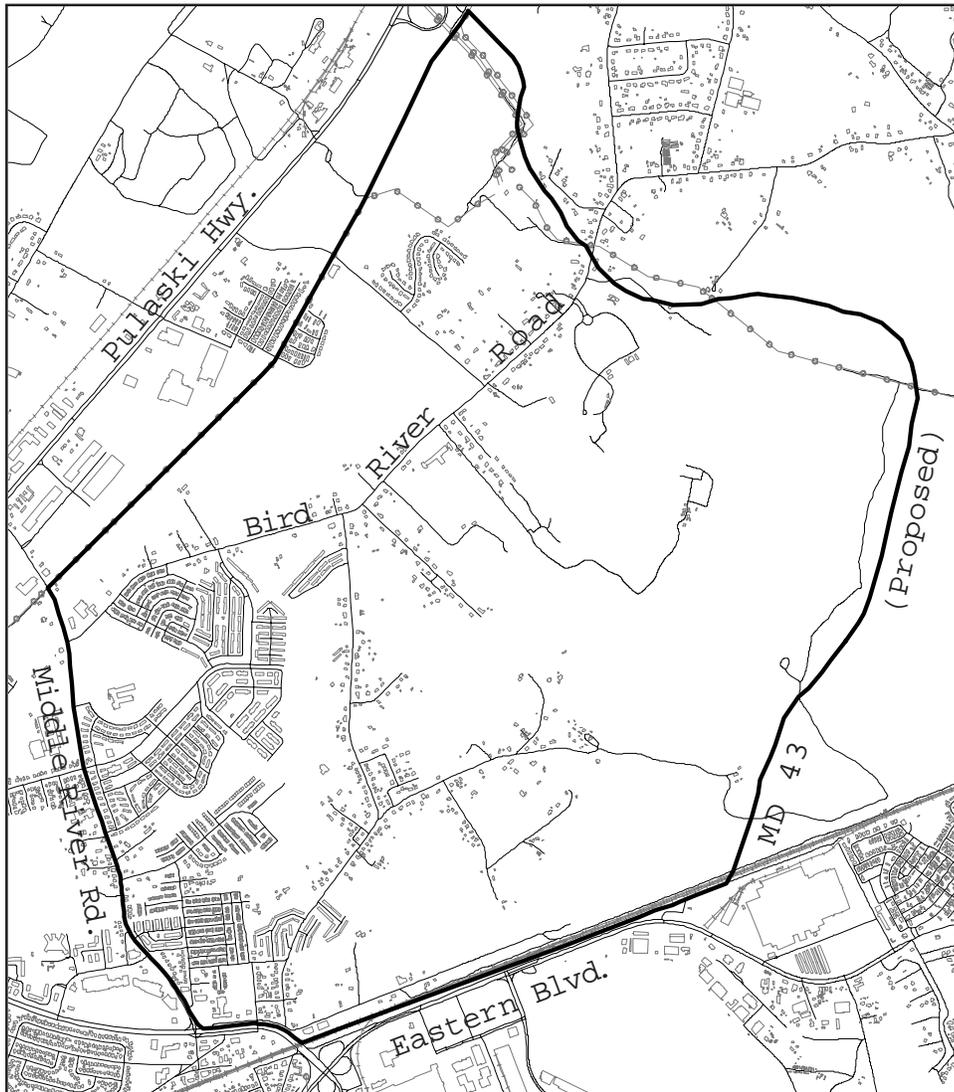


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# Middle River - Bird River Area Plan



**As Adopted by the Baltimore County Council  
January 22, 2002**

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COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND  
Legislative Session 2002, Legislative Day No. 2

Resolution No. 3-02

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Mr. Vincent J. Gardina, Councilman

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By the County Council, January 7, 2002

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A RESOLUTION of the Baltimore County Council to adopt the Middle River-Bird River Area Plan as part of the Baltimore County Master 2010.

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

WHEREAS, Council Resolutions 101-99 and 94-00 asked the Planning Board to prepare a Middle River-Bird River Area Plan; and

WHEREAS, the County Council has previously adopted the Riverdale Portion to the Middle River-Bird River Area Plan as part of the Baltimore County Master Plan 2010 (Resolution 69-01); and

WHEREAS, the County Council has previously amended the zoning map for the Fifth Councilmanic District for the Riverdale Portion of the Middle River-Bird River Area (Bill 55-01); and

WHEREAS, the Planning Board held a public hearing on the proposed Middle River-Bird River Area Plan and adopted the plan on July 19, 2001; and

WHEREAS, the plan was submitted to the County Council on August 1, 2001 for review; and

WHEREAS, the County Council held a public hearing on the proposed Middle River-Bird River Area Plan on October 1, 2001; now, therefore

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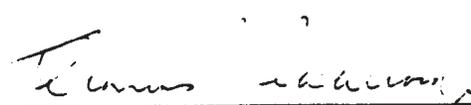
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BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY,  
MARYLAND, that the Middle River - Bird River Area Plan, a copy of which plan is attached  
hereto and made a part hereof, as amended by the attachment dated September 25, 2001, a copy  
of 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 Middle  
River - Bird River area, subject to such further modifications deemed advisable by the County  
Council.

r00302

READ AND PASSED this *22nd* day of *January*, 2002.

BY ORDER

  
\_\_\_\_\_  
Thomas J. Peddicord, Jr.  
Secretary

ITEM: Resolution 3-02

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# **Middle River-Bird River Area Plan**

## **January 22, 2002**

Adopted January 22, 2002 by the  
Baltimore County Council

Published by the  
Baltimore County Office of Planning  
County Courts Building, Room 406  
Towson, Maryland 21204

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Middle River-Bird River Area Plan Advisory Committee

William Bafitis  
Randy Cogar  
John Gontrum  
Robert Kaminski  
William Poole  
Leigh Raley  
Robert Schuetz  
Robert Wiley

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# Introduction

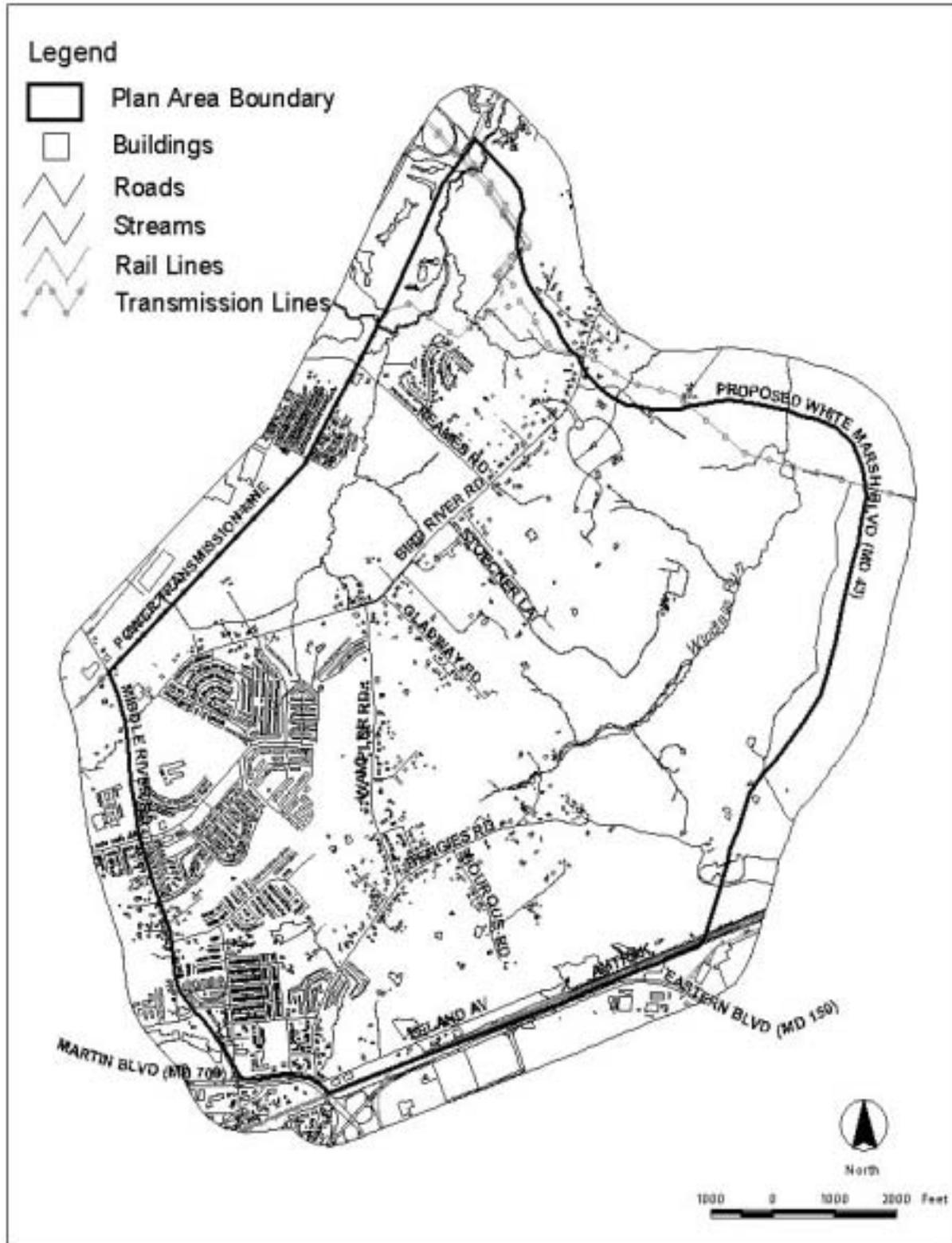
This report constitutes a plan for the Middle River-Bird River Planning Area. The plan was prepared in response to County Council Resolution No. 101-99 (see Appendix A). The Middle River-Bird River Area Plan Advisory Committee assisted in developing the recommendations contained in this report.

The Middle River-Bird River Planning Area is located in eastern Baltimore County. It has an approximate total size of 2,323 acres, or 3.6 square miles. The planning area is bounded by Middle River Road on the west, Martin Boulevard and the Amtrak rail line on the south, the future alignment of White Marsh Boulevard (MD 43) extended on the east, and, on the north, the southeast-northeast power transmission line located between Pulaski Highway and Bird River Road (see Figure 1).

This report contains two basic parts. The first part provides a framework of background information. The second part provides a vision statement and recommendations on land use, zoning, roads, water supply and sewerage plan designations, pedestrian and bicycle facilities, and community enhancement. In response to County Council Resolution No. 94-00, the Middle River-Bird River Area Plan was expanded to include the former Riverdale apartment complex and the adjacent Riverdale Village Shopping Center (see Appendix D). The Riverdale portion of this plan is contained in a separate report.

The recommendations presented herein are intended to supplement the recommendations contained in the Eastern Baltimore County Revitalization Strategy (adopted 7/1/96), the Community Conservation Plan for Essex-Middle River (adopted 7/1/96), the Windlass Run/Bird River Road Area Community Plan (adopted 1/4/99), and Baltimore County Master Plan 2010 (adopted 2/22/00).

Figure 1  
Middle River-Bird River Plan Area Boundaries



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# Background Information

## A. EXISTING LAND USE

The planning area contains a mixture of land uses, with the majority of land classified as undeveloped. Table 1 shows the acreage of the various land use classifications and their percentage of the total planning area. Figure 2 shows the existing land use pattern.

Sixty-four percent of the planning area is undeveloped. Nearly 4 percent of the undeveloped land is classified as pipeline residential. Pipeline residential projects are development projects that are being actively pursued by the developer, but may or may not have final approval. The remaining 60 percent of the undeveloped land is agricultural, idle, or vacant. A large amount of the undeveloped land lies to the east of Windlass Run where the extension of White Marsh Boulevard will provide future access.

Residential land use occupies 20 percent of the planning area, or approximately 472 acres. Older housing as well as new housing can be found in the area. Some of the older housing was built for workers during World War II and is in poor condition. There is a variety of housing types.

Residential uses are concentrated on the west side of the planning area. Single family detached housing occupies 294 acres. The majority of the single family detached homes are located along, or close to, Wampler Road and Bird River Road. The major single family developments in the planning area are Sleepy Hollow, Golden Acres, White Marsh Estates, and White Marsh Farms.

Single family attached housing occupies 98 acres and consists mostly of townhouses. Single family attached housing is primarily located near Middle River Road, south of Bird River Road. The only exception is Greenbriar, which is located north of Bird River Road near the Victory Villa Community Church. Single family attached dwellings are concentrated in five developments: Greenbriar, Villa Gardens, Village of Pawnee, Mary's Choice, and Maple Crest Townhouses.

Eighty acres of land is used for multi-family housing. Multi-family housing is concentrated in three developments: Maple Crest Apartments, Middle Crest Townhouses and Wampler Village Apartments. The multi-family housing developments are located along Middle River Road, Bird River Road, Wampler Road, and Compass Road.

Nearly seven percent of the land is classified as institutional. Schools in the planning area include Glenmar Elementary School, Martin Boulevard Elementary School, and Our Lady Queen of Peace School. A cemetery (Holly Hill Memorial Gardens) occupies approximately 100 acres of land. Other institutions in the planning area include Our Lady Queen of Peace Church, Middle River Assembly of God, Victory Villa Community Church, a veteran memorial post, a fire and rescue station, and an ambulance rescue company.

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Commercial and industrial land uses make up only a very small percentage of the planning area (1.2 percent). Small businesses and industrial sites are located along Bird River Road, Middle River Road, Leland Avenue, and Reames Road.

Rights-of-way occupy 7.7 percent of the planning area. This land use category includes all roads, railroads, and transmission lines. The Amtrak rail line is the southern boundary of the planning area and power transmission lines run along the northwestern boundary. Transmission lines also traverse the northern portions of the planning area. Major roads in the area include Bird River Road, Middle River Road, Martin Boulevard, Wampler Road, and Reames Road.

## **B. EXISTING ZONING**

The planning area contains a mixture of residential, industrial, and commercial zoning classifications. There is also a substantial amount of RC 3 and SE zoning. Table 2 shows the acreage and percentage of the planning area represented in each zoning classification. Figure 3 shows the existing zoning.

The majority of the planning area (62 percent) is zoned Density Residential, with all six DR zoning classifications represented. High-density DR zoning is concentrated south of Bird River Road and west of Wampler Road. Largely zoned DR 16, DR 10.5 and DR 5.5, this area contains several apartment complexes and townhouse communities. Most of land located within these zones is already built out.

Lower density residential zones (DR 3.5, DR 2, and DR 1) cover 45 percent of the total planning area, or 1,037 acres of land. Since much of the land located within these zones is undeveloped, the opportunity for significant residential development exists.

Only 30 acres of land, or 1.3 percent, is zoned for commercial usage. The majority of the commercial zoning is located along Middle River Road, Martin Boulevard, Leland Avenue, Wampler Road, Riverton Road, and Magnolia Avenue in the southwest tip of the planning area. More than half of the commercially zoned land is classified BL. The remaining commercial zoning is divided among the CB, BL-AS, BL-CCC and BM classifications.

Industrial zoning occupies 28 percent or 651 acres of the planning area. A large portion of the east side of the area is zoned ML-IM and MH-IM. Currently, none of this land is being used for industrial purposes. With the completion of the planned extension of White Marsh Boulevard, access to large amounts of undeveloped, industrial zoned land will be provided.

Some ML-IM zoning also exists on the northwest side of the study area and is undeveloped, except for land occupied by part of the Sleepy Hollow Mobilehome Park. Two small ML-IM zones exist on Bird River Road. On the corner of Bird River Road and Middle River Road is a packaging shop, zoned ML-IM. A plumbing business and auto service is located near White Marsh Farms and also zoned ML-IM.

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Three acres of land on the south side of Bird River Road, near Maple Crest Apartments is zoned MLR-IM and is currently undeveloped.

Seven percent of the planning area, or 164 acres, is zoned RC 3. This land is located in the northeast part of the area. The RC 3 classification is used to defer development that is likely to occur pending urban planning.

A 34-acre SE zone is located in the southcentral part of the planning area, south of Wampler Road and Bengies Road. This zoning classification encourages the development of offices, business services, and low impact industrial uses. Currently this zone contains a few single-family homes, but the majority is undeveloped.

### **C. RESIDENTIAL DEVELOPMENT PIPELINE PROJECTS**

Major residential development projects that are listed by the Office of Planning and are being actively pursued by the developer, either with or without final approval include:

- Tito Property: 72.44-acre site located between Reames Road and Campbell Boulevard, north of Bird River Road; 156 single family detached dwellings are approved; gross residential density = 2.15 dwelling units per acre.
- Holt Property: 9.6-acre site located on the south side of Bird River Road west of Wampler Road; 22 single family detached dwellings are approved; gross residential density = 2.29 dwelling units per acre.
- Wampler Woods: 8.9-acre site located on the west side of Wampler Road; 19 single family detached dwellings are approved; gross residential density = 2.13 dwelling units per acre.

### **D. PUBLIC WATER AND SEWER SERVICE**

Although the entire planning area is located within the Urban-Rural Demarcation Line (URDL), the majority of the land is not currently served by public water and sewer. Public water and sewer service is generally limited to the existing development along Bird River Road, Middle River Road, Wampler Road, Reames Road, and Bengies Road. Areas with existing water and sewer service are identified by the W-1 and S-1 areal designations (see Figures 4 and 5). The remainder of the planning area is presently designated as one of the following: Capital Facilities Areas (W-3, S-3), where facilities are anticipated within the 6-year Capital Program period; Master Plan Areas (W-5, S-5), where facilities should be provided in accordance with the Master Plan; or Areas for Future Consideration (W-6, S-6), where facilities may be expected beyond the Master Plan time frame.

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## **E. PUBLIC SCHOOLS**

The planning area is served by the following Baltimore County public schools: Glenmar, Martin Boulevard, Victory Villa, and Middlesex Elementary Schools, Middle River Middle School, and Kenwood High School. Only Glenmar ES and Martin Boulevard ES are located within the planning area.

None of the schools are presently operating over capacity (see Table 3). Based on 1/6/00 projections, none of the schools are projected to operate over capacity for the years 2001 through 2009 (see Table 4).

## **F. PARKS AND RECREATION**

The study area is located within the Middle River and Bengies-Chase Recreation and Parks Council areas. This analysis is based upon the geographic area covered by the two council areas, as recreation council boundaries are typically the smallest geographic area studied for recreation and parks assessments.

The Middle River and Bengies-Chase Recreation and Parks Council areas constitute nearly 29 acres of land. The council areas begin east of Rossville Boulevard at Pulaski Highway and extend in a northeasterly direction toward Harford County. The year 2000 population of the Middle River and Bengies-Chase Recreation and Parks Council areas is approximately 42,325. Based on the state-mandated acreage goal of 30 acres of county parkland per 1,000 citizens, approximately 1,270 acres of parkland are required to meet the year 2000 parkland needs of the two council areas.

The council areas currently have 806.9 acres of “creditable” parkland; thus, there is a parkland deficit of approximately 462.9 acres. Creditable acreage is the sum of the following parklands: the total acreage of local parks in the area (school recreation centers, neighborhood parks, and community parks); a portion of all countywide and regional parks in or near the area; a share of the land area of the three county reservoirs; the acreage of open spaces or undeveloped park and school recreation center sites in the area. The reservoir acreage share and area-located open spaces may only be counted at a one-third rate toward acreage goals because of their limited recreational value. As such, a 30-acre open space would count as 10 acres toward the parkland acreage goal.

In terms of existing parks and recreation facilities within the council areas, various local parks and all of the primary recreation facilities (ball diamonds, athletic fields, tennis courts, tot lots) are present. Significantly, the local parks tend to be smaller in size than the countywide average. Also, the athletic fields and ball diamonds serve considerably more residents than the countywide average. There are presently no sand volleyball courts or community gardens in the council areas, and there are only two picnic pavilions.

The Department of Recreation and Parks’ community supervisors for Middle River and Bengies-Chase, as well as the program coordinator for the eastern recreation and parks area, were

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consulted regarding the need for additional parks and recreation facilities in the two council areas. All concurred that there should be additional neighborhood or community parks with a diversity of recreation facilities. These individuals stated that 75' and 95' ball diamonds and a large gymnasium, which could be developed as a component of a multi-use indoor facility, are needed. Also, the need for passive amenities such as picnic pavilions, horseshoe pits, and community garden space was identified.

Regarding recommendations specific to the individual council areas, it was stated that sand or grass-surface outdoor volleyball courts would be of benefit in Bengies Chase and additional tot lots and playgrounds are needed in many existing residential communities in Middle River.

## **G. ROAD NETWORK**

### **1. Functional Road Classification**

The 1992 Federal Highway Functional Classification Map for the Baltimore Urbanized Area classifies roads as principal arterials, minor arterials, collectors, and local roads.

Principal arterials link large population or employment centers. They are intercounty or interstate oriented and accommodate long travel lengths. These roadways can be stratified into the following subclasses: (1) interstate, (2) other freeways and expressways, and (3) other principal arterials (with partial or no control of access).

Minor arterials provide a lower level of mobility while placing more of an emphasis on land access than principal arterials. These roadways typically provide a link to the collector roadway system, but ideally they do not penetrate identifiable residential neighborhoods.

Collectors provide for both land access and traffic circulation within residential, commercial, and industrial areas. Collector roads may provide service to important traffic generators such as schools and parks.

Local roads serve to provide direct access to individual land uses.

No roads within the planning area are classified as principal arterials. Middle River Road and Martin Boulevard are classified as minor arterials. Bird River Road is classified as a collector. All other roads are classified as local.

### **2. Level of Service at Signalized Intersections**

Level of service (LOS) is a means of quantifying traffic flow by assigning letter grades A through F to a given location. LOS A is ideal. LOS D, though not optional, is considered a minimum range of operations drivers will accept. Operations with unacceptable delays and

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queuing are indicative of LOS E or F. Following is a brief description of the respective levels of service:

LOS A - Free traffic flow.

LOS B - Stable traffic flow, occasional delays at traffic signals.

LOS C - Stable traffic flow, moderate delays at traffic signals.

LOS D - Approaching unstable traffic flow, frequent delays at traffic signals.

LOS E - Unstable traffic flow, signal backups.

LOS F - Unacceptable, forced traffic flow.

No level of service rating is available for the Middle River Road/Bird River Road intersection. A traffic signal was just installed at that location in February 2000. All other signalized intersections within the planning area are functioning at LOS A or B (see Table 5).

### **3. Baltimore County Master Plan Road Improvement Projects**

Baltimore County Master Plan 2010 (adopted February 2000) identifies road improvement projects. The projects are divided into “projects in capital program” and “projects not in capital program” categories. The road improvement projects listed under “projects in capital program” are currently funded in Baltimore County’s Capital Improvement Program (CIP) or the Maryland Department of Transportation’s Consolidated Transportation Program (CTP). Road improvement projects listed under “projects not in capital program” are not currently funded in either the CIP or the CTP.

The Master Plan identifies two road improvement projects that are partly located within the planning area. The following are identified as “projects in capital program”:

- Construct White Marsh Boulevard from Pulaski Highway to Eastern Avenue
- Construct Campbell Boulevard from Philadelphia Road to White Marsh Boulevard ext.

The Master Plan does not identify any road improvement projects as “projects not in capital program.”

## **H. STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS**

The Middle River-Bird River Area Plan Advisory Committee identified the planning area’s strengths, weaknesses, opportunities, and threats. A *strength* is defined as a resource, advantage, or asset the area may possess. Strengths include characteristics or things that are liked about the

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area. A *weakness* is an inadequacy or things that are disliked about the area. An *opportunity* is a situation that can be potentially advantageous to the area. A *threat* is a potential problem that could negatively impact the area.

### **1. Strengths**

- Proximity to shopping (e.g., White Marsh Mall, “The Avenue”)
- Proximity to Chesapeake Bay waterfront
- Good access to major roads (e.g., Baltimore Beltway, Pulaski Highway, Martin Boulevard)
- Substantial open space
- Proximity to Martin State Airport
- Baltimore County’s efforts to revitalize the East Side
- Large amount of undeveloped ML zoned land available for creating employment opportunities
- The Salvation Army Boys and Girls Club
- Strong recreation council (i.e., Middle River Recreation Council)
- Good mix of land uses
- Strong community associations (i.e., Essex-Middle River Chamber of Commerce and Windlass Run Improvement Association)
- Strong area churches
- Stable residential market

### **2. Weaknesses**

- Older housing stock will need revitalization in the future
- Insufficient roadways
- Poor image and perception of schools and community in general
- Deteriorating high visibility properties
- Lack of infrastructure and utilities
- Poor organization of land uses (i.e., the various uses don’t complement each other)
- Large percentage of single parent families
- Lack of parental involvement
- Lack or absence of recreation facilities (active and passive)
- Abundance of environmental constraints will impact future development

### **3. Opportunities**

- Ample land available for future development
- Extensions of MD 43 and Campbell Boulevard
- Future employment area
- Development of high quality, single-family detached housing

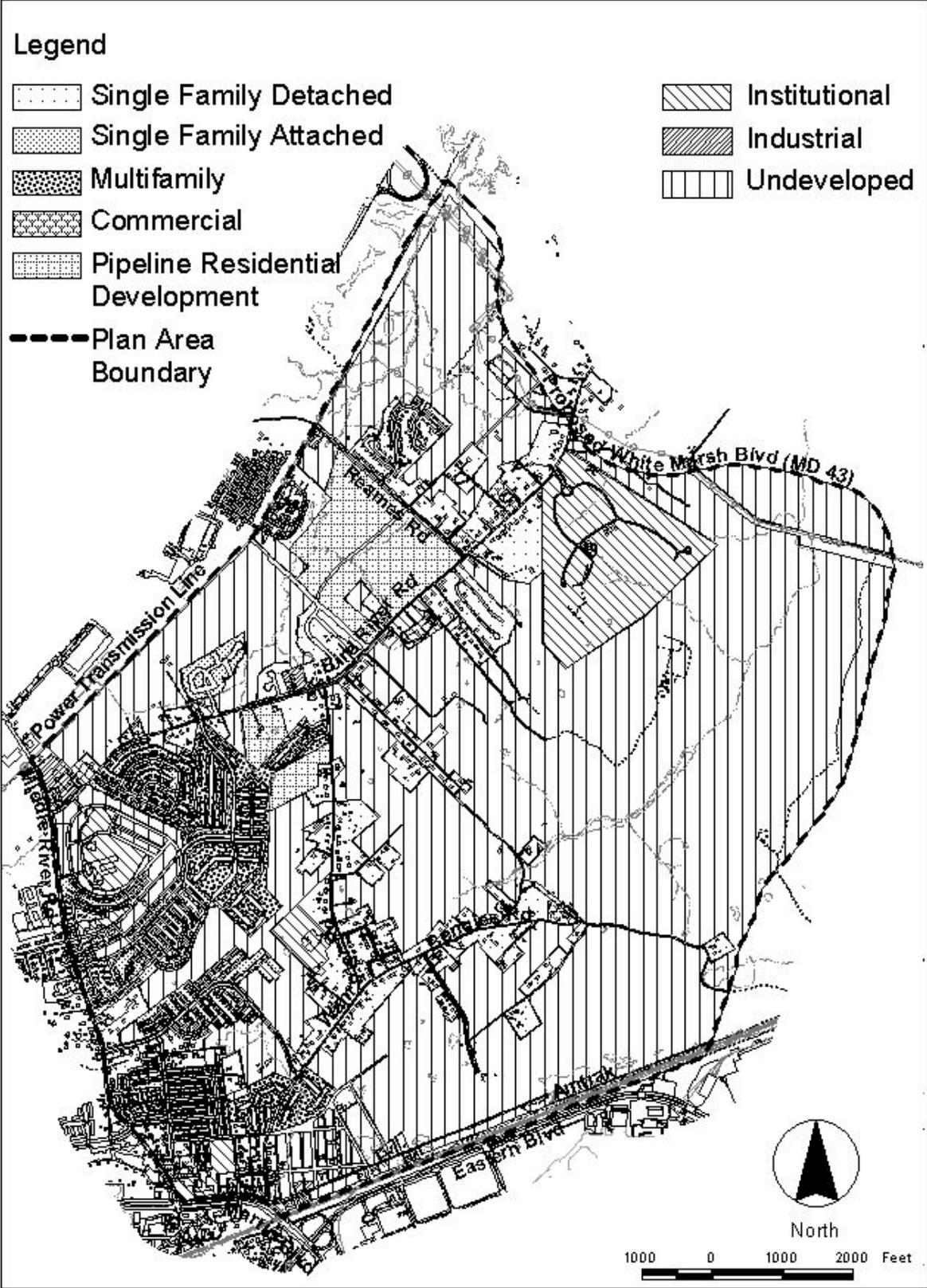
- 
- Improvement of area's image
  - Improvement in quality of schools
  - High technology corporate campus development off MD 43 extended
  - OT zoning would stimulate high quality employment opportunities
  - Increased tax base
  - Collaborate with Amtrak to provide rail access for the future employment area

#### **4. Threats**

- Not extending Campbell Boulevard south of Bird River Road
- Potential conflicts between industrial and residential land uses
- Poor quality industrial development
- Negative environmental impacts from development
- Unplanned and sporadic development
- Outdated ML zoning regulations

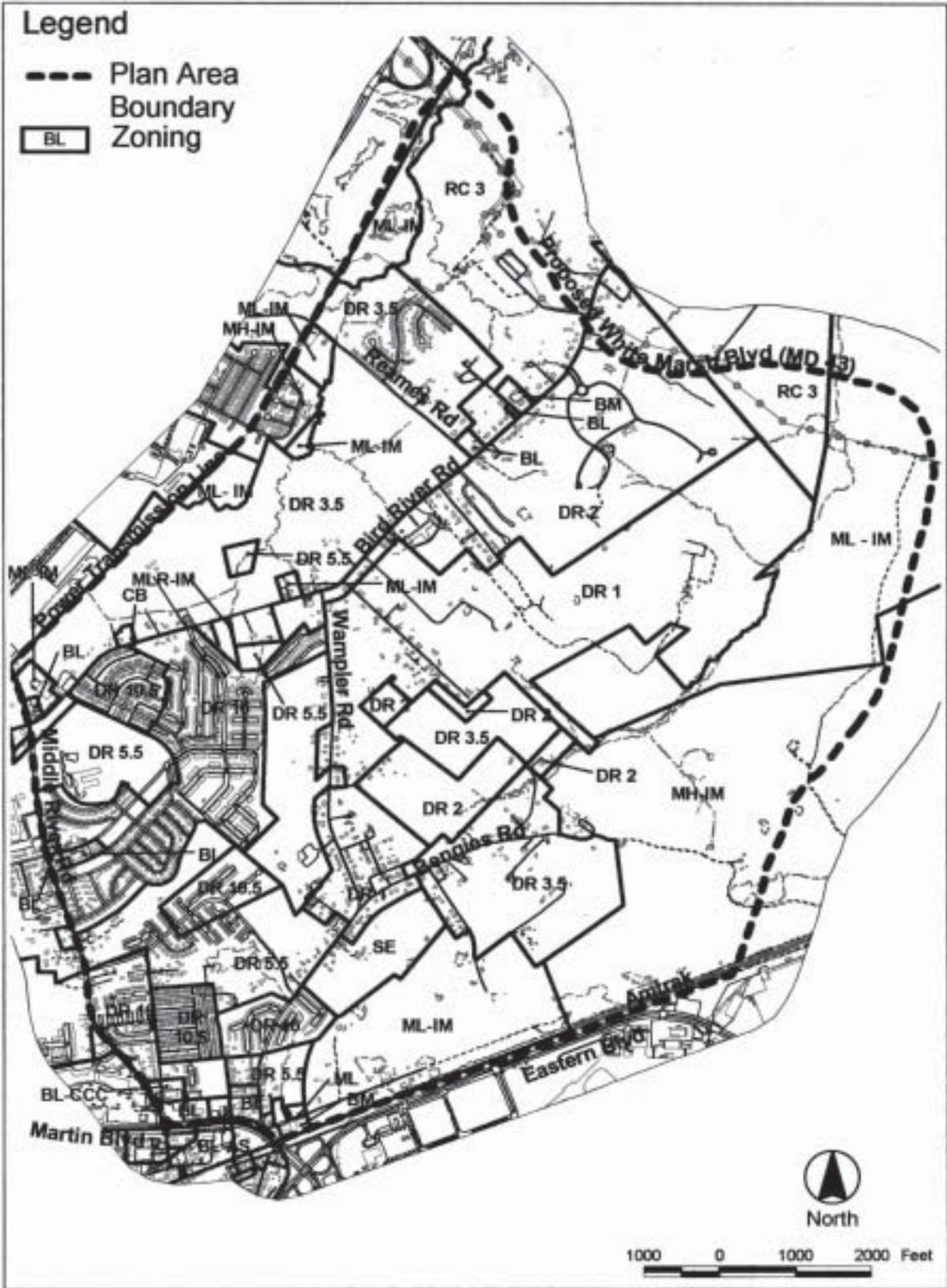
<b>Table 1</b> <b>Existing Land Use Distribution, May 2000</b> <b>Middle River-Bird River Planning Area</b>		
Land Use	Acres	Percent of Planning Area
Residential	474	20.4
Single Family Detached	296	12.7
Single Family Attached	98	4.2
Multi-Family	80	3.4
Commercial	18	0.8
Industrial	10	0.4
Institutional	155	6.7
Undeveloped	1,489	64.1
Pipeline Residential	88	3.8
Agricultural /Idle/Vacant	1,401	60.3
Rights-of-way	177	7.6
Total	2,323	100.0
<i>Source: March 1995 Orthophotography and May 2000  Office of Planning Field Survey</i>		

**Figure 2**  
**Existing Land Use**



<b>Table 2</b> <b>Pre-2000 CZMP Zoning</b> <b>Middle River-Bird River Planning Area</b>		
Zoning	Acres	Percent of Planning Area
Residential	1,444	62.2
DR-1	327	14.1
DR-2	240	10.3
DR-3.5	470	20.2
DR-5.5	148	6.4
DR-10.5	62	2.7
DR-16	197	8.5
Commercial	30	1.3
CB*	1	----
BL	18	0.8
BL-AS	2	0.1
BL-CCC	3	0.1
BM	6	0.3
Industrial	651	28.0
MLR-IM	3	0.1
ML*	1	----
ML-IM	356	15.3
MH-IM	291	12.5
Other	198	8.5
RC-3	164	7.1
SE	34	1.5
Total	2,323	100.0
<i>Source: Baltimore County Zoning Map, March 2000</i> <i>* The acreage of this zone is equal to less than one-tenth of one percent of the planning area.</i>		

Figure 3  
Existing Zoning (May 2000)



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<b>Table 3</b> <b>Student Enrollment and Capacity</b> <b>Public Schools Serving Middle River-Bird River</b> <b>Planning Area</b>		
School	Enrollment <sup>1</sup>	Capacity <sup>2</sup>
Glenmar ES	346	442
Martin Boulevard ES	323	344
Victory Villa ES	394	461
Middlesex ES	513	759
Middle River MS	997	1,094
Kenwood HS	1,578	1,613
<i>Source: Baltimore County Public Schools</i> <sup>1</sup> 9/30/99 FTE enrollment <sup>2</sup> State-rated capacity		

**Table 4**  
**Student Enrollment Projections and**  
**Number of Students Above (+) or Below (-) Capacity**  
**Public Schools Serving Middle River-Bird River Planning Area**  
**2000 - 2009**

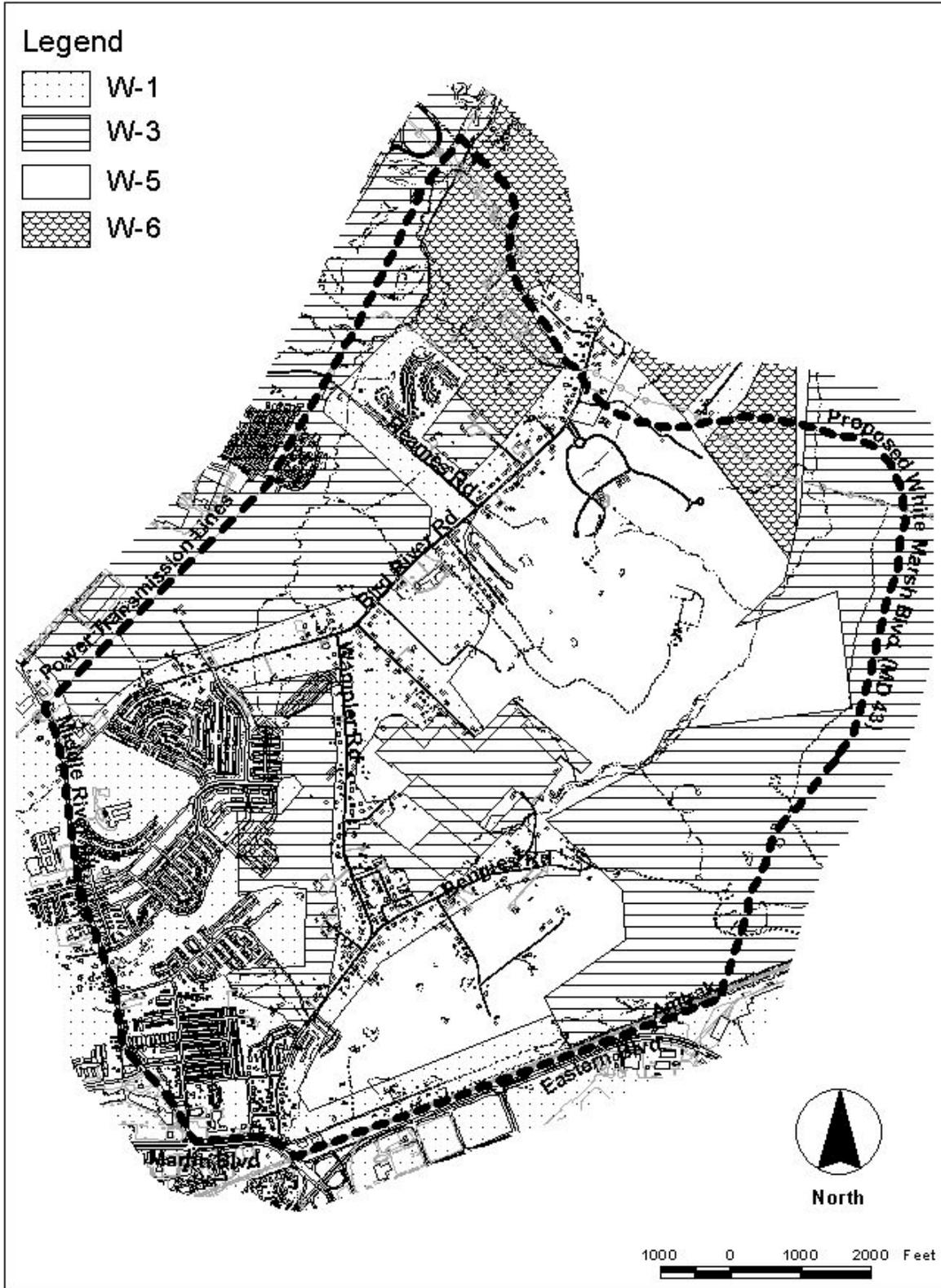
Year	Glenmar ES	Martin Blvd ES	Victory Villa ES	Middlesex ES	Middle River MS	Kenwood HS
2000	380 (-62)	336 (-8)	421 (-40)	555 (-204)	1,004 (-90)	1,625 (+12)
2001	363 (-79)	327 (-17)	419 (-42)	537 (-222)	989 (-105)	1,610 (-3)
2002	356 (-86)	318 (-26)	423 (-38)	518 (-241)	988 (-106)	1,594 (-19)
2003	351 (-91)	307 (-37)	422 (-39)	511 (-248)	966 (-128)	1,595 (-18)
2004	354 (-88)	303 (-41)	409 (-52)	504 (-255)	990 (-104)	1,593 (-20)
2005	359 (-83)	295 (-49)	411 (-50)	492 (-267)	950 (-144)	1,590 (-23)
2006	360 (-82)	287 (-57)	420 (-41)	490 (-269)	954 (-140)	1,589 (-24)
2007	362 (-80)	276 (-68)	414 (-47)	486 (-273)	944 (-150)	1,588 (-25)
2008	364 (-78)	270 (-74)	410 (-51)	482 (-277)	948 (-146)	1,582 (-31)
2009	365 (-77)	263 (-81)	406 (-55)	478 (-281)	979 (-115)	1,590 (-23)

*Source: Baltimore County Public Schools, 1/6/00 Projections*

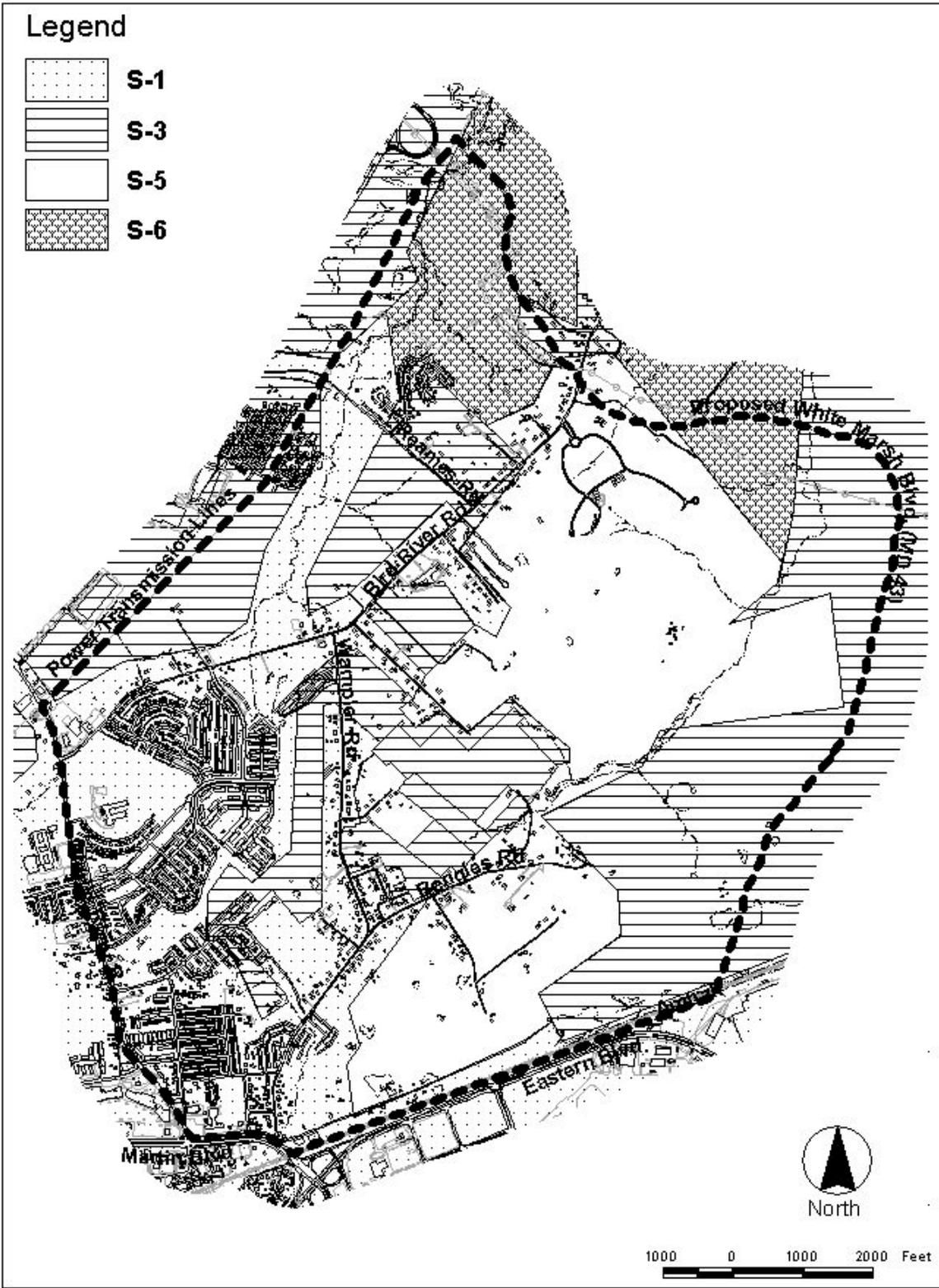
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<b>Table 5</b> <b>Level of Service at Signalized Intersections</b> <b>Middle River-Bird River Planning Area</b>		
Intersection	Level of Service	Date
Middle River Rd/Compass Rd	B	8/21/96
Middle River Rd/Martin Blvd	B	6/13/96
Middle River Rd/Bird River Rd	-	-
Martin Blvd/Riverton Rd	A	6/11/97
<i>Source: Baltimore County Bureau of Traffic Engineering, March 2000</i>		

**Figure 4**  
**Existing Water Supply Designations**



**Figure 5**  
**Existing Sewerage Plan Designations**



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# Recommendations

## A. VISION STATEMENT

The Middle River-Bird River Plan area will be a diverse community comprised of quality development. A new residential neighborhood offering high quality single-family detached homes will be established along Campbell Boulevard, south of Bird River Road. The predominantly low-to medium-density residential character of the area along and east of Wampler Road will be maintained. The existing residential neighborhoods located west of Wampler Road will have been upgraded through community conservation programs. Light industry concentrated along MD 43 will provide employment opportunities. A centrally located community park will provide opportunities for both active and passive recreation. There will be an expanded school-recreation center on the presently vacant land around the Glenmar Elementary School. A system of walkways and bikeways will connect residential areas, recreation areas, and employment areas.

## B. FUTURE LAND USE

The Land Use Plan map shows the distribution of land use designations within the planning area (see Figure 6). This plan is based on several considerations, including such factors as:

- Recommendations contained in the Baltimore County Master Plan
- The existing land use and zoning patterns
- Environmental constraints
- The existing and anticipated road network
- The low level of recreation facilities within the planning area
- Desires of the Middle River-Bird River Area Plan Advisory Committee

Each of the designations depicted on the Land Use Plan map is described below.

The **single family detached residential** designation consists of developed and undeveloped areas intended primarily for single family detached housing. These areas should generally be zoned DR 1, DR 2, or DR 3.5. DR 1 or DR 2 zoning is generally recommended where access is poor or environmental constraints are severe.

The **single family attached residential** designation consists mostly of developed land presently used for townhouses or other forms of attached housing. It also includes small tracts of vacant land where townhouse in-fill development or similar development is appropriate.

The **multifamily residential** designation encompasses developed land presently used for multifamily housing.

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**Commercial** areas are locations where the continuation or future development of commercial activities is appropriate.

**Industrial** areas are locations that are intended for a broad range of industrial activities. The vast majority of industrial land is undeveloped at present. New industrial growth is proposed to occur along the planned extension of White Marsh Boulevard (MD 43). Appropriate design guidelines should be applied to assure high quality site development. Employment-providing uses should be encouraged.

The **institutional** designation reflects the locations of existing and future institutional uses. An expanded school-recreation center is recommended for the presently vacant land around the Glenmar Elementary School.

**Stream system open space** represents areas where development is not suited. These areas consist of land that is located in a 100-year floodplain, wetlands, and stream buffers.

The Land Use Plan map shows the potential location for a centrally located community park of over 50 acres.

## C. ZONING MAP AMENDMENTS

Recommended zoning map amendments are presented in Table 6 and Appendix C. These zoning changes are intended to bring the zoning into general conformance with the Land Use Plan map. The recommended zoning map amendments should be enacted concurrent with the adoption of this plan. A Comprehensive Zoning Map Process Log of Issues can be found in Appendix E.

## D. ROAD NETWORK

All major roads in the planning area are classified on the Land Use Plan map according to how they are expected to function in the future. A brief description of each road category can be found in Part G.1 of the Background Information.

The future road system includes one freeway-expressway arterial (White Marsh Boulevard) two minor arterials (Middle River Road and Martin Boulevard), and four collectors (Bird River Road, Reames Road, Wampler Road, and Campbell Boulevard).

In order to attain the recommended network of major roads, the improvements outlined below must be accomplished.

- Construct extensions of **Campbell Boulevard** from its present termination points within the planning area to connect with Mohrs Lane and Pulaski Highway (US 40) to the northwest and to connect with the planned extension of White Marsh Boulevard (MD 43) at a suitable location west of Windlass Run. These extensions are needed to improve local circulation and

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to provide access for future development of the vacant land lying west of Windlass Run. Within the planning area, Campbell Boulevard will function as a collector road and will provide a convenient connection to Pulaski Highway and the White Marsh Town Center for local residential traffic. Three conceptual designs of Campbell Boulevard are shown in Figures 7, 8a, and 8b. The design shown in Figure 7 depicts a single travel lane in each direction with on-street parking. This design assumes that future dwellings will front on Campbell Boulevard and be accessed either by driveways from the road or through a rear alley. Where Campbell Boulevard intersects with other roads, the parking lane would become a right turn lane. Appropriate traffic management measures (e.g., roundabouts at intersections) should be utilized to discourage use of Campbell Boulevard as a commuter road. If warranted by future traffic demands, the on-street parking lanes can be converted to an additional travel lane in each direction (see Figures 8a and 8b). In order to facilitate the future conversion from a two-lane road to a four-lane road, driveways must be designed to accommodate two off-street parking spaces side-by-side, rather than end-to-end. North of Bird River Road, the extension of Campbell Boulevard will be built by the county. South of Bird River Road, developers will build Campbell Boulevard as proposed development creates the need with county participation as necessary. Environmental constraints will impact the final alignment of Campbell Boulevard.

- Carryout construction of the planned extension of White Marsh Boulevard (MD 43) from its current point of termination at Pulaski Highway (US 40) to Eastern Boulevard (MD 150), thereby providing access to the planned industrial areas. White Marsh Boulevard will be a four-lane divided highway. This extension will be built by the State Highway Administration. Construction is expected to begin in the year 2003 and be completed in the year 2005.

## **E. PUBLIC WATER AND SEWER SERVICE**

The recommended water and sewer service areal designations are shown on Figures 9 and 10. The entire planning area is inside the URDL and is recommended for public water and sewer service. All urban-zoned land (existing and proposed) is recommended to be served by water and sewer within the 6-year Capital Program period (W-3, S-3). The northeastern corner of the planning area, bounded by the extension of MD 43 and two branches of White Marsh Run, is presently zoned RC3 and is not recommended for urban zoning at this time. This plan recommends retention of the Future Consideration areal designation (W-6, S-6) until urban zoning is implemented.

There are four sewersheds within the planning area: Stemmers Run, Orems, White Marsh, and Windlass Run (see Figure 11). The sewage flow generated within a sewershed should be collected by gravity to the same sewershed's pumping station. The pumping of sewage across a ridgeline to another sewershed should not be permitted. Once the sewage is conveyed to the sewershed's pumping station, it is pumped to the city-owned Back River Wastewater Treatment Plant.

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Baltimore County Master 2010 and the 10-Year Baltimore County Water Supply and Sewerage Plan have a complementary relationship. When either plan is updated or amended, the complementary plan is automatically updated by reference. Adoption of this plan by the County Council as an amendment to Master Plan 2010 will automatically amend the 10-Year Water Supply and Sewerage Plan to incorporate the recommended changes to the water and sewer areal designations in the planning area.

## **G. PEDESTRIAN AND BICYCLE FACILITIES**

Communities where people can walk and bike are being increasingly recognized as the most “livable” communities. Walking and bicycling provide many benefits. In addition to being alternative transportation choices that can save money and reduce air pollution, walking and bicycling provide opportunities for recreation and exercise. These activities also increase interaction among neighbors, thereby helping to establish a sense of community and sustain property values.

The vision for the Middle River-Bird River area includes a comprehensive system of walkways and bikeways linking all residential, employment, and recreation areas within the planning area, and providing appropriate links to the surrounding area. Every public road should include a sidewalk, separated from the roadbed with an amply sized lawn area containing street trees. Every public road should also accommodate bicycles in some fashion. For low traffic roads, bicycles may share the road; roads with a moderate amount of traffic should include a widened curb lane or shoulder. White Marsh Boulevard is to be designed with a widened curb lane for the commuter bicyclist. For the recreational bicyclist, a separated pedestrian/bicycle trail on White Marsh Boulevard will connect Campbell Boulevard (or possibly Bird River Road) to Eastern Boulevard. Streetscape improvements on Eastern Boulevard and Wilson Point Road will include bicycle accommodations, providing links from the planning area to commercial areas and waterfront parks. South of Bird River Road, Campbell Boulevard is planned to include bicycle lanes. North of Bird River Road, the provision of bicycle accommodations on existing and future Campbell Boulevard would link the planning area to the shopping and entertainment opportunities provided at White Marsh Town Center.

In addition to road-related pedestrian and bicycle facilities, there are also opportunities to provide hiker-biker trails in association with the Windlass Run stream system. These park-like “greenway” trails could wind through the natural areas of the planning area. Using a stream crossing, a trail could link the residential development to the employment area.

In order to ensure the development of a comprehensive pedestrian and bicycle system, it is recommended that a Pedestrian and Bicycle Facilities Plan be developed for the planning area and its surroundings. The plan should identify specific interconnected routes, and include implementation procedures.

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## **H. INDUSTRIAL ZONING CLASSIFICATIONS**

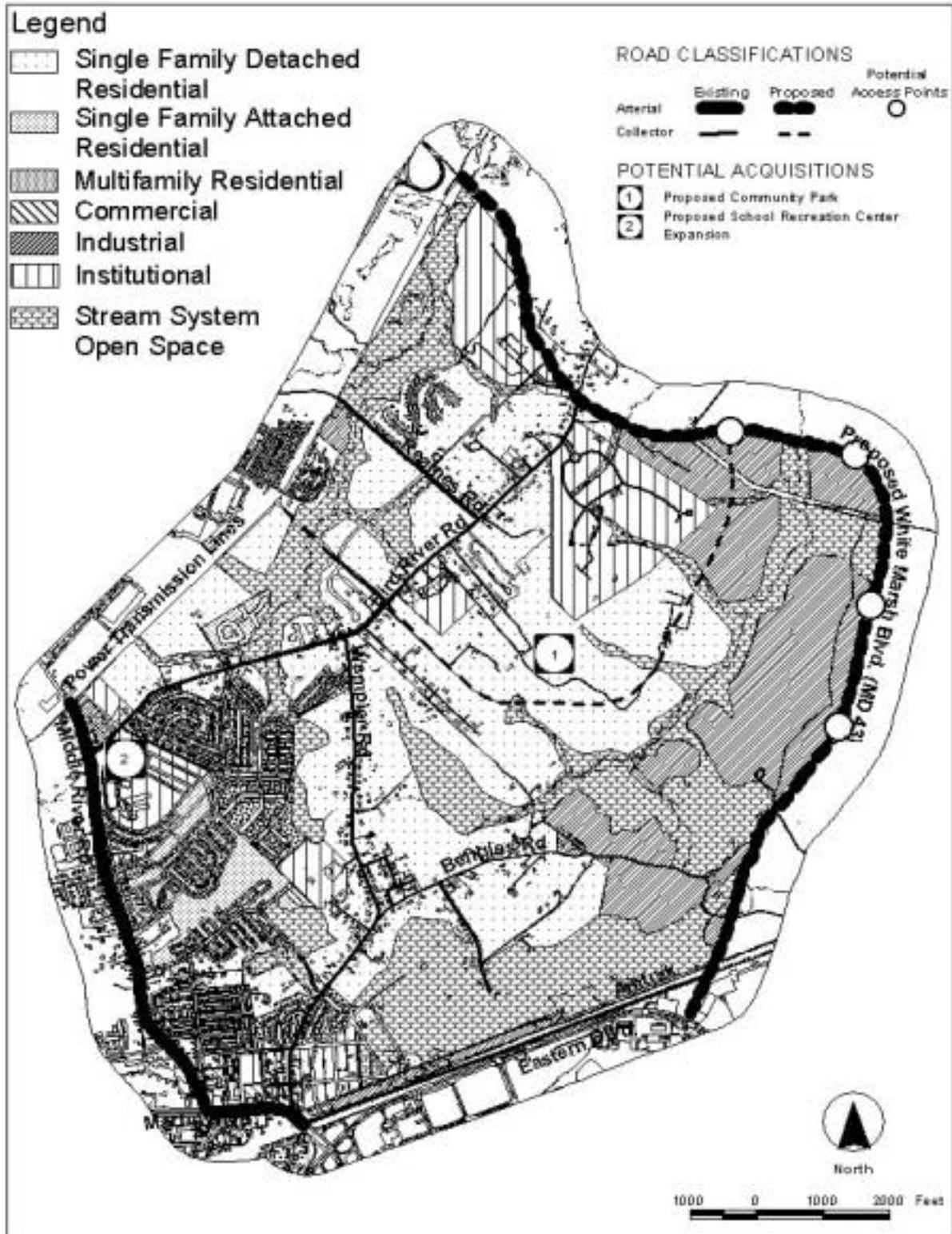
The industrial growth areas that will be impacted by the extension of MD 43 are principally zoned ML-IM or MH-IM. The Manufacturing Light (ML) zone and the Industrial Major (IM) district should be evaluated for their effectiveness in protecting these industrial areas from the proliferation of retail and other nonindustrial uses. The ML and Manufacturing Heavy (MH) zones should be evaluated for potentially inappropriate industrial uses.

The County should undertake a separate study of the industrial growth areas impacted by the future extension of MD 43. The primary purpose of the study should be to develop recommendations for establishing suitable zoning to achieve the County's employment and economic development objectives for those areas.

## **I. COMMUNITY ENHANCEMENT PLAN**

The western portion of the planning area containing Villa Gardens and several apartment complexes has experienced decline and has a poor image. A community enhancement plan is needed to identify, focus, and coordinate public and private sector actions to upgrade this area. The area is bounded generally by Middle River Road on the west, Bird River Road on the north, Wampler Road on the east, and Martin Boulevard on the south. The preparation of the community enhancement plan should be a cooperative effort involving the county, apartment building owners, apartment tenants, and members of the community at-large.

**Figure 6**  
**Land Use Plan**



**Table 6**  
**Recommended Zoning Map Amendments**  
**Middle River-Bird River Planning Area**

Item No. *	Location	Total Acres	Existing Zoning	Proposed Zoning	Comments
1	South side of planned extension of MD 43 and west of Windlass Run	95.9	DR 1, DR 2, RC 3	ML	Adjacent to, and accessible from, the planned extension of MD 43.
2	West of Windlass Run	41.6	ML-IM, MH-IM	DR 2	Not suitable for industrial development. Potentially suitable for DR 3.5 zoning provided access will be from Campbell Boulevard and Campbell Boulevard is extended from Bird River Road to connect with White Marsh Boulevard.
3	South of Bird River Road, north of Leland Ave, east of Compass Rd terminus	270.7	DR1, DR2, DR3.5, SE	DR2	Undeveloped parcels have poor access and/or severe environmental constraints. The DR2 classification is consistent with the density of existing residential development in this area.
4	North of Leland Ave	27.3	DR5.5, ML-IM, ML	DR3.5, ML, BM	The proposed BM zone should not be enacted unless a restrictive covenant agreement between the Windlass Run Improvement Association and the property owner is executed.
5	Bounded by Henderson Rd on the west, Victoria Rd on the north, Hickam Rd on the east, and Selfridge Rd on the south	2.2	DR16	Same as existing zoning	Defer pending Community Enhancement Plan.
6	Between Compass Rd and Victoria Rd, east of Hickam Rd to east of Mitchel Rd	3.2	DR16	Same as existing zoning	Defer pending Community Enhancement Plan.

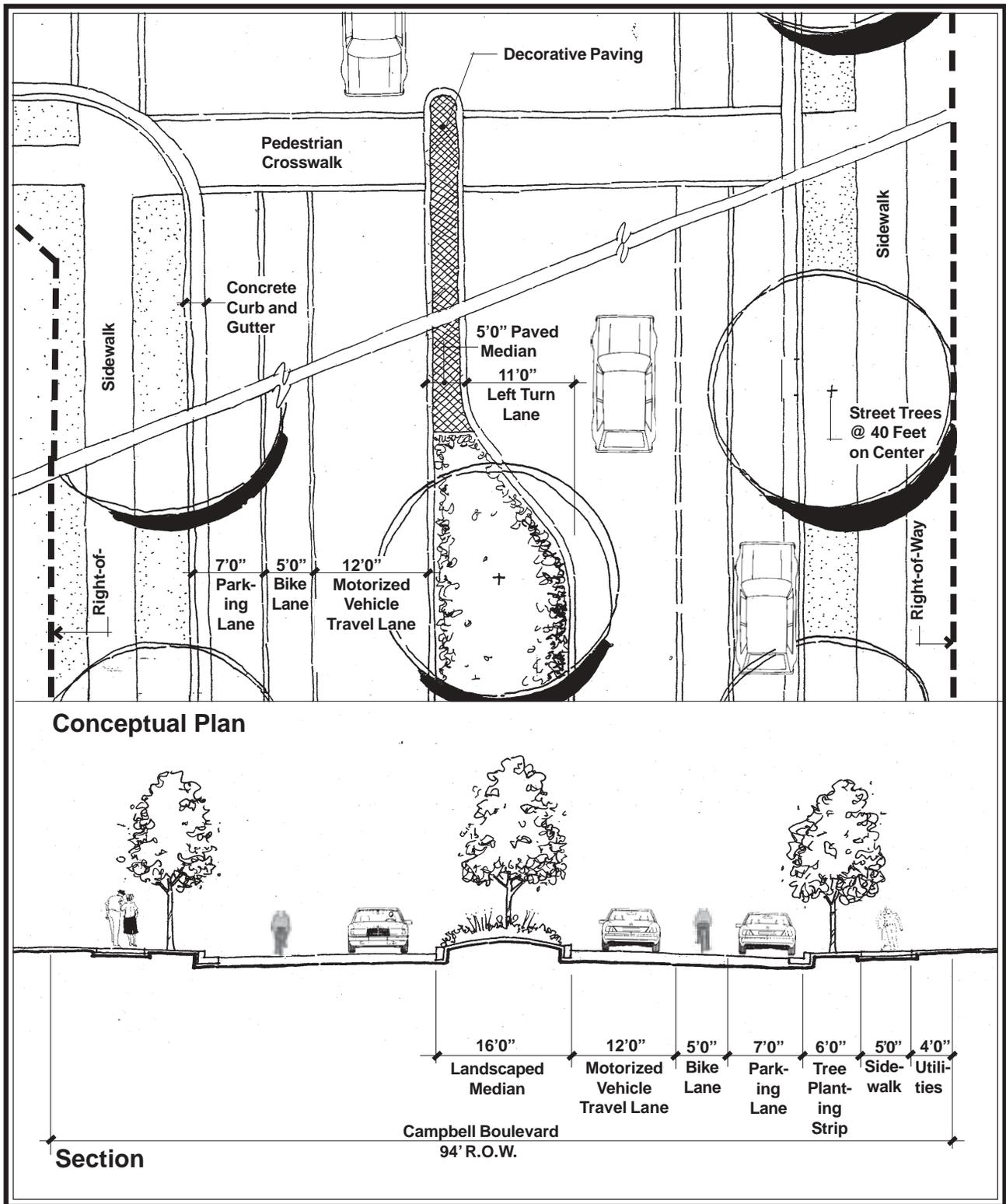
**Table 6 (continued)**

Item No. *	Location	Total Acres	Existing Zoning	Proposed Zoning	Comments
7	South side of Bird River Rd, west of Maple Crest Dr	4.0	DR16	DR3.5	The DR3.5 classification is consistent with the existing zoning on the opposite side of Bird River Road.
8	South side of Bird River Rd, east of Maple Crest Dr	3.7	MLR-IM, DR3.5	DR3.5	Not suitable for industrial development. The DR3.5 classification is consistent with the existing zoning to the east and to the north.
9	East of Greenfield Way	3.6	DR5.5	DR3.5	The DR3.5 classification is consistent with the surrounding zoning.
10	South of Washington Irving La, east of power transmission lines	10.8	ML-IM	DR3.5	DR3.5 zoning is consistent with the surrounding residential zoning, and it will allow for the expansion of the Sleepy Hollow Mobile Home Park.
11	East of Washington Irving La	2.7	ML-IM	DR3.5	The DR3.5 classification is consistent with the surrounding residential zoning and adjacent residential development.
12	Northwest of Bird River Rd and northeast of Reames Rd and Buttonwood La	51.1	RC3	DR2	This area lies within the URDL. The RC3 classification may be applied only to land that lies beyond the URDL.
13	East of Middle River Rd and south of Bird River Rd	36.1	DR5.5, DR16	Same as existing zoning	Defer pending Community Enhancement Plan.
14	West of planned extension of MD 43 and north of Amtrak rail line.	493.0	ML-IM MH-IM	Same as existing zoning	Defer pending MD 43 Employment Area Study.
15	South of Bird River Rd and east of Gladway Rd	50.2	DR1	DR2	

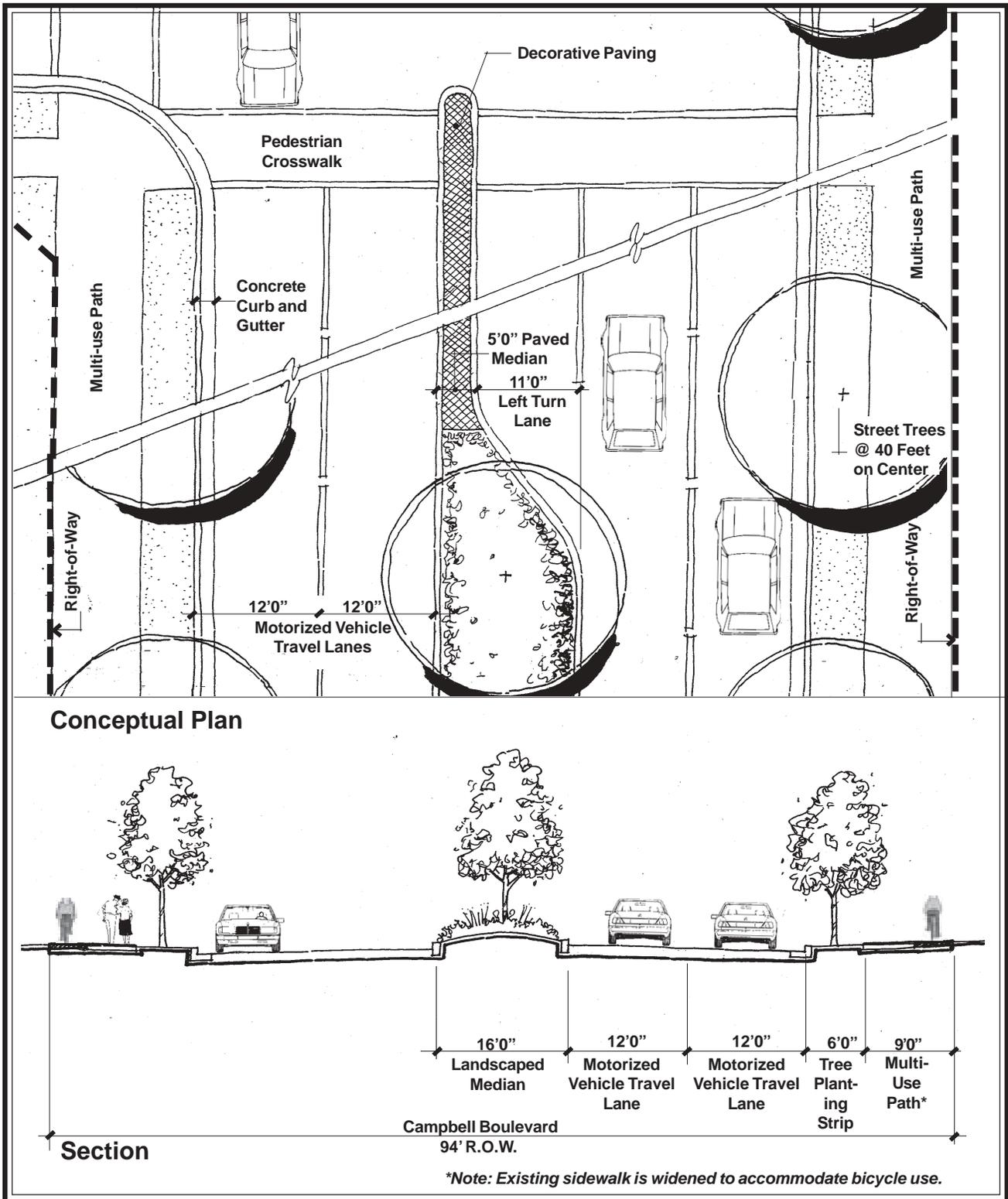
<b>Table 6 (continued)</b>					
Item No. *	Location	Total Acres	Existing Zoning	Proposed Zoning	Comments
16	West of Windlass Run	92.8	DR-1 ML-IM	DR2	Potentially suitable for DR3.5 zoning provided access will be from Campbell Boulevard and Campbell Boulevard is extended from Bird River Road to connect with White Marsh Boulevard
17	East of Middle River Rd and north of Bird River Rd	50.0	DR3.5 CB	Same as existing zoning	

*\*The item numbers in this table correspond to the item numbers in Appendix C and Appendix E.*

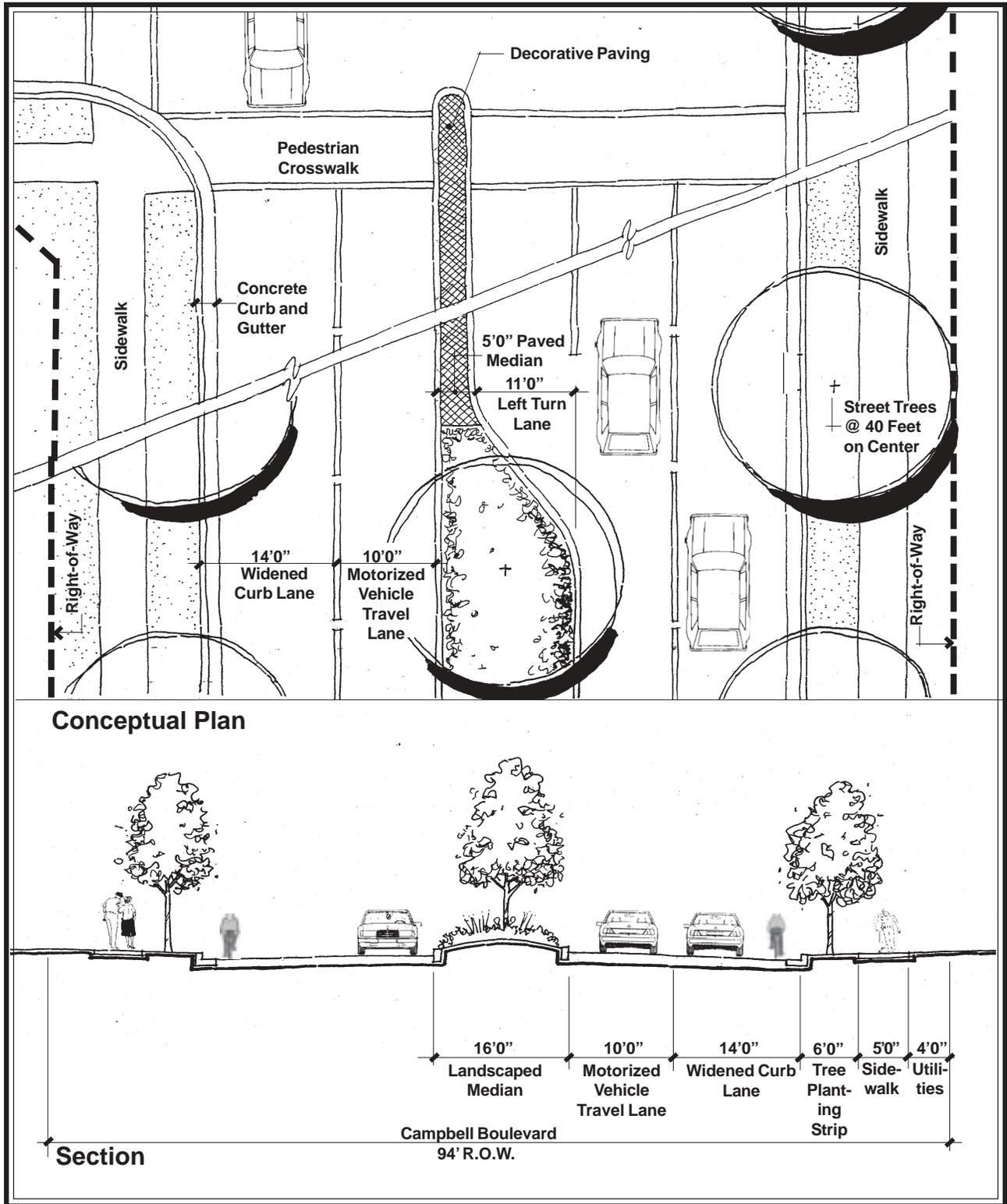
**Figure 7**  
**Campbell Boulevard Initial Right-of-Way Design**



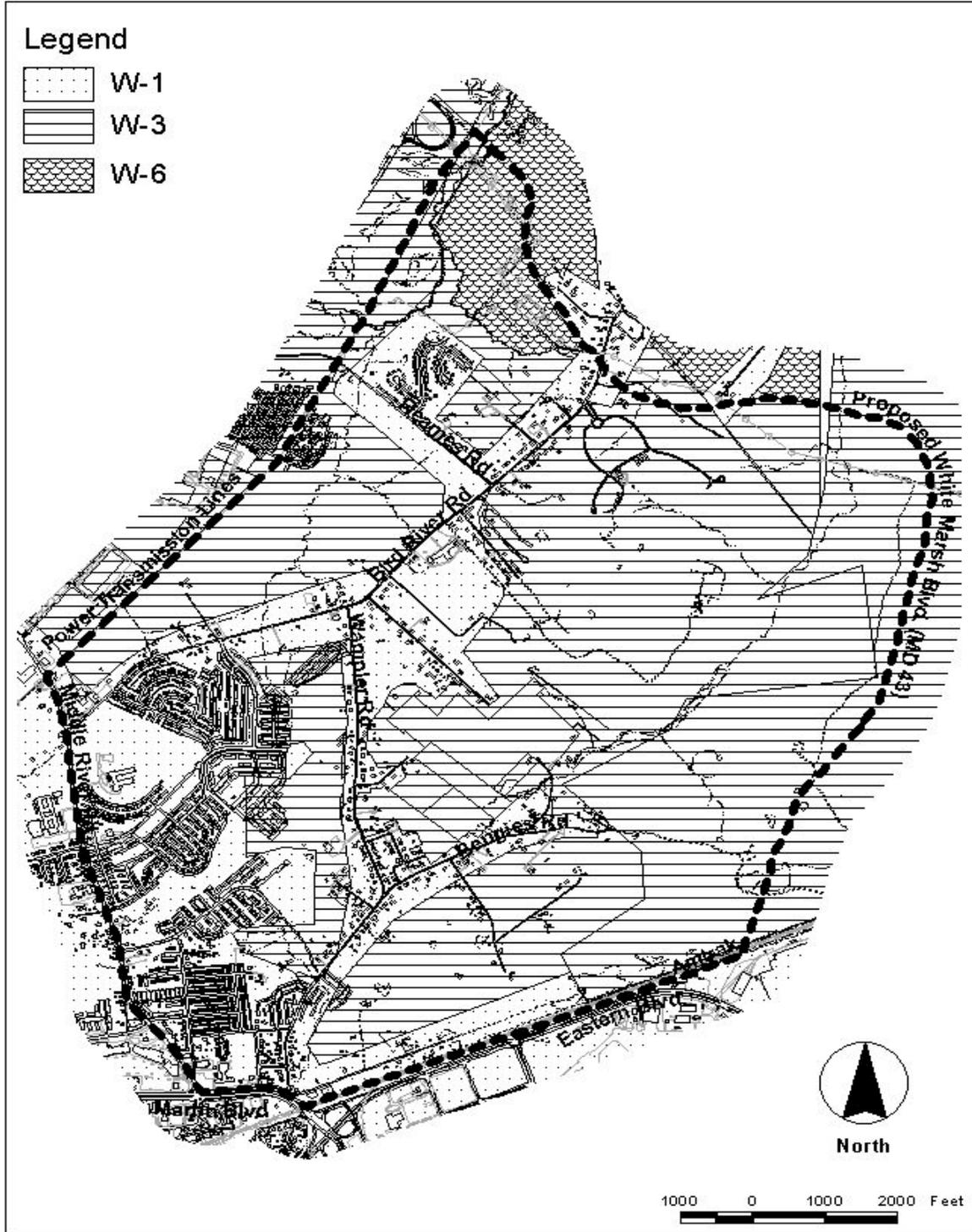
**Figure 8a**  
**Campbell Boulevard Ultimate Right-of-Way Design A**



**Figure 8b**  
**Campbell Boulevard Ultimate Right-of-Way Design B**



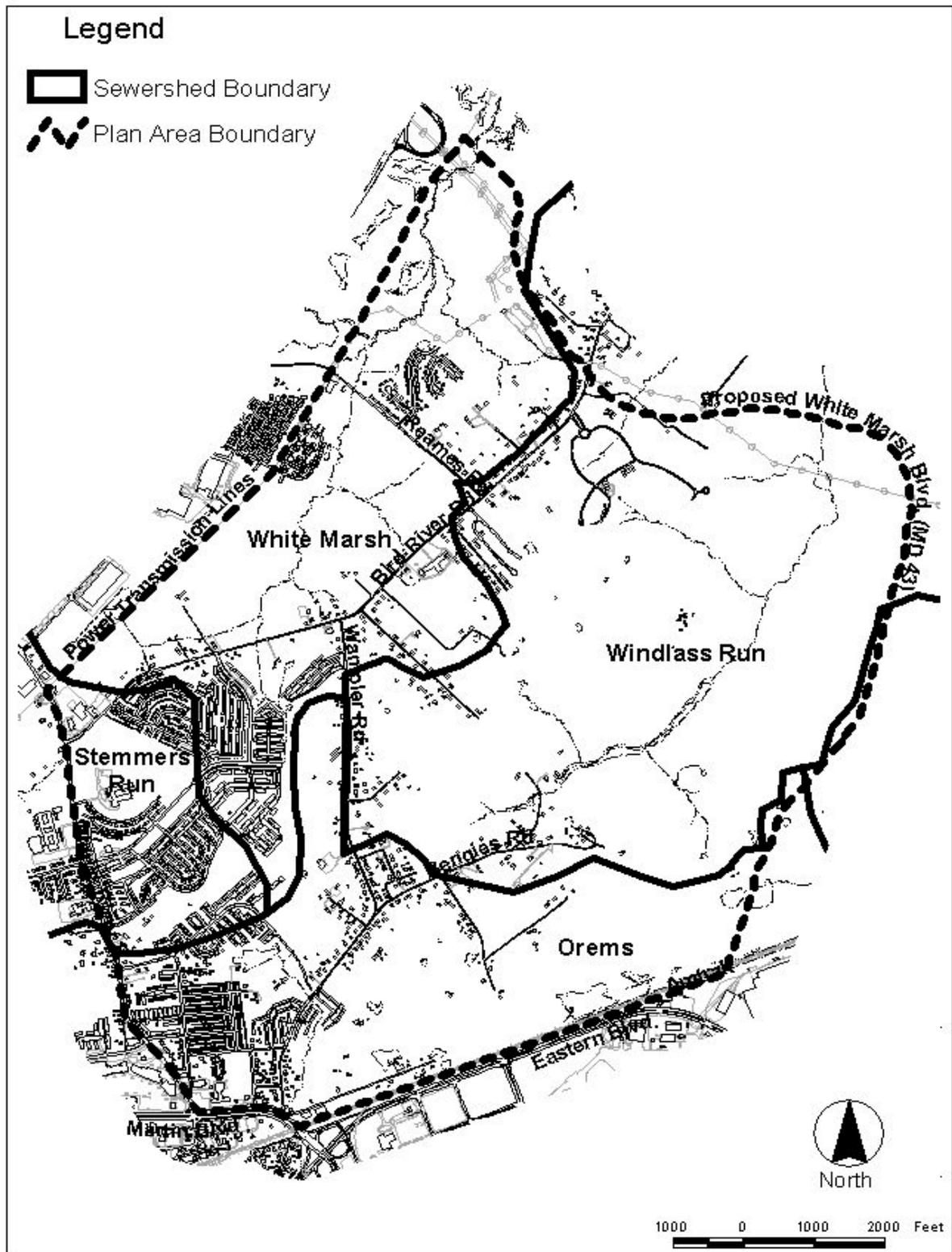
**Figure 9**  
**Recommended Water Supply Designations**



**Figure 10**  
**Recommended Sewerage Plan Designations**



**Figure 11**  
**Sewersheds**



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**Appendix A**

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND  
Legislative Session 1999, Legislative Day No. 23

Resolution No. 101-99

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Mr. Vincent J. Gardina, Councilman

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By the County Council, December 20, 1999

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A RESOLUTION of the Baltimore County Council requesting the Planning Board to prepare a Middle River/Bird River Area Plan.

WHEREAS, the Baltimore County Master Plan recognizes that detailed planning, coordination of facilities, and phasing of utilities and residential development are needed to ensure that the remaining areas of Baltimore County which are zoned for residential development are developed in a manner that makes these areas desirable places to live and work; and

WHEREAS, the County Council finds that the Middle River/Bird River area is unique, and that the piecemeal approval of residential development plans for this area will impede the County's ability to achieve its objectives in a manner consistent with the Master Plan and the County's land use policies; and

WHEREAS, the County Council believes that further evaluation, review, and public input are necessary to prepare, consider, and adopt a Plan for the reasonable development of unimproved, residentially-zoned properties in the Middle River/Bird River area of the Fifth Councilmanic District consistent with the Master Plan and in the best interest of the public; and

WHEREAS, the County Council is desirous of approving and implementing a Plan for the Middle River/Bird River area which modeled upon the Honeygo Plan.

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**Appendix A (continued)**

NOW, THEREFORE, BE IT RESOLVED by the County Council of Baltimore County, Maryland, that the Baltimore County Planning Board be and it is hereby authorized, pursuant to Sections 26-123 and 26-124 of the Baltimore County Code, to prepare a Middle River/Bird River Area Plan as a revision and update to the Master Plan, which will serve as a guide for the development of unimproved, residentially-zoned properties in that portion of the Middle River/Bird River Area depicted on the attached map, and to recommend implementing legislation and programs, including the review and revision of the official Comprehensive Zoning Map for the Fifth Councilmanic District, and including recommendations for land use controls such as overlay districts and design guidelines, and to report its findings and recommendations and proposed Plan to the County Council no later than June 30, 2000.

r00302

READ AND PASSED this *3rd* day of *January*, 2002.

BY ORDER

  
\_\_\_\_\_  
Thomas J. Peddicord, Jr.  
Secretary

ITEM: Resolution 3-02

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## Appendix B

### Summary of Advisory Committee Survey Results

The following is a summary of the results of a survey completed by members of the Middle River-Bird River Area Plan Advisory Committee in April 2000. The opinions contained herein are those of the Advisory Committee members and may or may not necessarily reflect the opinions of Baltimore County Government.

#### Present Land Use or Zoning Issues

- Access to commercial and employment centers should be improved.
- Additional recreational open space is needed.
- There are presently compatibility issues between residential and industrial uses.
- The potential for applying OT zoning should be explored.

#### Future Development Suggestions

- It is recommended that the majority of new housing in the area be single family detached dwellings (70% to 100%).
- Townhouse and multi-family development housing are recommended for the property along the future Campbell Boulevard and the future MD 43.
- Senior housing is recommended for the property adjacent to Ivy Hall and the Sherman Property, with access to the latter site being from the future Campbell Boulevard.
- Park and recreation facilities are recommended for the Vincent Elementary School property and the property behind Our Lady Queen of Peace Church.
- Windlass Run has potential for recreational use.

#### Transportation Issues

- The potential alignments for Campbell Boulevard must be explored.
- Campbell Boulevard should connect Bird River Road to US Route 40. This connection will alleviate traffic on Bird River Road and to provide access to US Route 40 and MD 43.
- Roads that can accommodate relatively high traffic volumes should be in place before business and residential growth occurs.
- Access to residential development should be attractive and safe.
- Access to employment areas should be improved.
- Access to Amtrak's passenger rail service.

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## **Community Facility Issues**

- Public schools that are in poor condition should be upgraded.
- Improving the quality of the school system will make the area more appealing to potential homebuyers.
- Well-planned parks and recreational facilities are lacking in the area.
- The existing roads are not suitable for bicycling or walking.

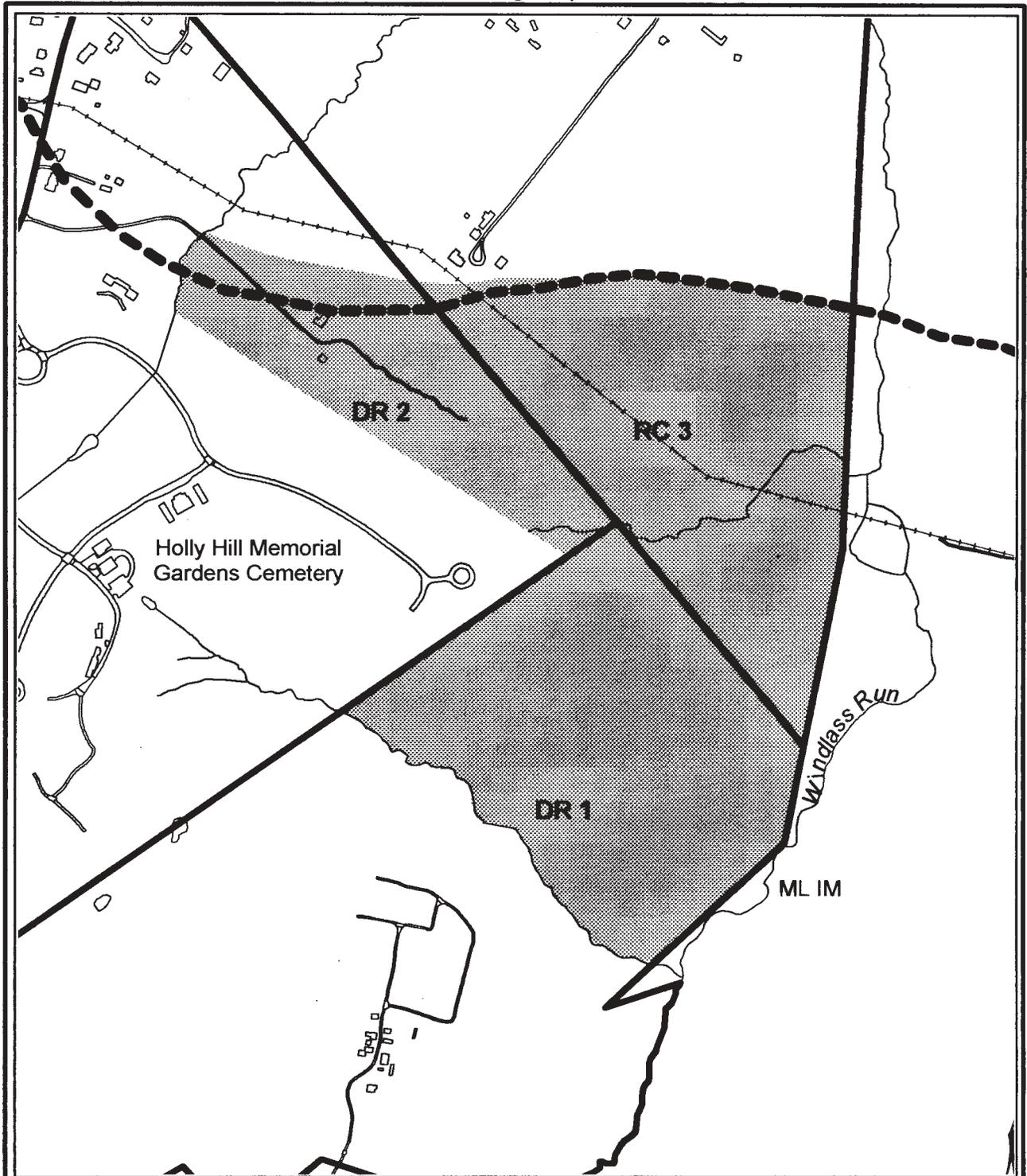
## **Housing and Residential Design Issues**

- Flexibility in residential design is recommended to promote quality development.
- New housing developments should be compatible in terms of design.
- Minimum lot size should be established.
- New residential developments should be adequately buffered from public roads for aesthetic purposes.
- Homes with backs or sides facing the public road should have an attractive appearance.
- Design standards that will render new housing unaffordable to people who will work in the area should not be imposed.

## **Other**

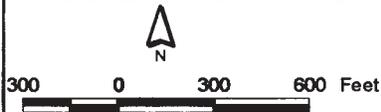
- The runway approach to Martin State Airport should be considered for open space or DR 1 use.

Appendix C  
Recommended Zoning Map Amendments



**Middle River - Bird River Plan**

MRBR-01



Baltimore County  
Office of Planning  
June, 2001

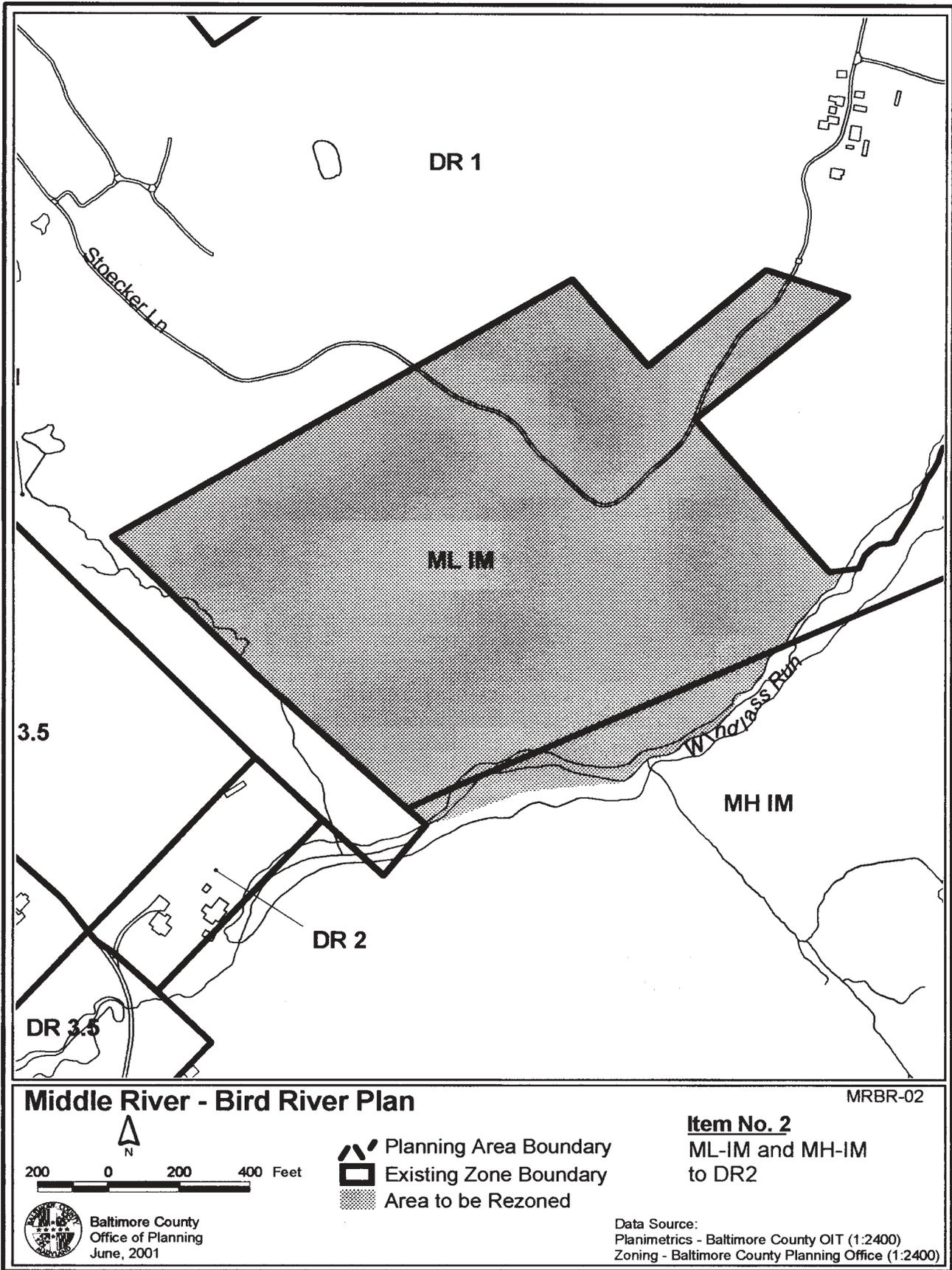
- Planning Area Boundary
- Existing Zone Boundary
- Area to be Rezoned

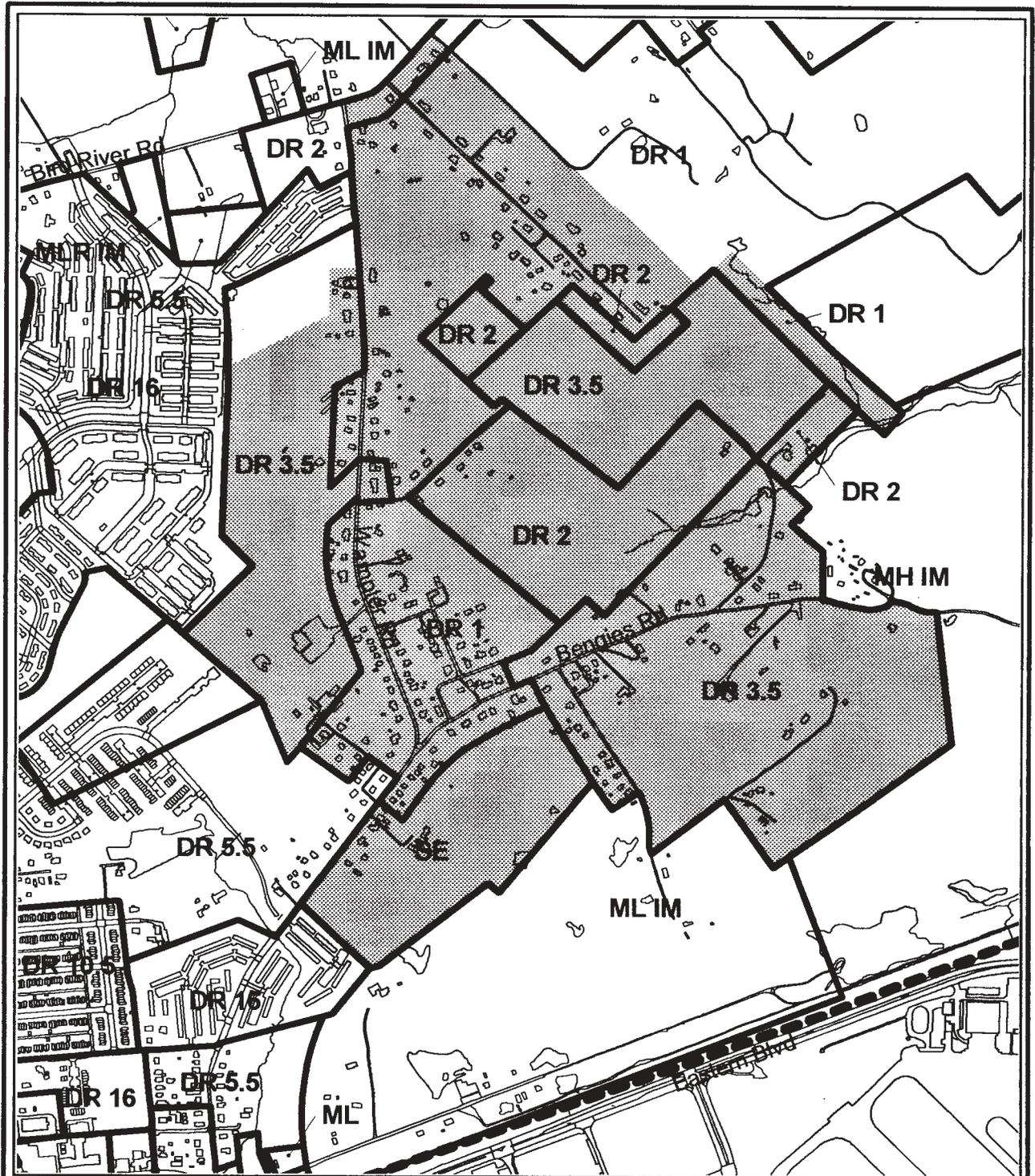
**Item No. 1**

DR 1, DR 2 and RC 3  
to ML

Data Source:  
Planimetrics - Baltimore County OIT (1:2400)  
Zoning - Baltimore County Planning Office (1:2400)

Appendix C (continued)





**Middle River - Bird River Plan**

MRBR-03



-  Planning Area Boundary
-  Existing Zone Boundary
-  Area to be Rezoned

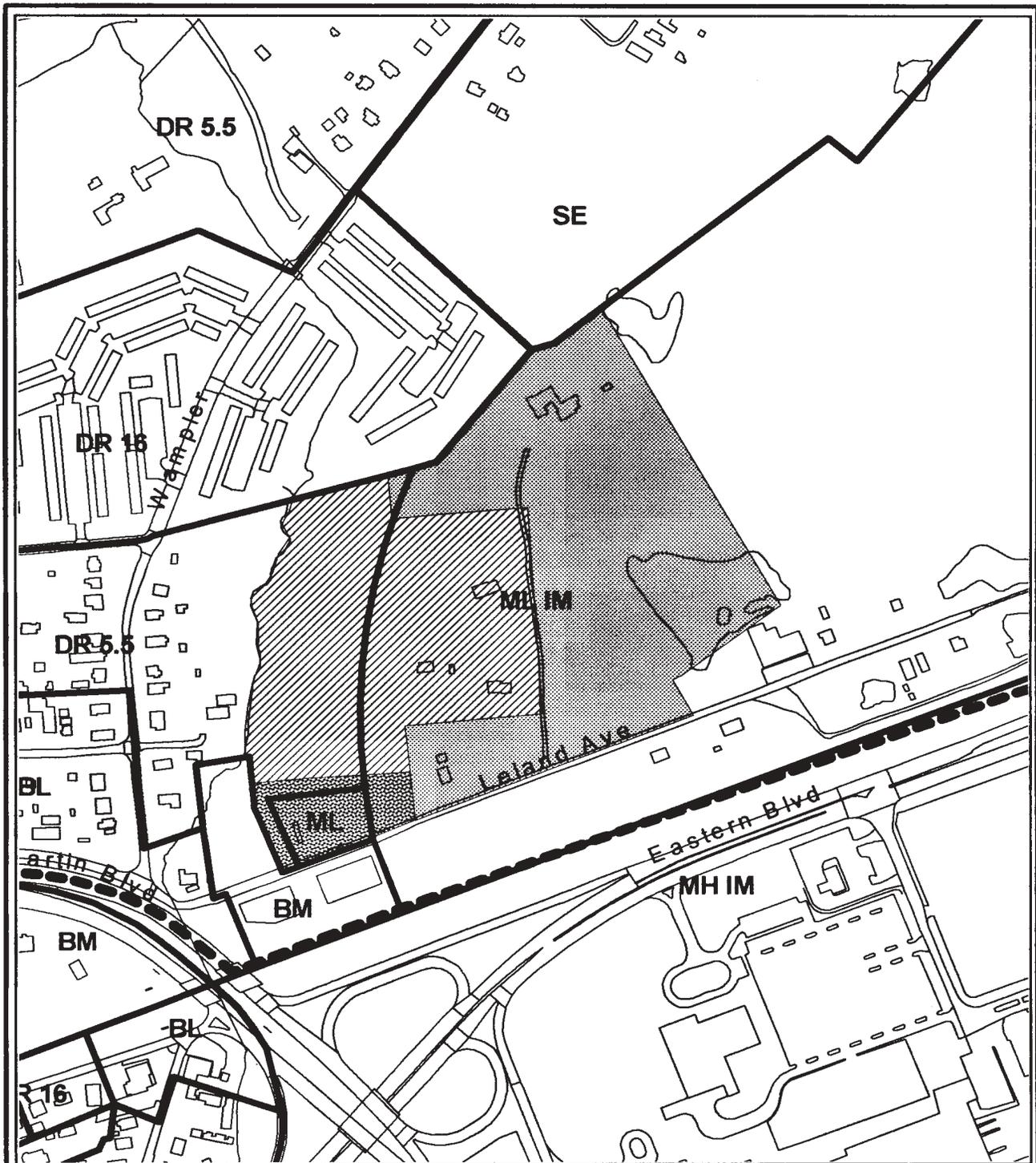
**Item No. 3**  
 DR 1, DR 2, DR 3.5,  
 and SE to DR 2



Baltimore County  
 Office of Planning  
 June, 2001

Data Source:  
 Planimetrics - Baltimore County OIT (1:2400)  
 Zoning - Baltimore County Planning Office (1:2400)

Appendix C (continued)



**Middle River - Bird River Plan**

MRBR-04



-  Planning Area Boundary
-  Existing Zone Boundary
-  Area to be Rezoned DR 3.5
-  Area to be Rezoned ML
-  Area to be Rezoned BM

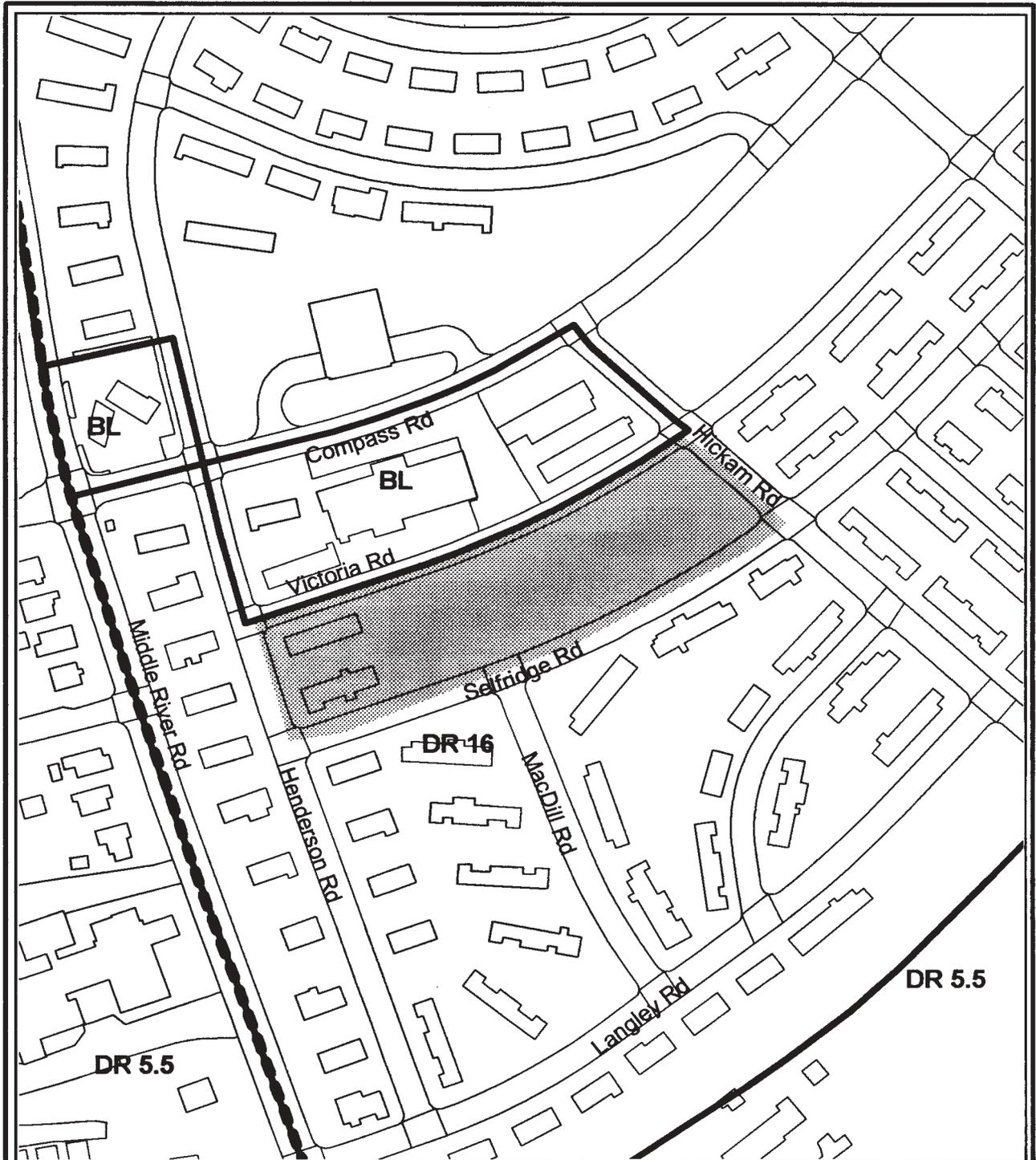
**Item No. 4**

DR 5.5, ML-IM, and ML  
to DR 3.5, ML, and BM



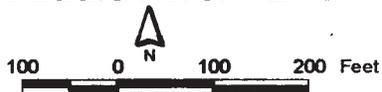
Baltimore County  
Office of Planning  
June, 2001

Data Source:  
Planimetrics - Baltimore County OIT (1:2400)  
Zoning - Baltimore County Planning Office (1:2400)



**Middle River - Bird River Plan**

MRBR-05



-  Planning Area Boundary
-  Existing Zone Boundary
-  Area to Remain DR 16

**Item No. 5**

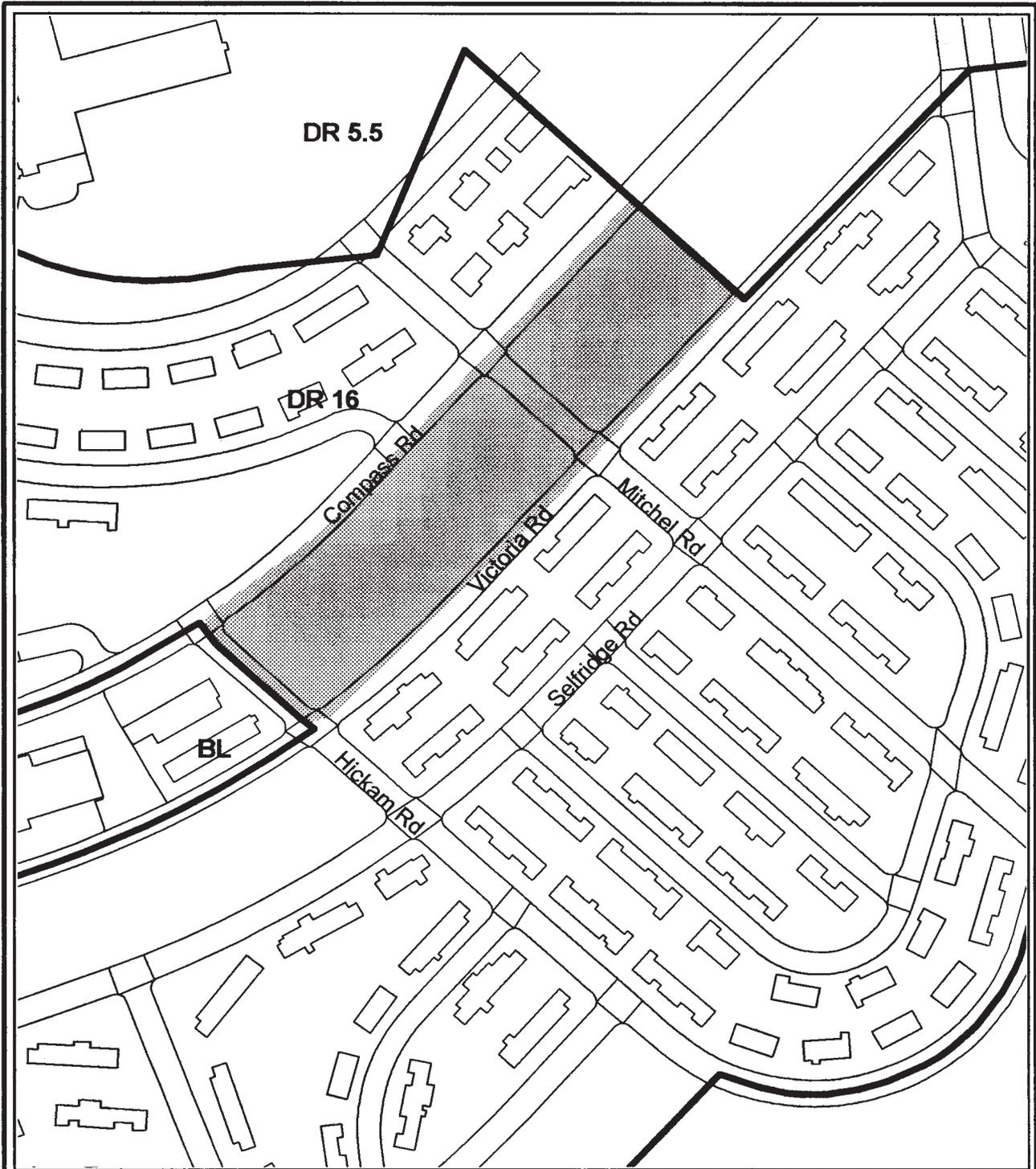
DR 16 to DR 16  
(no change)



Baltimore County  
Office of Planning  
June, 2001

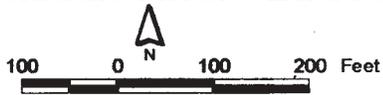
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Zoning - Baltimore County Planning Office (1:2400)

Appendix C (continued)



**Middle River - Bird River Plan**

MRBR-06



- Planning Area Boundary
- Existing Zone Boundary
- Area to Remain DR 16

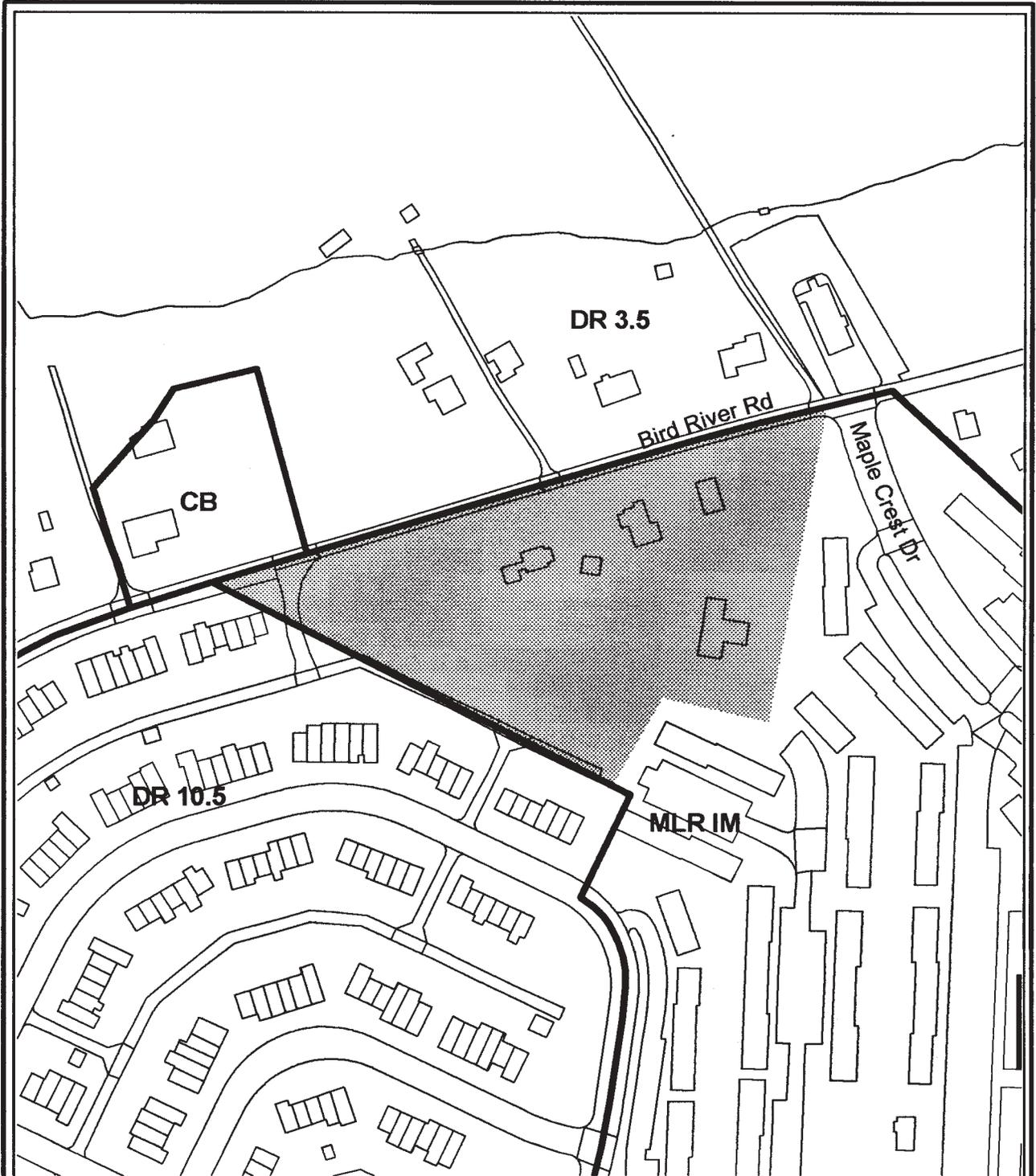
**Item No. 6**

DR 16 to DR 16  
(no change)



Baltimore County  
Office of Planning  
June, 2001

Data Source:  
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Zoning - Baltimore County Planning Office (1:2400)



**Middle River - Bird River Plan**

MRBR-07



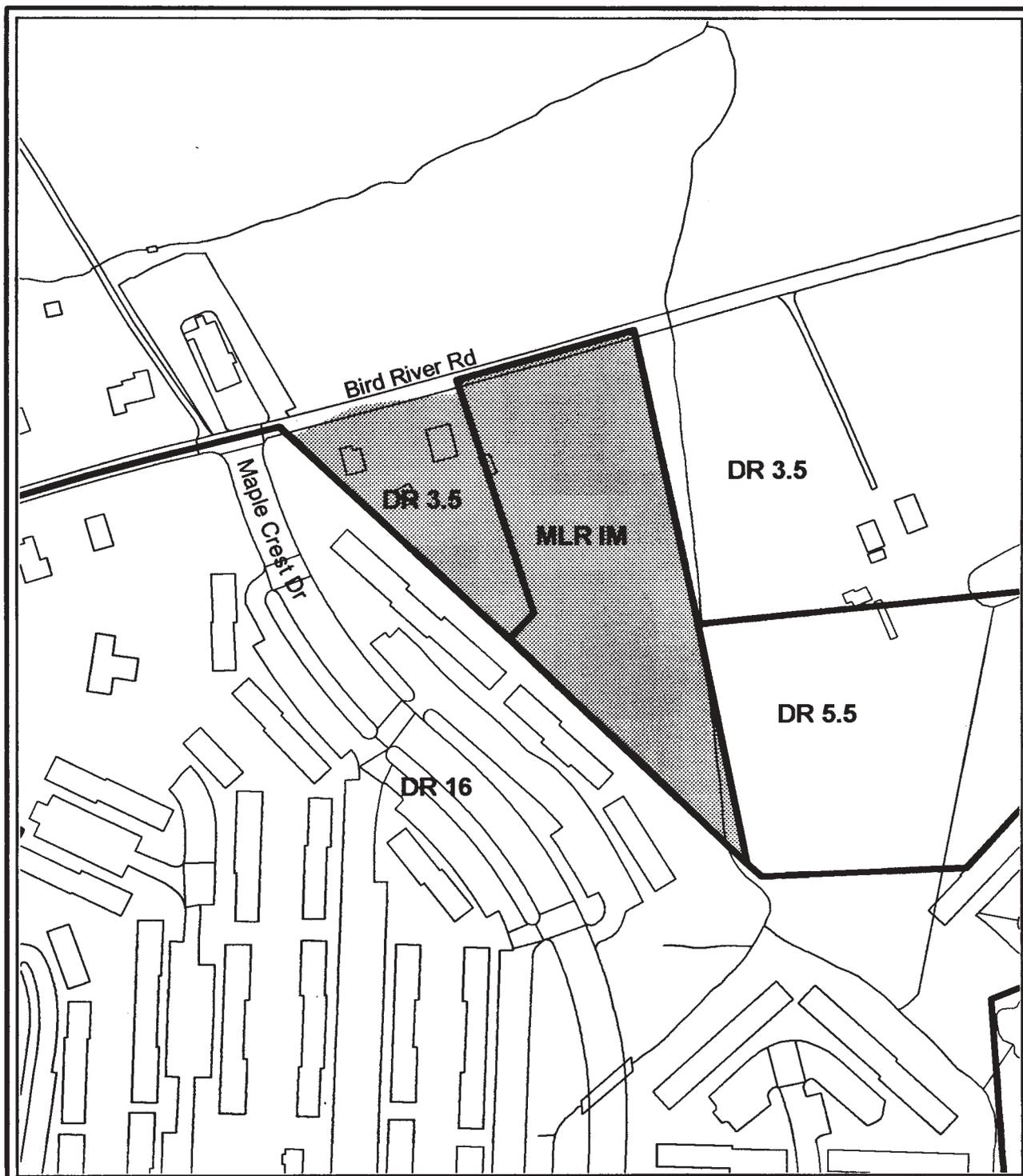
-  Planning Area Boundary
-  Existing Zone Boundary
-  Area to be Rezoned

**Item No. 7**  
DR 16 to DR 3.5



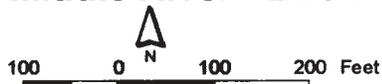
Baltimore County  
Office of Planning  
June, 2001

Data Source:  
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Zoning - Baltimore County Planning Office (1:2400)



**Middle River - Bird River Plan**

MRBR-08



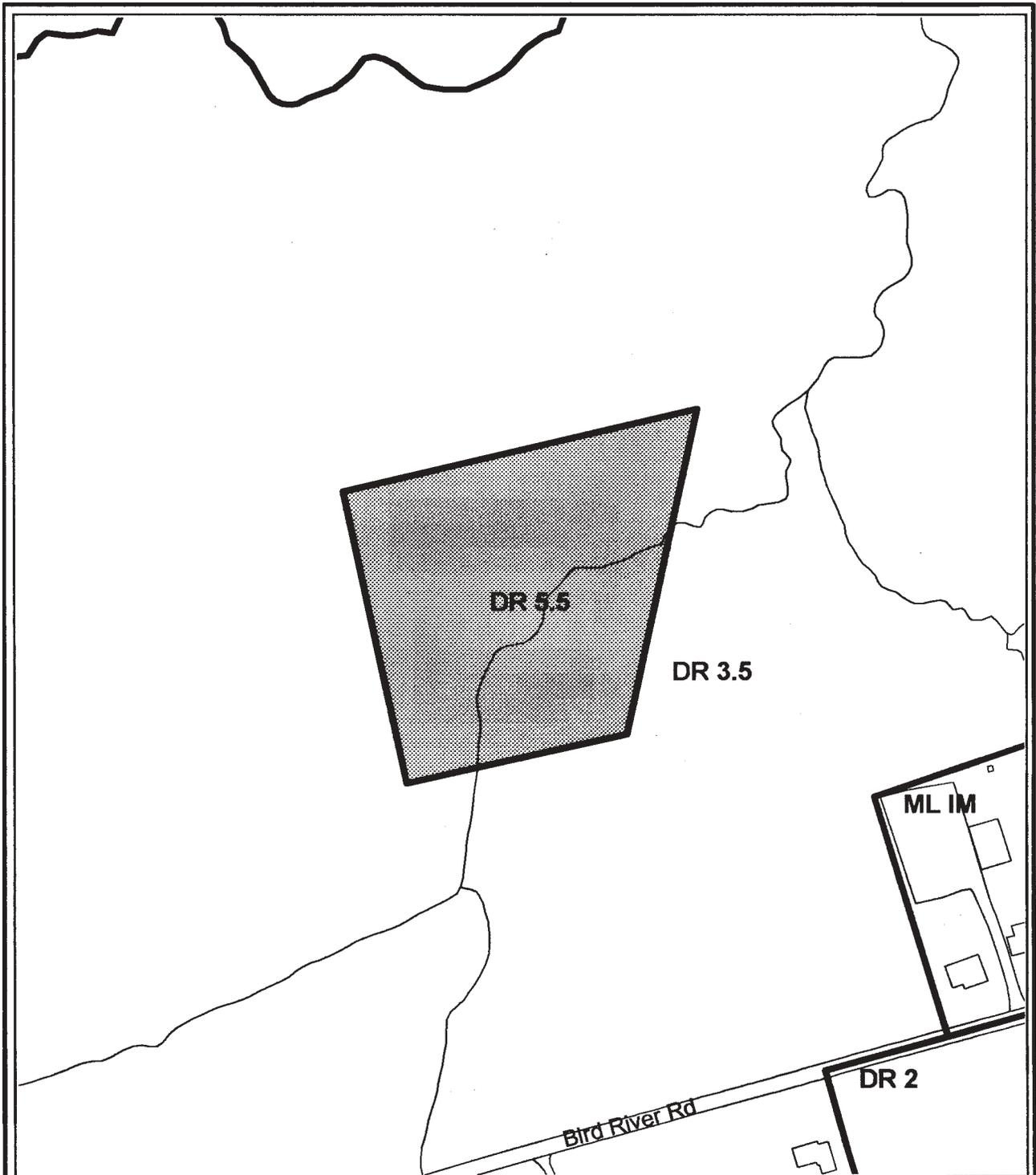
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-  Existing Zone Boundary
-  Area to be Rezoned

**Item No. 8**  
MLR-IM and DR 3.5  
to DR 3.5



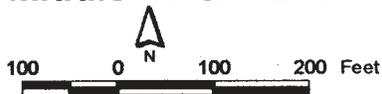
Baltimore County  
Office of Planning  
June, 2001

Data Source:  
Planimetrics - Baltimore County OIT (1:2400)  
Zoning - Baltimore County Planning Office (1:2400)



**Middle River - Bird River Plan**

MRBR-09



-  Planning Area Boundary
-  Existing Zone Boundary
-  Area to be Rezoned

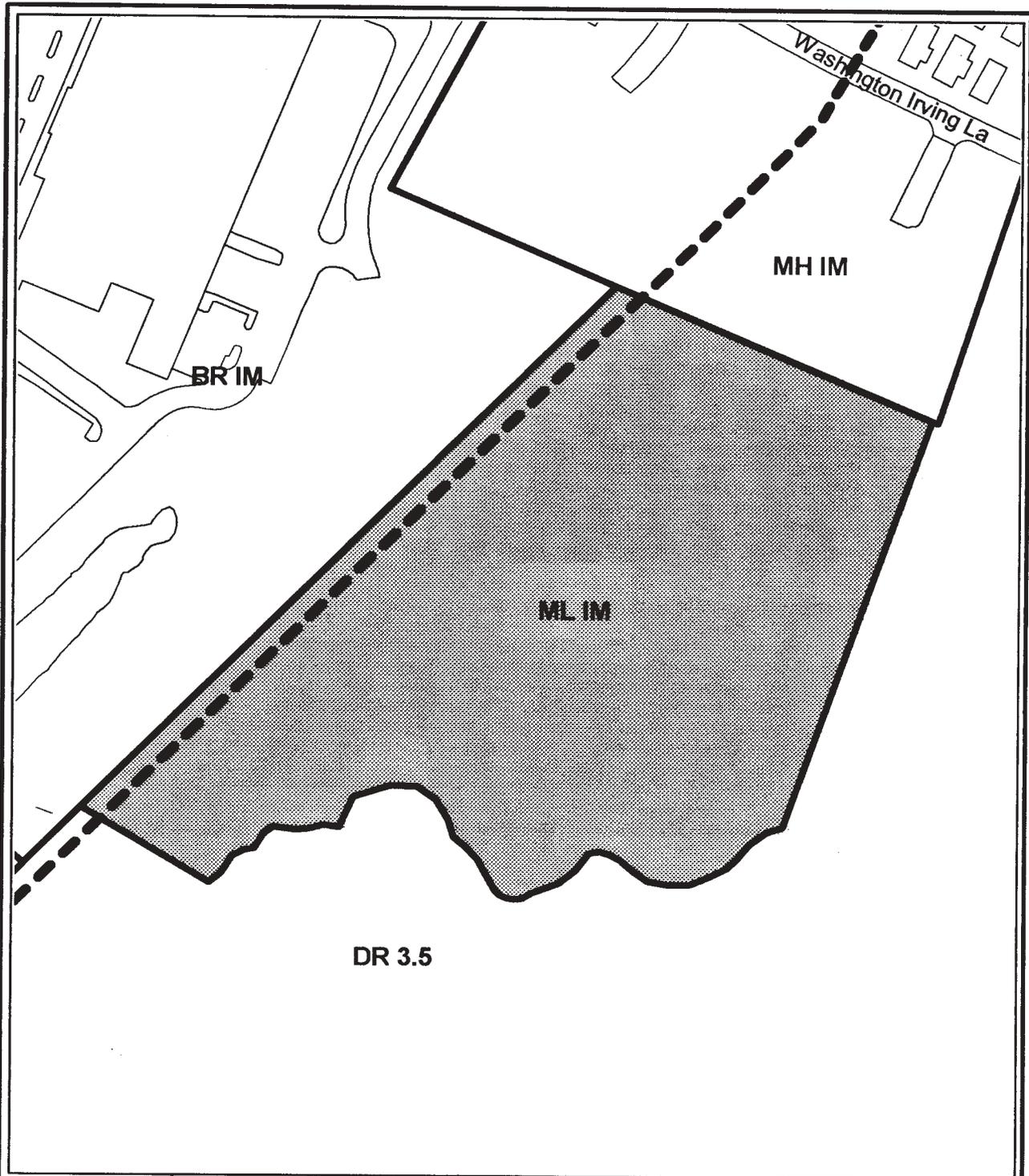
**Item No. 9**

DR 5.5 to DR 3.5



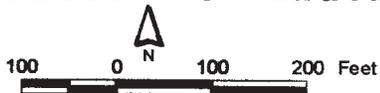
Baltimore County  
Office of Planning  
June, 2001

Data Source:  
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Zoning - Baltimore County Planning Office (1:2400)



**Middle River - Bird River Plan**

MRBR-10

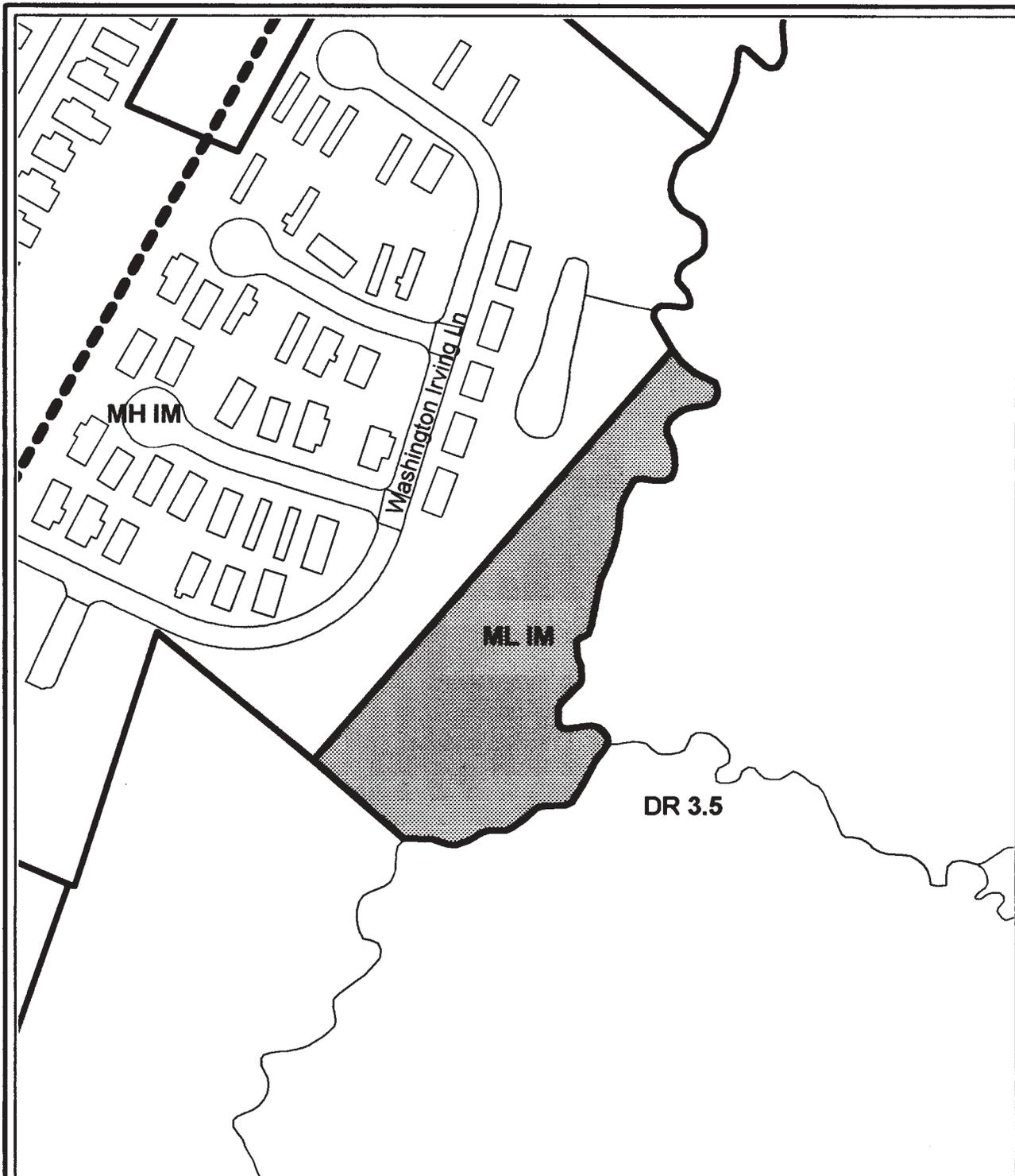


-  Planning Area Boundary
-  Existing Zone Boundary
-  Area to be Rezoned

**Item No. 10**  
ML-IM to DR 3.5



Data Source:  
Planimetrics - Baltimore County OIT (1:2400)  
Zoning - Baltimore County Planning Office (1:2400)



**Middle River - Bird River Plan**

MRBR-11



-  Planning Area Boundary
-  Existing Zone Boundary
-  Area to be Rezoned

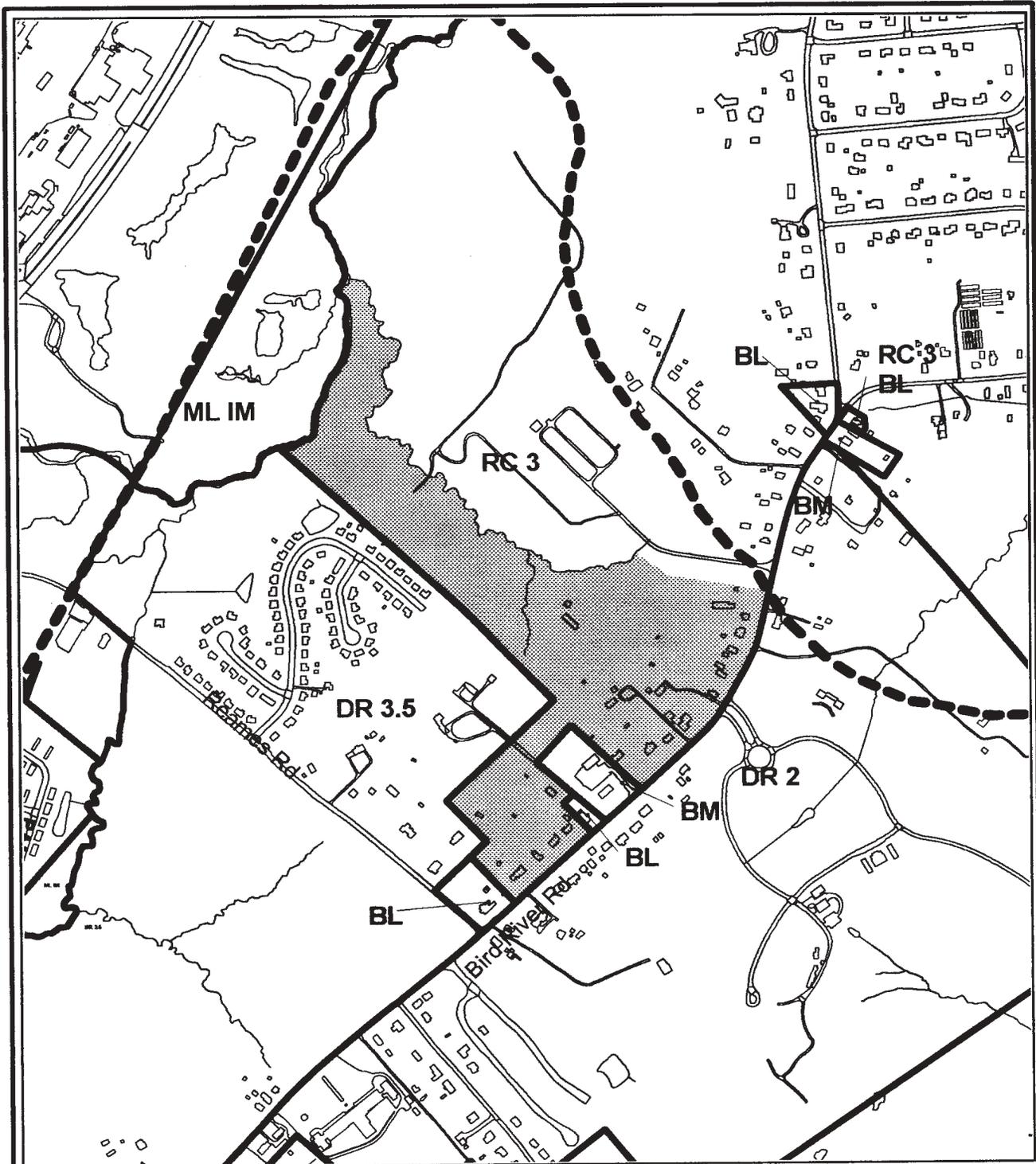
**Item No. 11**

ML-IM to DR 3.5



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June, 2001

Data Source:  
Planimetrics - Baltimore County OIT (1:2400)  
Zoning - Baltimore County Planning Office (1:2400)



**Middle River - Bird River Plan**

MRBR-12



-  Planning Area Boundary
-  Existing Zone Boundary
-  Area to be Rezoned

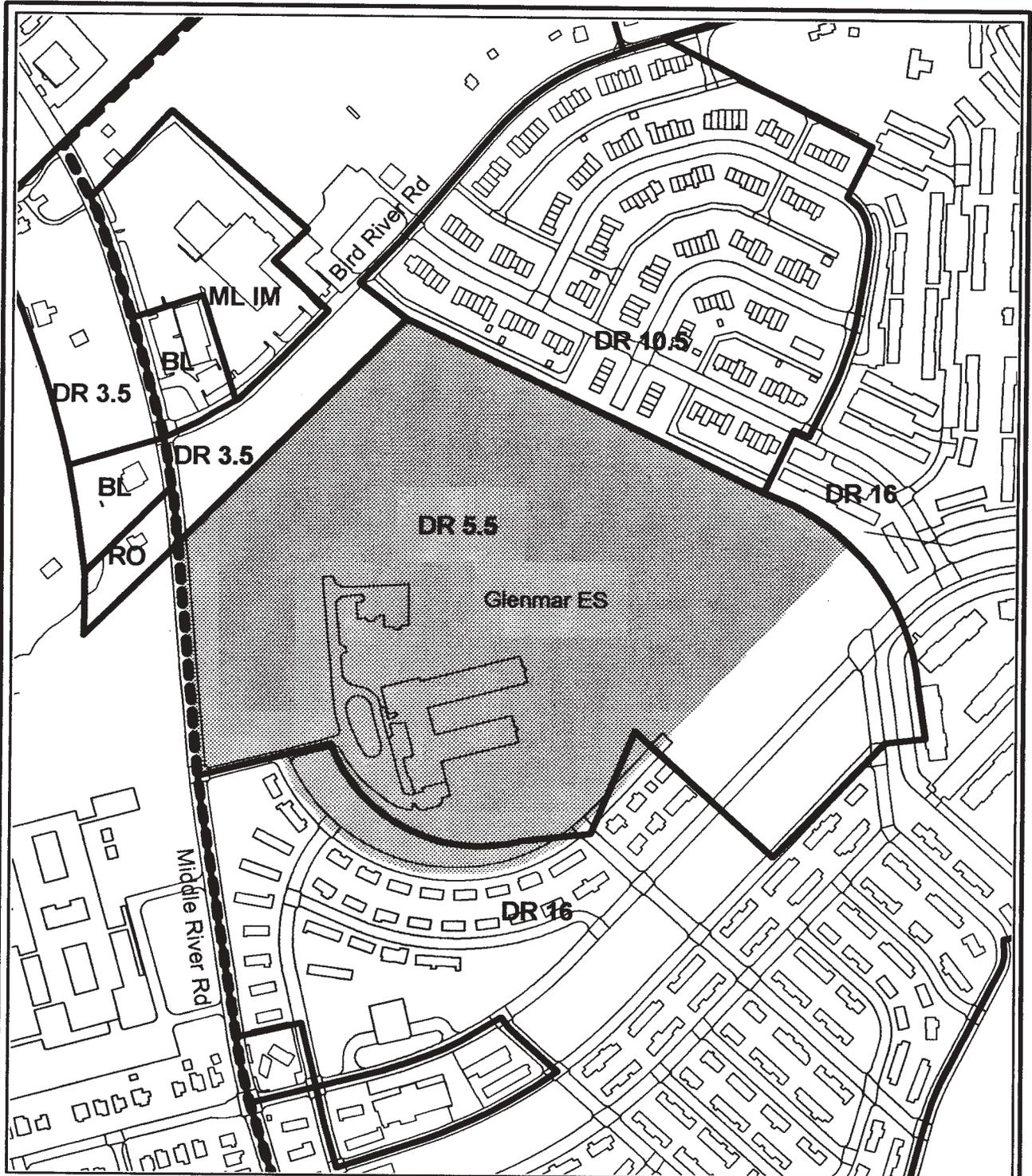
**Item No. 12**  
RC 3 to DR 2



Baltimore County  
Office of Planning  
June, 2001

Data Source:  
Planimetrics - Baltimore County OIT (1:2400)  
Zoning - Baltimore County Planning Office (1:2400)

Appendix C (continued)



**Middle River - Bird River Plan**

MRBR-13

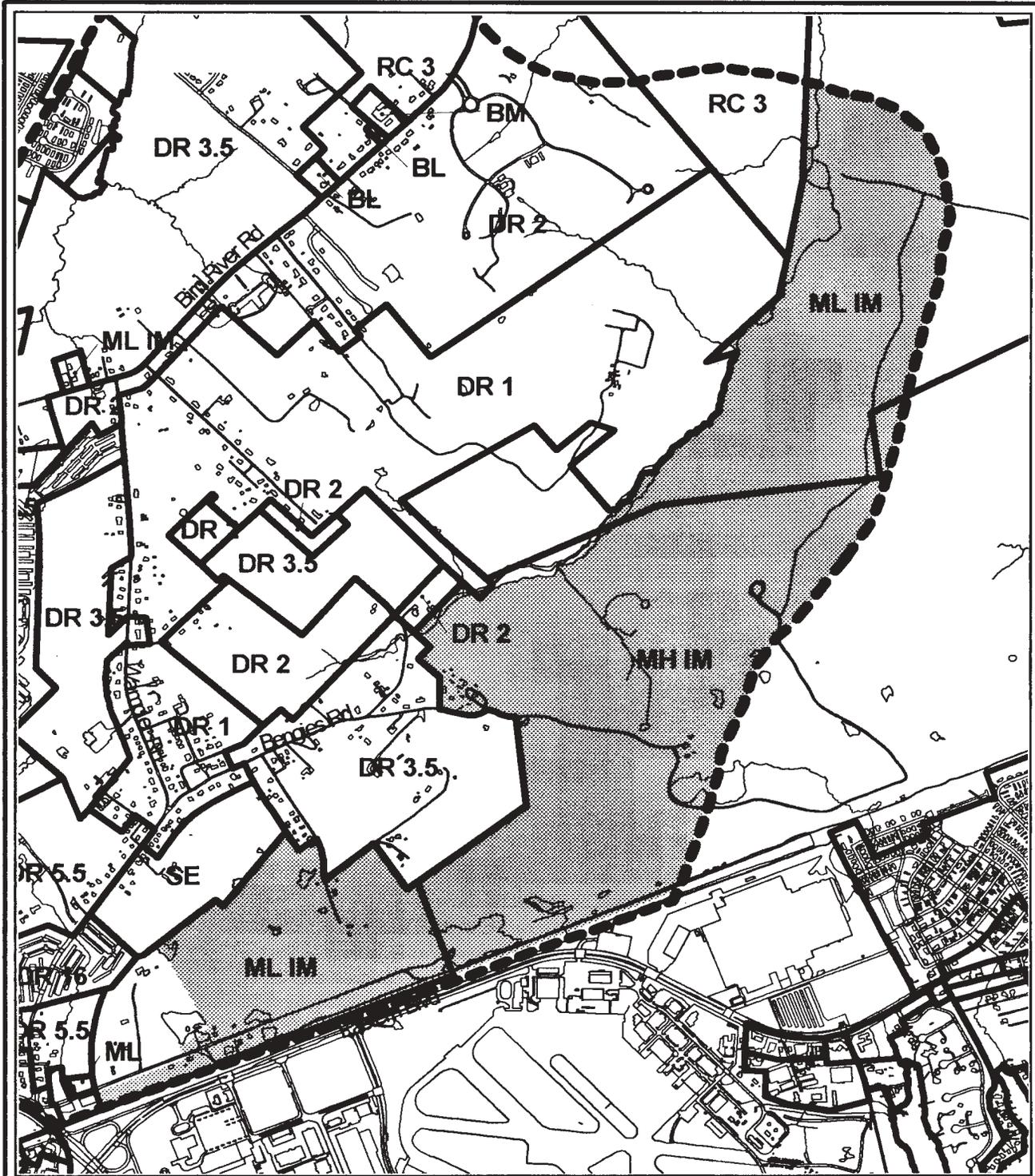


 Baltimore County  
Office of Planning  
June, 2001

-  Planning Area Boundary
-  Existing Zone Boundary
-  Area to Remain  
DR 5.5 and DR 16

**Item No. 13**  
DR 5.5 and DR 16  
to DR 5.5 and DR 16  
(no change)

Data Source:  
Planimetrics - Baltimore County OIT (1:2400)  
Zoning - Baltimore County Planning Office (1:2400)



**Middle River - Bird River Plan**

MRBR-14



-  Planning Area Boundary
-  Existing Zone Boundary
-  Area to Remain ML-IM and MH-IM

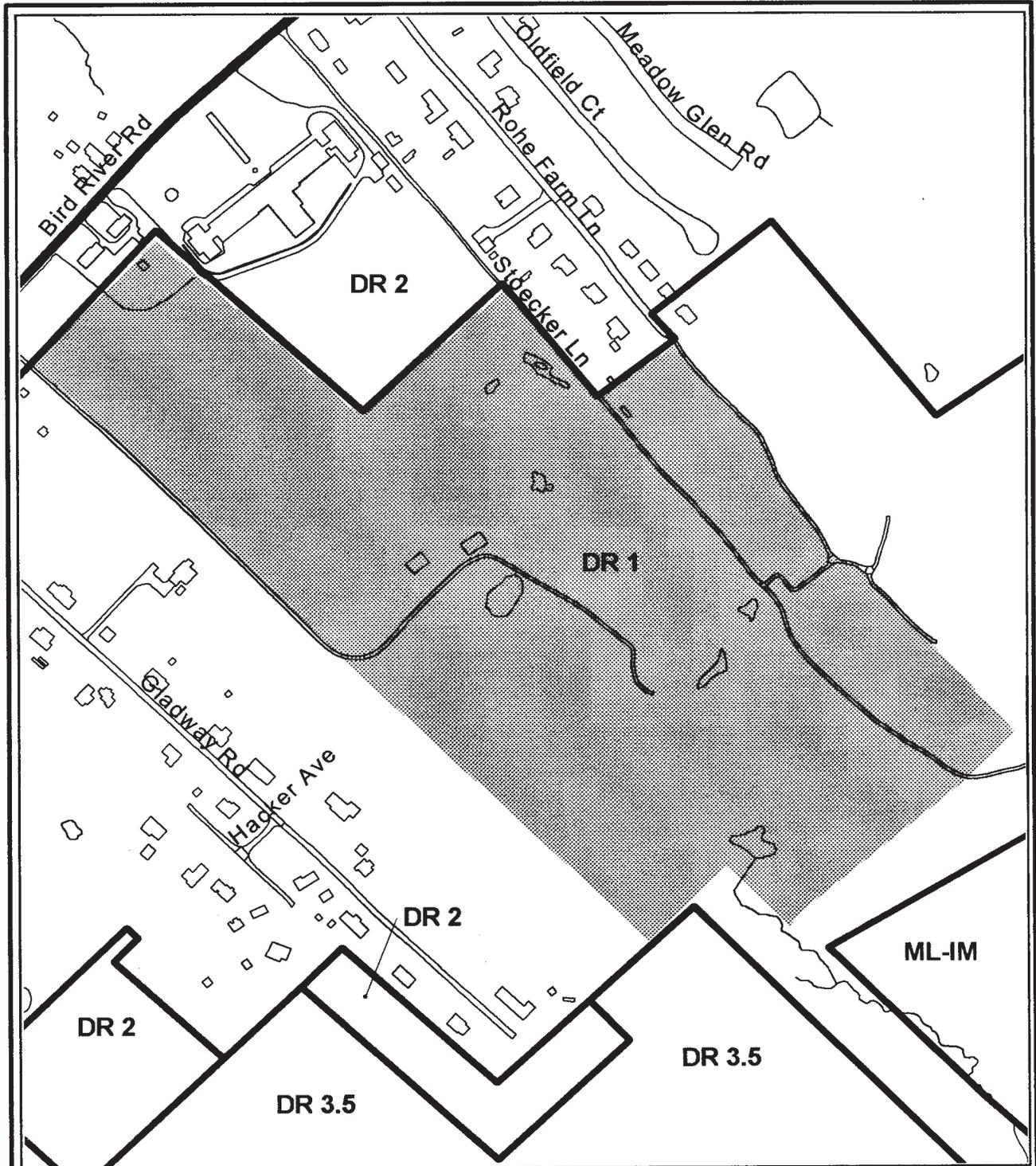
**New Item No. 14**

ML-IM and MH-IM to ML-IM and MH-IM (no change)



Baltimore County  
Office of Planning  
June, 2001

Data Source:  
Planimetrics - Baltimore County OIT (1:2400)  
Zoning - Baltimore County Planning Office (1:2400)



**Middle River - Bird River Plan**

MRBR-15

**New  
Item No. 15**

DR 1 to DR 2



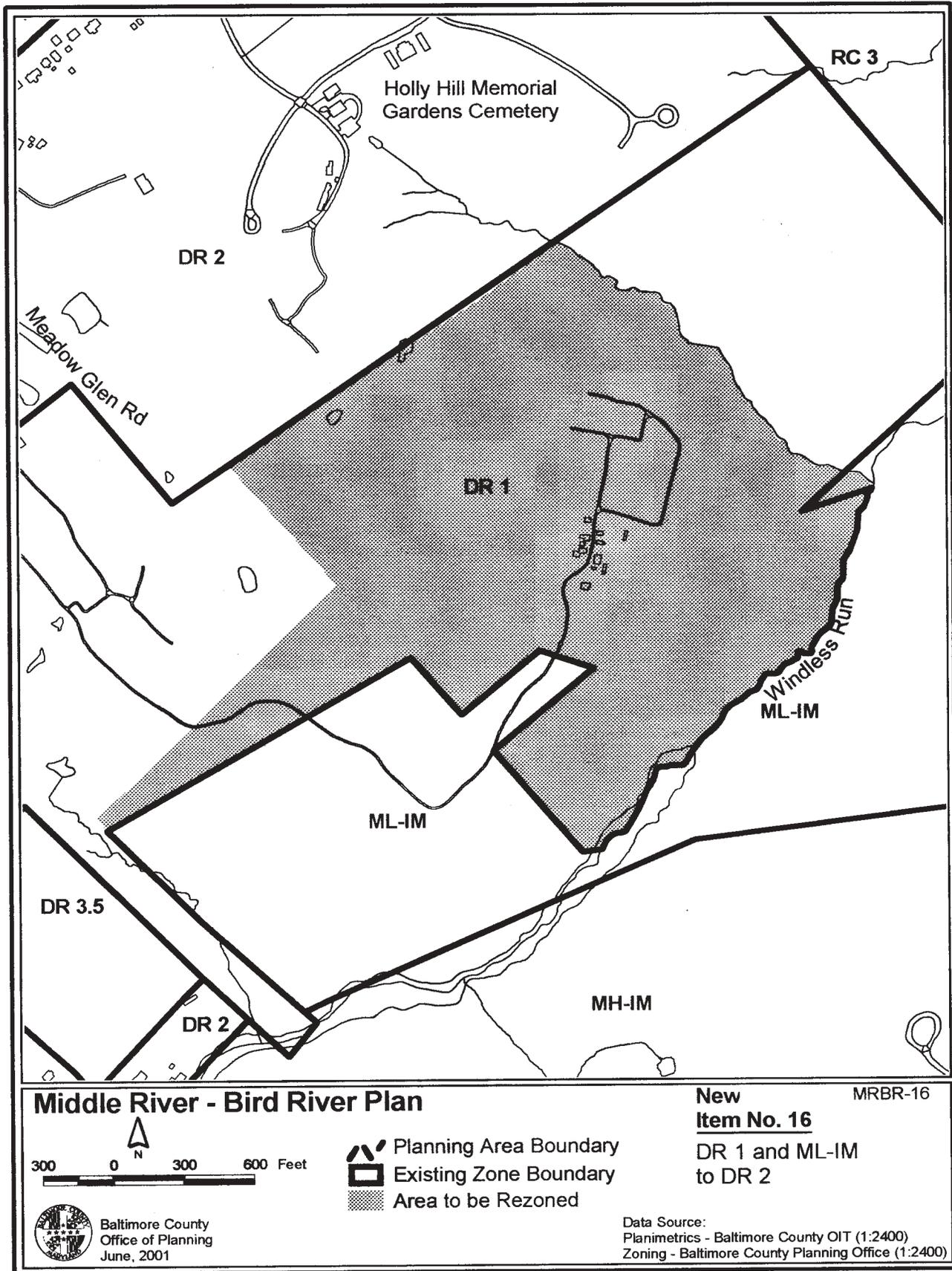
- Planning Area Boundary
- Existing Zone Boundary
- Area to be Rezoned



Baltimore County  
Office of Planning  
June, 2001

Data Source:  
Planimetrics - Baltimore County OIT (1:2400)  
Zoning - Baltimore County Planning Office (1:2400)

Appendix C (continued)



**Middle River - Bird River Plan**

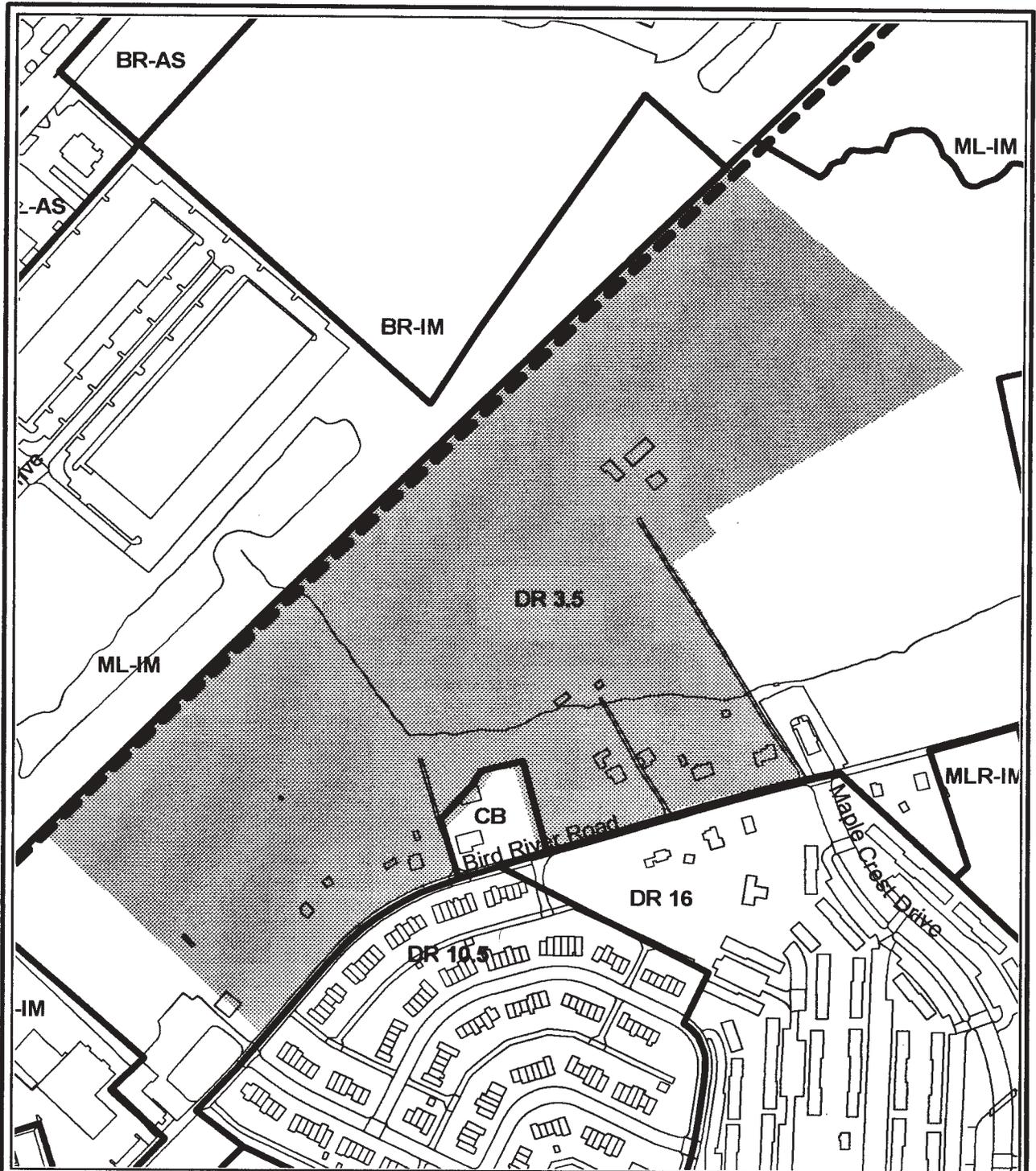
**New Item No. 16** MRBR-16

DR 1 and ML-IM to DR 2



Baltimore County  
Office of Planning  
June, 2001

Data Source:  
Planimetrics - Baltimore County OIT (1:2400)  
Zoning - Baltimore County Planning Office (1:2400)



**Middle River - Bird River Plan**



Baltimore County  
Office of Planning  
June, 2001

- Planning Area Boundary
- Existing Zone Boundary
- Area to Remain DR 3.5 and CB

**New** MRBR-17  
**Item No. 17**

DR 3.5 and CB  
to DR 3.5 and CB  
(no change)

Data Source:  
Planimetrics - Baltimore County OIT (1:2400)  
Zoning - Baltimore County Planning Office (1:2400)

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Appendix D

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND  
Legislative Session 2000, Legislative Day No. 20

Resolution No. 94-00

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Mr. Vincent J. Gardina, Councilman

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By the County Council, November 6, 2000

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A RESOLUTION of the Baltimore County Council to expand the Middle River/Bird River Area Plan.

WHEREAS, on December 20, 1999, the County Council adopted Resolution 101-99 which asked the Baltimore County Planning Board to prepare a Middle River/Bird River Area Plan; and

WHEREAS, Resolution 101-99 recognized that this area of the County is unique, and that a plan is needed in order to ensure the reasonable development of unimproved, residentially-zoned properties in the Middle River/Bird River area; and

WHEREAS, the County Council adopted the Eastern Baltimore County Revitalization Strategy in July, 1996; and

WHEREAS, pursuant to that Strategy, the former Riverdale apartment complex was identified for redevelopment opportunities, and proposals for redevelopment of this land are now being accepted by the County; and

WHEREAS, a plan for the Middle River/Bird River Area is an appropriate vehicle for the consideration of the redevelopment of the former Riverdale housing complex, consisting of approximately 77 acres of residentially-zoned land and a contiguous commercial parcel; and

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**Appendix D (continued)**

WHEREAS, the County Council is desirous of amending its request to the Planning Board in order to include within the study area the land formerly included in the Riverdale complex for which the County is now accepting redevelopment proposals.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND that the area encompassed by the Middle River/Bird River Area Plan is hereby expanded to include the area depicted on the attached map which is identified in the County's 2000 Comprehensive Zoning Map Process as Issue 5-108.

READ AND PASSED this *6th* day of *November*, 2000.

BY ORDER

*Thomas J. Peddicord, Jr.*  
\_\_\_\_\_  
Thomas J. Peddicord, Jr.  
Secretary

ITEM: Res. 94-00

**Appendix E**  
**Middle River-Bird River**  
**Comprehensive Zoning Map Process**

Issue Number	Location	Existing Zoning and Acres		Proposed Zoning and Acres	
MRBR-01	S/S MD 43 extended, W of Windlass Run	DR 1	38.7	ML	95.9
		DR 2	18.9	<b>Total</b>	<b>95.9</b>
		RC 3	38.3		
		<b>Total</b>	<b>95.9</b>		
MRBR-02	W of Windlass Run	ML	39.1	DR 2	41.6
		MH	2.5	<b>Total</b>	<b>41.6</b>
		<b>Total</b>	<b>41.6</b>		
MRBR-03	S of Bird River Rd, N of Leland Ave, E of Compass Rd	DR 1	177.7	DR 2	270.7
		DR 2	8.7	<b>Total</b>	<b>270.7</b>
		DR 3.5	49.2		
		SE	35.1		
		<b>Total</b>	<b>270.7</b>		
MRBR-04	N of Leland Ave	DR 5.5	5.4	BM	1.8
		ML	21.0	ML	14.6
		ML	0.9	DR 3.5	10.9
		<b>Total</b>	<b>27.3</b>	<b>Total</b>	<b>27.3</b>
MRBR-05	N of Selfridge Rd, E of Henderson Rd, S of Victoria Rd, W of Hickam Rd	DR 16	2.2	DR 16	2.2
		<b>Total</b>	<b>2.2</b>	<b>Total</b>	<b>2.2</b>
MRBR-06	S/S Compass Rd, E of Hickam Rd	DR 16	3.2	DR 16	3.2
		<b>Total</b>	<b>3.2</b>	<b>Total</b>	<b>3.2</b>
MRBR-07	S/S Bird River Rd, W of Maple Crest Dr	DR 16	4.0	DR 3.5	4.0
		<b>Total</b>	<b>4.0</b>	<b>Total</b>	<b>4.0</b>
MRBR-08	S/S Bird River Rd, E of Maple Crest Dr	MLR	2.7	DR 3.5	3.7
		DR 3.5	1.0	<b>Total</b>	<b>3.7</b>
		<b>Total</b>	<b>3.7</b>		
MRBR-09	E of Greenfield Way	DR 5.5	3.6	DR 3.5	3.6
		<b>Total</b>	<b>3.6</b>	<b>Total</b>	<b>3.6</b>
MRBR-10	W of Washington Irving Ln, S of power transmission lines	ML	10.8	DR 3.5	10.8
		<b>Total</b>	<b>10.8</b>	<b>Total</b>	<b>10.8</b>
MRBR-11	S of Washington Irving Ln	ML	2.7	DR 3.5	2.7
		<b>Total</b>	<b>2.7</b>	<b>Total</b>	<b>2.7</b>
MRBR-12	N/W of Bird River Rd, N/E of Reames Rd and Buttonwood Ln	RC 3	51.1	DR 2	51.1
		<b>Total</b>	<b>51.1</b>	<b>Total</b>	<b>51.1</b>
MRBR-13	E of Middle River Rd, S of Bird River Rd	DR 5.5	33.4	DR 16	2.7
		DR 16	2.7	DR 5.5	33.4
		<b>Total</b>	<b>36.1</b>	<b>Total</b>	<b>36.1</b>

**Appendix E (cont.)**  
**Middle River-Bird River**  
**Comprehensive Zoning Map Process**

Issue Number	Location	Existing Zoning and Acres			Proposed Zoning and Acres					
MRBR-14	W/S MD 43 extended, S of Windlass Run	MH	IM	259.2	MH	IM	259.2			
		ML	IM	233.8	ML	IM	233.8			
		<b>Total</b>			<b>493.0</b>			<b>Total</b>		
MRBR-15	S of Bird River Rd, E of Gladway Rd	DR 1		50.2	DR 2		50.2			
		<b>Total</b>			<b>50.2</b>			<b>Total</b>		
MRBR-16	W of Windlass Run	ML	IM	0.4	DR 2		92.8			
		DR 1		92.4	<b>Total</b>			92.8		
		<b>Total</b>			<b>92.8</b>					
MRBR-17	E of Middle River Rd, N of Bird River Rd	DR 3.5		49.8	DR 3.5		49.8			
		CB		0.2	CB		0.2			
		<b>Total</b>			<b>50.0</b>			<b>Total</b>		



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

*<http://www.baltimorecountyonline.info>*