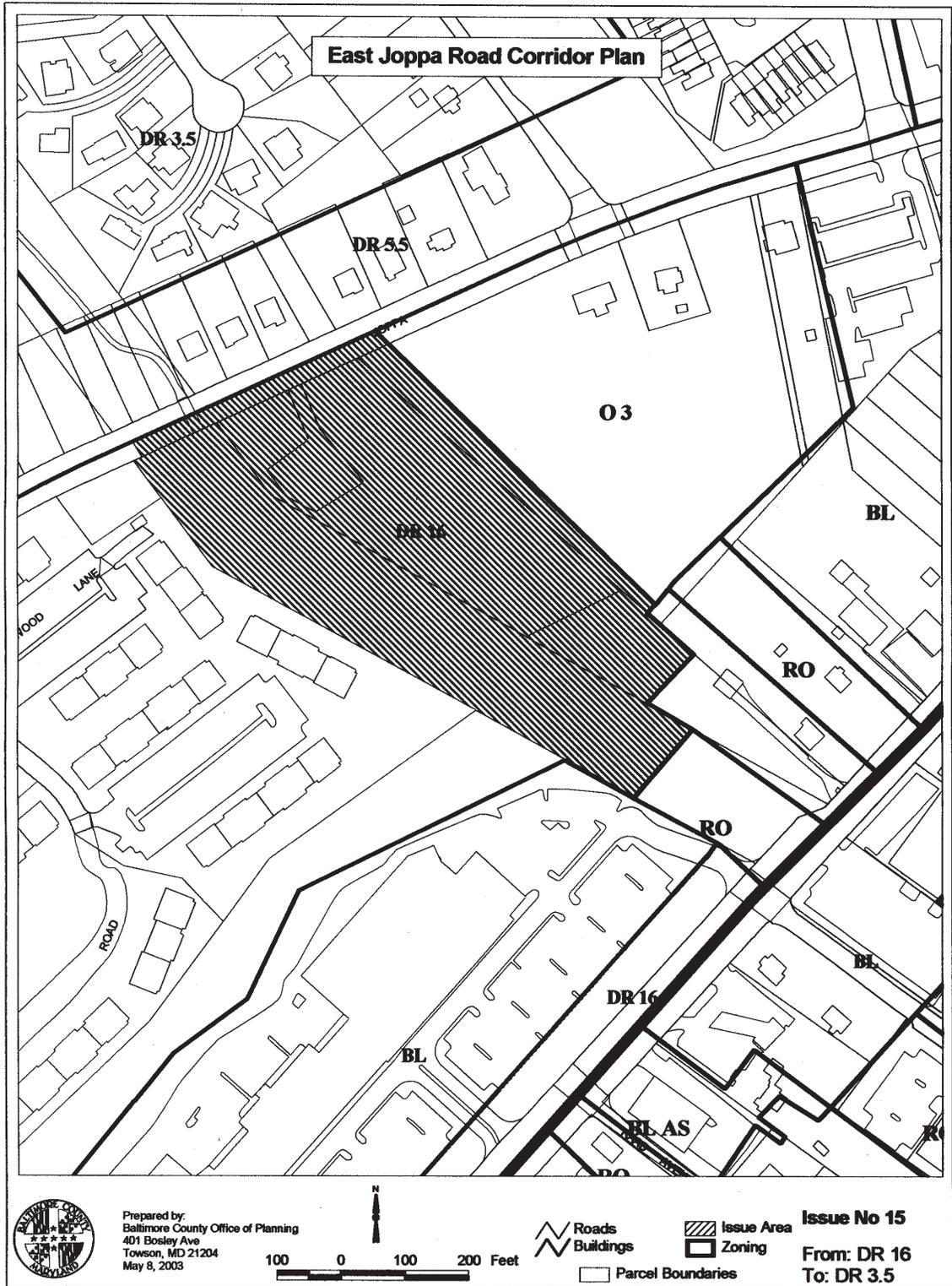
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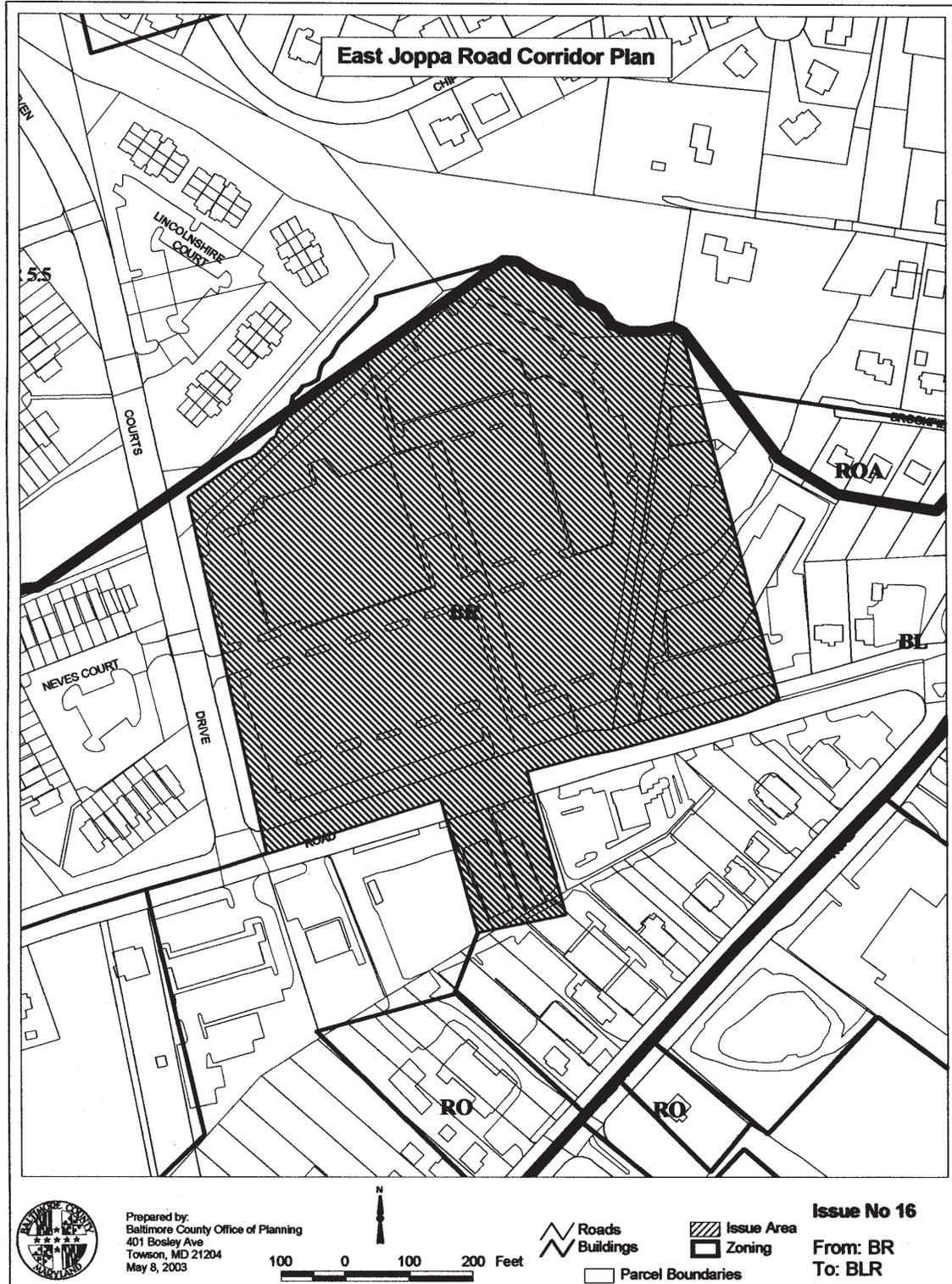
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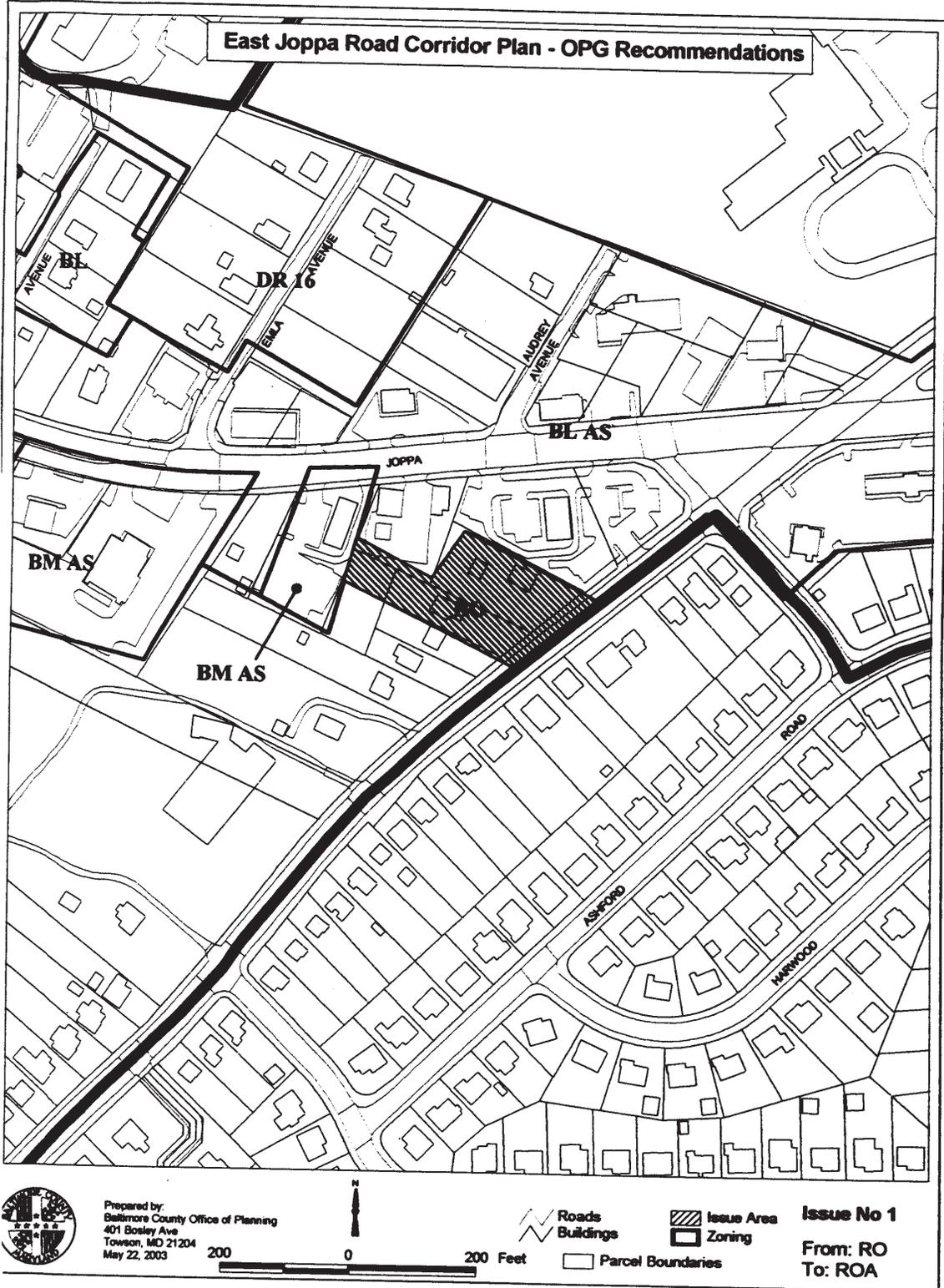
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APPENDIX 8 A ISSUE #16



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APPENDIX 8 B ISSUE #1



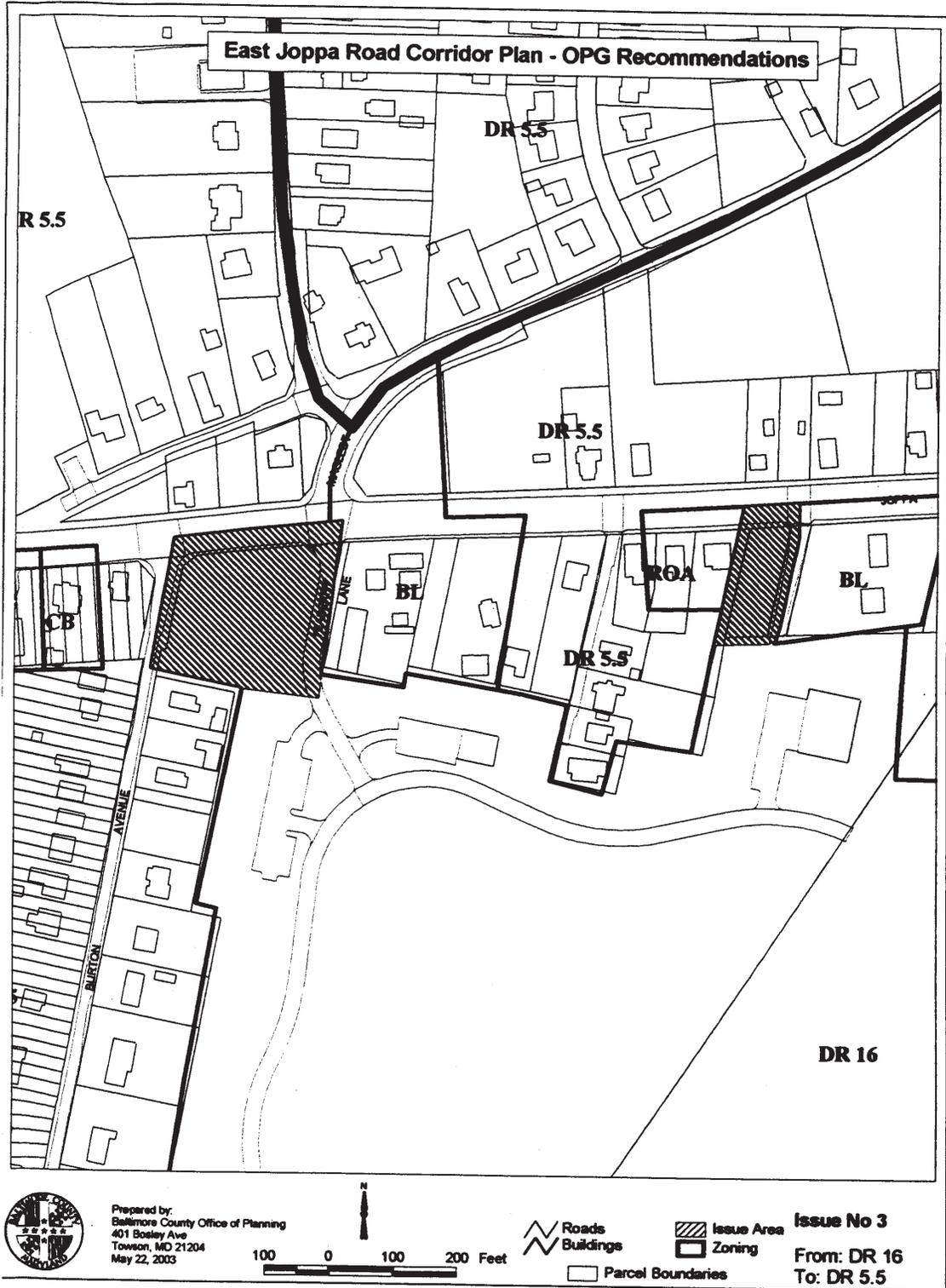
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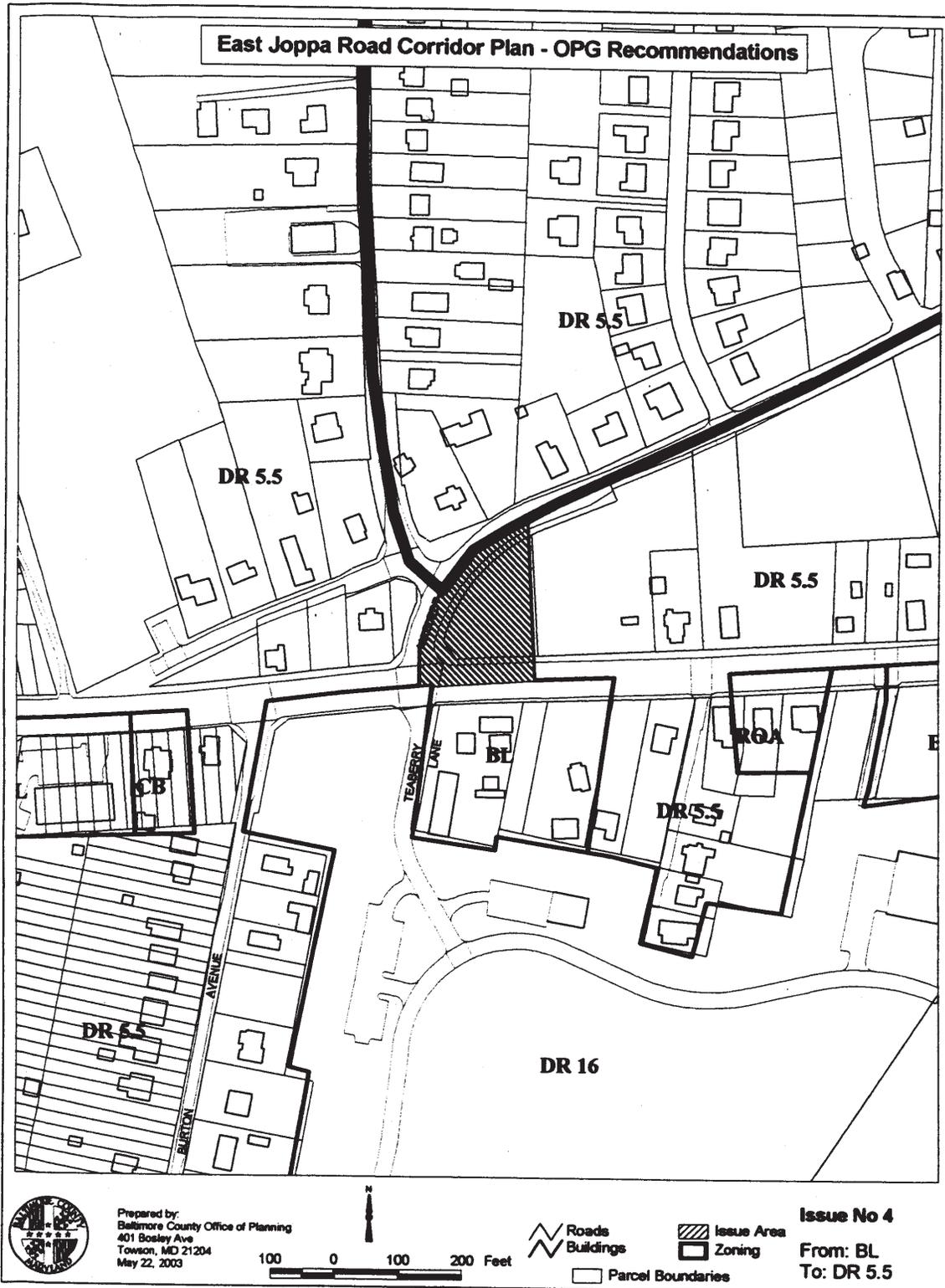
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APPENDIX 8 B ISSUE #3



East Joppa Road Corridor Community Plan

APPENDIX 8 B ISSUE #4



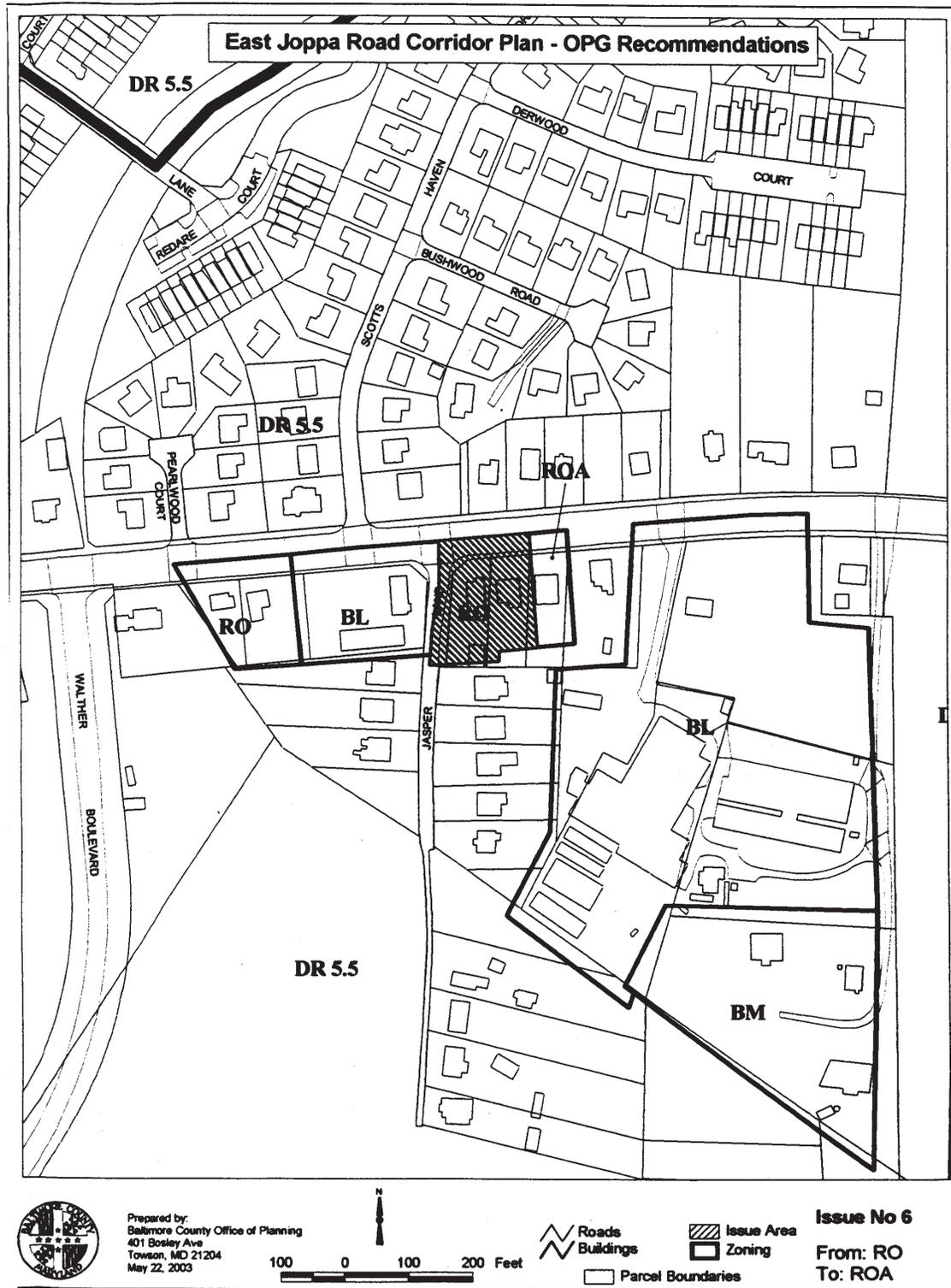
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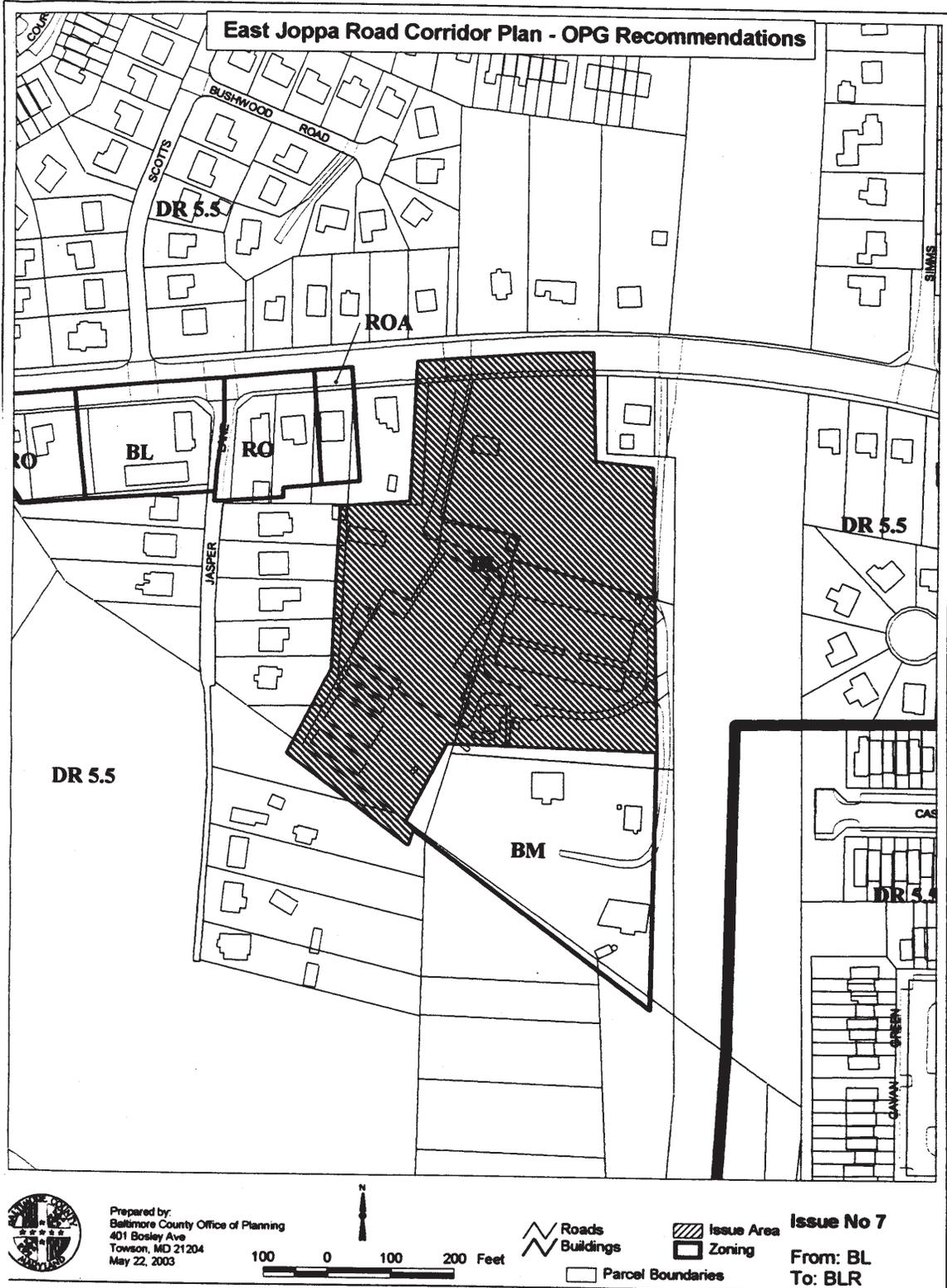
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APPENDIX 8 B ISSUE #7





Baltimore County
Office of Planning
County Courts Building
401 Bosley Avenue
Towson, Maryland 21204

<http://www.baltimorecountyonline.info>