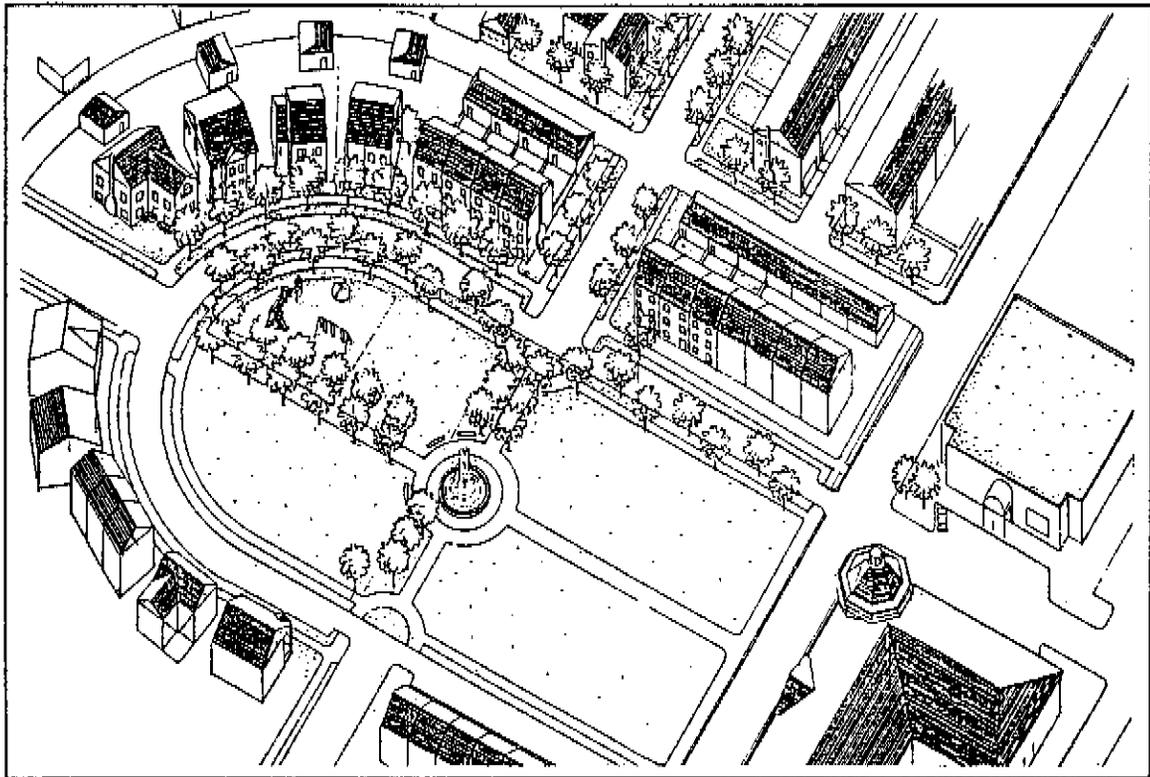

THE
HONEYGO PLAN



JULY 5, 1994

THE HONEYGO PLAN

Adopted by
the Baltimore County Council
July 5, 1994

County Executive
Roger B. Hayden

Baltimore County Council
William A. Howard IV, Chairman (1994)
Councilman Sixth District
Berchie Lee Manley
Councilwoman First District
Melvin G. Mintz
Councilman Second District
C.A. "Dutch" Ruppertsberger III
Councilman Third District
Douglas B. Riley
Councilman Fourth District
Vincent J. Gardina
Councilman Fifth District
Donald C. Mason
Councilman Seventh District

Prepared by
Baltimore County
Office of Planning and Zoning
Department of Environmental Protection
and Resource Management
Department of Public Works

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND
LEGISLATIVE SESSION 1994, LEGISLATIVE DAY NO. 13
RESOLUTION NO. 55-94

MR. VINCENT J. GARDINA, COUNCILMAN

BY THE COUNTY COUNCIL, JUNE 20, 1994

A RESOLUTION of the Baltimore County Council to adopt the Honeygo Plan as part of the Baltimore County Master Plan 1989-2000.

WHEREAS, the Baltimore County Council adopted the Baltimore County Master Plan 1989-2000 on February 5, 1990; and

WHEREAS, the Master Plan expresses the County's commitment to the basic concepts of the Growth Areas and the determination to make the Perry Hall-White Marsh area an exemplary, attractive and fully functional place for living and working; and

WHEREAS, County Council Resolution 42-92 recognized that the Honeygo area is unique and that detailed planning, coordination of facilities, and phasing of utilities and development are needed, and requested the preparation of a Honeygo area plan and implementing programs as an update of the Perry Hall-White Marsh Growth Area Plan for adoption as an amendment to the Master Plan; and

WHEREAS, Resolution 42-92 specified factors to be considered in the preparation of a plan for the Honeygo area, which is a logical unit for planning in Baltimore County, and established a Steering Committee chaired by the County Administrative Officer and including representatives of the Administration, County Council, Planning Board, property owners and local community organizations; and

WHEREAS, the draft of the Honeygo Plan, as recommended and submitted by the Steering Committee on March 3, 1994, was discussed in Committee meetings on March 3, April 7, and April 21, 1994, and was the subject of a public hearing by the Planning Board on March 24, 1994; and

WHEREAS, by Resolution adopted April 21, 1994, the Baltimore County Planning Board adopted the Honeygo Plan to constitute a part of and an amendment to the Master Plan; and

WHEREAS, the County Council held a public hearing on the recommended Honeygo Plan on June 6, 1994.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Baltimore County, Maryland, that the Honeygo Plan, a copy of which is attached hereto and made part hereof, be and it is hereby adopted and incorporated into the Baltimore County Master Plan 1989-2000 to be a guide for the development of the Honeygo area of Baltimore County, subject to such further modifications as deemed advisable by the County Council.

Baltimore County Government
Planning Board



401 Bosley Avenue
Towson, MD 21204

(410) 887-3211
Fax (410) 887-5862

RESOLUTION
Adopting and Recommending
THE HONEYGO PLAN

WHEREAS, the Baltimore County Master Plan 1989-2000 expresses the County's "committ[ment] to the basic concepts of the Growth Areas, and...determin[ation] to make the Perry Hall - White Marsh area an exemplary, attractive, fully functional place for living and working"; and

WHEREAS, County Council Resolution No. 42-92, "recogn[izing] that the Honeygo Area is unique and that detailed planning, coordination of facilities, and phasing of utilities and development are needed...", requested the preparation of a Honeygo area plan and implementing programs "as an update of the Perry Hall - White Marsh Growth Area Plan for adoption as an amendment to the Master Plan"; and

WHEREAS, Resolution 42-92 specified factors to be considered in the preparation of a plan for the Honeygo area, which is a logical unit for planning in Baltimore County, and established a Steering Committee chaired by the County Administrative Officer and including representatives of the Administration, County Council, Planning Board, property owners and local community organizations; and

WHEREAS, during the process of preparing The Honeygo Plan, the Steering Committee met in open session in June and November 1992, April, August and December 1993, and February 1994, as well as conducting Town/Public meetings in December 1992, March and December 1993 and January 1994; and

WHEREAS, the draft of The Honeygo Plan, as recommended and submitted by the Steering Committee on March 3, 1994, was discussed in Committee meetings on March 3, April 7, and April 21, 1994, and was the subject of a public hearing by the Planning Board on March 24, 1994;

NOW, THEREFORE, BE IT RESOLVED, pursuant to Section 26-81 of the Baltimore County Code, 1988, that the Baltimore County Planning Board hereby adopts The Honeygo Plan, March 3, 1994, as amended April 21, 1994, to constitute a part of and an amendment to the Baltimore County Master Plan 1989-2000; and

BE IT FURTHER RESOLVED, that The Honeygo Plan shall be transmitted to the Baltimore County Council for adoption in accordance with Section 523(a) of the Baltimore County Charter.

DULY ADOPTED by vote of the Planning Board
this 21st day of April 1994

A handwritten signature in cursive script that reads "P. David Fields".

P. David Fields
Secretary to the Planning Board



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Introduction and Summary of Goals

The goals of the Honeygo Plan are to

- Preserve and protect the natural environment.
- Design and build a community, not just a collection of subdivisions and houses.
- Construct public infrastructure and facilities in advance of development.
- Place zoning and dwelling types, with design standards, in locations that implement the plan.

Study Area History and Planning Processes

In 1979, Baltimore County, through its Master Plan, established the framework for a county-wide growth management program. The essence of this program was to direct new residential development into existing communities, town centers, and designated growth areas, thereby diverting significant new development away from rural, agricultural, and watershed protection areas. The cornerstone of this program was the designation of two new growth areas -- Owings Mills and Perry Hall-White Marsh -- which, for a variety of reasons, were found to be the most suitable areas for higher density residential and commercial development.

A land use and infrastructure (i.e., roads, sewer, and water) plan for the Perry Hall-White Marsh Growth Area was adopted on February 4, 1985 and the zoning was changed accordingly. In the northern portion of the Growth Area, which for purposes of this study is called the Honeygo Area, the zoning changed from fairly uniform low densities of DR 2 and 3.5 to a pattern of high density residential (DR 5.5, 10.5, and 16) surrounding a commercial core. The study area is shown on the Existing Land Use and Existing Zoning maps on the following two pages.

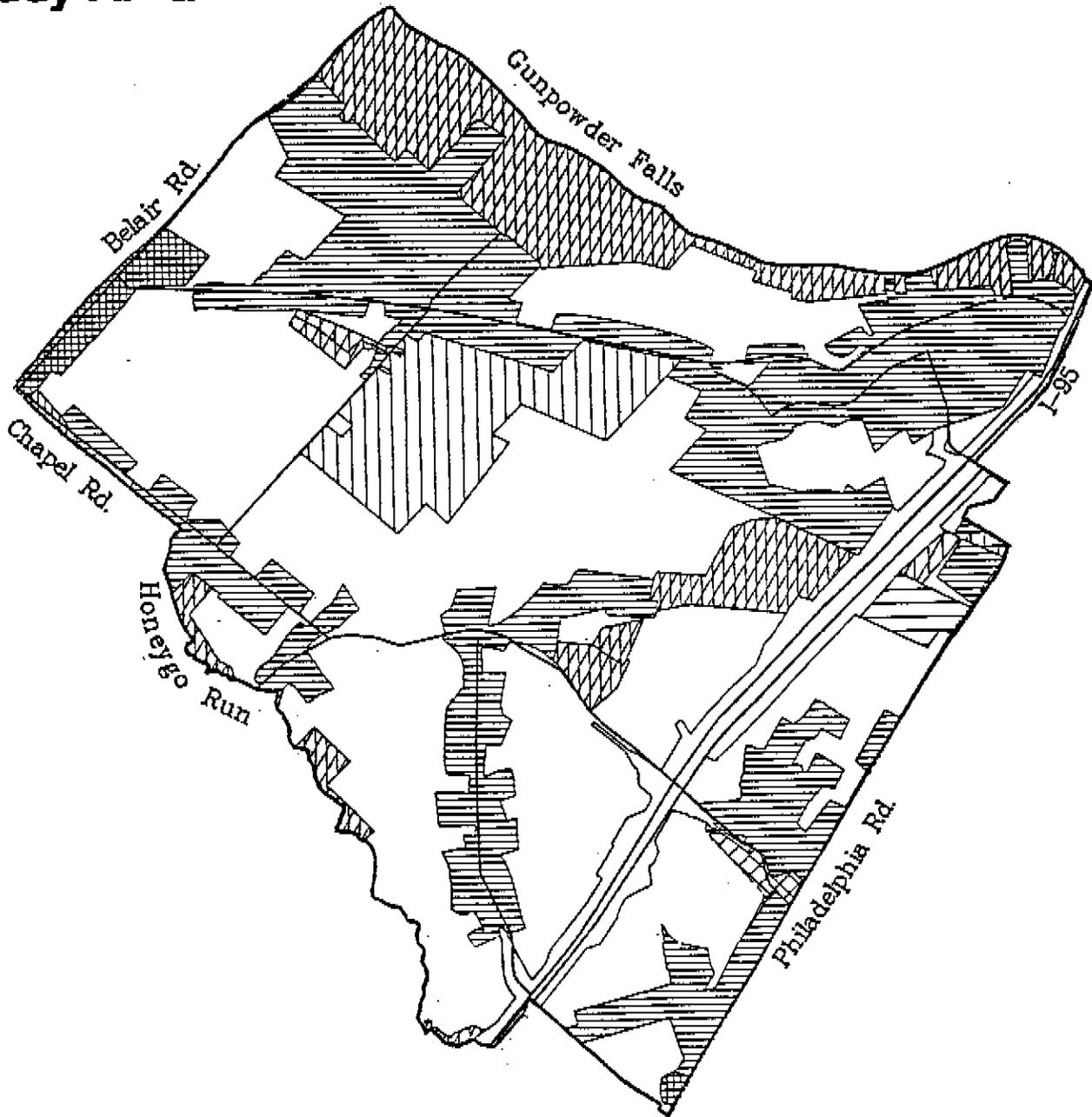
Over the next decade, development and for the most part, infrastructure improvements in the southern two-thirds of the Perry Hall-White Marsh Growth Area proceeded according to the plan and the zoning. However, by the late 1980s it became apparent to County agencies, developers, and the public that serious problems were developing. Important infrastructure improvements were deleted from the County's Capital Improvements Program and other projects, most notably Honeygo Boulevard and the Honeygo Sewer Interceptor, were significantly delayed because of funding constraints and other competing projects in the rest of the County. Essential open space and recreational areas within the Growth Area were not purchased and it was projected that there would be a 700 acre parkland deficit based on the State standard for open space. The elementary, middle, and high schools were either overcapacity or going to be overcapacity with little immediate relief in sight. New compre-

hensive environmental regulations to protect wetlands, stream systems, steep slopes, forest cover, and existing vegetation were adopted by Federal, State, and local governments, significantly affecting the development potential of the land. And finally, because of overzoning and the lack of design standards, the area was not becoming a cohesive, well-designed community. To many, the Perry Hall-White Marsh Growth Area has not developed as a planned community, but rather as an unconnected series of residential subdivisions that are outpacing key public services and facilities.

The Baltimore County Master Plan 1989-2000 recognized these issues and while reaffirming the essential growth management strategy structured on growth areas, the Master Plan further recognized that times have changed since the adoption of the original Perry Hall-White Marsh Plan. In particular, the population projections have not materialized, potentially undercutting the need for large amounts of high density zoning previously put in place to meet the projected demand. This, combined with the shift in public policy away from the growth at any cost philosophy and the reality of limited tax revenues, led the County to recommend a systematic evaluation of the various growth management policies, with particular emphasis placed on the effectiveness of the two designated Growth Areas. The Baltimore County Master Plan 1989-2000 strongly recommended that "...an objective examination of both areas is in order to ascertain the need for any mid-course corrections" (Baltimore County Master Plan 1989-2000, pg. 47). Specifically, the Plan recommended an update of the Perry Hall-White Marsh Plan with particular focus on scheduling development so that the full range of necessary services were provided before developments were occupied.

In addition, the Master Plan recommended that "[u]rban design and architectural standards, marketing strategies and other means for achieving a clearer, distinctive high quality identity for the Perry Hall-White Marsh Growth Area [will] be prepared by the County in cooperation with the development industry and community organizations." (Baltimore County Master Plan 1989-2000, p. 110)

Study Area



Honeygo Study Area Existing Land Use

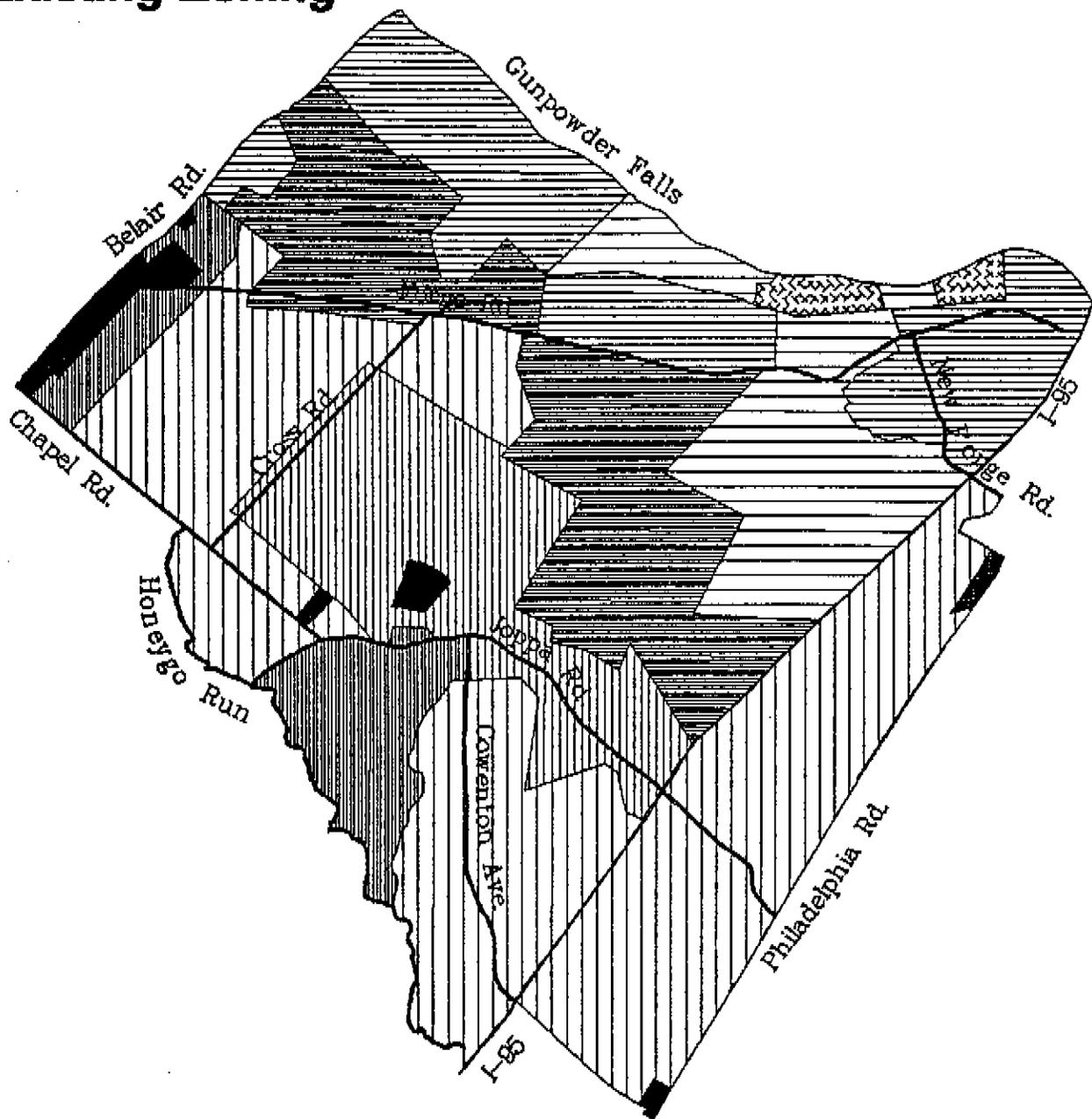
Existing

-  Single Family Detached
-  Commercial
-  Parks
-  Undeveloped

Pipeline

-  Single Family Detached
-  Multifamily

Existing Zoning



Honeygo Study Area Existing Zoning

 RC5	 DR5.5
 DR1	 DR10.5
 DR2	 DR16
 DR3.5	 NON RESIDENTIAL

In 1992, the Office of Planning and Zoning and the local community proposed rezoning about 870 acres of land zoned for high density residential use to lower density residential use in the Honeygo Area. In response to that action, the County Executive and County Council adopted a resolution on June 1, 1992 calling for a voluntary moratorium on development pending the adoption of a comprehensive plan for the Honeygo Area. This Plan proposes recommendations on land use, zoning, infrastructure, design, funding, and phasing; it also meets the requirement of the resolution for the County administration to submit a plan to the Planning Board within 2 years of the moratorium's adoption.

Process

The moratorium resolution established a Steering Committee which was chaired by the County Administrative Officer and composed of representatives from the Administration, County Council, Planning Board, property owners, home builders, and local community associations. This group met every three months to review the County's progress on the Plan. After every two meetings with the Advisory Group, town meetings were held at the Joppa View Elementary School to keep the public informed. Additionally, progress reports were submitted to the County Executive and County Council every six months. The North-east Reporter, Baltimore Sun, The Avenue and other local newspapers periodically published articles about the Plan's preparation.

For nearly 18 months, County agencies performed extensive background studies on infrastructure, design, and environmental issues; evaluated the development potential of various subareas; and field surveyed the study area with the Army Corps of Engineers and the Maryland Department of Natural Resources to obtain concurrence on corridors for the sewer interceptors and Honeygo Boulevard. Four land use alternatives were then developed based on the findings of these studies and field investigations. The alternatives ranged from the existing zoning (10,550 units) to a high density alternative (8,775 units) to a "neotraditional" mixed unit scenario (7,610 units) to a low density single-family alternative (5,310 units). Based upon comments from the Steering Committee and public as well as an evaluation against the Plan objectives, a preferred alternative was developed.

The preferred alternative proposal and attendant infrastructure, design, and zoning policies are discussed in this Honeygo Plan. The Plan was introduced to the Planning Board on March 3, 1994, and will be the subject of a Planning Board public hearing on March 24, 1994. After this hearing the Board will review the Plan, propose any modifications or changes, and then forward their recommendations to the County Council. The Council will also hold a public hearing and then review and act upon the Plan. If adopted, the Plan will be an amendment to the Baltimore County Master Plan 1989-2000 and implemented through the zoning, capital funding, and development review mechanisms outlined in this Plan.

Plan Objectives

Design

The primary objective of the Honeygo Plan is to create a high quality community based upon the historic notion of a town. This includes a true town center surrounded by well designed residential neighborhoods that are built around neighborhood parks and connected to each other by landscaped streets and open spaces. Rather than replicate conventional development patterns found in recent Baltimore County developments that are a series of independent subdivisions reflecting a particular building niche, the Honeygo Plan intends to link neighborhoods, design community focal points, and provide access to useable open space. Models that were selected to be emulated included residential communities such as Oak Forest Park in Catonsville, Sudbrook Park in Pikesville, Rodgers Forge and Stoneleigh in Towson, Dundalk Center, and Homeland in Baltimore City. Contemporary examples include Kentlands in Montgomery County and the commercial infill within Historic Laurel.

Environmental Protection

The rapid pace of development during the last several decades has fostered an increased awareness of the environmental impacts of development. Beginning with storm water management and then most recently the adoption of the State Forest Conservation legislation, development in Baltimore County has been affected by increased environmental regulations. The result has been that an increasing percentage of the County's land mass has become unbuildable. Floodplains, wetlands, steep slopes, erodible soils, and forests are now under regulation. Density on these undevelopable areas can be applied to other areas of a site that are buildable with the development then appearing much more dense than was originally intended. There is also less flexibility on the buildable portion to accommodate site design that reinforces a sense of community. The outcome is invariably an overcrowded development with buildings, parking lots, and roads covering all the buildable area and minimal, often leftover, useable open space.

The Honeygo Plan identifies, to the extent possible, all environmentally sensitive areas which cannot be developed. Wetlands and buffers were field delineated so that road and sewer alignments could be designed. Floodplains, wetlands, and buffers not located in projected road or sewer alignments were also identified in order to assess the limits of development. These areas should not be overzoned in order to

- 1) ensure protection of the resources and the water quality of the Bird River and Gunpowder River;
- 2) facilitate design quality; and
- 3) ensure realistic assessments of development potential.

Additionally, the preservation, maintenance, or in some cases, the reestablishment of environmentally sensitive areas needs to be assured. At the time of development, all environmentally sensitive areas should be dedicated to Baltimore County at no cost. Their dedication will help protect them from disturbance and will allow the County to reestablish areas that have been degraded. The Honeygo Area is also targeted to use innovative concepts such as wetlands and forest banking. The reforestation of areas should occur along I-95 in the vicinity of the Sky Park not only to provide reforestation, but to also serve as a noise and visual buffer.

Infrastructure

In the Honeygo Area, infrastructure should be provided prior to development rather than during development, or as so often happens in the case of schools and parks, after development. An infrastructure phasing schedule must be provided to enable the County to address demand for services prior to the actual demand taking place and should be adopted as part of the Plan. This can be addressed through the Capital Improvements Program which provides a six year schedule of where and when the County intends to make infrastructure improvements throughout the County. It must be recognized, however, that other capital priorities will be competing with the Honeygo Area including the completion of projects currently underway in other growth areas and the need to rehabilitate existing roads, water, sewer lines, and parks located in the County's older communities. The County's commitment to its older communities will take precedence over competing capital funding interests. The County Executive has called for the creation of an urban community conservation plan, and the County Council has endorsed his action. The Council has publicly committed itself to a program of capital funding for the County's school system and the infrastructure for the older communities which are the backbone of the County.

Financial Impact

As alluded to in the previous section, Baltimore County is facing serious financial constraints and the fiscal consequences of any land use alternative for the Honeygo Area must be evaluated. Over the last decade, the County authorized approximately \$30 million for public improvements to serve the Perry Hall-White Marsh Growth Area. Some capital projects are key to the success of the growth area, such as the Honeygo Boulevard and Sewer Interceptor, and must be considered regardless of the land use alternative proposed for the Honeygo Area. All funding for the capital projects must be balanced against the County's commitment to minimize borrowing and maintain stable tax rates.

At first glance, it would appear that the tax revenues generated by higher densities would best offset the costs of needed infrastructure. However, with increased densities, there is also a concomitant increase in demand for more facilities and services. Higher densities also result in fewer tax dollars per dwelling without a similar reduction in the demand for services.

Various alternative financing techniques for funding capital improvements have been evaluated by the County. Impact fees, which require the developer to contribute either all or a portion of the necessary funding at the time of issuing building permits and are pro-rated on a per unit basis over all the units expected to be built in the area, have two major problems. First, the County by law cannot levy impact fees without State approval. State enabling legislation would be required before the County could assess fees. Secondly, the use of impact fees compels the County to spend the necessary funds at the time of development. If the County is compelled to fund projects, then County-wide priorities may have to be adjusted so that these projects are funded. The creation of a special taxing district was also considered. The use of a taxing district essentially sets an additional tax over an area so that these funds can be used to retire debt on loans. The County still has to borrow the money, which may conflict with other County funding priorities, and taxes are dependent upon the economy. Finally, taxing districts also raise questions of equity regarding services provided to other parts of the County.

Consistency With Other Plans And Policies

In addition to the Baltimore County Master Plan 1989-2000 which recommended that the Honeygo portion of the Perry Hall-Whitemarsh Growth Area be reevaluated, the County has also begun the Eastern Baltimore Economic Revitalization Initiative. The primary purpose of this project is to develop an economic framework from which the eastern portion of the County can develop or redevelop. Through the Economic Development Commission, the vast resources of the existing industrial zoning and development are being evaluated to determine the future of this area. Major projects which have heightened this concern include development of surplus Bethlehem Steel Plant property, the vacant A.V. Williams Tract, the extension of Rt. 43 to Eastern Blvd., and the interchange at Rt. 7 and Rt. 43.

One of the key components identified in the initial phases of this work was the lack of housing for people who would like to move-up in housing value and still stay within the area. This type of housing is not available in a urban setting within this general area and lack of choice is contributing to the migration of eastern Baltimore County residents to Harford County and to some degree, Pennsylvania.

Limited housing choices and lackluster developments have also been cited as some of the reasons eastern Baltimore County has difficulty in attracting major employers. Competition for job generating uses is stiff and the east side needs amenities that will give it an edge over other locations in both the County and the Region. The Honeygo Area is the only large undeveloped urban area left within the County. This is the last chance Baltimore County has to create a truly distinctive community capable of drawing and keeping both residents and employers.

Alternativ s

As a step in generating the land use alternatives for, the Honeygo Area, the Office of Planning and Zoning prepared a site constraints map based on the County's 200 ft. scale topography maps and information submitted by County agencies. All of the environmentally sensitive areas which included streams, ponds, wetlands, steep slopes, erodible soils, and forest cover were mapped. The road network, existing subdivisions, developed lots, public facilities, parks, commercial properties, historic buildings and sites, and approved development plans were also identified. All together, these areas totaled about one-half of the 3,000 acres within the study area.

Using the mapped information, the Office of Planning and Zoning assembled four design teams to prepare land use alternatives for the Honeygo Area. The only "given" was that one scenario had to be based on the existing zoning. Each team was charged with designing the best community for the northern section of the Perry Hall-White Marsh Growth Area.

ALTERNATIVE 1

Design Concept

This scheme envisions a traditionally designed community with grids of streets, sidewalks, and centrally located residential squares. The housing units would be built to face tree-lined streets with parking provided at the rears of the lots. Housing types would be mixed within each subdivision and neighborhood commercial services would be allowed at the residential squares.

Special Features

Interconnected neighborhood design with continuous streets and orientation around residential squares.

High density housing around the commercial center which may accommodate housing for the elderly. The neighborhood designed around the commercial square would have direct pedestrian access to the commercial center.

Honeygo Blvd. and a new major collector along the powerline right-of-way. Both roads are to have special treatments such as planted medians or streetscaping with the housing fronts oriented toward the road.

Elimination of high density development along the environmentally constrained, north-side of Honeygo Park.

Recommendation of a transit route from White Marsh Mall to the Honeygo Area.

Housing Types

Predominantly single-family detached housing, with areas for large lot executive housing, mixes of single-family detached and town houses (70%/30%), and traditional single-family detached and town houses. Designs for alleys with rear yard garages, side yard parking pads, etc. would be encouraged.

Community Facilities

Community-oriented, commercial core with a mix of public and private uses to be designed around a public square.

Additional elementary school site north of Belair Road and Honeygo Blvd. intersection.

Indoor recreational center south of Belair Road and Honeygo Blvd. intersection.

New parks at Forge Acres and along Philadelphia Road.

Technical Information

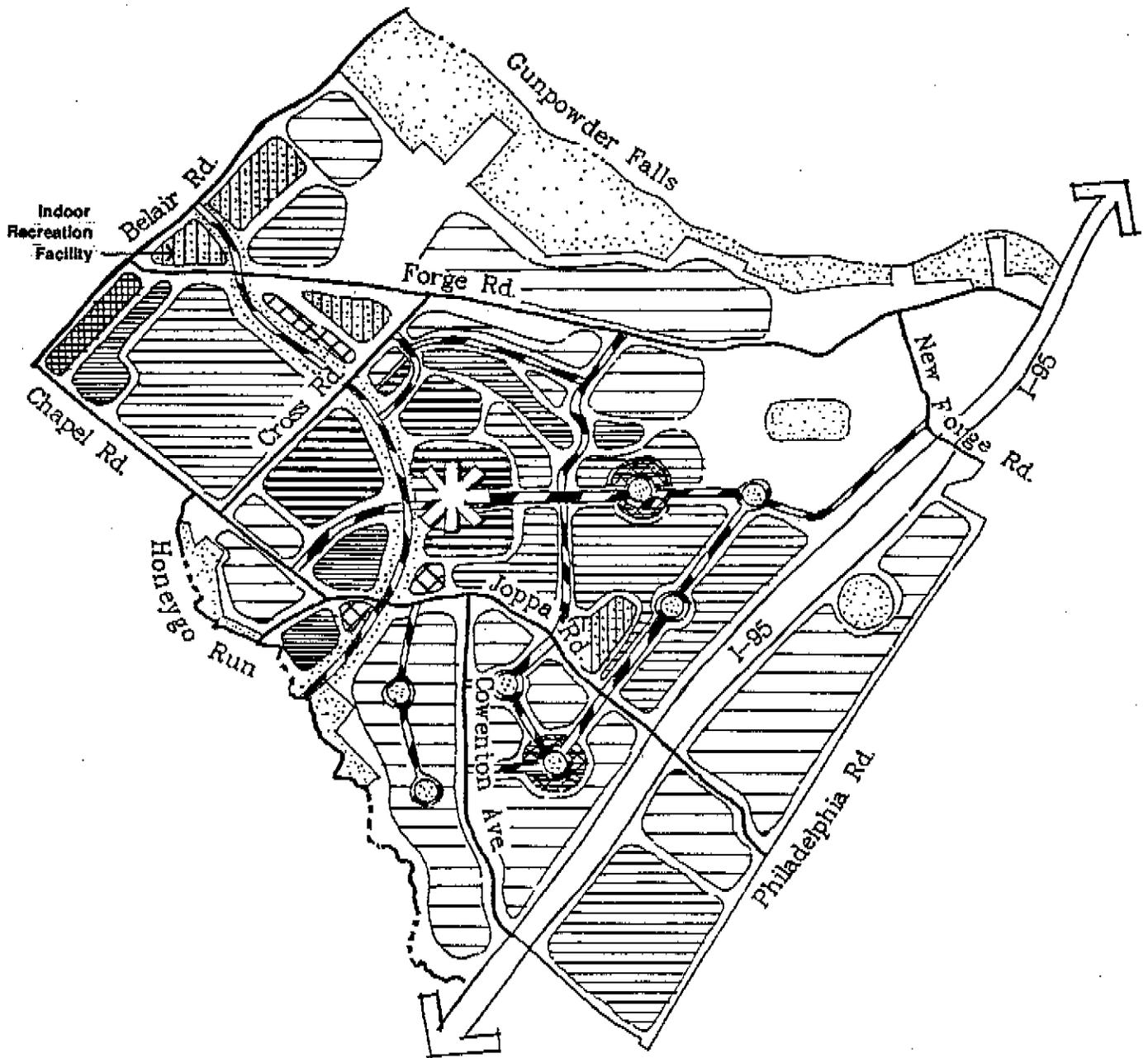
Dwelling units: 5,968-7,585.

Property Tax Revenues: 9 to 11.7 million per year when built out.

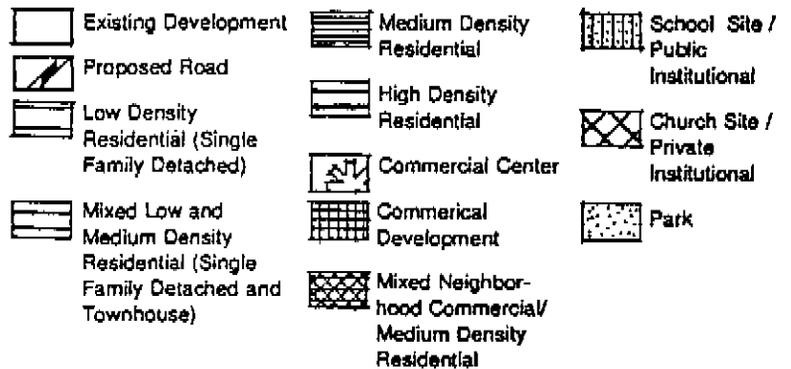
Capital Investment: \$58.5 million.

Infrastructure and public facilities cost per unit: \$8,632.

Alt rnative 1



Honeygo Study Area Alternative 1



ALTERNATIVE 2

Design Concept

This scheme proposes a low density, single-family detached community which could meet the needs of middle-management and executives who work on the eastern side of Baltimore County. A major feature of this design is an eighteen hole golf course that would serve the recreational needs for Perry Hall and also act as a buffer between I-95 and the Honeygo community.

Special Features

Honeygo Blvd. to be designed and constructed as a parkway and a new major collector along the powerline right-of-way to have a landscaped median.

Elimination of high-density development along the environmentally constrained, north-side of Honeygo Park.

Housing Types

Executive housing on large lots and single-family detached neighborhoods.

Luxury higher density housing near Belair and Chapel Roads and Cowenton Avenue and Philadelphia Road.

Community Facilities

Community commercial center with a public square and a smaller neighborhood commercial node adjacent to the golf course.

A renovated and updated Chapel Hill Elementary School.

An 18 hole golf course located near the Baltimore Air Park.

Technical Information

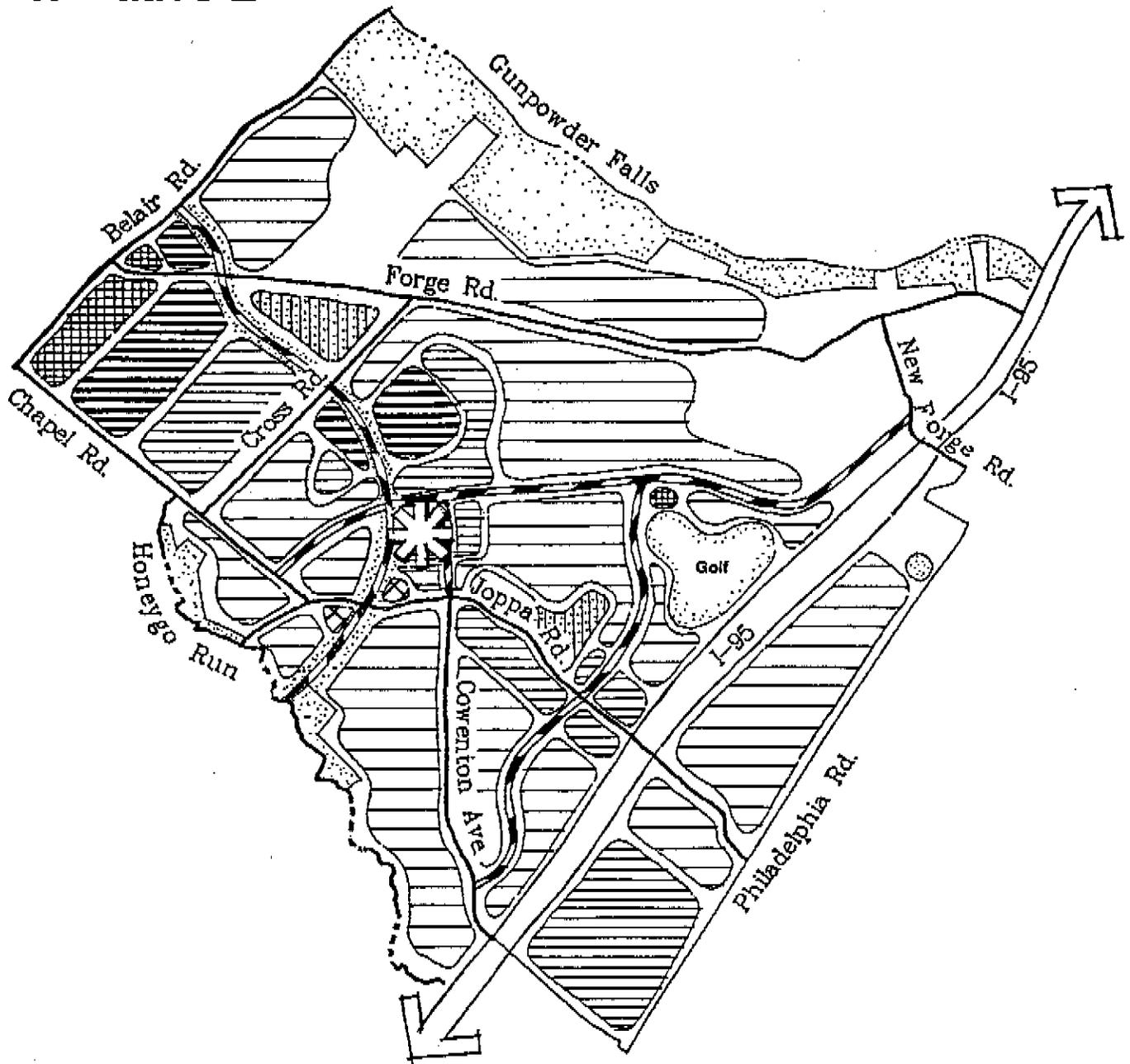
Dwelling Units: 3,509.

Property Tax Revenues Generated: 7.6 million per year when built out.

Capital Investment: \$43.5 million.

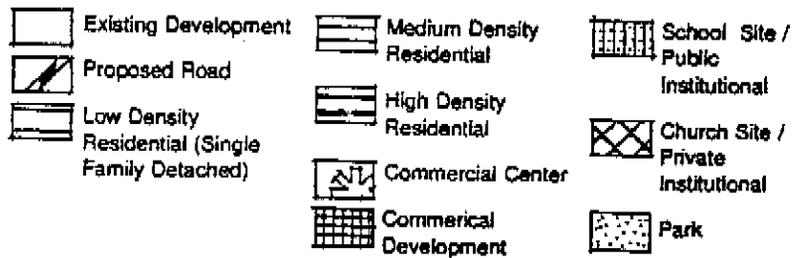
Infrastructure and Public Facilities Cost per unit: \$8,194.

Alternative 2



Honeygo Study Area

Alternative 2



ALTERNATIVE 3

Design Concept

This design is based on the 1985 Perry Hall-White Marsh Plan. The centrally located commercial center is surrounded by high density residential development. This scheme incorporates urban land uses into the overall design and minimizes changes in intensity of development.

Special Features

Cowenton Avenue extended to loop around community commercial center and intersect future Honeygo Blvd.

Honeygo Boulevard to serve as a major arterial moving traffic through the White Marsh Growth Area.

Flexibility within unit type and unit count.

Housing Types

Predominantly medium to high density housing. Plan would accommodate significant development of apartments, condominiums, and town houses.

Some single-family detached units would be allowed along Forge Road and near the existing Baltimore Air Park along I-95.

Community Facilities

Community commercial center at existing commercially zoned site north of Camp Chapel Methodist Church along future Honeygo Boulevard.

Additional elementary school site north of Belair Road and Honeygo Boulevard intersection.

Technical Information

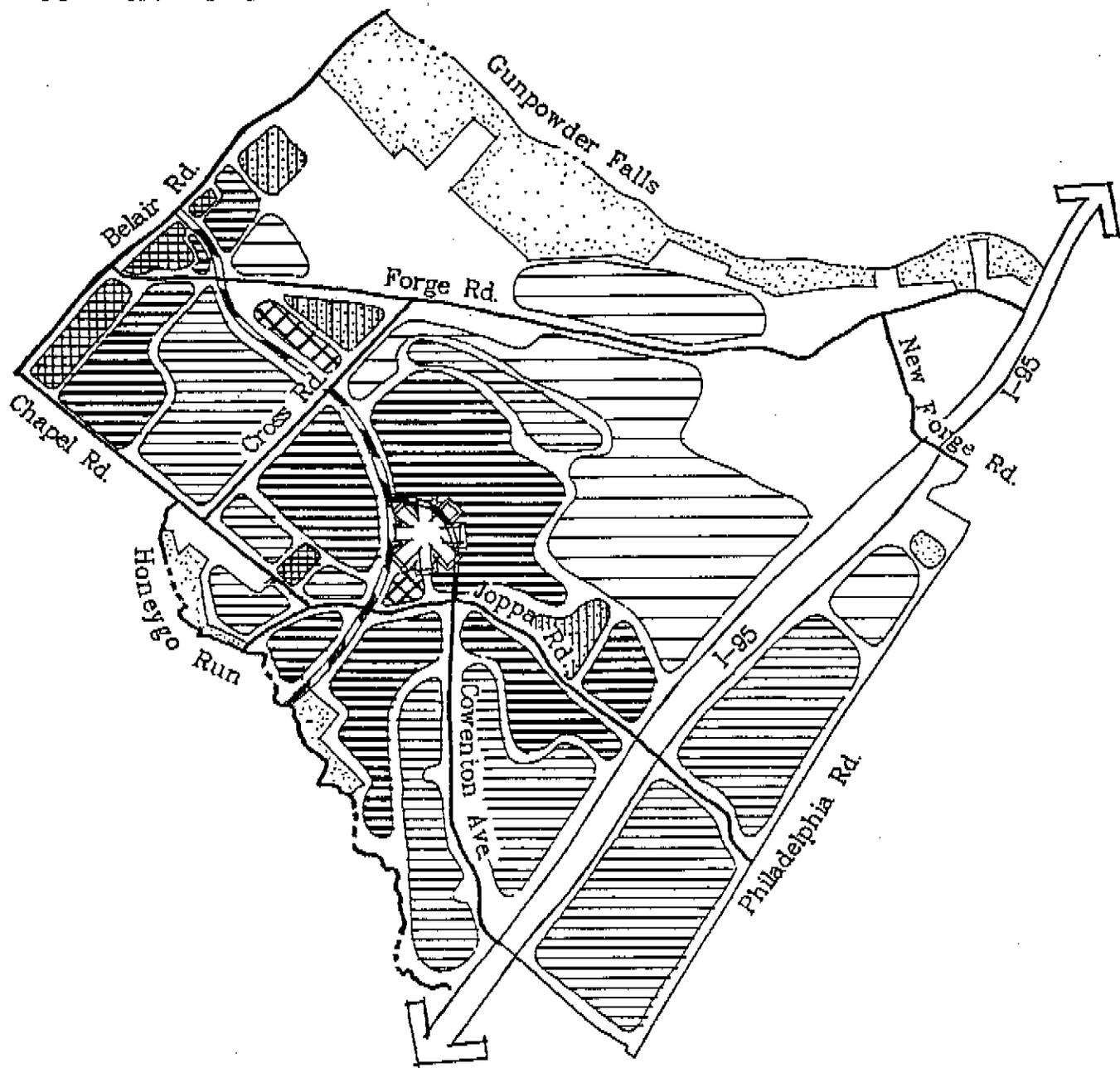
Dwelling Units: 10,636.

Property Tax Revenues Generated: 10.5-12.8 million per year when built out.

Capital Investment: \$65.5 million.

Infrastructure and Public Facilities Cost per unit: \$6,158.

Alternative 3



Honeygo Study Area

Alternative 3

 Existing Development	 Medium Density Residential	 School Site / Public Institutional
 Proposed Road	 High Density Residential	 Church Site / Private Institutional
 Low Density Residential (Single Family Detached)	 Commercial Center	 Park
	 Commercial Development	

ALTERNATIVE 4

Design Concept

This Plan envisions an expanded commercial center with three boulevards leading to the center. Honeygo Boulevard would be two boulevard legs and a third boulevard leg would be located east to the Baltimore Air Park and New Forge Road. Higher urban density housing choices would be located along these three boulevards. Internal roads throughout the Plan would lead to new parks within the neighborhood.

Special Features

Honeygo Boulevard and a new major collector along powerline right-of-way. Both roads to have special treatments such as planted medians or streetscaping.

Indoor recreational center along Honeygo Blvd. at the Honeygo Park site.

Elimination of high density development along the environmentally constrained, north-side of Honeygo Park. Relocation of high density development to areas not environmentally constrained.

Internal collector roads that terminate at new parks and open space.

Housing Types

Mix of housing types with high density, (apartments, town houses) around the community commercial center and along the spines of Honeygo Boulevard and a new main collector road.

Large grouping of town houses west of I-95 and south of I-95 between Cowenton Avenue and Joppa Road.

Community Facilities

Expanded community commercial core around a town circle.

New commercial center north of the intersection of Honeygo Boulevard and Belair Road

Relocation of Crossroads school site to northwest corner of intersection of Honeygo Boulevard and Cross Road and an additional elementary school site adjacent to Honeygo Park.

Public neighborhood parks dispersed throughout the residential areas.

New large neighborhood park south of the intersection of Honeygo Boulevard and Belair Road for lighted athletic fields.

Technical Information

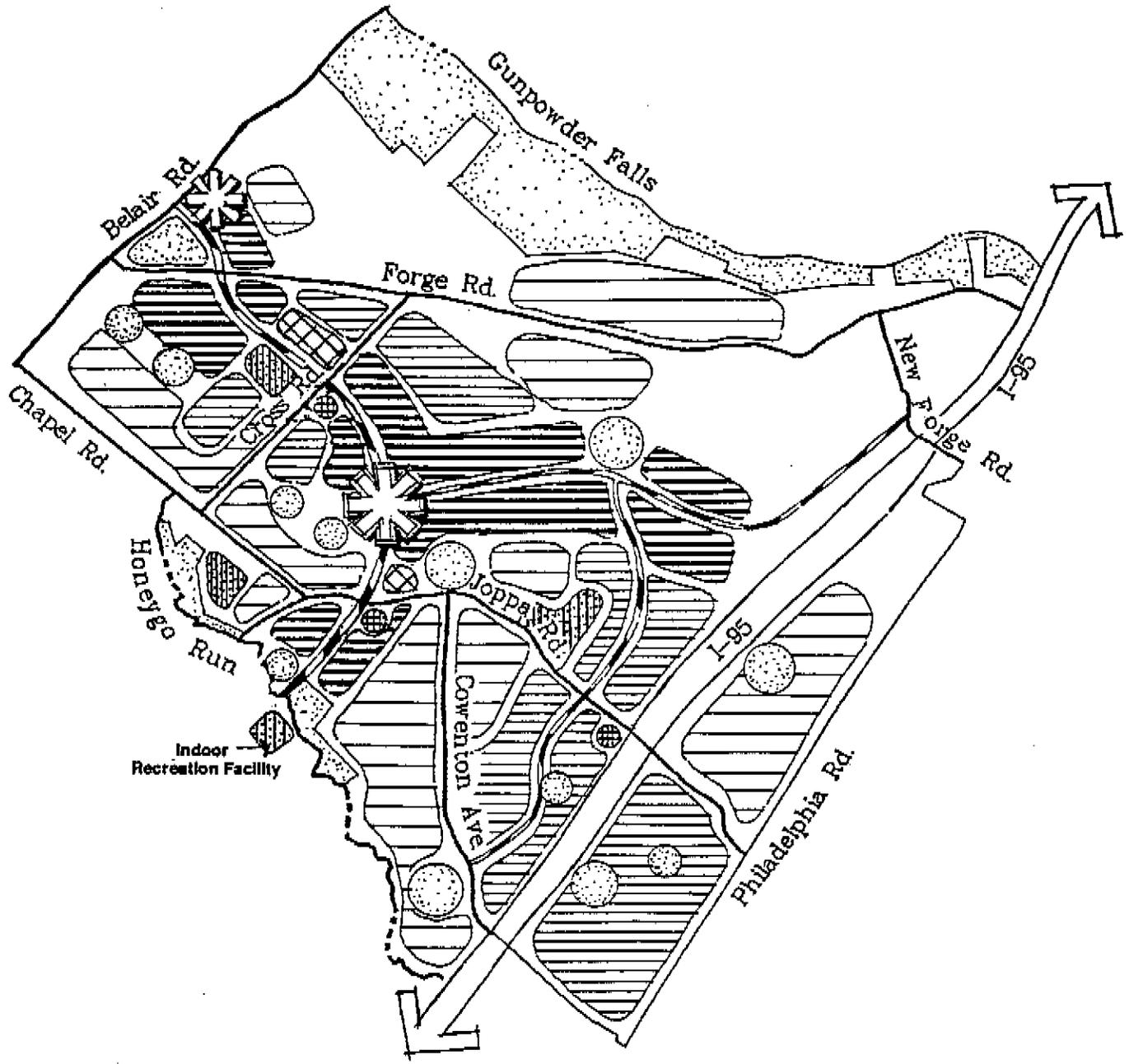
Dwelling Units: 7,174-8,181.

Property Tax Revenues Generated: \$9.4-\$11.5 million per year when built out.

Capital Investment: \$58.5 million.

Infrastructure and Public Facilities Cost per unit: \$7,619.

Alt rnative 4



Honeygo Study Area Alternative 4

 Existing Development	 Medium Density Residential	 School Site / Public Institutional
 Proposed Road	 High Density Residential	 Church Site / Private Institutional
 Low Density Residential (Single Family Detached)	 Commercial Center	 Park
	 Commercial Development	

Alternatives Analysis

Four distinctly different land use alternatives for future development in the Honeygo area were presented to the Steering Committee, the community associations, property owners, and interested citizens in December, 1993, and January, 1994. As discussed in the previous section, each alternative varies in design concept, dwelling unit total, dwelling unit type, neighborhood character, and special community features.

After the public input process, the County began to evaluate the alternatives for the Honeygo Area. This evaluation was based on the following review questions about how well the alternative met the Honeygo Plan Objectives outlined in the beginning of this report.

Design

Do the development patterns reflect a traditional town?

Do the densities promote the type of design envisioned?

Are neighborhoods connected by roads and/or open space?

Are there community focal points?

Is there accessible and useable open space?

Does the location and treatment of public facilities enhance the design?

Are there centralized neighborhood parks or open spaces?

Is there a town center?

What are the provisions for neighborhood commercial services?

What is the character of the street?

What impact does parking have throughout the alternative?

Do the highest density areas have adequate access to parks and open space?

Do the proposed dwelling types meet the needs of Baltimore County and the Perry Hall-White Marsh area?

Environmental Protection

What is the proposed zoning on or near environmentally sensitive areas?

Does the zoning provide adequate protection of the resource base?

What is the impact of development on wetlands and stream valleys?

Do the development densities impact steep slopes or forest cover?

Will stormwater management pose a development problem?

Does the zoning reflect realistic build out potential, considering environmental and development constraints?

Are mitigation sites available?

Infrastructure and Public Funding

What infrastructure is required to implement the Plan?

Will the infrastructure support the projected traffic and sewer loadings?

What are the public facilities needed to implement the Plan?

Do the potential tax revenues justify the capital expenditures?

Consistency with County Plans

How does the alternative address the issues raised in the Baltimore County Master Plan 1989-2000 about the Perry Hall-White Marsh Growth Area (i.e., provision of services, design quality, population projections)?

Does the alternative address the issues raised by the Eastern Baltimore Economic Revitalization Initiative?

Public Input

The overriding theme from citizen comments was the need for adequate schools and open space. Many expressed desires for single-family detached housing choices. How do the alternatives meet these issues?

The Steering Committee expressed the desire for a well-balanced community. They wanted to ensure that the infrastructure and public facilities were in place at the time development was to commence. How does each alternative address these issues?

The property owners wanted to ensure that the value of their property be maintained. How does each alternative seek to balance value throughout?

The following is a brief summary of the analysis of each alternative.

Alternative 1

This alternative meets most of the design objective's criteria. It was based on the "Kentlands" model and proposes traditional neighborhoods organized around a Neighborhood Center with interconnected roads, centralized common open space, and localized commercial uses interspersed within neighborhoods. Housing types are mixed in each of the neighborhoods, with many neighborhoods being 70% single-family detached and 30% town house. Parking is envisioned at the rear of the lots and along alleys to support the town design. The scheme proposes a significant increase of single-family detached dwellings for the area to balance the housing types within the Growth Area.

In this alternative, lower density single-family detached dwellings are located adjacent to environmentally sensitive areas thereby providing significant environmental protection. Higher densities are also proposed in areas that are not restricted by environmental regulations.

Two additional elementary schools and an indoor recreation facility are recommended and neighborhood parks are proposed throughout the area. All are connected to the neighborhoods by an extensive interconnected road network. The proposed road network and sewer lines should support the anticipated traffic and sewer loadings. Approximately \$58 million in capital investment is needed to provide all of the services required. The potential tax revenues will not pay for the capital investment.

This scheme was well received by the community because it is predominantly the single-family detached neighborhoods with limited multi-family housing units. Many were supportive of the traditional neighborhood design theme. As with all of the lowered zoning alternatives, there was significant concern expressed by property owners of lost value.

Alternative 2

Alternative Two proposes a low density single-family detached community throughout the study area. The Plan envisions some connections between neighborhoods, but retains areas for separate subdivisions. The street character would be much like the existing

collector network where the major roads feed into separate subdivisions. Parking has a minor impact on the area because of the proposed low density. All commercial activity would be concentrated at the Honeygo Boulevard/Joppa Road location.

The scheme has the least impact on the environment. Lower residential densities are proposed along all three of the stream valleys and this minimizes the impacts associated with impervious surfaces, stormwater management, and grading.

Because of the lower densities proposed in this scheme, fewer public services and facilities (such as schools and parks) are needed. The golf course is an excellent amenity, but other recreational facilities are needed. Although residential densities are reduced in this alternative, the infrastructure requirements are about the same as in Alternatives 1 and 4. The cost of a sewer interceptor does not vary significantly if the size of the pipe is reduced. The majority of the cost is in the construction of the facility itself. The same trench needs to be dug no matter the size of the pipe. Although the property values may be highest in this scenario, the tax base does not support the cost of the infrastructure improvements.

Other than the three confined areas for luxury town houses and condominiums at Chapel and Belair Roads, Joppa Road east of Cowenton Avenue, and Cowenton Avenue east of I-95, this proposal limits development to low density single-family detached dwelling units. One of the goals of the Eastern Baltimore Revitalization Initiative is to provide housing opportunities for executives and middle managers who make business location decisions that affect the east side. By providing a lower density, more exclusive housing community on the east side, executives may live closer to and invest in the employment areas of eastern Baltimore County.

This alternative was well received by the community. Many preferred this alternative just because it proposed the fewest number of dwelling units. Many developers and home builders were concerned about this scheme because they do not believe there is a demand for such an upper income housing product in the White Marsh Growth Area.

Alternative 3

Alternative 3 maintains the existing development patterns in the Perry Hall area. The majority of the residential development allows for apartments, condominiums, and town houses and is exactly the opposite of Alternative Two. The development pattern of separate subdivisions with limited or no useable open space with single access to commercial corridors is a pattern that is seen throughout Baltimore County and does not foster cohesive neighborhoods that share facilities.

This scenario locates high densities around the town center without consideration for the natural environment. The stream valley systems are ignored and the highest density areas are located in some of the most sensitive environmental areas. The grading, impervious surface, and stormwater management impacts would be severe. Because of the extreme environmental constraints, the zoning is not reflective of the actual buildout potential nor does it foster quality site design.

The densities proposed in this alternative require more school space and more open space. The scheme requires the most capital dollars of the four alternatives. The potential tax revenues do not justify the capital investment, but this scheme would use capital dollars more efficiently. The higher densities, however, limit the availability of site selection for adequate facilities.

Alternative Three is based on the development patterns proposed in the adopted Perry Hall-White Marsh Plan and it keeps the highest densities within the growth area on the eastern side of the County. It does not, however, meet the Master Plan or the Revitalization Initiative's goal of high design quality.

The community disliked this scheme the most because it continued the existing development patterns. The property owners preferred this scheme because it maintained the highest densities. County agencies were concerned about this scheme's impact on the natural resources.

Alternative 4

Alternative 4 proposes a "text book perfect" example of community planning with high density development around the town center and radiating out along the major arterial roads with progressively lower densities from the center. This pattern can foster quality design, but the character will probably be more urban than the village perspective of Alternative 1. The densities are relieved by the numerous parks and open space dispersed throughout the community.

Lower density zoning around the environmentally sensitive areas provides significant protection of the resource base. Qualitative stormwater management will probably be more important in this alternative than in Alternatives 1 and 2 because of the greater impervious surfaces associated with the higher densities.

Infrastructure costs are similar to Alternative 2 and even with the higher tax base, the revenues will not pay for the capital investment.

Alternative 4 is more in keeping with the original concept for the Perry Hall-White Marsh Growth Area than Alternatives 1 and 2. It does not, however, meet the goals of the Revitalization Initiative of low density executive housing.

The community did not favor this proposal because of the higher densities and the landowners preferred it for exactly that reason.

Transportation Analysis

Introduction

The purpose of the transportation analysis was to determine how well the proposed transportation network can accommodate travel demands generated by the recommended land use plan. Policy recommendations are made to ensure that the transportation system is adequate for the Honeygo study area.

A computerized traffic forecasting model (MINUTP) was the primary tool to conduct this analysis. MINUTP uses the traditional four step transportation planning process to develop traffic forecasts.

The model first calculates the number of trips generated by the land use scenario to determine the total travel demand. The second step requires the model to determine what the destinations will be for the trips generated by the various land uses.

In the third analysis step, the model estimates what the likely mode of travel will be: auto driver, auto passenger, or transit passenger. The fourth step requires the model to determine the shortest path over the highway network between sets of origins and destinations, while calculating the total number of vehicles traveling over a particular segment of roadway. During the analysis process estimates were developed for the amount of congestion likely to occur over 41 key segments of roadway (see the table on page 22 titled "Projected 2010 Traffic Volumes and Estimated Levels-of-Service For Selected Land Use Alternatives") and at four key intersections.

Honeygo Boulevard

Honeygo Boulevard is the largest and most important road within the study area, and will serve as a gateway to the Honeygo community.

If the existing (1992) zoning remains in place Honeygo Boulevard, north of Joppa Road is forecasted to carry approximately 34,000 vehicles on an average day in the year 2010. Again, under existing zoning Honeygo Boulevard, south of Joppa Road is forecasted to carry approximately 26,000 vehicles daily in the year 2010.

As in the recommended plan, Honeygo Boulevard will be able to accommodate the traffic generated by the existing zoning. Also, except for the intersection of Honeygo Boulevard and Belair Road, all of the intersections along Honeygo Boulevard are forecasted to function at level-of-service "C" or better. However, if the Honeygo area builds out under the existing zoning the intersection of Honeygo and Belair Road is likely to function at level-of-service: "D". This means that there will be times when all of the vehicles stopped at the red light will not be able to proceed through the intersection on the next green light.

Joppa Road

Joppa Road will continue to be the primary means of access to and from points east and west of the Honeygo area.

If the existing (1992) zoning were to remain in place, it is projected that traffic volumes along Joppa Road east of Honeygo will rise to nearly 14,000 vehicles a day. Average daily traffic on Joppa west of Honeygo would likely increase to 20,000 trips per day.

At this level of average-daily-trips, Joppa Road would be carrying more traffic than it was designed for and the County would need to consider traffic engineering or capacity enhancement measures to alleviate congestion. Construction of the new circumferential collector road would be more critical in this alternative.

Traffic volumes along Joppa Road east of I-95 are projected to be approximately 7,300 daily, compared to current estimates of 2,200. These lower projected volumes are consistent with the lower density housing recommended for parcels adjacent to this portion of Joppa Road.

West of I-95 the projected traffic volumes rise slightly to about 9,000 a day. The number of trips generated by the existing zoning is projected to be twenty percent higher than the recommended alternative over these portions of Joppa Road.

**Projected 2010 Traffic Volumes and Estimated Levels-of-Service
For Selected Land Use Alternatives**

		EST 1993 ADT	ALT 3		ALT 2		ALT 1		ALT 4	
			2010 REFINED TRAFFIC COUNTS	ALT 3 2010 L-O-S	2010 REFINED TRAFFIC COUNTS	ALT 2 2010 L-O-S	2010 REFINED TRAFFIC COUNTS	ALT 1 2010 L-O-S	2010 REFINED TRAFFIC COUNTS	ALT 4 2010 L-O-S
Beaconsfield Dr	West of Honeygo	7,849								
Belair Road	North of Forge	30,400	50,032	D	47,030	C	49,031	C	49,532	D
Belair Road	South of Forge	28,065	42,213	C	39,680	B	40,102	B	40,524	B
Belair Road	North of Joppa Rd	25,730	35,910	C	34,833	B	35,192	B	35,551	B
Belair Road	South of Joppa Rd	33,275	46,441	D	42,726	D	44,119	D	45,512	D
Belair Road	South of Ebenezer	41,818	58,363	F	53,192	E	55,527	E	57,779	F
Belair Road	South of Silver Sp	43,000	54,037	E	50,249	E	52,011	E	53,496	E
Carlisle Ave	North of Ebenezer	5,105								
Carlisle Ave	North of Joppa	2,370								
Carlisle Ave	South of Joppa	3,806								
Chapel Road	East of Belair	5,307	11,900	B	8,092	A	8,330	B	10,472	B
Chapel Road	West of Joppa	3,390	9,631	B	8,068	B	8,260	B	8,186	B
Cowenton Ave	West of MD 7	6,274	15,056	D	11,292	D	12,006	D	13,592	C
Cowenton Ave	South of Joppa	6,274	13,478	C	10,109	B	10,513	B	11,456	B
Cowenton Ave	North of Joppa		14,600	C	10,950	B	11,388	B	13,724	C
Cowenton Ave	West of I95	8,784	15,056	D	11,292	B	12,086	C	13,592	C
Cowenton Ave	West of US 40	8,784	18,638	E	12,674	C	15,097	D	16,215	D
Ebenezer Rd	East of Belair	13,762	15,809	D	15,300	D	15,500	D	15,700	D
Ebenezer Rd	East of Carlisle	9,212	10,587	R	10,200	R	10,300	R	10,400	R
Forge Road	East of Belair	3,396								
Forge Road	East of Honeygo		13,500	C	8,370	B	10,125	B	11,340	B
Forge Road	West of I95		10,644	B	6,493	B	8,515	B	9,047	B
Gunview Blvd	West of Belair		16,600	E	6,972	B	11,786	B	13,114	C
Honeygo Blvd	North of MD 43		38,478	E	35,015	D	36,554	D	37,324	E
Honeygo Blvd	North of Joppa		34,201	D	29,071	C	30,781	C	31,807	D
Honeygo Blvd	South of Joppa		26,140	C	22,219	C	24,049	C	24,833	C
Honeygo Blvd	East of Belair		21,025	C	19,553	C	20,184	C	20,394	C
JFK Mem Hwy	North of MD 43	130,089	148,507	D	147,022	D	147,616	D	147,913	D
Joppa Road	East of Belair	4,217	14,095	C	10,430	B	11,840	C	13,108	C
Joppa Road	East of Carlisle		15,900	D	11,766	C	13,356	C	14,787	C
Joppa Road	East of Chapel		20,355	E	15,063	C	17,099	E	18,930	E
Joppa Road	East of Cowenton		12,200	C	9,026	B	10,248	C	11,346	C
Joppa Road	East of Honeygo		13,900	C	10,981	B	11,676	C	13,205	C
Joppa Road	West of I95	2,187	8,850	B	7,346	B	7,523	B	7,877	B
Joppa Road	West of Silver Sp	25,473	41,789	E	40,535	E	40,953	E	41,371	E
Joppa Road	West of Belair	21,758	42,210	F	38,833	E	40,100	E	41,788	E
Perry Hall Blvd	South of Silver Sp	24,574	31,063	D	28,154	D	29,135	D	29,509	D
Philadelphia Rd	South of Joppa	9,163	15,834	C	14,567	C	14,884	C	15,517	C
Silver Spring	East of Belair	21,541	25,449	D	24,686	D	24,940	D	25,195	D
Silver Spring	West of Honeygo	7,006	19,164	D	17,439	C	18,397	D	18,589	D
White Marsh Ct	West of I95	25,800	53,938	D	49,345	C	50,954	D	52,027	D

Preferred Alternative

The four alternatives were reviewed by County agencies, the Steering Committee, landowners, and the public and based on their comments and the previously described evaluation, a preferred alternative was generated. This land use proposal is essentially a hybrid of Alternatives 1 and 2. The land use plan and zoning map are shown on the following pages.

In this proposal, the commercial area remains at the currently zoned location and higher density residential (DR 10.5 for apartments, condominiums, or town houses) radiates from the center and along a portion of Honeygo Boulevard, north of the center. This Neighborhood Center, which includes both the commercial and high density residential uses, is to be the focus of the Honeygo Community. As such, it is essential that it be of the highest design quality. The center should be an integrated mix of uses, not isolated pods of retail, office, and residential uses which stand alone and are surrounded by parking. Uses can be vertically or horizontally mixed. For example, office uses can be on top of retail uses with the residential uses interspersed or otherwise integrated into the design plan. The key to the success of this area, as with the entire Honeygo Plan, is building relationships so that the individual projects blend in and reinforce each other. The Neighborhood Center should be "pedestrian friendly" with linkages to the surrounding community, including dispersed parking, pedestrian amenities, etc. The signage and building design should reflect a consistent theme and the landscaping should be superlative.

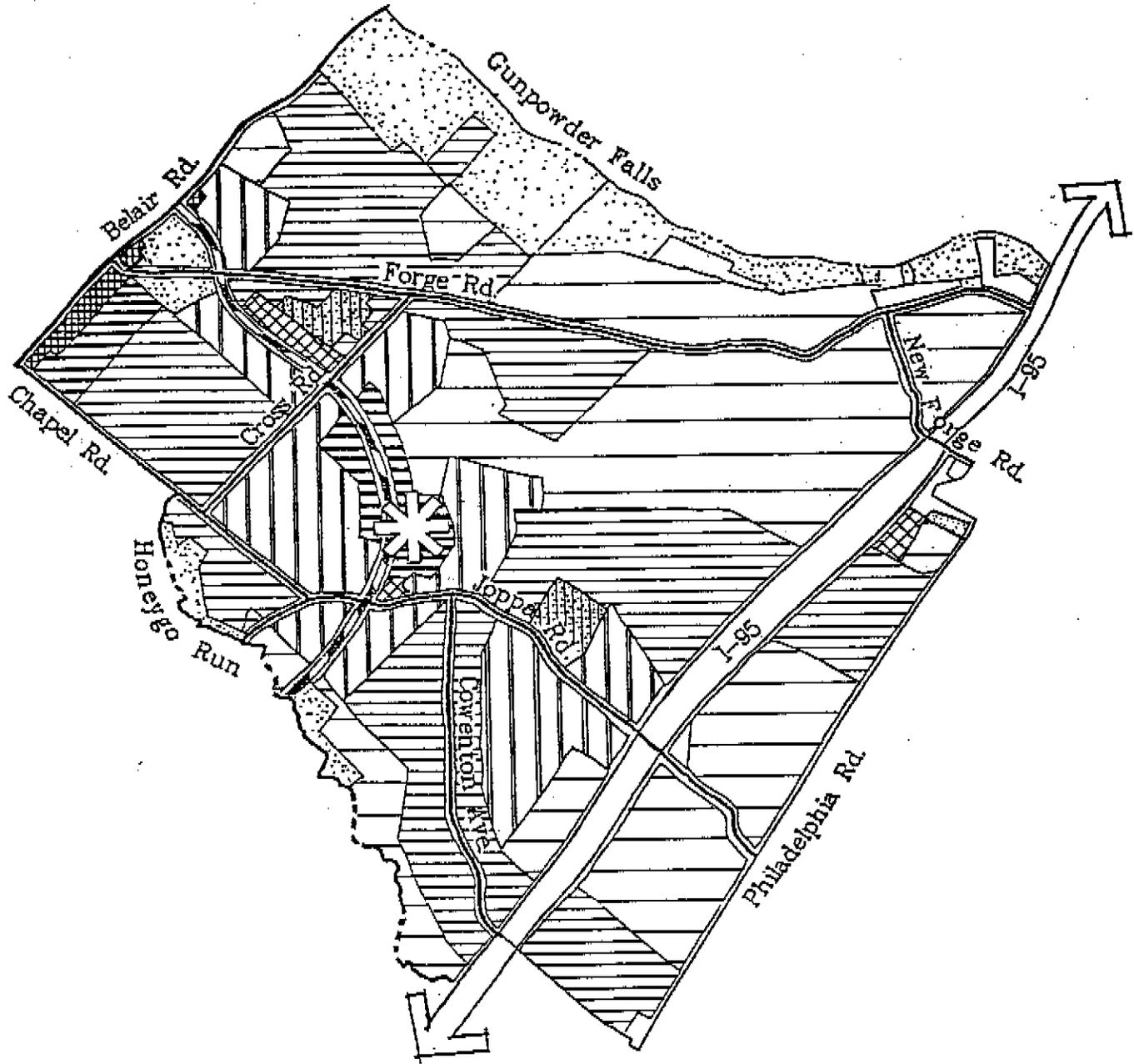
Around the Neighborhood Center and along portions of Honeygo Boulevard and Joppa Road is medium density residential land zoned DR 3.5 with a unique, for Baltimore County, mix of single-family houses and a maximum of 40% town houses. In the rest of the Honeygo Area, residential densities are generally DR 3.5 and decrease at the outer edges. The housing type is predominantly single-family detached. This zoning is realistic for the type of development envisioned -- a tightly developed community of single-family houses integrated with

town houses surrounded by larger lot single-family development focusing on a Neighborhood Center and linked by public open spaces and well landscaped interconnecting roads. This design concept builds upon the tradition in eastern Baltimore County of strong neighborhood identity and community commitment. Following the Zoning map is the Design Concept illustration and detail.

About 37 acres are designated for park/recreational use near the highly visible and accessible intersection of Forge Road, Belair Road, and Honeygo Boulevard. Interim private recreational uses, such as a driving range, indoor athletic field, ice skating rink, swimming club, or tennis center, would be allowed in areas zoned for residential uses, but designated as park and open space on the Land Use plan. The commercial strip along Belair Road near Chapel Road and the area of high density residential behind it are to remain. This area is easily accessible to the main arterial of Belair Road and the high density residential serves as a transition from the highway oriented commercial uses to the medium density residential farther down Chapel Road. This area could also be an excellent location for specialized housing or luxury apartments as it is near an entry into the Honeygo community. Special attention should be given to this and other entries that are the gateways into the Honeygo community.

No new school sites have been identified as the Board of Education maintains that future school age populations can be served by additions into the existing Chapel Hill Elementary School and the construction of a multi-storied elementary school at the slightly expanded Crossroads site. Also, no additional police or fire stations will be needed. An indoor recreational facility should be located in the Honeygo community, preferably at the Honeygo Park, to provide additional recreational opportunities. This facility should be multi-purpose and be capable of offering activities for a wide range of ages and athletic abilities. Additional access points into the Gunpowder State Park should also be provided.

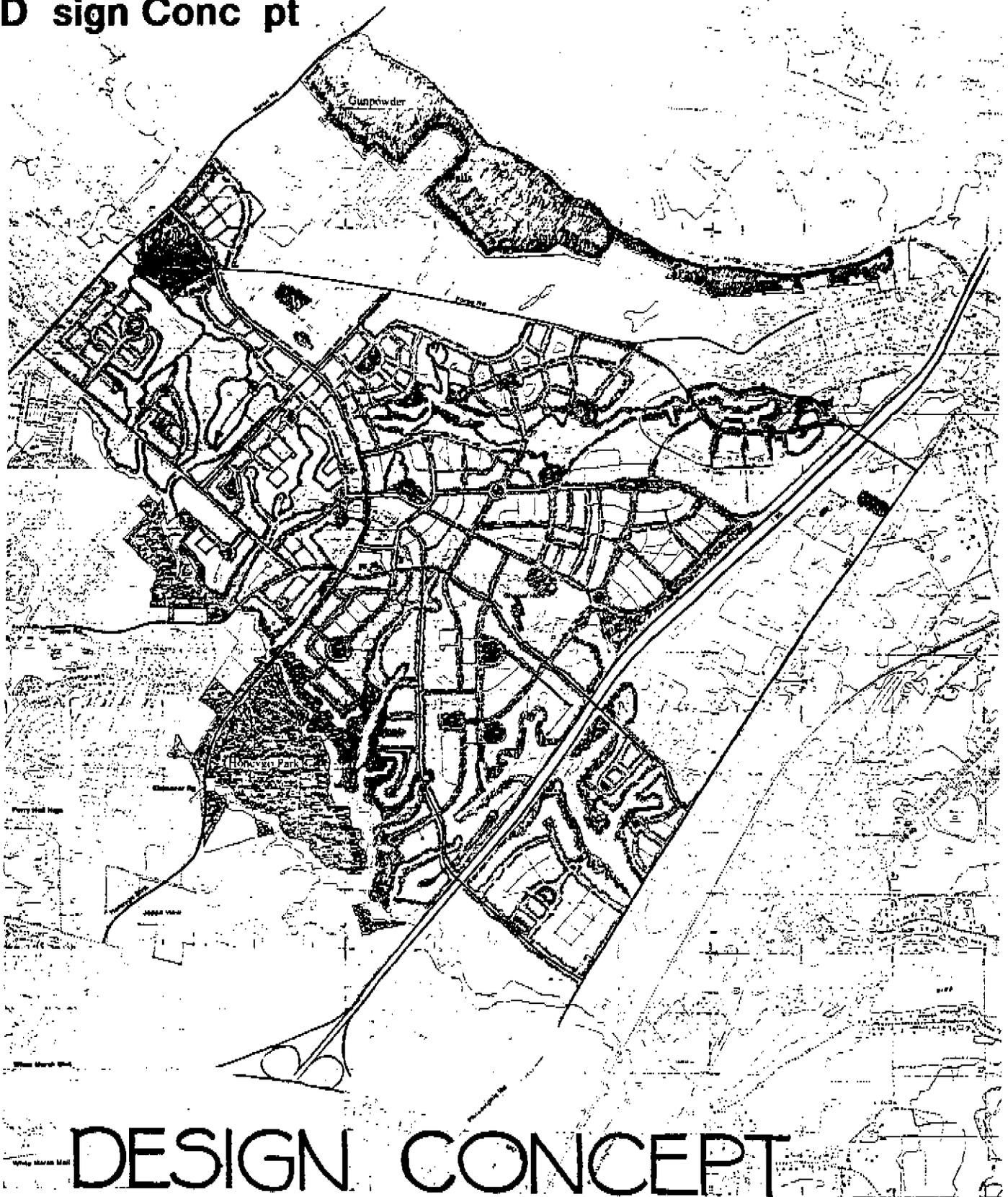
Land Us



Honeygo Study Area
Recommended Land Use

- | | | |
|---|---|--|
|  Commercial Development |  Medium-High Density Single Family Detached and Townhouse Mix |  Low Density Single Family Detached |
|  High Density Townhouse, Apartment, or Condominium |  Medium-Low Density Single Family Detached |  Parks |
|  Commercial Center | |  Schools |
| | |  Religious Institutions |

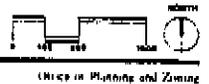
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DESIGN CONCEPT

HONEYGO AREA

WHITE MARSH GROWTH AREA



It is essential that the Honeygo Plan create memorable spaces in the public realm. Roads, open space, and site design become the primary elements of the Plan. The intent is to unify the separate developments by design to create a community based on traditional design concepts found in the most successful communities around the country. The design guidelines and standards needed to foster this type of development (e.g., streetscaping, houses oriented toward the street, interconnecting roads and sidewalks) will be in the district overlay and the Comprehensive Manual of Development Policies. Refer to Appendix B.

Transportation Findings

The transportation analysis revealed that construction of the proposed system of Master Plan road improvements within the Honeygo study area will be adequate to handle traffic generated by the selected land use plan that recommends the construction of approximately 5,600 units. Traffic volumes along Joppa Road west of Honeygo may increase to a level that will require extra capacity enhancements not currently programmed.

The private automobile will remain the overwhelming transportation mode of choice, but every effort should be made to provide alternative mobility choices for Honeygo residents. A key mobility choice will be provided by 2010 when rail transit service is extended to the White Marsh Mall area. This line will provide access to numerous destinations: Johns Hopkins Hospital, BWI Airport, the Inner Harbor, Hunt Valley, and Owings Mills.

The Honeygo community should be designed in a manner that will maximize the potential for transit usage and connections to the White Marsh area rail transit station. Additionally, commercial nodes, transit stops, and recreation areas within the Honeygo community should be linked by bike and pedestrian paths. The establishment of a telecommuting center in the Honeygo community is an option that should be considered.

The transportation study effort also examined future traffic impacts on some of the adjacent communities. Portions of the existing-Perry Hall and White Marsh communities that are currently experiencing traffic congestion will continue to have congestion problems in the future. However, implementation of the recommended land use plan could result in a reduction of projected volumes by about ten percent over the existing (1992) zoning.

RECOMMENDED PLAN			
LAND USE	ZONING		
		acres	units
Large Lot SF	DR 1	100	100
Single Family	DR 2	332	664
Single Family	DR 3.5	435	1,305
SF/TH Mix	DR 3.5	485	1,700
APT/Condo	DR 10.5	56	560
CRG's ¹ PHF and Apperson		186	1,227
Commercial	BL	9	
Parks		37	
Institutional		35	
Total Res.		1,675	5,556

Honeygo Boulevard

Honeygo Boulevard, north of Joppa Road is forecasted to carry approximately 29,000 vehicles on an average day in the year 2010. South of Joppa Road, Honeygo Boulevard is forecasted to carry approximately 22,000 vehicles daily in the year 2010. The proposed construction of Honeygo Boulevard with four travel lanes and a center turn lane will be able to easily accommodate these number of vehicles. Honeygo Boulevard from Joppa Road to Belair Road could be designed with a landscaped median.

It is also forecasted that all of the signalized intersections along Honeygo Boulevard (e.g. Belair, Joppa, Ebenezer, etc.) will function at level-of-service "C" or better. This means that any traffic stopped at the intersection when the traffic light turns red will be able to move through the intersection on the next green light.

It is also imperative that the County, in their design of roads, especially Honeygo Boulevard, respect the intent of the Plan and reinforce the efforts of private development. To this end, Honeygo Boulevard should include a landscaped median, all public roads should be streetscaped, and public parks should be landscaped.

Joppa Road

Joppa Road, east and west of Honeygo Boulevard is projected to carry volumes of approximately 11,000 and 15,000 respectively on an average day in the year 2010 if the recommended land use plan is adopted. Although this represents a significant increase from current levels of approximately 4,000 vehicles a day, implementation of the proposed Master Plan improvements will enable Joppa Road to handle this level of traffic.

The estimated 15,000 vehicles a day on Joppa Road west of Honeygo may begin to provide some minor capacity problems to Joppa Road. As a result, the circumferential collector road proposed in the design concept between Honeygo Boulevard and Chapel Road should be constructed. This will reduce some of the traffic entering the intersection of Joppa and Honeygo, and along the section of Joppa west of Honeygo.

Other Area Roads

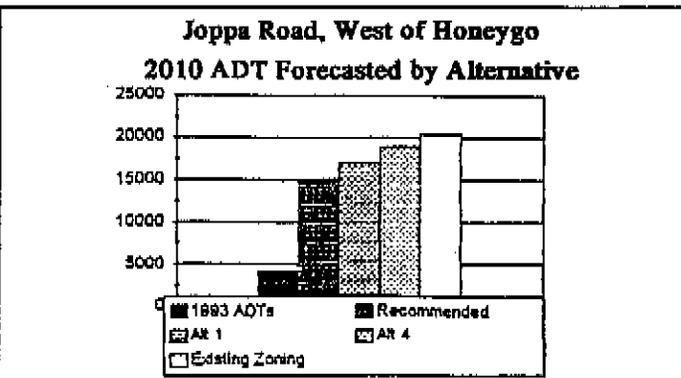
Implementation of the recommended land use alternative is likely to increase traffic along Chapel Road east of Belair Road from approximately 5,300 to 8,100 in 2010. Although the traffic volumes will be lower over the portion of Chapel Road west of Joppa Road, the projected percentage increase from approximately 3,400 vehicles daily in 1993 to 6,100 daily in 2010 will be greater.

The projected traffic volumes and travel characteristics along other area roads show a similar pattern throughout the study area. Projected traffic on Forge, Cowenton, Chapel, and Cross Roads will be significantly higher than current daily volumes, but if the recommended Master Plan improvements are implemented, the improved street network will be able to handle the traffic increases resulting from the recommended land use alternative.

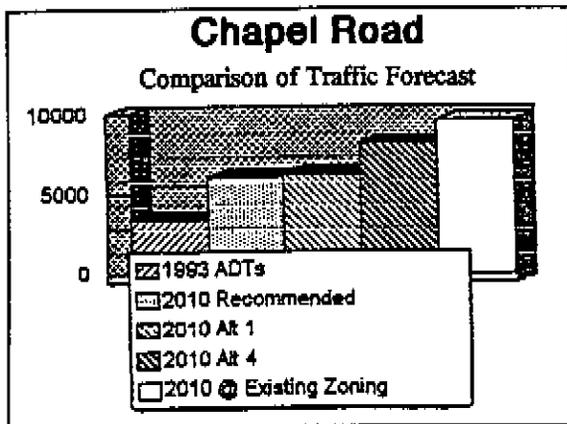
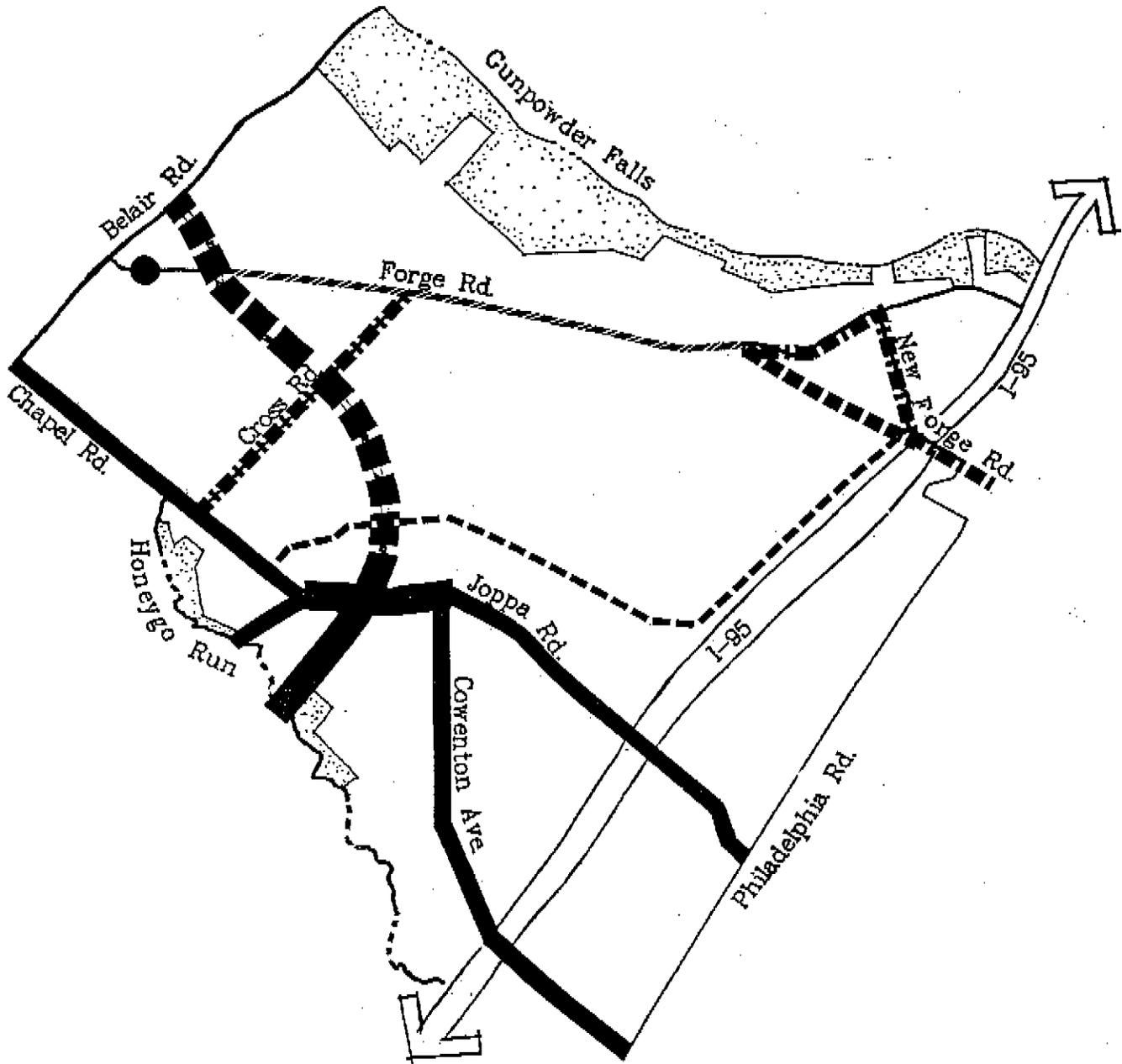
Traffic along Cowenton Road will rise from current levels of approximately 6,200 a day to an estimated 10,000 daily in 2010. Traffic volumes along Forge Road will increase from about 3,400 to 8,400 in the vicinity of Cross Road. Along Forge Road east of Cross Road, traffic volumes are projected to be approximately 6,500 a day in 2010.

Forecasted 2010 Levels-Of-Service For Selected Honeygo Area Intersections

Intersection	Recommended Alternative	Existing Zoning
Belair Road and Ebenezer/Joppa	E.....	F
Belair and Honeygo	C.....	D
Cowenton and Joppa	A.....	A
Honeygo and Joppa	C.....	C



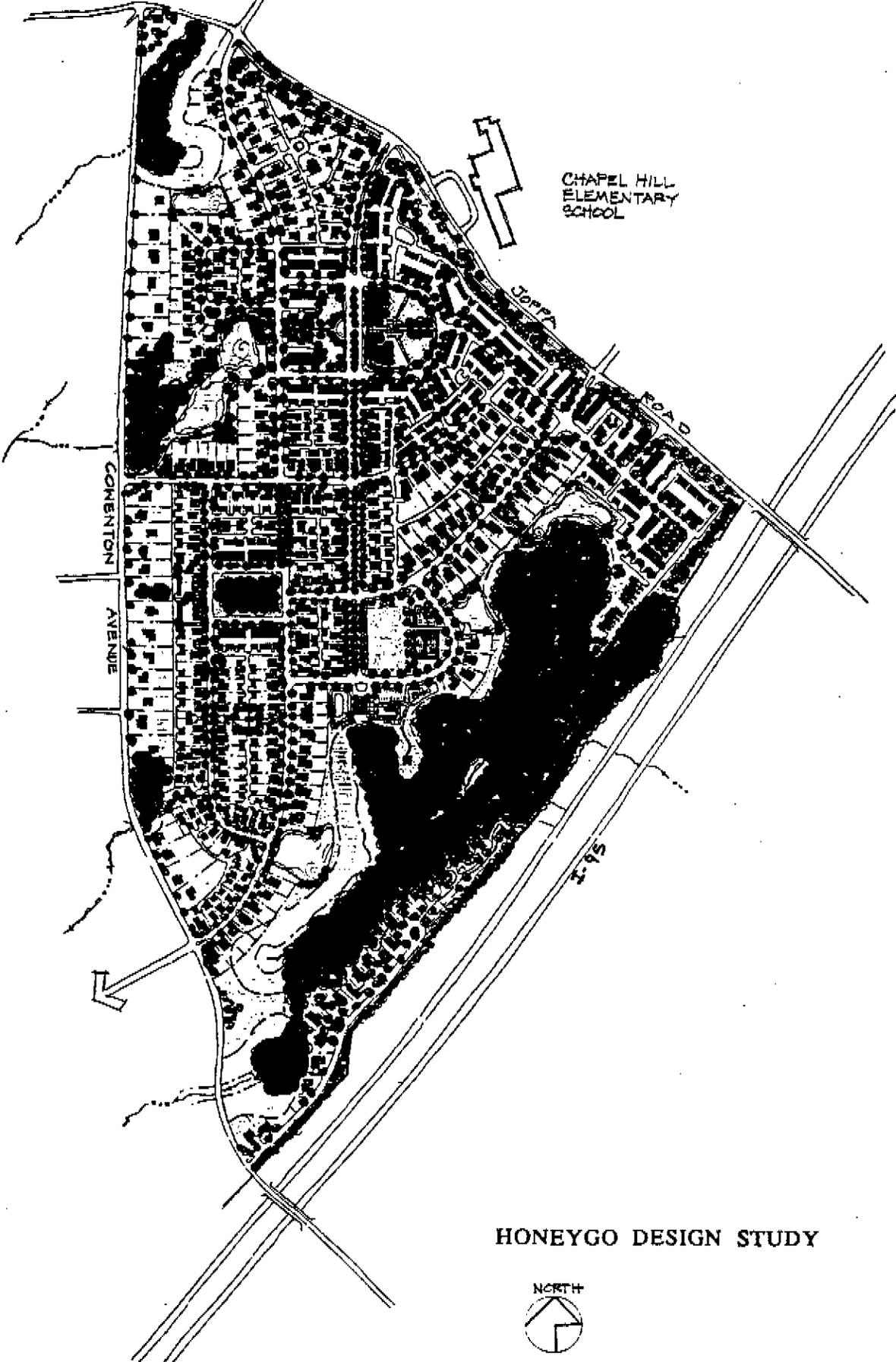
Transportation R comm ndations



Honeygo Study Area Road Improvements

- 40 ft. Road Bed
60 ft. R.O.W.
- 40 ft. Road Bed
70 ft. R.O.W.
- Neighborhood
Collector Road
(Developer Road)
- 50 ft. Road Bed
70 ft. R.O.W.
(Minimum)
- 64 ft. Road Bed
84 ft. R.O.W.
- Future Cul-
de-sac of Forge
Rd.
- Roadway to
remain the same.
Future study.
- Master Plan
Alternative Road
Alignment

Community D sign Study



HONEYGO DESIGN STUDY



Implementation

Introduction

In order to realize the goals and objectives of this Plan, the zoning maps, zoning regulations, and Comprehensive Manual of Development Policies must be amended. Funding allocations through phasing and prioritization in the County Capital Improvements Program will also have to be adopted. Finally, open space and environmentally sensitive areas will have to be protected and maintained, preferably through public ownership. These implementing mechanisms are briefly described in this section of the Honeygo Plan. Some of the mechanisms require immediate adoption, while others will be developed and adopted at later dates.

Zoning Maps

It is recommended that once the Honeygo Plan is adopted, the new zoning be enacted outside of the County's four year comprehensive zoning process. The County Executive and Council, through Joint Resolution 42-92, recognized the difficulty inherent in dovetailing the adoption of the Honeygo Plan with the enactment of implementing zoning because of the limitations imposed by the County's four year zoning process. According to the Resolution, the Council may enact a Development Moratorium on a waiver and emergency basis if development is proposed that is in conflict with the approved Honeygo Plan. This avoids most of the potential problems; however, there are areas, most notably the Baltimore Air Park, where the proposed zoning is higher than the existing zoning. Changing the zoning immediately after the Plan's adoption provides the certainty that property owners and developers need to proceed with their development plans.

In order for the zoning maps to be amended outside of the quadrennial process, the County Council will have to pass a resolution to confirm the Council's intent that the Honeygo Comprehensive Plan should include zoning recommendations and to establish a procedure containing necessary due process standards. The Council will also have to amend the law on comprehensive zoning procedures to clarify the County Council's authority to authorize the

Planning Board and Council to conduct a comprehensive zoning process other than on a county-wide basis (i.e., to implement an adopted area/community plan) and outside the regular (every fourth year) schedule.

District Overlay

The Baltimore County Zoning Regulations as presently written do not allow the County to adequately enable the Design Objectives outlined in this Plan. The primary objective of the Honeygo Plan is to establish uniform design criteria for the entire area and the existing zoning is not adequate to assure that the design parameters will be met. Several options which would enable stronger design were discussed and reviewed. These options included 1) new PUD legislation that would cover the entire area; 2) new zones; and 3) a new overlay district. The creation of a new PUD was determined to be questionable because the area is not under single ownership or control. The PUD, in the absence of a single owner, effectively became an overlay district. Creating new zones for this particular area of the County appeared unnecessarily redundant. Other than design criteria, the vast bulk of the existing regulations would still apply. The most desirable option, therefore, was the overlay district. Through the use of an overlay district, the existing zoning regulations remain in effect, while additional design criteria can be adopted which will ensure the desired design quality. A summary of the elements to be included in the overlay district can be found in Appendix A.

The actual Honeygo District Overlay would have to be enacted and the zoning maps for the Honeygo Area would need to be amended accordingly (with the new district) during the rezoning process.

The recommended zoning map changes (actual zone changes as well as the district overlays) would need to be reviewed by the Planning Board with recommendations for final action by the County Council. Both the Planning Board and County Council would hold public hearings and the affected property owners would be duly notified.

Design Guidelines

The standards in the District Overlay need to be augmented by design guidelines to be adopted as part of the Comprehensive Manual of Development Policies (CMDP). The guidelines are intended to demonstrate how and what form development should take in terms of site layout and character. They are based upon work completed by Cho, Wilks, and Benn entitled "Neighborhood Design Guidelines" and have been modified for inclusion in the CMDP. Refer to Appendix B.

Funding

Infrastructure improvements in the Honeygo Area will cost approximately 58 million dollars. As it is anticipated that 5,500 dwelling units will be constructed within the study area, this expenditure represents approximately \$10,700 per dwelling unit.

In the current capital program for fiscal year '94 and '95, no Honeygo Plan capital projects are funded. Funds for the Forge Acres sewer project were previously allocated to complete this project by summer 1995. Under the new capital budget and program process, projects for which funds are not encumbered by the end of fiscal year 95 must be reappropriated. This includes Honeygo Boulevard (Phase II) and the accompanying water main and the Honeygo Sewer Interceptor. These projects will need to be reappropriated in the fiscal year '95 capital budget and program.

Included in this Plan is an inventory of all capital projects (roads, sewer, water, parks, schools) that will need to be constructed. In response to issues raised by the Steering Committee, the needed capital improvements have been grouped in phases which show the capital projects that will be required at various stages of development. This phasing schedule will allow the necessary schools, parks, roads, water and sewer projects to be in place when the development occurs, not after the development has taken place. The proposed capital program is divided into three functional areas:

A. Pre-Honeygo Development. These four capital projects must be underway to take care of existing problems before development in the Honeygo Area begins. The capital budget unit count should not apply to the following:

- 1) any development project approved before the effective date of Resolution 42-92; however, any development pursued under authority of such a plan is limited to a maximum of 300 dwelling units;
- 2) public utilities;
- 3) minor residential or commercial permits;
- 4) religious institutions; or
- 5) a dwelling on a lot of record as of the effective date of this plan.

B. Area-wide Improvements. These four capital projects are related to the area-wide Honeygo development. Implementation of each is related to the total number of building permits issued in the area regardless of land area phasing. The contracts for each capital project must be let before additional permits are released.

C. Land Area Phasing. Each of the recommended four development phases have specific capital projects related to the site area for development. The number of permits/units allowed before each improvement needs to be made are listed. The contract for that project must be let before additional permits are released for that phase.

Once the Honeygo Plan is approved, needed capital projects will have to be staged for the 1996 referendum and beyond.

Capital Program

Public Facilities and Infrastructure Requirements

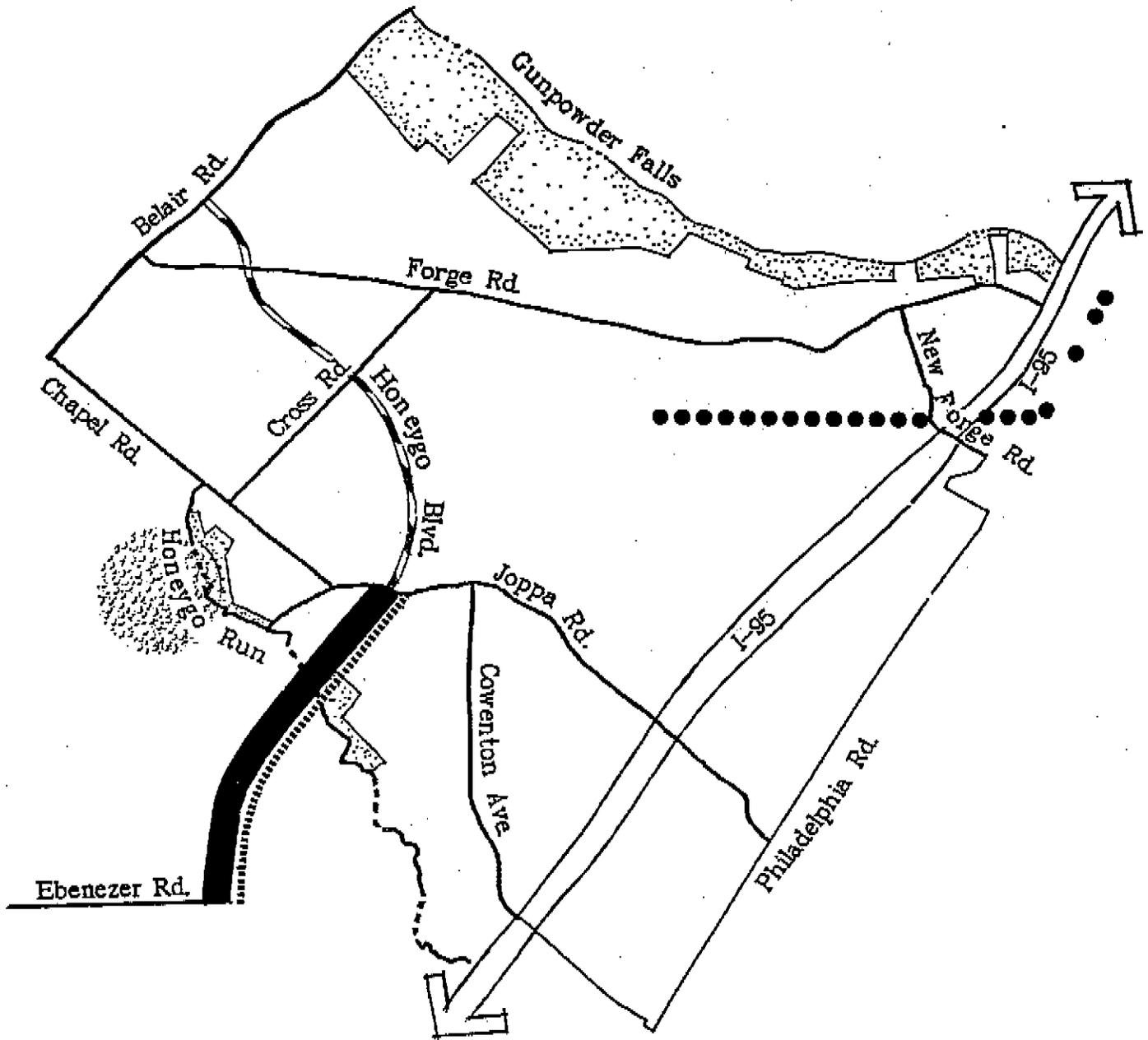
Phase	Units per Phase	Number of Units ¹ Allowed	Infrastructure	Cost ²
Pre-Honeygo Development	0	0	Forge Acres Sanitary Sewer (funded)	3,200,000
			Honeygo Blvd. Phase 2 Ebenezer Rd. to Joppa Rd.	5,126,000
			Water Main Second Zone	220,000
			Honeygo Park at Snyder Lane	200,000
			Total	8,746,000
Honeygo Area Wide Requirements		1,000	Chapel Hill Elementary Addition and Upgrade	2,800,000
		1,000	Open Space at Chapel Hill Elem. (land and rec.)	1,250,000
		2,000	Honeygo Park (rec. improvements along blvd.)	1,000,000
		2,500	Cross Roads Elementary School	9,000,000
Total	14,050,000			
Bean Run Phase	1,905	300	Forge Road (Cross to Forge View)	2,930,000
		300	Cross Road (Honeygo to Forge)	1,135,000
		950	Honeygo Blvd. Phase 3A Cross Rd. to Joppa Rd.	2,895,000
		950	Water Main Second Zone	220,000
		1,000	Open Space (location to be determined)	1,474,000
Total	8,654,000			
Honeygo Run Phase	1,809	0	Honeygo Sewer Interceptor	3,200,000
		730	Cross Road (Chapel to Honeygo)	1,135,000
		730	Cowenton Avenue	3,986,000
		730	Joppa Road (Chapel to Cowenton)	2,376,000
		730	Chapel Road (Cross to Joppa)	1,399,000
		1,000	Open Space (location to be determined)	1,400,000
Total	13,496,000			
Bird River Phase	1,060	0	Bird River Sewer Interceptor	3,000,000
		530	Joppa Road (Cowenton to I-95)	2,376,000
		500	Open Space (location to be determined)	821,000
Total	6,197,000			
Belair Road Phase	782	200	Honeygo Blvd Phase 3B Cross Rd. to Belair Rd.	2,895,000
		200	Forge Road (Cross to Honeygo Blvd.)	2,930,000
		200	Chapel Road (Belair to Cross)	1,399,000
		500	Open Space (location to be determined)	605,000
Total	7,829,000			
TOTALS:	5,556			\$ 58,972,000

Cost per unit:

\$ 10,614.11

1. Permits allowed before improvements' contract must be let.
2. Developer may contribute to road improvements as currently required.

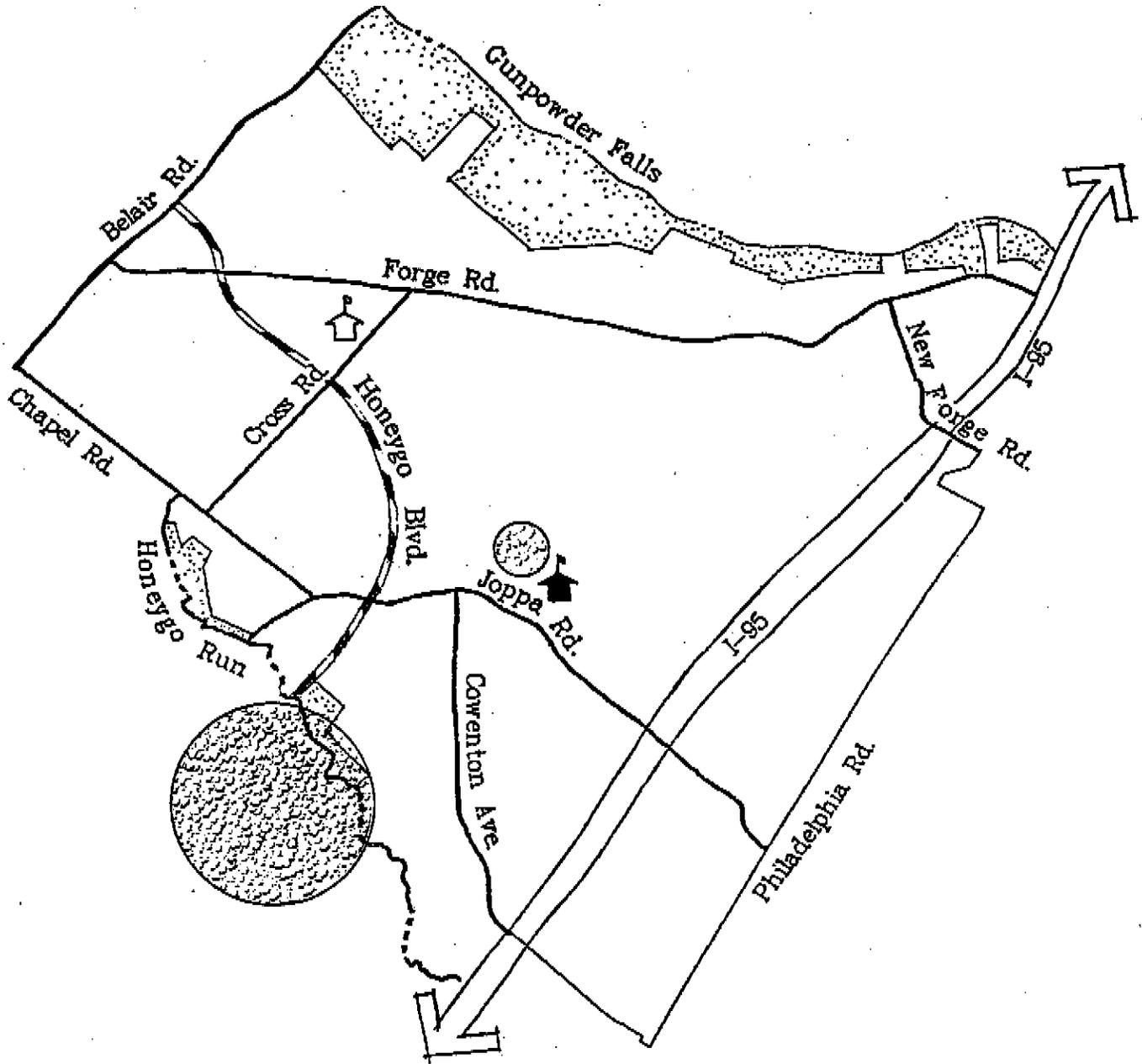
Pre-Honeygo Development Infrastructure Needs



Honeygo Study Area Infrastructure

- Forge Acres Sanitary Sewer
- Honeygo Park Recreation Improvements: Athletic Field, Volleyball Court, Picnic Shelter, Nature Trail, 60-Parking Spaces
- ▬ Honeygo Blvd. Phase 2
- Water Main

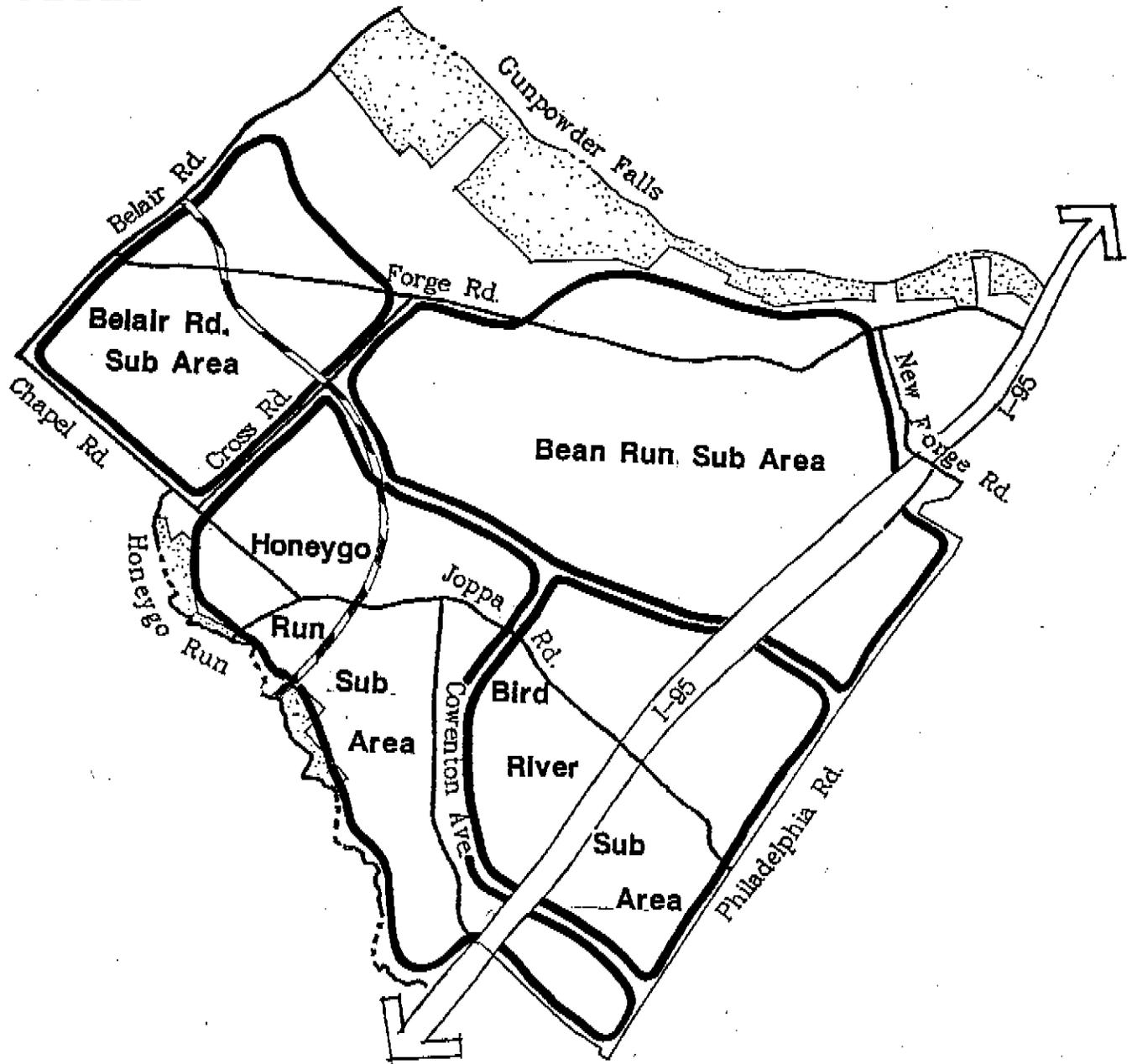
Honeygo Ar a-Wid R quir m nts



Honeygo Study Area Infrastructure

- | | | | |
|---|---|---|---|
|  | Chapel Hill
Elementary School
Addition |  | Honeygo Park
Recreation
Improvements |
|  | Chapel Hill
Elementary School
Open Space
Acquisition and
Improvements |  | Cross Roads
Elementary
School Construction
and
Recreation
Improvements |

Sub Areas



Honeygo Study Area Development Sub Areas

— The sub areas boundaries generally follow watershed / sewershed lines. Natural drainage courses may adjust boundaries.

Open Space

The Honeygo Area was designed to be served by several regional parks. The largest park, Honeygo Park, is located along Honeygo Boulevard. This park is largely passive in nature, containing a major stream system and forests. At the present time, a portion of the park is proposed to be used as a Par 3, 9 hole golf course. One million dollars has been set aside in the proposed capital improvements program for Honeygo Park improvements. An additional 37 acres has been proposed for acquisition at the intersection of Belair Road, Forge Road, and Honeygo Boulevard. It is anticipated that this park will be used for active recreational purposes such as playing fields. Funds will be needed for acquisition and development of this park. Finally, two hundred thousand dollars has been set aside for the improvement of Honeygo Park at Snyder Lane. The completion of these projects will provide the major park and recreation areas within the Study Area.

In addition to the major park and recreation areas, the Design Concept Plan has designated a series of neighborhood parks located throughout the area. One of the major design objectives was to intersperse neighborhood parks throughout the area to provide local recreational amenities and serve as focal points for the neighborhoods. The Illustrative Site Plan demonstrates the effectiveness of these types of parks.

The local open space requirements generated by the development (650 square feet per dwelling unit) must be used within the Honeygo Plan area. This requirement must be used for active open space, environmentally regulated areas and their buffers are not to be used to fulfill this requirement. The Residential Squares and Parks and Recreational Areas may be used to meet the requirement. Any use of fee-in-lieu of open space must be based upon the fair market value of the land and used within the Plan area. The Overlay District will allow the open space to be spread throughout the Plan area.

Homeowners Association

The upkeep and maintenance of the smaller open space areas has to be assured. The use of an umbrella association to assure maintenance and upkeep of these smaller areas will be required. It is anticipated that in addition to local homeowners associations, an umbrella association may be required in order to assure adequate maintenance. This mechanism will be developed at a future point in time.

Environmental Banking

Two innovative concepts proposed for the Honeygo Area include 1) the creation of reforestation or forest retention areas, and 2) the designation of wetland banking areas. As development occurs, there may be a loss of forest cover or wetlands on a project by project basis. In order to maintain the quality of the watershed or assist watershed restoration, wetland areas within the study area can either be created or rehabilitated. Similarly, stream buffers or other designated areas could be used for afforestation.

Within the study area, sections to be considered for afforestation include the designated environmental buffer areas and the land adjacent to I-95 and the Baltimore Air Park. Owners of these areas could be compensated by those owners who need to replace forests.

In other areas, such as those adjacent to Honeygo Park, which could be cleared of forests but have little development potential owners could be compensated for retaining forests on certain portions of the site.

Wetland banking areas are those pieces of land designated as wetlands but which are not presently functioning as wetlands due to past farming or grading. Land that has disturbed wetlands such as those adjacent to Honeygo Boulevard or Belair Road would be reestablished as viable wetlands and the owners of such property would be compensated.

The State of Maryland is currently reviewing legislation that would allow these types of techniques. Over the next several years the County will adopt the appropriate mechanisms to allow the use of these techniques in the Honeygo Area.

Transit Opportunities

The private automobile will be the overwhelming transportation mode of choice for people living in the Honeygo community, as it is throughout the Baltimore metropolitan area. However, every effort should be made to encourage residents to use alternative modes of travel, such as transit, bicycling, and ridesharing, for both work and non-work trips.

The reason for this emphasis on reducing automobile usage is that Baltimore County and the entire Baltimore metropolitan area has been cited by the U.S. Environmental Protection Agency as a non-attainment area for air quality. In fact, the Baltimore metropolitan area has been judged to have the sixth worst air quality in the entire United States.

As a result of being a non-attainment area, jurisdictions in the Baltimore metropolitan area are required by law to take every opportunity to implement measures that will increase mobility-but reduce reliance upon the private automobile.

This objective can be achieved in the Honeygo area by incorporating a mix of design elements as recommended in the Honeygo Design Manual. These measures will encourage and enhance the residents ability to reduce their dependence on the private automobile, by providing them with amenities such as bike and walking paths and pedestrian scale elements in the neighborhood design.

A key feature in a community's ability to reduce automobile usage is its access to public transportation. If appropriate transit related design standards are followed, the Honeygo community will have an enviable opportunity for expanded mobility and reduced reliance upon the private automobile. These transit opportunities will be much appreciated by 2010 when traffic volumes along I-95 will be in the range of 160,000 a day, which is 20,000 vehicles greater than current daily traffic counts.

Long range transportation plans recommend extending a fixed rail line from Johns Hopkins Hospital to the vicinity of White Marsh Mall by 2010. This extension will provide connections to not only Hopkins, but also to the Inner Harbor and Oriole Park at Camden Yards.

Washington D.C., can be reached via transfer at Camden Yards or by transfer to the Penn line at a new MARC station to be constructed in east Baltimore. By transferring to the Central Light Rail line Honeygo residents will have access to BWI Airport to the South.

The completion of the White Marsh extension will for the first time connect all of Baltimore County's growth areas by rail transit. Honeygo area residents will be able to access Owings Mills by transferring to the Metro at Hopkins or Hunt Valley by transferring to Light Rail in the CBD.

Partly as a result of the lower densities recommended in this plan, it is unlikely that the MTA will extend the White Marsh rail line north of the mall area directly into the Honeygo community. It is possible, but unlikely that the County would pay for an extension into the Honeygo community.

If Honeygo residents are to have direct access to the mobility opportunities provided by the fixed rail extension to White Marsh, the County, State, and development community will have to work in a collaborative fashion to provide the necessary operational and structural facilities.

Specifically, the MTA must provide a level of feeder bus service from the Honeygo community to the White Marsh station that is comparable to the initial levels of service provided to other Baltimore County Metro and Light Rail service areas.

The County and the development community must involve MTA as a partner in the planning and development review process to ensure a "transit-friendly" environment. Examples of a "transit-friendly" environment would be minimum lane widths of 12 feet on streets used by buses and the construction of amenities such as transit information kiosks, additional lighting, and bus shelters.

The street network should be designed so that most homes are within a quarter-mile of the feeder bus line. Bike and pedestrian paths should provide access to feeder bus stops. Store entrances at the commercial nodes should border on the street with parking behind the stores.

Appendix A

Honeygo Overlay District Concept

A. Purpose and Intent

The H Overlay District is established to provide a unified design for all development located within the Honeygo Area as designated by the Baltimore County Master Plan 1989-2000. Architectural variation among buildings is strongly encouraged, however, all development proposals located within the H District will be subject to a uniform set of design criteria. The model being emulated is the traditional town or village. The overlay district may be applied to residential or commercial zones.

B. Zoning Restrictions

Within a tract to be developed, at the time of development, the commercial uses allowed in the underlying zoning may be shifted without regard to zone or zone boundary within the District subject to 1) review and approval as required for PUDs, 2) the acreage of the underlying zoning and commensurate uses and density is not increased and 3) the proposed development is in conformance with the Master Plan, H District and Section 504.2 (CMDP) of these regulations.

As designated in the Honeygo Area Plan-Land Use Plan, certain areas within the H District have been deemed suitable for a small amount of commercial retail uses. A small amount of commercial use will be allowed within these designated areas.

C. Use Restrictions

Within certain areas zoned DR 3.5 as designated in the Honeygo Plan-Land Use Plan and the CMDP, group homes (town houses) up to 40% of the total number of dwelling units provided may be permitted by right.

Back-to-back group houses are not permitted.

Appendix A

Honeygo Overlay District Concept

D. Performance Standards

1. Site Preservation

- a. In accordance with Section 26-278 of the development regulations all historic buildings and sites shall be preserved.
- b. Other than terraced 5 foot retaining walls, no created slopes over 25% shall be permitted.
- c. Slopes of stormwater management ponds shall not exceed a two to one ratio.

2. Open Space

- a. At the time of development, all environmentally regulated areas should be preserved and restored.
- b. For residential uses a minimum of 650 square feet per dwelling unit shall be provided as some form of open space, and for commercial uses at least 7% of the total site area shall be used as some form of open space. Environmentally regulated areas may not be used for this open space. The open space shall be distributed in a manner consistent with the Honeygo Plan-Concept Plan and included in the CMDP. Fees in lieu of open space shall be based upon the value of land within the subdivision. Fees in lieu of open space shall be used for park acquisition or development within the district. This requirement cannot include any environmentally regulated areas.
- c. Local open space shall be centrally located within the community and shall serve as a landmark or focal point.
- d. Open space shall be defined with landscaping.
- e. Open space shall be bordered by public rights-of-way or fronts of buildings.

3. Parking

- a. Off street parking is not required. Off street parking that is provided shall only be located at the side or rear of buildings. On street parking shall only be provided parallel to buildings. Garage location and openings shall be provided as more particularly described in the CMDP.

4. Buildings and Streets

- a. Buildings shall front public rights-of-way.
- b. Streets and street details as more particularly described in the CMDP, shall be classified as either Major Roads, Minor Roads, Internal Neighborhood Streets, Alleys, or Courts.
- c. The exterior of buildings shall be finished to grade. The exterior finish shall be uniform on all sides of the building.
- d. End walls of buildings shall be architecturally treated and not remain blank.
- e. Above grade (over 4 feet) decks for buildings other than apartments or condominiums are not permitted. Decks must be painted to blend with principal structure.
- f. Uniform fence detail as more particularly described in the CMDP shall be provided. Fencing provided at side or rear yards adjacent to public rights-of-way, excluding alleys, that is over 36 inches in height shall be set back a minimum of 15 feet.
- g. Uniform sign details as more particularly described in the CMDP shall be provided.
- h. Residential Transition Area requirements, as provided in Section 1B01.1B, shall only apply to structures in existence at the time of passage of this legislation.



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