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RESOLUTION NO. 7-92

MR. WILLIAM A. HOWARD, COUNCILMAN

BY THE COUNTY COUNCIL, JANUARY 21, 1992

A Resolution to adopt the Philadelphia Road Corridor Study 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 Baltimore County Master Plan proposed that a corridor plan be prepared for the Philadelphia Road area; and

WHEREAS, the Office of Planning & Zoning, with assistance by the Philadelphia Road Corridor Study Advisory Group and in cooperation with other residents, property owners and County and State agencies, has prepared a corridor study for this area, which is a logical unit for planning within Baltimore County; and

WHEREAS, by Resolution adopted July 18, 1991, the Baltimore County Planning Board adopted the Philadelphia Road Corridor Study dated July, 1991, to constitute a part of and an amendment to the Master Plan; and

WHEREAS, the County Council held a public hearing on the recommended Philadelphia Road Corridor Study on November 26, 1991.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that the Philadelphia Road Corridor Study, 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 1989-2000 to be a guide for the development of Philadelphia Road

Corridor, subject to such further modifications as deemed advisable by
the County Council.

- PHILARD/DRFT.BIL

PROPOSED AMENDMENTS TO THE
PHILADELPHIA ROAD CORRIDOR STUDY
RESOLUTION NO. 7-92
COUNCILMAN WILLIAM A. HOWARD IV

1. On page 25, insert the following as a new paragraph:

"Commercial Zoning Along Future Campbell Boulevard. There is increasing demand for large commercial parcels which can accommodate a grouping of large individual retailers along with the more traditional retail users. Unlike a regional mall, these centers offer retailers individual building entrances and identities. Understanding this type of retail center and the desirability and demand for it in the northeast corridor, it is desirable to plan for a possible site within the study area which can provide the necessary roads and infrastructure while having little or no impact on the established residential areas. These large retail centers require between 35 and 60 acres optimally. It is appropriate that the larger retailer be located within close proximity to a Town Center, such as White Marsh, for the following reasons: (1) the infrastructure to service such users, especially the necessary highway access and internal road circulation are in place or approved for construction; (2) these larger retailers feed off of and complement other regional services located within the Town Center; and (3) to the extent that it is necessary, the buffering of this type of use from neighboring residential communities can be adequately provided. A site totalling

approximately 39 acres, which meets these criteria, has been identified in the study area. The site is bounded on the north by White Marsh Run, on the west by Interstate 95, on the south by the proposed Campbell Boulevard extended and on the east by office/industrial uses. The corridor study plan recognizes the need and desirability of this use and considers the necessary commercial zoning as a priority land use objective within the context of the overall corridor study plan. Should the necessary commercial zoning be achieved for this site it would be consistent with the Land Use Plan map (Map 3) contained herein, and as a recommended alternate site for the "general commercial" use now designated on the 18-acre parcel on the opposite side of future Campbell Boulevard extended. It is considered, however, that the combination of these two commercial parcels may represent an excess of commercially zoned land for this immediate area. Since both sites are under common ownership, it is recommended the use for the 18-acre site be changed to "office/industrial" and the property be zoned ML, provided that the 39-acre tract is zoned BM to accommodate the planned "general commercial" uses."

2. On page 27, delete item No. 13 in its entirety and substitute the following as item No. 13 and change Map 3 on page 29 accordingly:

Location: SW side of Cowenton Avenue between I-95 and Philadelphia Road.

Total Acres: 62.6

Existing Zoning DR 5.5 (10.6), MLR (50.3)

and Acres: and ML (1.7)

Potential Zoning: MLR (60.9) and ML (1.7) or

SE* (60.9) and ML (1.7)

Comments: * Proposed Service Employment zone (to be written).

The ML zoned portion of this site is presently occupied by a trucking business (K & K Trucking), and it should not be rezoned to a classification which does not permit the existing business unless the zoning change is desired by the property owner. In order to prevent the creation of nonconforming dwellings, no residentially zoned parcel of land occupied by a dwelling should be rezoned to a classification which does not permit residential uses unless the zoning change is desired by the property owner.

3. On page 28, delete item No. 22 in its entirety.
4. On page 33, add a new paragraph to the section titled "Yellow Brick Road" to read as follows:

"The construction of the previously planned extension of Yellow Brick Road between King Avenue and Campbell Boulevard is not recommended. This road segment will no longer be necessary if a reduction in the permitted intensity of development is implemented."

5. On page 35, add the following at the bottom of the page as a footnote:

All projects identified in this table may require developer participation in whole or part.

6. Delete page 72 in its entirety and substitute the attached Exhibit A as page 72.
7. Delete page 81 in its entirety.

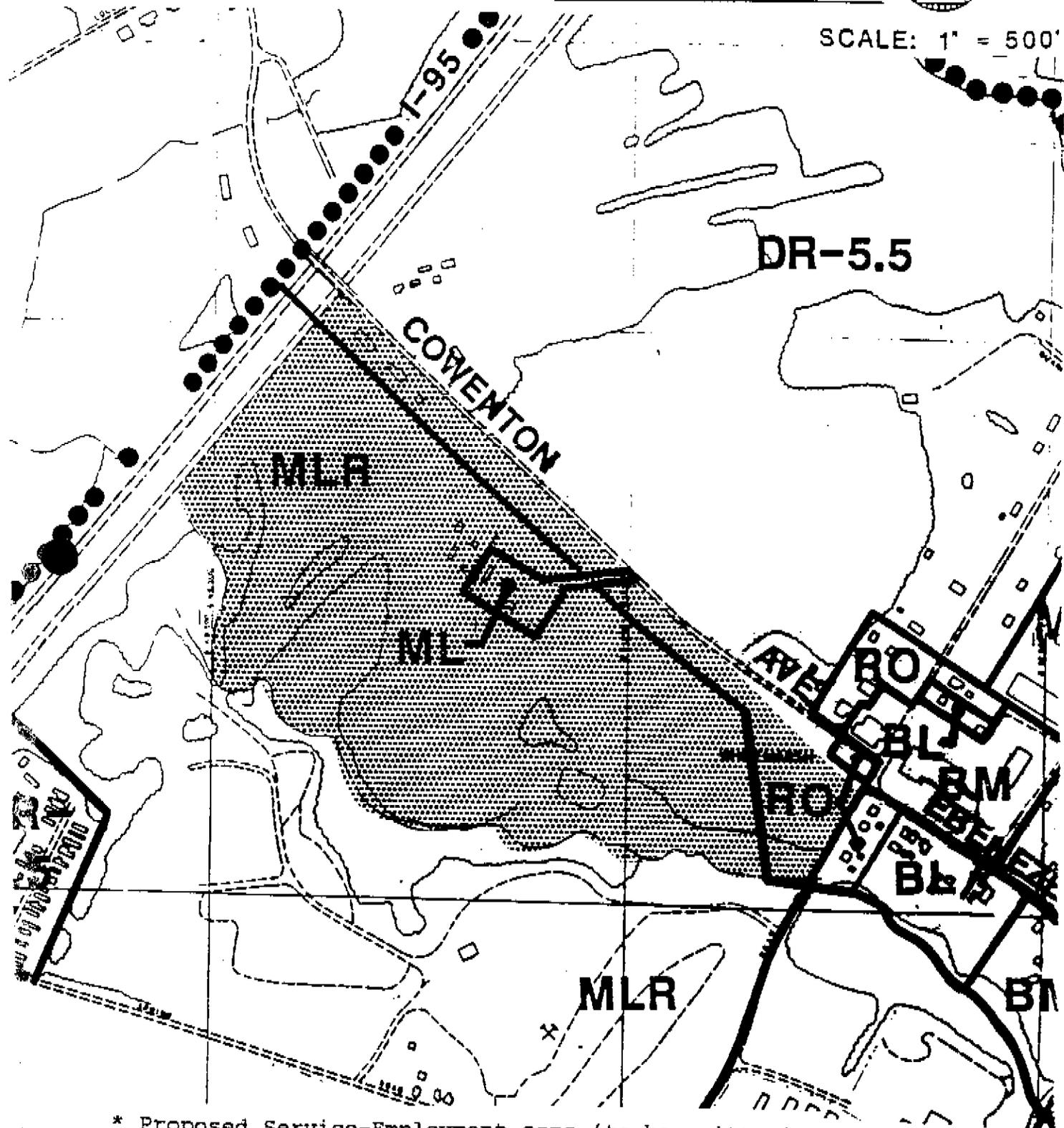
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APPENDIX E (continued)



Item 13: DR 5.5, MLR, and ML to MLR and ML or SE* and ML

SCALE: 1" = 500'



* Proposed Service-Employment zone (to be written).

PHILADELPHIA ROAD CORRIDOR STUDY

July 1991

Adopted July 18, 1991 by the
Baltimore County Planning Board

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Planning Board



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RESOLUTION
Adopting and Recommending the
PHILADELPHIA ROAD CORRIDOR STUDY

WHEREAS the Baltimore County Master Plan 1989-2000 proposed that a corridor plan be prepared for the Philadelphia Road area; and

WHEREAS the Office of Planning & Zoning, with assistance by the Philadelphia Road Corridor Study Advisory Group and in cooperation with other residents, property owners and County and State agencies, has prepared a corridor study for this area, which is a logical unit for planning within Baltimore County; and

WHEREAS the September 1990 draft of the Philadelphia Road Corridor Study and its May 2, 1991 Addendum were the subject of a public hearing by the Planning Board on June 20, 1991; and

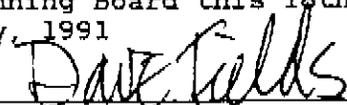
WHEREAS the July 10, 1991 staff memorandum addressing issues raised at the public hearing has been discussed in Committee on July 18, 1991; now therefore, be it

RESOLVED, that the Philadelphia Road Corridor Study be amended to include the Addendum and to include the Committee's recommendations on Issues #1, #3 and #5 from the July 10, 1991 memorandum; and be it further

RESOLVED, pursuant to Section 22-12 of the Baltimore County Code, 1978, that the Baltimore County Planning Board hereby adopts the Philadelphia Road Corridor Study, as amended, to constitute a part of and an amendment to the Baltimore County Master Plan 1989-2000; and be it further

RESOLVED that the staff shall promptly re-publish the Study, in a single volume incorporating all of the amendments adopted by the Planning Board, which shall thereafter 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 18th day of
July, 1991


F. David Fields
Secretary to the Planning Board

INTRODUCTION

This report has been prepared as part of Baltimore County's community planning program. It presents recommendations to help guide future development and physical improvements throughout the Philadelphia Road Corridor extending from Rossville to Cowenton. Because this corridor is mostly undeveloped, it offers a good opportunity to provide a framework for future growth.

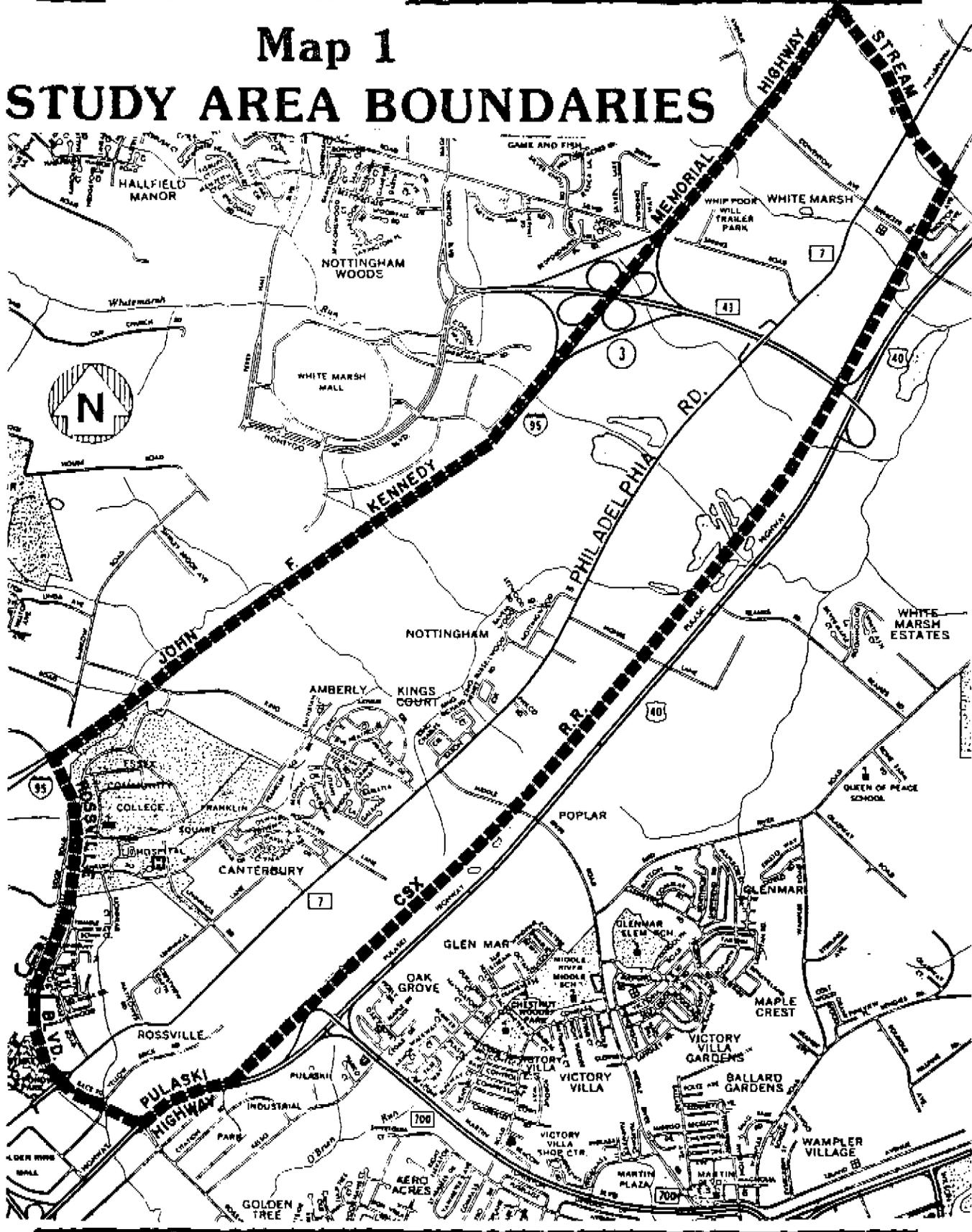
The Philadelphia Road Corridor Study Area is located in northeast Baltimore County. It has an approximate total area of 2,800 acres or 4.4 square miles. The study area is bounded generally by I-95 on the west, Rossville Boulevard on the south, the CSX Transportation Railroad on the east, and an unnamed tributary of Bird River to the north of Cowenton Avenue and Ebenezer Road. Philadelphia Road, a state highway also known as Maryland Route 7, bisects the study area lengthwise for a distance of approximately 4.5 miles (see Map 1).

The study area is part of the Perry Hall-White Marsh Growth Area (see Map 2). Perry Hall-White Marsh is one of two designated growth areas in Baltimore County where intensive development is planned, the other growth area being Owings Mills in the northwest part of the County. As a part of the Perry Hall-White Marsh Growth Area, the study area will experience major, concentrated growth in population and employment over the next 20 years. A more intensive land use development pattern will foster the continuing need for transportation network improvements.

This report contains four basic parts. Part 1 provides a framework of background information. Part 2 provides recommendations for land use. Part 3 provides recommendations for transportation. Part 4 addresses implementation. In addition, potential zoning map amendments have been identified. These proposals have been included in an appendix at the back of the report.

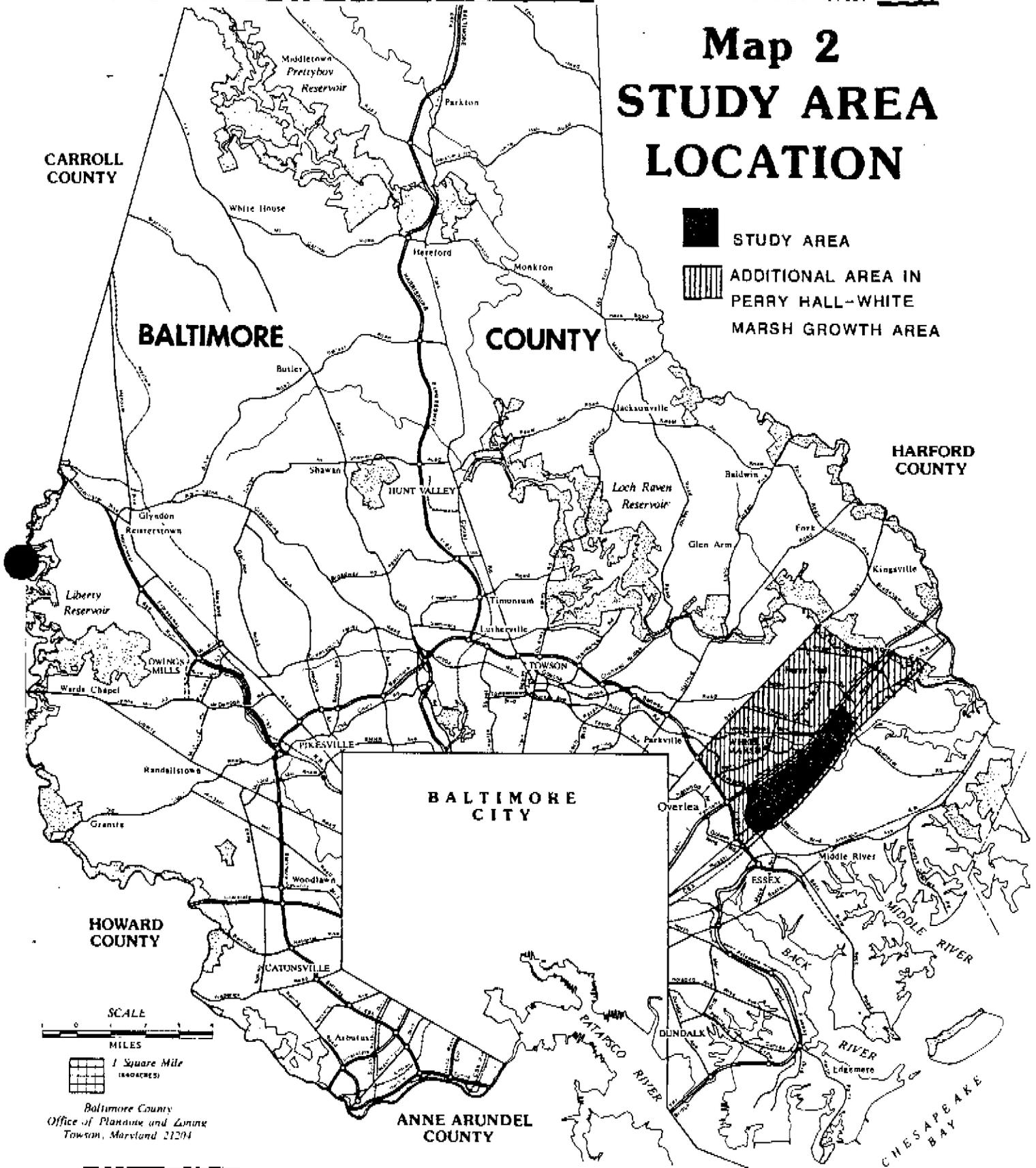
Following adoption by the Baltimore County Council, the recommendations presented in this report are intended to supersede any conflicting recommendations for this area contained in the 1985 Perry Hall-White Marsh Plan or the 1989 Baltimore County Master Plan.

Map 1 STUDY AREA BOUNDARIES



Map 2 STUDY AREA LOCATION

-  STUDY AREA
-  ADDITIONAL AREA IN PERRY HALL-WHITE MARSH GROWTH AREA



Baltimore County
Office of Planning and Zoning
Towson, Maryland 21204

PART 1

Background Information

Background Information

Existing Land Uses

The study area contains a diverse mixture of land uses. Table 1 shows the approximate acreage of various land use categories and their percentage of the total study area.

The majority of land in the study area is undeveloped. Nearly 40 percent is agricultural, vacant, or idle, and more than 19 percent is in surface mining. Most of the undeveloped land is located in the northern part of the study area, but large areas remained undeveloped in the southern part. Most of the undeveloped land can be expected to be developed within the next 10 to 20 years if the necessary utilities can be provided.

Residential uses occupy nearly 14 percent of the total study area. There is a variety of housing types. Single family detached dwellings occupy 252 acres. Single family attached dwellings (i.e., townhouses and quadruplexes) and multi-family housing occupy 78 and 56 acres, respectively. There is also a small mobile home park (the Whip Poor Will) located on Silver Spring Road near I-95.

Single family detached dwellings are located throughout the area but more than half are found in two developments: Barrington and Nottingham Village. Most other dwellings of this type are scattered along Philadelphia Road, King Avenue, and Lennings Lane.

All single family attached housing and multi-family housing is located in the southern part of the study area. The single family attached housing is concentrated in four developments: Kings Court, Amberly, Franklin Ridge, and Kingsberry Village. There are four apartment developments: Canterbury, Town and Country Ridge View, Cherry Tree, and Lion Head Court.

Most of the housing stock in the study area is of fairly recent origin (1970s and '80s). Virtually all existing housing appears to be in good condition.

Public service uses occupy 7 percent of land in the study area. Two large institutions (Essex Community College and Franklin Square Hospital) account for most of the acreage in this land use category. The other public service uses are small. They include the Eastern Family Resource Center, the fire station and post office in Cowenton, three community buildings/facilities, two churches, a VFW post, and a nursing home.

Table 1
Existing Land Use Distribution, 1990
Philadelphia Road Corridor Study Area

LAND USE	ACRES	PERCENT OF STUDY AREA
Residential	390.6	13.8
Single Family Detached	252.1	8.9
Single Family Attached	77.6	2.7
Multifamily	56.3	2.0
Mobilehome Park	4.6	0.2
Public Service	207.7	7.3
Commercial	45.7	1.6
Office	2.4	0.1
Retail or Service	43.3	1.5
Industrial	192.6	6.8
Surface Mining	549.5	19.4
Agricultural, Vacant, or Idle	1126.7	39.9
Transportation	315.5	11.2
Major Roads*	251.2	8.9
Railroad	53.3	1.9
Power Line	11.0	0.4
TOTAL	2828.3	100.0

* Major roads include Philadelphia Road, I-95, White Marsh Boulevard, Rossville Boulevard, Pulaski Highway, King Avenue, Middle River Road, Cowenton Avenue, Ebenezer Road, Franklin Square Drive, and Lennings Avenue.

Source: OPZ In-house Information and Field Survey

The study area contains relatively little commercial development. Commercial uses occupy less than 2 percent of all land.

A small shopping center (Kings Court) is located on Philadelphia Road between King Avenue and Middle River Road. This shopping center is oriented to primarily serve the local residential community. It contains a supermarket, a drug store, and several small stores. In addition, a restaurant and a convenience store are located nearby.

Most other commercial uses in the study area appear to be oriented to serve a larger geographic area. Some of these uses are scattered along Philadelphia Road, but most are fairly concentrated in three subareas: (1) the Rossville Boulevard area between Philadelphia Road and Pulaski Highway, (2) the Philadelphia Road area in the vicinity of Ridge Road, and (3) along Philadelphia Road and Ebenezer Road in Cowenton.

Almost 7 percent of the study area is occupied by industrial development. Most industrial uses are located on Yellow Brick Road in the Rossville Industrial Park. Nearly all other industrial uses are scattered throughout the land area lying between Philadelphia Road and the CSX Railroad.

Major roads, the CSX Railroad, and a major power transmission line comprise a total of 315 acres or more than 11 percent of the total land area.

Existing Zoning

General information on Baltimore County's zoning classifications can be found in Appendix A. The study area is zoned with a mix of residential, office, business, and manufacturing zoning classifications, as summarized in Table 2.

The existing zoning is predominately manufacturing and residential. Approximately 51 percent of the study area is zoned manufacturing and approximately 45 percent is zoned residential.

The existing zoning allows for a significant increase in industrial development. More than 1,400 acres are zoned manufacturing while existing industrial uses occupy less than 200 acres.

Manufacturing zoning is the primary zoning in the northern half of the study area. In the southern half, the vast majority of land lying east of Philadelphia Road is zoned manufacturing.

Most manufacturing zoning (68%) falls under the M.L. classification. This zoning classification allows a wide range of industrial activities. Nearly half of the M.L. zoned land is located in the southern part of the study area where the vast majority of residential zoning and existing residential development is located.

Table 2
Existing Zoning, 1990
Philadelphia Road Corridor Study Area

ZONING	ACRES	PERCENT OF STUDY AREA
Residential	1277.3	45.1
D.R.2	60.0	2.1
D.R.3.5	115.9	4.1
D.R.5.5	746.4	26.4
D.R.10.5	193.0	6.8
D.R.16	162.0	5.7
Office	34.0	1.2
R-0	12.0	0.4
O-1	22.0	0.8
Business	78.5	2.8
B.L.	49.1	1.7
B.M.	12.8	0.5
B.R.	16.6	0.6
Manufacturing	1438.5	50.9
M.L.R.	243.5	8.6
M.L.	974.0	34.4
M.H.	221.0	7.9
TOTAL	2828.3	100.0

Source: The Official Zoning Map of Baltimore County

Note: Baltimore County's zoning classifications consist of zones and overlay districts. This table provides information on zones mapped in the study area. It does not indicate any districts that may be superimposed upon the zones.

M.L.R. zoning accounts for 17 percent of all manufacturing zoned land. Although the M.L.R. zoning classification is more restrictive than the M.L. classification and one of its purposes is to provide transitional bands between residential areas and M.L. or M.H. zones, there is very little zoning of this type in the southern part of the study area.

There is a substantial amount of M.H. zoning (more than 200 acres). This is the most permissive manufacturing classification. M.H. zoning is found at two locations: (1) between Philadelphia Road and the CSX Railroad across from Lennings Lane, and (2) between Philadelphia Road and the CSX Railroad south of White Marsh Boulevard and north of Nottingham Village. The majority of M.H. zoned land is undeveloped.

All Density Residential zoning classifications, except D.R.1, are represented in the study area. The existing D.R. zoning, particularly the D.R.10.5 and the D.R.5.5 zoned land, provides for a substantial increase in residential development. All D.R.10.5 zoned land, except land used for I-95, and much of the D.R.5.5 zoned land is undeveloped. These zoning classifications permit a variety of housing types at maximum gross densities of 10.5 and 5.5 dwelling units per acre, respectively.

Business and office zoning is limited in the study area and most of the land falling under these classifications is already developed. Most of the undeveloped, business zoned land (about 20 acres) is located along the south side of future Campbell Boulevard midway between I-95 and Philadelphia Road.

Approved Development Projects

Major development projects in the study area approved by the County Review Group include:

1. Towne Court located on the south side of Middle River Road near Philadelphia Road. This project will provide 12 single family detached dwellings and 12 townhomes on a 7.69-acre site.
2. I-95 North Business Center located on the north side of Silver Spring Road between Philadelphia Road and I-95. This project will provide 97,000 square feet of office space and 787,825 square feet of warehousing on a 67.5-acre tract.

3. Whitemarsh Residential Community (Section J-1) located on the southeast side of I-95, north of King Avenue. This project will provide 298 townhomes on a 50.39-acre site.

In addition to the above-referenced projects, Franklin Square Hospital has been granted a special exception to construct a 255-unit elderly housing facility on a 27-acre site on Franklin Square Drive, south of King Avenue.

Water and Sewerage Service

The entire study area is either served by the metropolitan water and sanitary sewer systems, or service is required and is possible within the framework of the Baltimore County 6-year capital program.

Schools

Residential communities in the study area are served by the Baltimore County public schools listed below. None of these schools are located in the study area.

Shady Springs Elementary School
 Chapel Hill Elementary School
 Golden Ring Middle School
 Perry Hall Middle School
 Overlea High School
 Perry Hall High School

One school (Shady Springs ES) is operating over capacity. Two other schools (Chapel Hill ES and Perry Hall MS) are expected to be operating over capacity by the 1991-92 school year.

The Board of Education owns a 30-acre site on King Avenue adjacent to I-95. An adjacent 5.3-acre parcel is controlled by the Department of Recreation and Parks. Construction of a new middle school and recreation center (Nottingham) is expected to begin in FY 1996.

Senior Centers

The study area does not contain any Baltimore County Department of Aging facilities. The closest facilities are the Rosedale Senior Center at 8200 Old Philadelphia Road and the Victory Villa Senior Center on Compass Road. The Department of Aging feels that the study area is readily served by these centers. However, if the County constructs a new build-

ing for the Eastern Family Resource Center, the Department of Aging will relocate an existing senior center and start a senior adult medical day care center in the new facility.

Fire and Rescue Services

Fire apparatus is prohibited from crossing Bridge #144 on Middle River Road over the CSX Railroad due to its deteriorated condition. Engine #12, stationed at Middle River and Compass Roads, is supposed to provide "first due" protection to the Canterbury, Amberly, Kings Court, and Nottingham neighborhoods. In reality, other stations further away must provide that service because Engine #12 cannot cross the bridge and must access Philadelphia Road via Pulaski Highway and Rossville Boulevard. This situation creates a severe impediment to the provision of good emergency service. The replacement of this bridge is currently under way and should be completed by August 1991.

Bridge #143 on Mohrs Lane over the CSX Railroad is also inadequate. Although not as important as Bridge #144, this overpass at times would be used by the various stations and apparatus located in this area of Baltimore County.

The Cowenton Volunteer Fire Company, located on Ebenezer Road between Philadelphia Road and the CSX Railroad, desires the ability to access White Marsh Boulevard westbound from Philadelphia Road. The Cowenton station provides "fire due" emergency medical and fire protection to the White Marsh Mall and Town Center area. Their timely response to calls from that area is hindered because they must access White Marsh Boulevard from Pulaski Highway and must also cross the CSX Railroad at a grade level crossing.

Recreation

An indoor swimming pool and outdoor athletic fields, tennis courts, and basketball courts are available at Essex Community College for non-student use. Two temporary, baseball/softball fields are available for public use at the vacant site of the future Nottingham Middle School.

A public recreation center will be developed in conjunction with the Nottingham Middle School programmed for construction beginning in FY 1996. Recreation facilities likely to be provided include a gymnasium, athletic fields, multi-purpose courts, and tennis courts.

The Department of Recreation and Parks desires to develop a neighborhood park in the Canterbury-Kings Court area. Facilities that are typically provided in neighborhood parks include athletic fields, multi-purpose courts, tennis courts, and tot-lots.

The 1989 Baltimore County Master Plan recommends acquisition of White Marsh Run for recreational purposes. The Master Plan also designates Honeygo Run as a proposed stream valley park/greenway.

Historic Sites

There are several buildings in the study area which are of local importance, historically and architecturally. A listing and brief description of sites on the Maryland Historical Trust Inventory can be found in Appendix B. None of these sites, in the opinion of Baltimore County's historic preservation planner, are eligible for listing on the Baltimore County Landmarks List or the National Register of Historic Places. The Baltimore County Development Regulations, however, require preservation of all MHT inventory sites.

Environment

The study area is part of the Comprehensive Bird River Watershed Quality Management Program which will focus on addressing non-point source pollution and water quality problems throughout the entire watershed. In addition, the program will prioritize control strategies and management recommendations for solving water quality problems. The study area may be an area where restoration and management strategies are implemented.

Environmental constraints in the study area include lands which are flood-prone, poorly drained, and highly erodible. Floodplains are primarily along the tributaries and main stem of Whitemarsh Run, Honeygo Run, a tributary of Bird River, and a tributary of Stemmers Run. The most extensive floodplain is located along Whitemarsh Run, however, sand and gravel extraction over many years has modified the extent and character of the natural floodplain.

The only air quality issue that may affect future growth and development in the study area is the current designation of the Baltimore Metropolitan Statistical Area as nonattainment for ozone. The federal EPA established National Ambient Air Quality Standards for six pollutants and mandated the states to achieve the standards. Baltimore County is part of

the geographic area determined by EPA to be in violation of the NAAQS for ozone. As a result, there are very stringent emission limitations and regulations governing industrial and commercial facilities that emit volatile organic compounds to the atmosphere. Affected facilities range from dry cleaners to can coating companies. Facilities that cannot demonstrate the ability to comply with the emission limitations cannot be constructed in the nonattainment area. While this requirement may not affect growth and development on a broad scale, it could have a significant effect on individual industrial and commercial facilities.

Additional environmental issues are identified in Appendix D.

Roads

The study area is served by key roadways providing internal circulation as well as general access to and from other areas of Baltimore County and the region. Background information on roads is contained in Tables 3, 4, 5, and 6.

Mass Transit

MTA bus route #35 serves Franklin Square Hospital and Essex Community College. This routing traverses Philadelphia Road to Lennings Avenue to Franklin Square Drive to Rossville Boulevard then back to Philadelphia Road southward into Baltimore City. Peak hour extensions accommodate residential transit trips along Franklin Square Drive, King Avenue, and Philadelphia Road.

A study will be funded by the Baltimore Regional Council of Governments, in cooperation with the Baltimore County Office of Planning and Zoning, to determine the feasibility of providing a shuttle service for residents of the Greater Rossville/Middle River area whose destinations are Franklin Square Hospital, Essex Community College, and the Eastern Family Resource Center. A crucial element of this study will be to determine if the proposed service can be supported entirely by the private sector and user fees. The study is anticipated to be completed by mid-1991.

The northeast segment of the CSX railroad, unlike the portion between Baltimore City and Washington, D.C., is strictly a freight operation. There are no plans to extend commuter service along this rail segment.

The Philadelphia Road Corridor study area is a part of Corridor 2 that the Maryland Statewide Commuter Assistance Study (1990) considered for possible transportation enhancements. Corridor 2 extends 40 miles northeast from Baltimore City, through Baltimore and Harford Counties to Cecil County. Major communities include White Marsh, Perry Hall, Joppatowne, Edgewood, Bel Air, Aberdeen, Havre de Grace, Perryville, Northeast, and Elkton. The study recommended the following strategies for Corridor 2:

- ° Commuter Action Team of state and local transportation officials should be established to implement low cost measures for reducing congestion and improving transit service in this corridor.
- ° Traffic bearing shoulders for future high occupancy vehicle/bus use should be built on I-95 from north of I-695 to MD 24 in conjunction with the highway widening project currently underway. The widening of I-95 through the I-695 interchange to downtown Baltimore for high occupancy vehicle/bus use should be a candidate for development and evaluation funding.
- ° Feeder bus service should be initiated in conjunction with the scheduled MARC rail service between Perryville and Baltimore [on the Amtrak railroad line located south of and parallel to U.S. 40].
- ° MARC commuter rail service between Baltimore and Perryville should be expanded as ridership demand grows.
- ° An alternative analysis, environmental assessment and project planning study of transit options (e.g., light rail, heavy rail, bus service) between Baltimore and White Marsh should be a candidate for development and evaluation funding.

Issues Raised by Citizens

Citizen concerns related to land use, transportation, and other planning related issues are expressed in the lists of issues contained in Appendix D.

Table 3

Inventory of Important Roads
Philadelphia Road Corridor Study Area

<u>Road Name</u>	<u>Functional Classification*</u>	<u>Jurisdiction</u>	<u>Existing Conditions/Comments</u>
Philadelphia Road (Maryland Rte. 7)	Minor Arterial	State	2 lanes. 40 MPH speed limit (except portion at Mayflower Road - 25 MPH). Alternate route to U.S. 40 and I-95. High accident level with one fatal accident in 1988. Poor horizontal and vertical sight distances. Dangerous "ess" curve at Mayflower Road (nicknamed Devil's Elbow). SHA is currently reviewing this segment for corrections. Undersized culverts. Serious flooding conditions between the Nottingham Village community and the proposed Campbell Boulevard extension. Inadequate shoulders. Inadequate traffic control at the intersections with Cowenton Avenue and Ebenezer Road. High accident rate at the intersections with Rossville Boulevard, Ridge Road, Mayflower Road, Ebenezer Road, and Cowenton Avenue. Average right-of-way: 40 feet. 1987 ADT: 17,000. SHA projected 2010 ADT: 28,000. 1988 SHA Highway Needs Inventory calls for a multi-lane reconstruction (4 lanes/48' curbed roadway/5' sidewalk on north side).
Rossville Boulevard	Minor Arterial	County	4 lanes (divided). 45 MPH speed limit. Major access route to Essex Community College and Franklin Square Hospital. High accident rate at the intersections with Pulaski Highway, Yellow Brick Road, and Philadelphia Road.
Franklin Square Drive	Local	County	4 lanes between Rossville Boulevard and Lennings Avenue with parking permitted. 3 lanes (1 southbound, 2 northbound) between Lennings Avenue and King Avenue with parking permitted on northbound side. 30 MPH speed limit. Sight distance poor along roadway between Lionhead Drive and Lennings Avenue due to parked vehicles.
King Avenue	Collector	County	3 lanes (1 northbound, 2 southbound) between Franklin Square Drive and Philadelphia Road. 2 lanes between Franklin Square Drive and I-95. 30 MPH speed limit. Traffic backs up for turns onto Philadelphia Road.
Middle River Road	Collector	County	2 lanes. 30 MPH speed limit. Connects study area with southeast Baltimore County.
Cowenton Avenue	Minor Arterial	County	2 lanes. 30 MPH speed limit. High accident rate at Philadelphia Road intersection.
Ebenezer Road	Minor Arterial	County	2 lanes. 30 MPH speed limit. High accident rate at intersection with Philadelphia Road.
White Marsh Boulevard (Maryland Rte. 43)	Principal Arterial (Expressway)	State	4 lanes (divided). 45 MPH speed limit. Connects study area southeast of U.S. 40 with the White Marsh Town Center.
Kennedy Memorial Highway (I-95)	Principal Arterial (Interstate)	State	6 lanes (divided). 55 MPH speed limit. No access to study area.

Table 3 (continued)

<u>Road Name</u>	<u>Functional Classification*</u>	<u>Jurisdiction</u>	<u>Existing Conditions/Comments</u>
Pulaski Highway (U.S. Route 40)	Principal Arterial	State	4 lanes (divided). 50 MPH speed limit. Provides major access between the Baltimore City CBD and the study area, as well as other destinations in the northeast sector of the Baltimore region.
Yellow Brick Road	Local	County	2 to 4 lanes. 30 MPH speed limit. Functions as an industrial service road.
Lennings Avenue	Local	County	2 lanes. 25 MPH speed limit. Provides access to Franklin Square Hospital.

* The functional categories are defined in Appendix C

Table 4

Traffic Accidents on Major Roads, 1988 and 1989
Philadelphia Road Corridor Study Area

<u>ROADWAY</u>	<u>NUMBER OF ACCIDENTS</u>	
	<u>1988</u>	<u>1989</u>
Philadelphia Road	63*	64
Rossville Boulevard	43	47
Franklin Square Drive	9	7
Lennings Avenue	0	0
King Avenue	5	6
Middle River Road	0	0
Ebenezer Road	0	0
Cowenton Avenue	3	0
Yellow Brick Road	5	3
Pulaski Highway	14	12

*One fatal accident

The above accidents are those that have been reported at these roads. Other accidents may have occurred.

Table 5

 Intersection Related Traffic Accidents, 1988 and 1989
 Philadelphia Road Corridor Study Area

<u>INTERSECTION</u>	<u>NUMBER OF ACCIDENTS</u>	
	<u>1988</u>	<u>1989</u>
Philadelphia Road at:		
Rossville Boulevard	7	15
Ridge Road	3	--
Mayflower Road	--	--
Lennings Avenue	2	2
King Avenue	1	3
Middle River Road	3	1
Ebenezer Road/Cowenton Avenue	14	8
Rossville Boulevard at:		
Pulaski Highway	17	5
Yellow Brick Road	4	6
Franklin Square Drive	--	2
Ridge Road/Essex Community College	--	1
Square Ridge Road	1	2
Franklin Square Drive at:		
Lennings Avenue	--	2
King Avenue	--	2
Middle River Road at:		
MD7	--	--

The above accidents are those that have been recorded at these major intersections in the study area. Other accidents may have occurred.

Table 6

Programmed and Non-Programmed Road Projects
1989-2000 Baltimore County Master Plan
Philadelphia Road Corridor Study Area

PROGRAMMED PROJECTS

<u>Project</u>	<u>Project Limits</u>	<u>Type of Improvement</u>
33 I-95 (JFK Mem Hwy)	I-695 (Balto Beltway) to Harford County	W
55 Campbell Blvd	Honeygo Blvd to US40 (Pulaski Hwy)	C
62 MD43 (White Marsh Blvd)	Interchange at MD7 (Philadelphia Rd)	C

NON-PROGRAMMED PROJECTS

<u>Project</u>	<u>Project Limits</u>	<u>Type of Improvement</u>
43 Cowenton Ave	Joppa Rd to MD7 (Philadelphia Rd)	W/C
44B MD7 (Philadelphia Rd)	Rossville Blvd to Harford County	U
45 Franklin Square Dr	Ext'd to Campbell Blvd	C
46 King Ave	Middle River Rd to Perry Hall Blvd	C/U
47 Yellow Brick Rd	Ext'd to Campbell Blvd	C
48 Lennings Lane	Extend to Yellow Brick Rd	C
51 Campbell Blvd	Extend to MD43	C

NOTE: W = Widen
U = Upgrade
C = Construct

PART 2

Land Use Recommendations

Land Use Recommendations

Future Land Uses

The Land Use Plan map shows the proposed future land use pattern for the study area (see Map 3). The plan map is based on several considerations, including such factors as:

1. Land use recommendations contained in the Baltimore County Master Plan adopted February 5, 1990.
2. Land use recommendations contained in the Perry Hall-White Marsh Plan adopted February 4, 1985.
3. The existing land use and zoning patterns.
4. Development constraints.
5. The existing and anticipated transportation network.
6. The desires of local residents and property owners.

Each of the land use categories depicted on the Land Use Plan map is described below.

The suburban residential category encompasses Nottingham Village, a relatively low density development of detached, single family homes. The low density urban residential category consists of areas intended primarily for single family residential use. Land designated for medium density urban residential uses generally encompasses developed areas presently used for multifamily housing and undeveloped land intended primarily for future development of single family attached housing and multifamily housing.

The neighborhood commercial category is intended to provide for a more limited range of commercial uses than those permitted in the B.L., B.M., and B.R. zones. This designation calls for retail, office, and service commercial uses which would be relatively nuisance free and which would provide a convenience to the local residential community. In addition to the areas specifically designated on the Land Use Plan map for neighborhood commercial uses, there may be a need at some point in the future for this type of commercial development in the Cowenton area. General commercial areas are those areas where the continuation or future development of a broad range of commercial activities would be appropriate.

Office/industrial areas are intended to provide for the location of office uses, and industrial uses which would be relatively nuisance free. These areas are generally located adjacent to residentially zoned land or are highly visible to the general public. All development in these areas should be of a high visual quality.

General industrial areas are locations ideally suited for a wide range of industrial activities. These areas are well separated from existing and planned residential areas and other concentrations of population either by distance or physical buffers.

The institutional category reflects the location of Essex Community College, Franklin Square Hospital and its existing or future affiliated facilities, the Eastern Family Resource Center, and the future Nottingham Middle School-Recreation Center.

Areas designated as open space are those areas containing major floodplains. These are areas that should generally be left in, or restored to, their natural state for purposes of conservation, flood protection, and buffers. Wherever possible and appropriate, these areas should be open to the public for passive oriented recreational activities. A potential site for a neighborhood park featuring a variety of active oriented recreational facilities is situated along the South Fork of Whitemarsh Run in the Kings Court area.

Additional Recommendations Relative to Land Use

Zoning for office development. Some properties located within areas designated on the Land Use Plan map for "residential" development may be appropriate locations for R-O, O-1, or O-2 zoning to permit office buildings. Potential sites for office zoning include properties no longer considered suitable for residential uses, and properties located in proximity to Franklin Square Hospital where medical offices would complement the hospital. No rezonings for office development should occur on properties where office uses would be detrimental to surrounding properties and the general neighborhood. Sites for office zoning should have good access to a major thoroughfare and sufficient space should be available for the provision of adequate off-street parking. In instances where the compatibility of future office development is questionable, rezoning should be done through the cycle zoning process in order that acceptable documented site plans can be utilized to ensure the compatibility of new office development with the surrounding area.

Potential neighborhood business zone. The 1989 Baltimore County Master Plan recommends that a highly restrictive business zone be created for possible use in existing and future commercial areas located near residential areas. Development and enactment of such a zoning classification at the earliest opportunity is strongly urged. The new zone should permit only those types of commercial uses that have a neighborhood-oriented service area or are highly compatible with residential properties (e.g., food markets, drug stores, small retail shops, personal service establishments, and offices). This zoning classification could be utilized to maintain the Kings Court Shopping Center as a neighborhood commercial center, and it could be utilized at other commercially zoned locations in the study area where more restrictive zoning would be desirable.

Potential overlay district. In the lower half of the study area, the western edge of the existing and planned industrial areas lying between Philadelphia Road and the CSX Railroad adjoin several residential neighborhoods. Suitable controls should be established for industrial development along the east side of Philadelphia Road where physical buffers are not present to provide adequate separation of industrial uses and residential development. The creation of a special overlay zoning district is proposed to protect the livability of adjacent residential neighborhoods from the impacts of industry. The coverage of this overlay district should generally extend east of Philadelphia Road and west of proposed Yellow Brick Road or the CSX railroad, south of the South Fork of Whitemarsh Run and north of Lennings Avenue. The overlay district should provide specific provisions that would supplement or modify the provisions of the underlying industrial zoning. The overlay provisions should be designed to assure that future development in this area is compatible with adjoining residential neighborhoods without placing unnecessary restrictions on industrial uses.

In lieu of a special overlay zoning district, other possible zoning classifications that could be applied to the aforementioned area include the M.L.R. zone and the S.E. zone. The M.L.R. (Manufacturing Light Restricted) zone is intended to provide transition bands between residential or institutional areas and M.L. or M.H. zones. The S.E. (Service-Employment) zone, currently under preparation by the Office of Planning and Zoning, is intended to accommodate a mix of general offices, business service uses, and light industrial uses which will be highly compatible with residential uses. If enacted, the S.E. classification has potential for being applied to other areas designated as "office/industrial" on the Land Use Plan map.

Automotive service stations. Many local residents consider automotive service stations to be undesirable uses. At present none exist in the study area but several are located nearby, particularly on Pulaski Highway. It is recommended that automotive service stations be prevented from locating near residential areas. This can be accomplished by eliminating all CNS districts in proximity to residential areas and by utilizing the overlay district described above to prohibit such uses.

M.L.R. regulations. The study area contains more than 200 acres of undeveloped M.L.R. zoned land. Most of this land is located adjacent to existing or planned residential areas. The current M.L.R. regulations were adopted in 1961, and therefore this zoning classification is probably in need of major updating. The M.L.R. zone should be evaluated for its effectiveness in protecting residential areas from the potential adverse effects of industrial development and, if necessary, appropriate revisions should be made.

Potential zoning map amendments. Table 7 and Appendix E present several potential zoning map amendments in order to bring the zoning into general conformance with the Land Use Plan map. A total of 466.8 acres are proposed for possible rezoning. The item numbers in Table 7 correspond to the item numbers in Appendix E.

Table 7

Summary of Potential Zoning Map Amendments
Philadelphia Road Corridor Study Area

Item No.	Location	Total Acres	Existing Zoning and Acres	Potential Zoning	Comments
1	NW and SE sides of Philadelphia Rd. between Middle River Rd. and King Ave.	12.0	BL (3.0) BL-CNS (9.0)	BN* or BL	*Proposed Neighborhood Business zone (to be written). Removal of CNS district will prevent development of automotive service stations. Contains two historic sites. (BA-2437 and BA-2438). See Items 9, 10, and 11.
2	NE and SW sides of Ridge Rd. at Philadelphia Rd.	2.8	BL-CNS (0.2) BR (1.1) BR-CNS (1.5)	BN*, BL, or O-1	*Proposed Neighborhood Business zone (to be written). Removal of CNS district will prevent development of automotive service stations. Contains two historic sites (BA-2431 and BA-2432). See Items 3 and 4.
3	NW side of Philadelphia Rd. between Ridge Rd. and Rossville Blvd.	7.5	DR16	DR5.5, RO, or O-1	Contains an historic site (BA-2430). See Items 2 and 4.
4	NE side of Ridge Rd. NW of Philadelphia Rd.	10.2	DR16	DR3.5 or DR5.5	Impacted by flooding. Existing zoning greatly inconsistent with density of existing residential development on this site. See Items 2, 3, and 5.
5	SW of Lennings Ave. and Mayflower Rd. between Franklin Square Drive and Lennings Lane/Philadelphia Rd.	57.5	DR5.5	DR3.5	Impacted by flooding. No direct access to major thoroughfare for majority of site. Access is via a narrow, local street through a DR3.5 zone. Existing zoning is inconsistent with density of existing residential development on this site. See Items 4 and 7.
6	N and S sides of King Ave. SE of I-95	33.0	DR16	DR5.5	Existing zoning greatly inconsistent with surrounding zoning and the density of existing residential development.
7	N corner of Lennings Ave. and Lennings Lane	5.0	DR5.5	O-1	Potential site for a medical office building. Property owned by an affiliate of Franklin Square Hospital. See Items 5 and 15.
8	Between CSX Railroad and proposed Yellow Brick Rd.	22.7	MH	ML	Existing zoning inconsistent with surrounding zoning and character of surrounding area. See Item 10.
9	SE side of Philadelphia Rd. and SW side of Middle River Rd.	19.3	DR16 (10.8) MLR-IM (2.6) ML-IM (5.5) BL (0.4)	ML-PRC*, MLR, or SE**	*Proposed Philadelphia Road Corridor overlay district (to be written). **Proposed Service-Employment zone (to be written). Contains an historic site (BA-2437). Contains the proposed Towne Court residential development project. Not a desirable area for residential development. Surrounded by commercial and industrial zoning. Impacted by flooding. In order to prevent the creation of nonconforming dwellings, no residentially zoned parcel of land occupied by a dwelling should be rezoned to a classification which does not permit residential uses unless the zoning change is desired by the property owner. See Items 1, 10, and 11.

Table 7 (continued)

Item No.	Location	Total Acres	Existing Zoning and Acres	Potential Zoning	Comments
10	Between Philadelphia Rd. and proposed Yellow Brick Rd. 950' NE of Lennings Ave. and SW of the proposed King Ave. extension	59.5	DR5.5 (3.0) DR16 (1.4) BL (1.0) MLR-IM (7.7) ML-IM (27.0) MH (19.4)	ML-PRC*, MLR, or SE**	*Proposed Philadelphia Road Corridor overlay district (to be written). **Proposed Service-Employment zone (to be written). Removal of IM district will help prevent development of automotive service stations. In order to prevent the creation of nonconforming dwellings, no residentially zoned parcel of land occupied by a dwelling should be rezoned to a classification which does not permit residential uses unless the zoning change is desired by the property owner. See Items 1, 8, 9, and 19.
11	Between Philadelphia Rd. and the CSX Railroad NE of Middle River Rd. and S of South Fork of Whitemarsh Run and proposed Campbell Blvd.	147.7	DR3.5 (3.9) DR5.5 (4.9) RO (2.5) ML-IM (136.4)	ML-PRC*, MLR, or SE**	*Proposed Philadelphia Road Corridor overlay district (to be written). **Proposed Service-Employment zone (to be written). Removal of IM district will help prevent development of automotive service stations. Contains an historic site (BA-2439). The intensity of development permitted by ML zoning is excessive for this area. In order to prevent the creation of nonconforming dwellings, no residentially zoned parcel of land occupied by a dwelling should be rezoned to a classification which does not permit residential uses unless the zoning change is desired by the property owner. See Items 1, 9, and 12.
12	SE side of Philadelphia Rd. N of South Fork of Whitemarsh Run	2.0	DR5.5 (1.2) RO (0.8)	ML-IM	Most, if not all, of this site lies within a 100-year floodplain, and therefore unbuildable. ML-IM zoning more consistent with surrounding zoning. See Item 11.
13	SE side of I-95 between Cowenton Ave. and Honeygo Run	18.2	MLR	DR5.5	Honeygo Run floodplain provides a better buffer between residential development and industrial development. The Perry Hall-White Marsh Plan (adopted 1985) designates this site for medium density residential development (i.e., 3 to 11 dwellings per acre). See Item 22.
14	SE side of Philadelphia Rd. 500' NE of Ebenezer Rd.	4.1	DR5.5	MLR, O-1, or SE*	*Proposed Service-Employment zone (to be written). Philadelphia Road provides for a better separation of residential development and industrial development. In order to prevent the creation of nonconforming dwellings, no residentially zoned parcel of land occupied by a dwelling should be rezoned to a classification which does not permit residential uses unless the zoning change is desired by the property owner.
15	430' NE of Lennings Ave. and 120' NW of Lennings Lane	4.0	DR5.5	DR3.5	No direct access to a major thoroughfare. Access is via a narrow, local street through a DR3.5 zone. See Item 7.

Table 7 (continued)

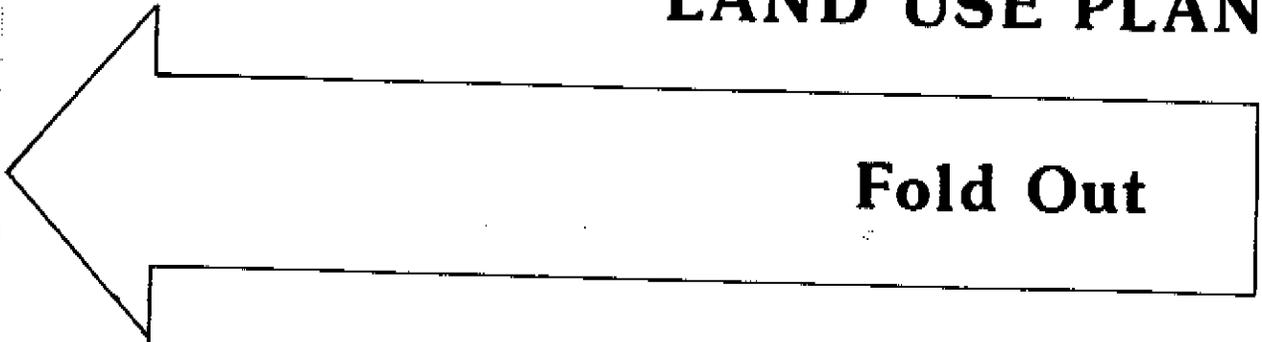
Item No.	Location	Total Acres	Existing Zoning and Acres	Potential Zoning	Comments
16	NW side of Franklin Square Dr. E of Lennings Ave.	4.0	DR5.5	O-1	Site of Eastern Family Resource Center. Property owned by Baltimore County.
17	S side of Franklin Square Dr. E of Rossville Blvd.	9.3	DR5.5	O-1	Potential site for medical offices. Property owned by an affiliate of Franklin Square Hospital. See Item 18.
18	E and W sides of Ridge Rd. 100' N of Trimble Way	5.4	DR5.5 (0.7) DR16 (4.7)	DR5.5 or DR10.5	Access is via a dead end, local street. Site contains two single family detached dwellings and a vacant parcel owned by an affiliate of Franklin Square Hospital. See Item 17.
19	NW corner of Philadelphia Rd. and Lennings Lane	0.5	BL	DR3.5	Site occupied by a small dwelling and a much larger building with no identification sign. Existing zoning is a potential problem for adjoining residential area. See Item 10.
20	SE side of Philadelphia Rd. 450' SW of Lennings Avenue	5.2	DR3.5	RO or ROA*	*Proposed Residential-Office, Class A zone (to be written). See Item 21.
21	SE side of Philadelphia Rd. 1350' SW of Lennings Avenue	1.4	ML (0.9) and DR3.5 (0.5)	ML-PRC*, MLR, or SE**	*Proposed Philadelphia Road Corridor overlay district (to be written). **Proposed Service-Employment zone (to be written). This site is occupied by Industrial Refrigeration Service, Inc. See Item 20.
22	Between Cowenton Avenue and Honeygo Run 700' SE of I-95	35.5	MLR (33.8) and ML (1.7)	MLR (33.8) and ML (1.7) or SE* (33.8) and ML (1.7)	*Proposed Service-Employment zone (to be written). This property is presently owned by Wayne and Karen Knight. The ML zoned portion of the property is presently occupied by a trucking business (K&K Trucking), and it should not be rezoned to a classification which does not permit the existing business unless the zoning change is desired by the property owner. See Item 13.

Note: The item numbers in this table correspond to the item numbers in Appendix E.

Map 3

**Philadelphia Road
Corridor Study**

LAND USE PLAN



PART 3

Transportation Recommendations

Transportation Recommendations

Functional Road Classification

All major roads in the study area are classified on Map 3 according to how they are expected to function in the future. A definition of each road category can be found in Appendix C.

The future road system includes three principal arterials (I-95, White Marsh Boulevard, and Pulaski Highway), six minor arterials (Philadelphia Road, Rossville Boulevard, Cowenton Avenue, Ebenezer Road, Campbell Boulevard, and King Avenue), and three collectors (Franklin Square Drive, Lennings Avenue, and Yellow Brick Road). Middle River Road, presently classified as a collector, will function as a local street after the construction of King Avenue extended.

The 1986 Federal Highway Functional Classification Map prepared by the State Highway Administration should be revised to reflect the road classifications recommended above. Specifically, the following changes should be made: reclassify Middle River Road from a collector to a local street; reclassify Franklin Square Drive, Lennings Avenue, and Yellow Brick Road from local streets to collectors; and reclassify King Avenue from a collector to a minor arterial.

Future Road Improvements

Recommendations are made in Table 8 for important road improvements in the study area. Additional comments are provided below for key projects. Most of these recommendations provide more details on proposals contained in the 1989 Baltimore County Master Plan. The recommendations do not include projects that are currently under way or imminent (e.g., the widening of I-95 and the realignment of the segment of Philadelphia Road nicknamed Devil's Elbow).

Philadelphia Road. As more and more open land within the corridor is converted to residential, industrial, and other uses, Philadelphia Road will have to assume increased traffic carrying responsibilities. The existing roadway is insufficient if increased traffic is expected to move safely and efficiently in the future. At a minimum, Philadelphia Road should be widened to provide one travel lane in each direction with a continuous center turn lane and/or paved shoulders throughout the corridor. Ultimately, however, a roadway providing two travel lanes in each direction will likely be required to meet future transportation needs. It is recommended that the State Highway Administration conduct

a project planning study for the improvement of Philadelphia Road. The study should evaluate the two basic improvement alternates identified above. The final design of Philadelphia Road should be based upon traffic capacity needs, safety considerations, and physical constraints. The final design should fully consider and minimize impacts on abutting properties. Improvements should include upgrading the undersized culverts under the roadway.

Campbell Boulevard. Construct an extension of Campbell Boulevard from its present terminus at I-95 to intersect with Philadelphia Road, and with Pulaski Highway just outside the study area. This road will provide direct access to the White Marsh Town Center. The I-95 to Philadelphia Road segment will be built by developers. The Philadelphia Road to Pulaski Highway segment will be built by Baltimore County. Ultimately, Campbell Boulevard should be extended in a south-easterly direction from Pulaski Highway to connect with the planned extension of Maryland Route 43 near Eastern Boulevard.

Yellow Brick Road. Construct an extension of Yellow Brick Road from its present point of termination to intersect with the proposed King Avenue extension. The alignment of Yellow Brick Road should be roughly parallel to, and equidistant from, Philadelphia Road and the CSX Railroad. Yellow Brick Road will provide access to the undeveloped land adjoining the CSX Railroad. Land located between future Yellow Brick Road and the CSX Railroad is a valuable resource because its relative isolation from residential areas and its potential for rail service makes it an attractive industrial area. Yellow Brick Road will also provide alternate access for industrial uses located along Philadelphia Road. As an arterial highway, the primary function of Philadelphia Road should be to accommodate the movement of through traffic rather than provide access to abutting properties. To help minimize local industrial traffic on Philadelphia Road, vehicular access to Yellow Brick Road for existing, expanded, or new industrial facilities along Philadelphia Road should be developed wherever feasible and all truck ingress and egress should be via Yellow Brick Road. Yellow Brick Road will be built in stages by developers as adjacent properties are developed.

Franklin Square Drive. Construct an extension of Franklin Square Drive from its present terminus near King Avenue to intersect with the proposed extension of Campbell Boulevard. This road will provide local residents an alternate route to Philadelphia Road for accessing Rossville Boulevard, King Avenue, and Campbell Boulevard.

Intersection of Philadelphia Road and Cowenton Avenue/
Ebenezer Road. Realign the eastern end of Cowenton Avenue
to meet Ebenezer Road at Philadelphia Road creating a four-
legged intersection. Signalization is recommended to insure
the safe operation of this intersection.

Philadelphia Road at White Marsh Boulevard. Construct
an interchange at Philadelphia Road and White Marsh Boule-
vard. This interchange will enhance access to White Marsh
Boulevard and I-95 for existing and future development within
the corridor.

Mass Transit

In the future, the need for mass transit will grow in
importance as population and employment increases occur both
inside and outside the study area. It is highly unlikely
that road improvements alone will adequately address long-
term transportation needs.

Given the future population and employment increases
which are expected in the study area, there will be consider-
able potential for expansion of MTA bus service. Coverage
and frequency of bus service will be based upon future demand
and the availability of funding. MTA should expand and up-
grade bus service to the maximum extent practicable as needs
are established.

The State and the County should actively support imple-
mentation of the recommended strategies for Corridor 2
(Cecil/Harford/White Marsh/Baltimore) contained in the recent-
ly completed Maryland Statewide Commuter Assistance Study.
Recommendations for major improvements include: (1) provide
high occupancy vehicle lanes on I-95, (2) initiate feeder bus
service to the Maryland Rail Commuter (MARC) service between
Perryville and Baltimore, and (3) provide high capacity tran-
sit service between Baltimore and White Marsh.

Table B
 Future Road Improvements
 Philadelphia Road Corridor Study Area

Project	Timing*	Ultimate Width		Primary Responsibility for Implementation
		Pavement	ROW	
A. Upgrade Philadelphia Road	Long-range	Unknown	80'	State
B. Extend Campbell Boulevard to Pulaski Highway	Short-range	50'	70'	Private Sector and County
C. Extend King Avenue to Middle River Road	Continual	50'	70'	Private Sector
D. Widen King Avenue from Franklin Square Drive to I-95	Long-range	50'	70'	County
E. Extend Yellow Brick Road to the proposed King Avenue extension	Continual	50'	70'	Private Sector
F. Extend Franklin Square Drive to the proposed Campbell Boulevard extension	Continual	48'	70'	Private Sector
G. Improve the intersection of Philadelphia Road and Cowenton Avenue/ Ebenezer Road	Short-range	--	--	County and State
H. Widen Cowenton Avenue	Long-range	50'	70'	Private Sector and County
I. Widen Ebenezer Road	Long-range	50'	70'	County
J. Widen Rossville Boulevard north of Ridge Road	Short-range	55'	75'	County
K. Extend Lennings Lane to the proposed Yellow Brick Road extension	Continual	36'	70'	Private Sector
L. Widen Mohrs Lane	Continual	40'	60'	Private Sector
M. Widen Ridge Road from Philadelphia Road to Square Ridge Road	Long-range	40'	60'	County and Private Sector
N. Construct an interchange at Philadelphia Road and White Marsh Boulevard	Short-range	--	--	County and State

* Short-range indicates a time frame within five years. Long-range indicates a time frame of six years or more. Continual indicates gradual but steady progress on a parcel-by-parcel basis.

PART 4

Implementation

Implementation

The implementation of the study's recommendations will be effected through an ongoing planning process involving county and state governments, as well as citizens and private developers. Many of these recommendations can be implemented in the near future while implementation of other recommendations will take several years. Implementation of some recommendations is likely to occur on an opportunity basis rather than according to a set schedule.

Listed below are specific implementation actions.

Implementing Actions	Primary Responsibility for Implementation
<p>A. Prior to completion of the 1992 Comprehensive Zoning Map process, establish a special overlay zoning district for industrial development as described in the land use recommendations of this study. The potential coverage of this district is delineated in Items 9, 10, 11, and 21 of Appendix E.</p>	<p>Office of Planning and Zoning</p>
<p>B. Prior to completion of the 1992 Comprehensive Zoning Map process, develop a Neighborhood Business zoning classification as described in the land use recommendations. Potential sites for neighborhood business zoning are indicated in Items 1 and 2 of Appendix E.</p>	<p>Office of Planning and Zoning</p>
<p>C. Strengthen the regulations for M.L.R. zones to provide effective protection for residential areas from the potential adverse impacts of industrial development.</p>	<p>Office of Planning and Zoning</p>
<p>D. In accordance with the 1992 Comprehensive Zoning Map process, file for consideration by the Planning Board and the County Council, a zoning reclassification application for each of the potential zoning map amendments specified in Table 7 and Appendix E.</p>	<p>Office of Planning and Zoning</p>

<u>Implementing Actions (continued)</u>	<u>Primary Responsibility for Implementation</u>
E. Carry out plans to design and construct the Nottingham Middle School-Recreation Center. This facility is presently programmed for construction in FY96.	Board of Education and the Department of Recreation and Parks
F. Acquire an appropriate site in the Kings Court area for a future neighborhood park. Design and construction of this facility should be initiated when funds are available and the potential exists for intensive usage. A potential site is identified on Map 3.	Department of Recreation and Parks
G. Determine which stream valleys in the study area and the surrounding area are worthy of development as a recreation resource, and initiate acquisition and recreation development efforts.	Department of Recreation and Parks and the Office of Planning and Zoning
H. Revise the 1986 Federal Highway Classification map for the Baltimore urbanized area to reflect the road classifications recommended in Part 3 of this study.	State Highway Administration
I. Initiate an SHA project planning study for the improvement of Philadelphia Road.	State Highway Administration
J. Budget, design, and construct the "county" road improvements specified in Table 8. Give high priority to those improvements indicated as short-range projects.	Department of Public Works
K. As part of the private development process, require construction of the "private sector" road improvements specified in Table 8.	Department of Public Works

<u>Implementing Actions (continued)</u>	<u>Primary Responsibility for Implementation</u>
L. Expand MTA bus service as ridership demand occurs.	State Mass Transit Administration
M. Pursue implementation of the transportation enhancements recommended in the 1990 Maryland Statewide Commuter Assistance Study	Maryland Department of Transportation and Baltimore County Government
N. Consult the findings and recommendations of this study when designing or reviewing projects and making decisions that may have an impact on the study area.	County government, state government, citizens, and private developers

Appendix A

GENERAL INFORMATION ON BALTIMORE COUNTY ZONING CLASSIFICATIONS

	Zoning Classification	Summary
RESOURCE CONSERVATION	R.C.-2	Resource Conservation -- Agricultural Protection
	R.C.-3	Resource Conservation -- Deferral of Planning and Development
	R.C.-4	Resource Conservation -- Watershed Protection
	R.C.-5	Resource Conservation -- Rural-Residential
	R.C.-20	Resource Conservation -- Critical Area
	R.C.-50	Resource Conservation -- Critical Area-Agricultural
	R.C.C.	Resource Conservation -- Commercial
DENSITY RESIDENTIAL	D.R.-1, 2, 3.5, 5.5, 10.5 & 16	Density Residential -- for low, medium and high density urban residential area Numerals in each classification indicate maximum number of units permitted per acre. No standard minimum lot size is required.
	Density Unit	A measure of residential use based on dwelling-unit capacity, applicable in D.R.-16 and R.A.E. zones and in Unit Developments.
		An efficiency apartment..... = 0.50 density units
		1 bedroom dwelling unit = 0.75 density units
		2 bedroom dwelling unit = 1.00 density units
	3 or more bedroom dwelling unit = 1.50 density units	
ELEVATOR APARTMENT	R.A.E.-1	Residence, Apartment, Elevator -- for mid-rise elevator apartment building development in designated town and community centers. <u>Forty density units</u> per acre.
	R.A.E.-2	Residence, Apartment, Elevator -- for high-rise elevator apartment buildings within designated town centers only. <u>Eighty density units</u> per acre.
OFFICE	R-O	Residential Office -- to accommodate house conversion to office buildings as of right; small conventional office buildings permitted by special exception.
	O-1	Office Building -- to accommodate medium-size conventional office buildings in areas along heavily travelled highways that are well served by public transit and are located near commercial centers.
	O-2	Office Park -- to provide selectively for development of a limited number of spacious well-landscaped office parks.
	O.T.	Office and Technology -- to permit employment-intensive office development in combination with certain high technology and residential development.
BUSINESS	B.L.	Business Local -- Small Scale Commercial Areas
	B.M.	Business Major -- Large Scale Commercial Areas
	B.R.	Business Roadside -- The Most Permissive Commercial Classification
MANUFACTURING	M.R.	Manufacturing Restricted -- the most restrictive industrial classification; may be granted only by the zoning petition process.
	M.L.R.	Manufacturing Light Restricted -- permits industrial plants and offices with convenient access to expressways to serve as industrial employment centers.
	M.L.	Manufacturing Light -- provides for light industrial uses such as assembly plants, processing, etc.
	M.H.	Manufacturing Heavy -- the most permissive industrial classification
DISTRICTS	--to further the purposes of zones; they are intended to provide greater refinement in land-use regulation (they appear only as a suffix to some of the above zones).	
	C.R. Commercial, Rural	C.S.A. Commercial, Supporting Area
C.N.S. Commercial, Neighborhood Shopping	C.S.-1 Commercial, Strip-1	
C.C.C. Commercial, Community Core	C.S.-2 Commercial, Strip-2	
C.T. Commercial, Town-Center Core	I.M. Industrial Major	

Appendix B

SITES LISTED ON THE MARYLAND HISTORIC TRUST INVENTORY

<u>Street Number*</u>	<u>MHT Site Number</u>	<u>Comments</u>
8772	BA-2430	REGESTER BUNGALOW. Bungalow with rock-faced concrete block walls. Well designed. Good condition.
8774	BA-2431	BANKS HOUSE. Colonial Revival, American Four-Square, hip-roofed house of rock-faced concrete block with prominent quoined corners. Well designed. Good condition.
8776- 8778	BA-2432	ROSSVILLE INN. The Rossville Inn, an older commercial building with jerkinhead roofing. Now covered with aluminum siding. Forms part of Rossville cluster.
9100	BA-2433	MOHR HOUSE. Northeast corner of Lennings Avenue and Philadelphia Road, an excellent red brick house in Victorian style with cross-gabled roof screened by evergreens. Also a board and batten stable.
9136	BA-2434	WALBECK HOUSE. Southwest corner of Lennings Lane and Philadelphia Road, a cross-gabled Victorian house with full-width front porch, now covered with blue aluminum siding. The cross gable forms a second story pavilion.
9222	BA-2435	SCHAMEL HOUSE. Large, two-story frame house with gable roofing, aluminum siding. Late Victorian or vernacular style with 1-over-1 double-hung sash windows. Inset entrance off full-width front porch. At southeast corner of Windsor Way. Excellent condition.

APPENDIX B (continued)

<u>Street Number*</u>	<u>MHT Site Number</u>	<u>Comments</u>
9304?	BA-2436	HOEFMEISTER-BARROW HOUSE. Northeast corner of Windsor Way. Large L-shaped frame Victorian cross-gabled house, well back from road. Decorative porch rails. Fishscale shingles. Large white stable. Apparently the Charles Hoffmeister House of 1915 atlas.
9505	BA-2437	EAST HOUSE. Small frame house in vernacular style, three bays wide, with full-width front porch; gable roofing. Arched end-chimney on north end. Covered with green composition shingles. Fair condition. Just north of King Avenue. The J.B. East House of 1915 atlas, Plate 30.
9519	BA-2438	OLDE PHILADELPHIA INN. Large, colonial revival, hip-roofed. American Four-Square House converted to use as a bar. Ugly parking lot. Concrete block foundation. Wall covering is vertical blue aluminum. Fair condition. O.A. Frank's in 1915 atlas, Plate 30. (Tax Map 82, P160).
9719	BA-2439	NEISER HOUSE. Frame, boxy, vernacular or late Victorian house of 2-1/2 stories with full-width front porch. Large cross-gable. Cream colored composition shingles. Shown on F. Neiser's on "House Numbers" map.
9734	BA-2477	BUCK'S SCHOOL HOUSE. This frame school house was built about 1859 on a lot donated by Benjamin Buck, the owner of an inn called the Half-Way House that had been operated by his father. Mr. Buck was born, lived, and died in the

APPENDIX B (continued)

Street Number*	MHT Site Number	Comments
		<p>same house, reaching the age of 88 (<u>Maryland Journal</u>, January 5, 1878). The school was also called Poplar School No. 6, District 14, for the Poplar station on the B. & O. Philadelphia Extension rail line. The school was sold off as surplus property in 1937 and acquired for residential purposes by Allan L. and Caroline Corse Carter. The house is now painted green. The construction of I-95 caused Buck's School House Road to be cut in two and the part nearest the school is an abandoned remnant. Owner: Bernard Joseph Rolek.</p>
10000	BA-2440	<p>DUDNANSKI BUNGALOW. Opposite terminus of Mohr's Lane. Red, shingled bungalow with hip-roof, full-width front porch; gabled dormers. Good condition. Possibly shown in 1915 atlas, Plate 30, but unidentified.</p>
10004	BA-2441	<p>HOLTZNER HOUSE. Second house north of Mohrs Lane on west side. Frame, late Victorian house with a prominent pavilion combing 3rd floor dormer and entrance vestibule. Full-width front porch with rock-faced concrete block foundation. Main foundation of concrete. Deeds prove this was the site of the second toll gate of the Baltimore and Havre de Grace Turnpike Company. The lot was sold in 1894 to Mary Jane Brooks, the last tollgate keeper. The old dwelling was destroyed by fire. The present house was presumably built by John M. Holtzner after 1899, when he bought the lot from Mrs. Brooks for approximately</p>

APPENDIX B (continued)

Street Number*	MHT Site Number	Comments
		\$50. Possibly shown as unidentified rectangle on part of White Marsh Farm in 1915 atlas, Plate 30.
	BA-2442	DODGE DEALERSHIP. Frame, two-story commercial building of 1920s or 1930s still in use. The business was started as a repair garage in 1920s by Gilbert Smith, and expanded into Smith Motors, an auto showroom and dealership in the 1930s. Familiar sight on northwest corner of Cowenton Road and Route 7 just north of the terminus of Ebenezer Road.
10816	BA-2443	HOFFMAN HOUSE. First structure north of Dodge dealership, a rock-faced concrete block bungalow with hip roof and gabled dormers. Also a two-story garage to northwest. Good condition.
10822	BA-2444	SMITH HOUSE. Excellent, 2-1/2 story, Queen Anne style frame house with wrap-around porch on two sides, with white railing. Lunette windows in two gables. Bay windows front and side. Transom and sidelights over main door are opalescent glass. Three car garage. Shown on "House Numbers" map as Josephine Smith's. Good condition.
10828	BA-2445	ORTEL HOUSE. Well designed and well crafted shed-roofed bungalow of large proportions, built of rock-faced concrete block; set on high foundation. Full-width front porch with cast-concrete ballisters. Gable-roofed dormer. Shown as Ruth Ortel's on "House Numbers" map. Good condition.

APPENDIX B (continued)

Street Number*	MHT Site Number	Comments
10836	BA-2446	SURGY HOUSE. One-story bungalow, three bays wide, with hip roof. Foundation of rock-faced concrete block. Full-width front porch with modern wrought iron railings. Aluminum wall covering. Shown as Edward Surgy's on "House Numbers" map.
10848	BA-257	OLD GERST TAVERN. Believed to have been built shortly after laying out of the Baltimore and Havre de Grace Turnpike Road, which was chartered in 1814. Also called the Twelve Mile House as shown on the 1850 map by Sidney and the Jacob Gerst's Tavern as shown on 1877 atlas plate. Dimensions given in 1918 tax ledger 16 x 48 feet. Frame house with full-width porches and brown shingle covering as shown in 1970 photos. Repairs and restoration undertaken in 1978 have removed some of the porches and covered the shingles with clap-boarding or siding in yellow or cream color. Earlier reports estimated age at 1795, although it is not found in <u>Traveler's Directory</u> of 1804. Owner: Roger Mainster. Note: Mrs. Gambrill of White Marsh believed that this house dated to 1795 and existed before the turnpike was laid out.

* Street numbers are for Philadelphia Road.

Appendix C

DEFINITION OF HIGHWAY FUNCTIONAL CLASSIFICATION SYSTEMS FOR URBAN AREAS

The hierarchy of roads making up the functional systems for urban areas consists of principal arterials, minor arterial streets, collector streets, and local streets. These four functional systems are defined below.

1. Urban principal arterial system. The urban principal arterial system serves the major centers of activity of urbanized areas, the highest traffic volume corridors, and the longest trip desires, and carries a high proportion of the total urban area travel on a minimum of mileage..

The urban principal arterial system carries most of the trips entering and leaving the urban area, as well as most of the through movements bypassing the central city. In addition, significant intra-area travel, such as between central business districts and outlying residential areas, or between major suburban centers, is served by this class of facility. Frequently, the principal arterial system carries important intraurban as well as intercity bus routes.

Because of the nature of the travel served by the urban principal arterial system, all fully and partially controlled access facilities are usually part of this functional class. However, this system is not restricted to controlled access routes. In order to preserve the identification of controlled access facilities, the system is stratified as follows: (1) interstate, (2) other freeways and expressways, and (3) other principal arterials (with partial or no control of access).

For urban principal arterials, service to abutting land is subordinate to the provision of travel service to major traffic movements. Only facilities within the subclass of other principal arterials are capable of providing any direct access to adjacent land, and such service should be purely incidental to the primary functional responsibility of this class of roads.

APPENDIX C (continued)

2. Urban minor arterial street system. The urban minor arterial street system interconnects with and augments the urban principal arterial system. It accommodates trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The urban minor arterial street system includes all arterials not classified as principal. This system places more emphasis on land access than the higher system and offers a lower level of traffic mobility. Such a facility may carry local bus routes and provide intracommunity continuity, but ideally does not penetrate identifiable neighborhoods.

3. Urban collector street system. The urban collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. The collector street system may also carry local bus routes.
4. Urban local street system. The urban local street system comprises all facilities not in one of the higher systems. It serves primarily to provide direct access to abutting land and connections to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through traffic movement usually is deliberately discouraged.

SOURCES:

American Association of State Highway and Transportation Officials. A Policy on Geometric Design of Highways and Streets. 1984.

U.S. Department of Transportation. Federal Highway Administration. Highway Functional Classification. March 1989.

Appendix D

ISSUES RAISED BY CITIZENS PRIOR TO THE PREPARATION OF PRELIMINARY STAFF RECOMMENDATIONS

Land Use Issues

1. Protect stable residential areas from commercial/ industrial development.
2. Restrict the development of high density housing (particularly apartments).
3. Need high quality (not subsidized) housing for the elderly.
4. Limit the development of strip shopping centers.
5. Do not permit gas stations in the corridor (especially along Philadelphia Road).
6. Limit heavy industry along Philadelphia Road.
7. Do not permit truck or warehouse terminals and UPS or similar delivery service facilities within the study area unless all commercial vehicles access directly to Pulaski Highway or Yellow Brick Road.
8. Leave vacant land undeveloped.
9. Need to protect residential properties located in areas zoned industrial.
10. Need to protect residents of the Whip Poor Will Mobilehome Park from being displaced.
11. The Lennings Avenue corridor should be rezoned R.O. to be consistent with the continuation of this zoning from Franklin Square Hospital to Philadelphia Road.
12. Do not zone any additional land for heavy or medium-to-light industry.
13. This area at one time was a desirable residential section of Baltimore County. Lack of proper planning and permitting residences to be zoned commercial and allowing heavy commercial in our area has turned this area into a dirty, noise polluted, dangerous and traffic congested disaster.

APPENDIX D (continued)

Transportation Issues

1. Establish commuter rail service using the CSX line and provide a connection to White Marsh Mall.
2. Extend Yellow Brick Road to future Campbell Boulevard.
3. Plans for future expansion of the UMBERLY Trucking Company should provide for vehicular access to the rear of their property.
4. Due to weight restrictions, fire engines cannot cross the railroad bridge on Middle River Road. This situation prevents a nearby fire station in Middle River from serving the corridor, and consequently, the Kings Court-Barrington-Canterbury area must be served by the second closest fire stations (Cowenton and Golden Ring).
5. Due to weight restrictions, fire engines cannot cross the railroad bridge on Mohrs Lane.
6. Emergency vehicle access between Philadelphia Road and White Marsh Boulevard is desired by the Cowenton Fire Company, and the fire and police departments of Baltimore County.
7. The segment of Philadelphia Road located between Nottingham Village and future Campbell Boulevard is prone to flooding during heavy rains. When flooded, the portion of the study area lying to the south is inaccessible to the Cowenton Fire Company. In addition, there are a few homes located within the flood-prone area that are inaccessible in the event of an emergency when flooding occurs.
8. Philadelphia Road is a two-lane road with narrow shoulders or no shoulders in many places. In order to facilitate the movement of emergency vehicles, the Cowenton Fire Company wants the road to be widened to provide either a center turn lane or adequate shoulders throughout the corridor.
9. The segment of Philadelphia Road located about midway between White Marsh Boulevard and Cowenton Avenue (near Nelson Block Company) is a high accident area due to the poor vertical and horizontal alignment of the road.

APPENDIX D (continued)

10. The Philadelphia Road and Cowenton Avenue/Ebenezer Road intersection is a very dangerous area for motorists. This is an offset intersection and there is poor visibility looking south on Philadelphia Road from Ebenezer Road because of trees and the poor vertical and horizontal alignment of Philadelphia Road. In addition, traffic on Ebenezer Road approaching Philadelphia Road frequently backs up beyond the Cowenton Fire Company. This creates a problem when emergency vehicles must exit the fire station and travel on Ebenezer Road in the wrong lane to reach Philadelphia Road. Consideration should be given to eliminating the misalignment of Cowenton Avenue/Ebenezer Road and installing a traffic light.
11. Consider extending Franklin Square Drive northward to Harford County.
12. Limit heavy trucks and commercial traffic on Philadelphia Road.
13. At I-95, consider connecting the two segments of Silver Spring Road in order to facilitate east-west movement of traffic.
14. Prohibit commercial traffic on King Avenue.
15. Traffic on Philadelphia Road is horrendous:
 - Speeding is a problem.
 - Trucks are a problem. Too many trucks. Trucks are noisy (no mufflers). Many trucks are overweight. Trucks rattle houses causing structural damage. They cause extensive deterioration of Philadelphia Road. They disturb residents, especially at night when trying to sleep. They pollute the atmosphere. Should restrict truck traffic. They should use Pulaski Highway instead of Philadelphia Road. They should be stopped from operating all night long.
 - Automobile traffic has increased in last two years.
 - More police service is needed to stop traffic problems.
16. Road improvements should precede development.
17. Widen Philadelphia Road to three lanes (including center turn lane).

APPENDIX D (continued)

18. Provide curbs and sidewalks along Philadelphia Road, especially near shopping areas.
19. If going to dump Campbell Boulevard traffic onto Philadelphia Road need to improve Philadelphia Road.
20. Mohrs Lane Bridge is inadequate (only 1 lane).
21. Do not widen Philadelphia Road because this would put more traffic on this road. Widen Pulaski Highway instead.
22. Straighten the segment of Philadelphia Road at Mayflower Road nicknamed "Devil's Elbow."
23. Philadelphia Road should be widened now to compensate for existing and future traffic before it becomes a major traffic horror such as Belair Road and Ritchie Highway.
24. Install additional traffic lights on Philadelphia Road, especially at Cowenton/Ebenezer Road and relocate part of this dangerous intersection.
25. North of Middle River Road, the alignment of future Yellow Brick Road should be located along the right-of-way for the CSX Railroad.
26. An 80-foot ultimate right-of-way width for Philadelphia Road is excessive.

Other Issues

1. Require minimum setback of 300 feet for commercial/industrial development along Philadelphia Road and require effective landscaping and screening.
2. Enact stricter regulations for business signs and make the regulations retroactive.
3. Prohibit portable signs, signs that protrude from buildings, and billboards.
4. Provide sufficient community facilities and services (i.e., fire, police, education, health, parks, and recreation).

APPENDIX D (continued)

5. Enact stricter regulations on the placement and appearance of business fences, and make the regulations retroactive.
6. Place limitations on the clearing of trees from land bordering Philadelphia Road.
7. Vigorously enforce storm water management regulations and do not grant any waivers.
8. Establish a berm planted with pine trees along I-95 to provide a natural barrier between the highway and proposed development on adjacent land.
9. The Cowenton Fire Company is not notified of proposed development projects within its service area. The fire company would like as much advance notice of future development as is possible so that it can effectively plan and prepare for its arrival.
10. Upgrade inadequate culverts under Philadelphia Road.
11. Philadelphia Road does not drain property (water pools).
12. Noise pollution is caused by the Maryland National Guard jets and other planes taking off and landing at Martin State Airport.

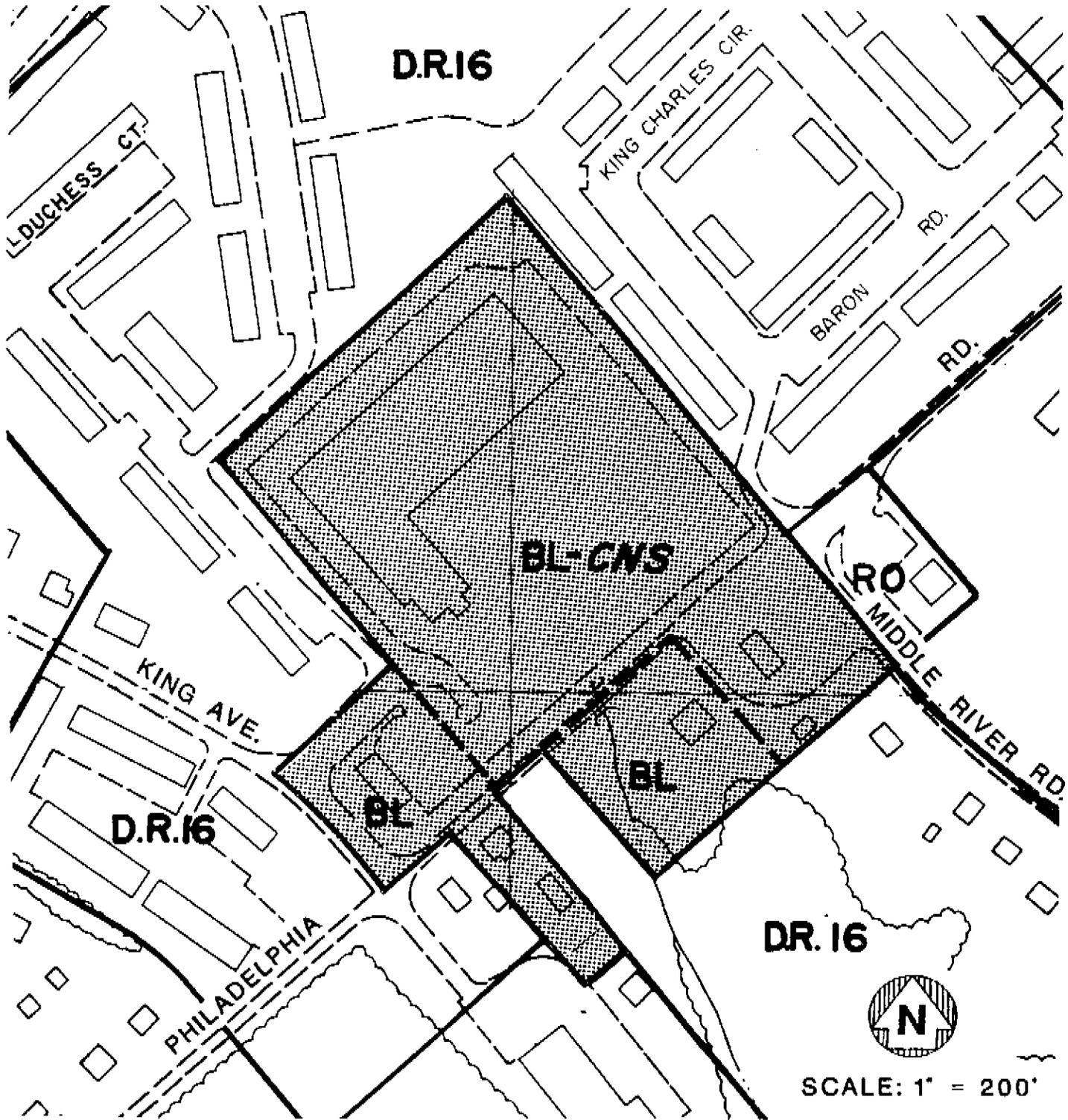
Appendix E

Potential Zoning Map Amendments

NOTE: The item numbers in this appendix correspond to the item numbers in Table 7.

APPENDIX E

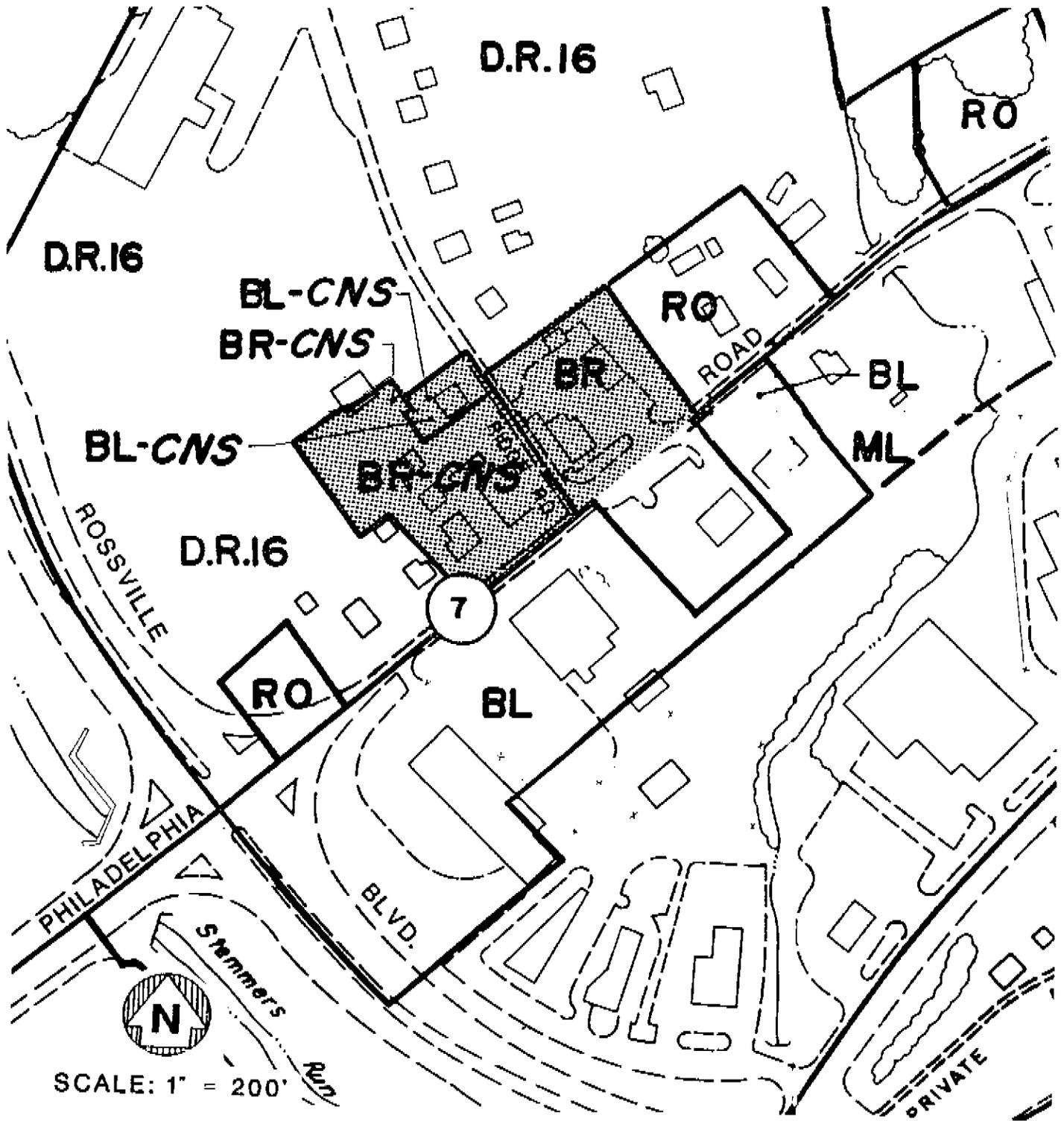
Item 1: BL and BL-CNS to BN* or BL



* Proposed Neighborhood Business zone (to be written).

APPENDIX E (continued)

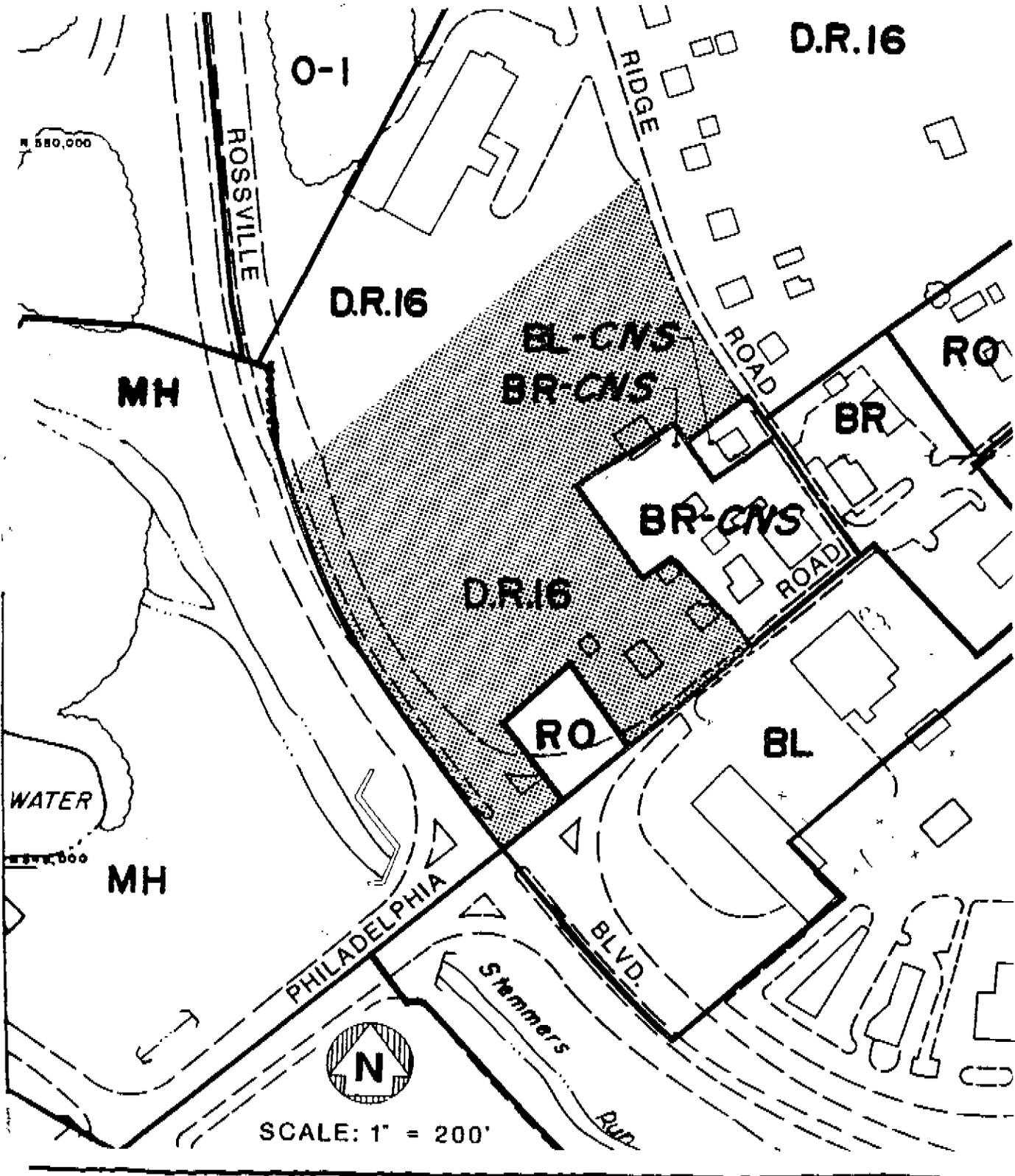
Item 2: BL-CNS, BR, and BR-CNS to BN*, BL, or O-1



* Proposed Neighborhood Business zone (to be written).

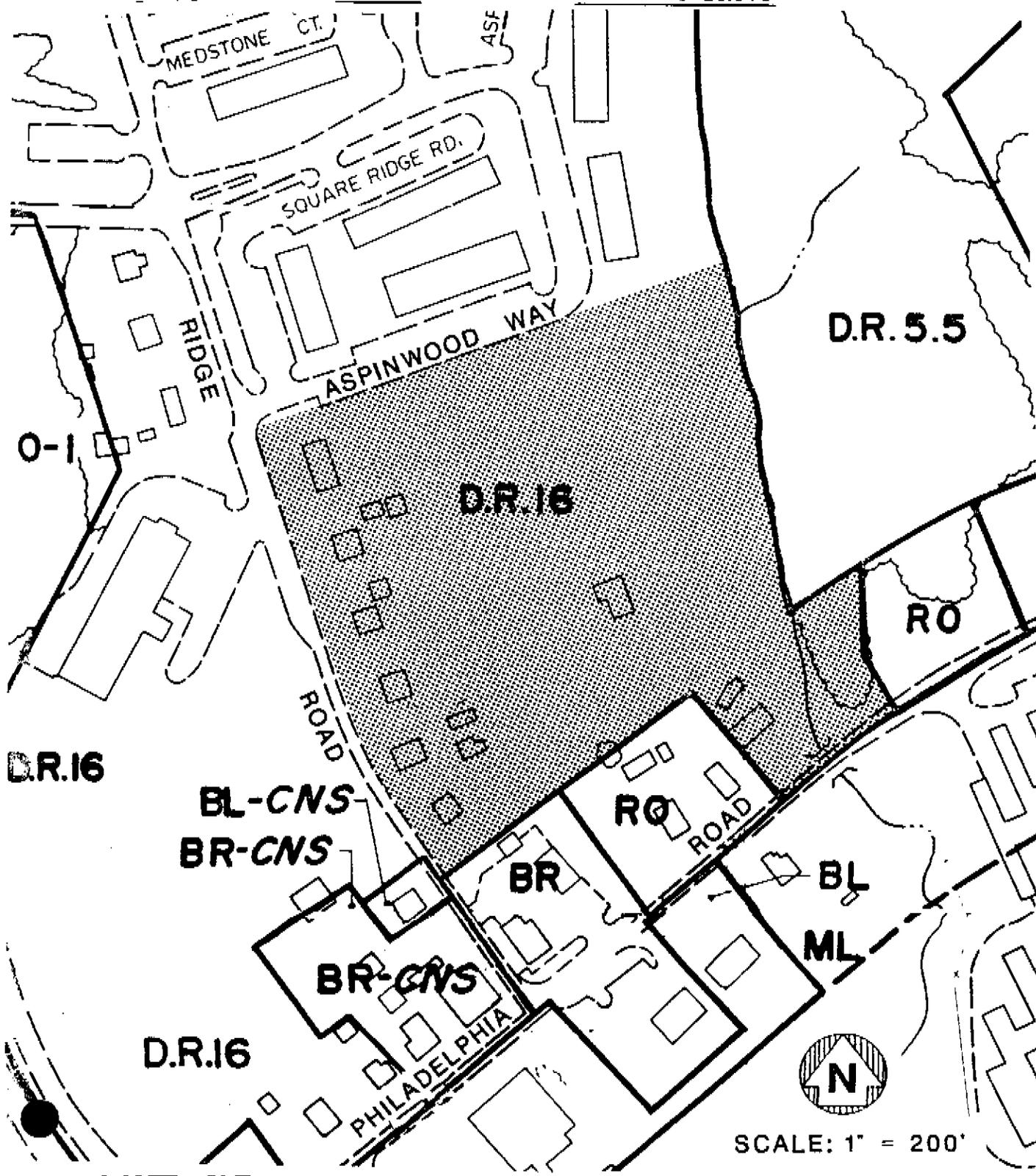
APPENDIX E (continued)

Item 3: DR16 to DR5.5, RO, or O-1



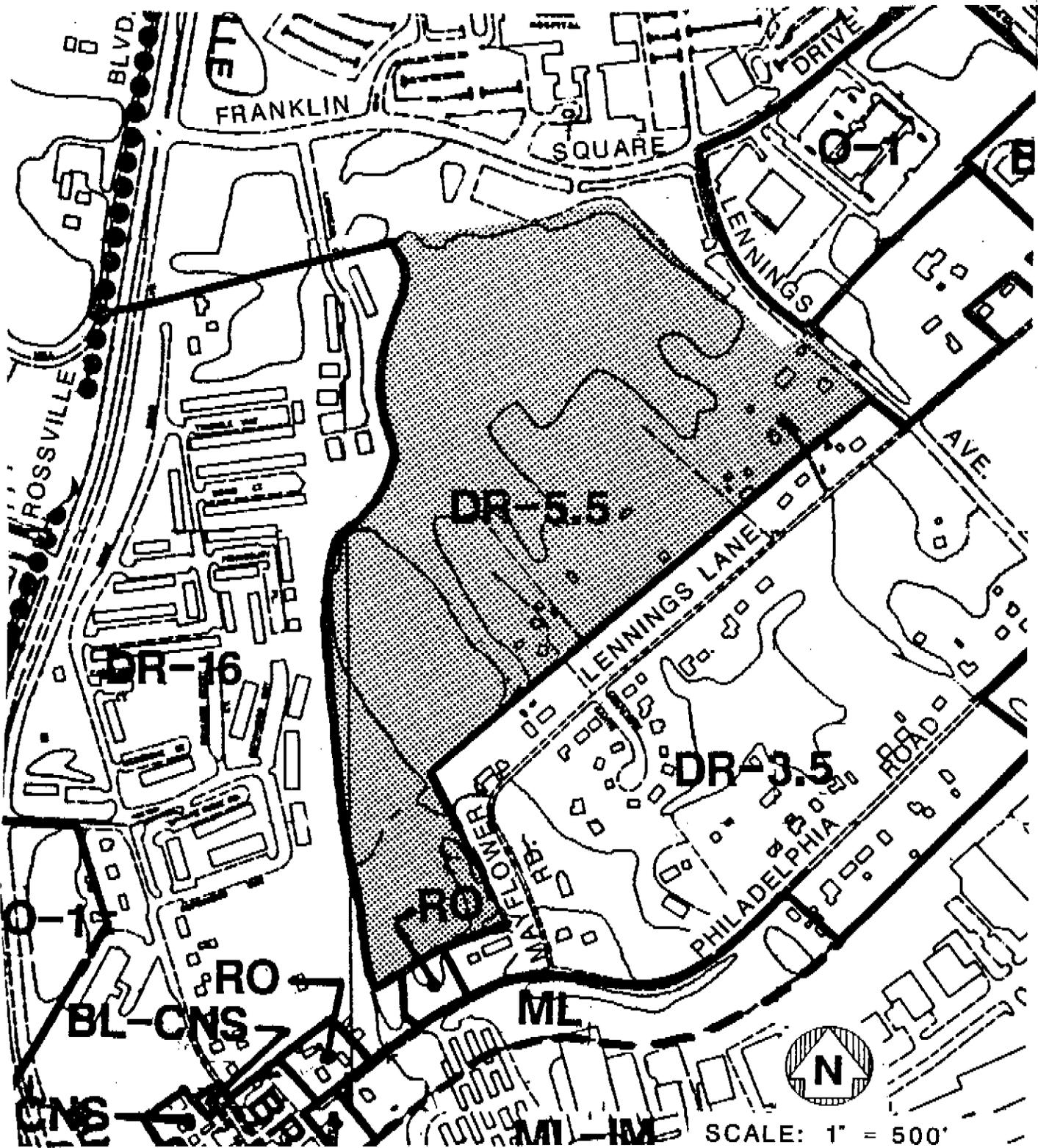
APPENDIX E (continued)

Item 4: DR16 to DR3.5 or DR5.5



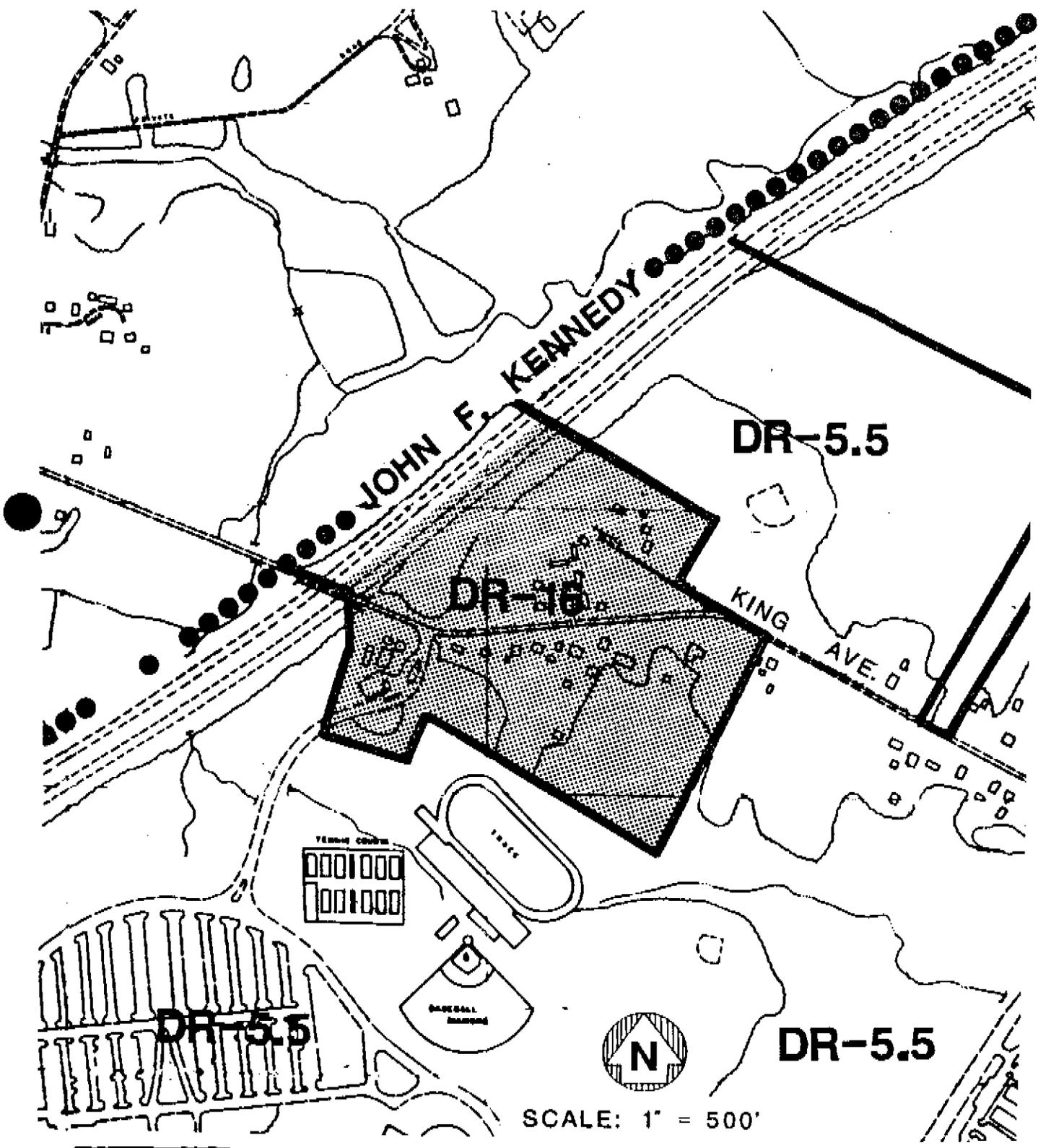
APPENDIX E (continued)

Item 5: DR5.5 to DR3.5



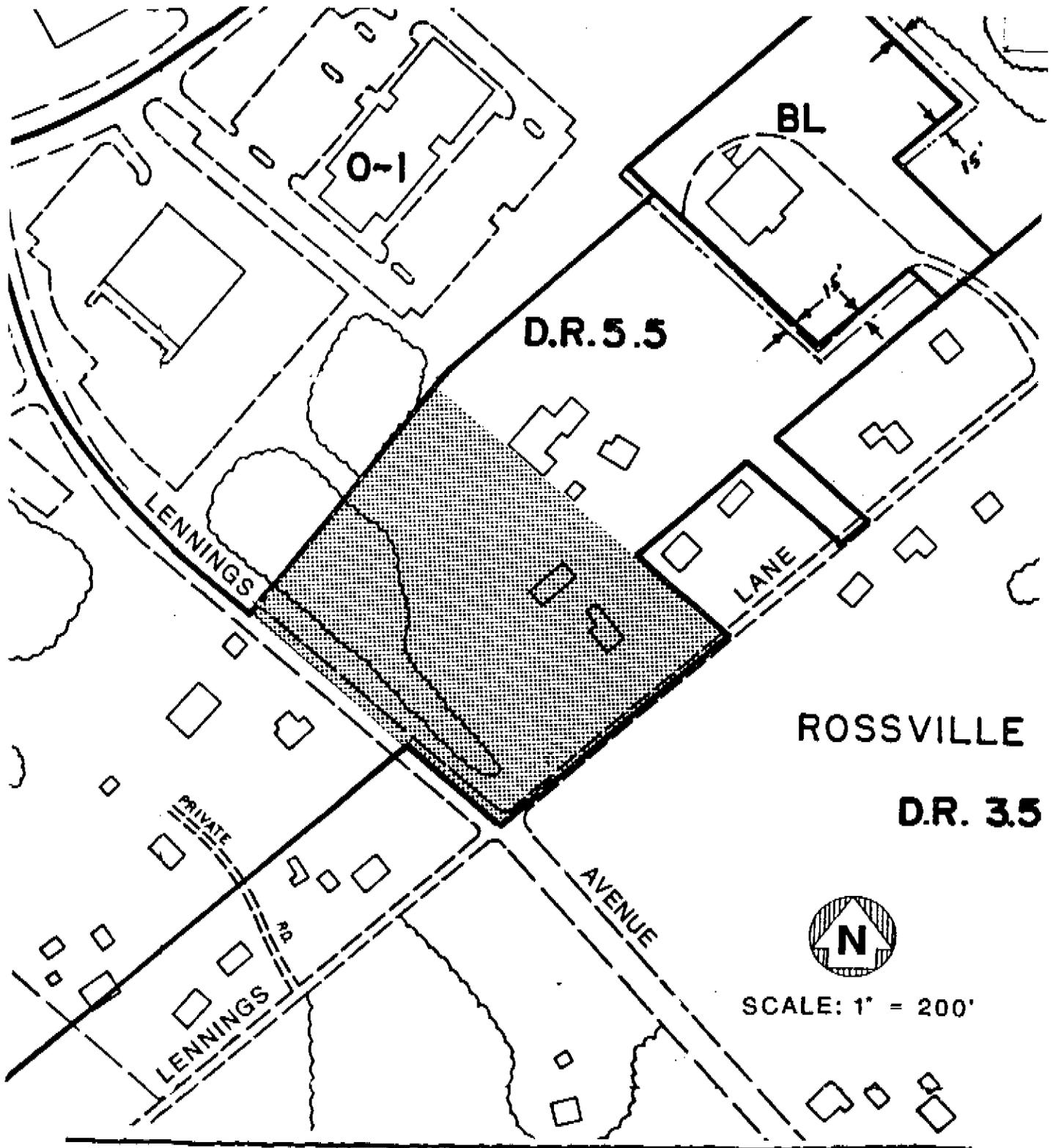
APPENDIX E (continued)

Item 6: DR16 to DR5.5



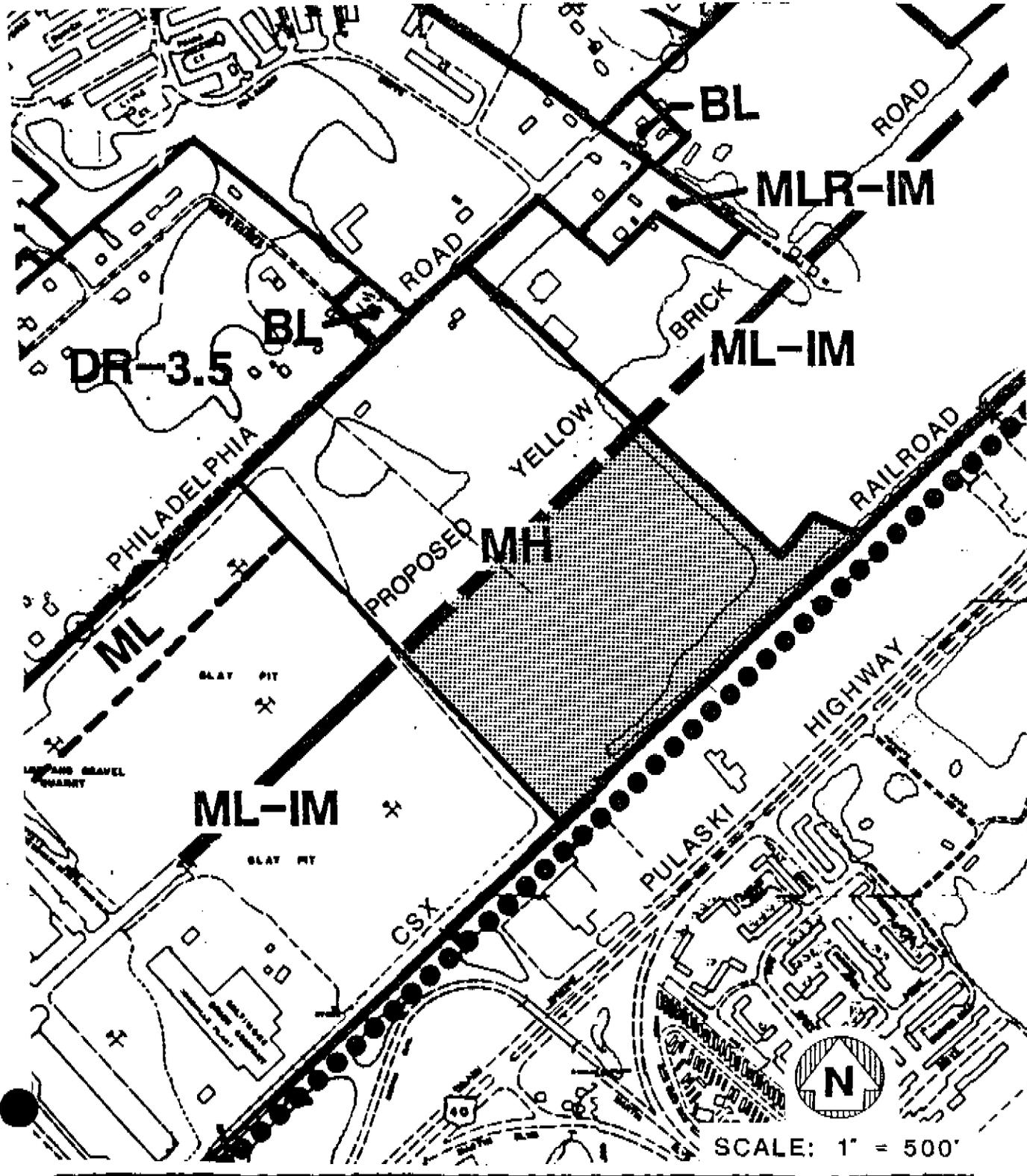
APPENDIX E (continued)

Item 7: DR5.5 to O-1



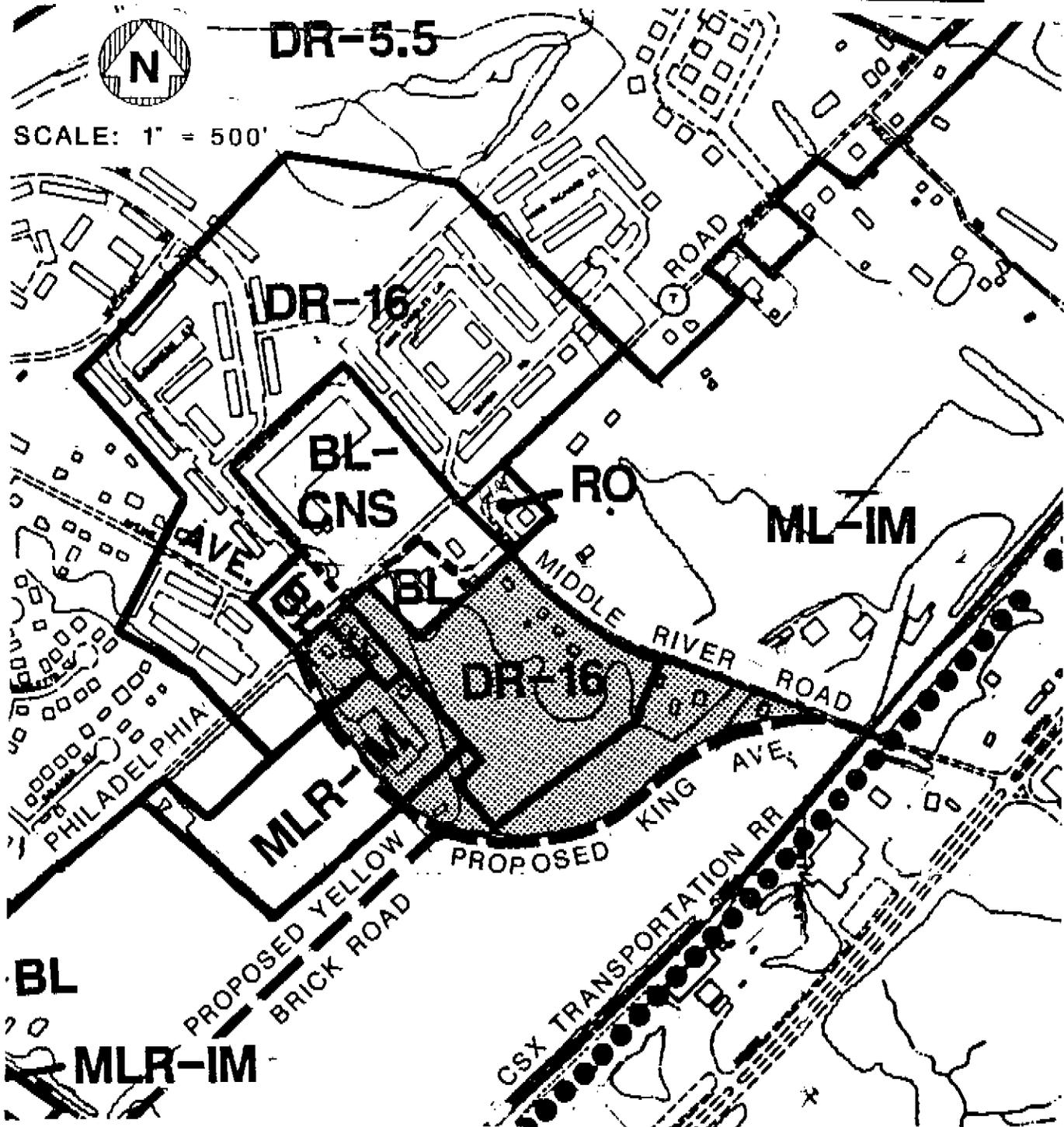
APPENDIX E (continued)

Item 8: MH to ML



APPENDIX E (continued)

Item 9: DR16, MLR-IM, ML-IM, and BL to ML-PRC*, MLR, or SE**

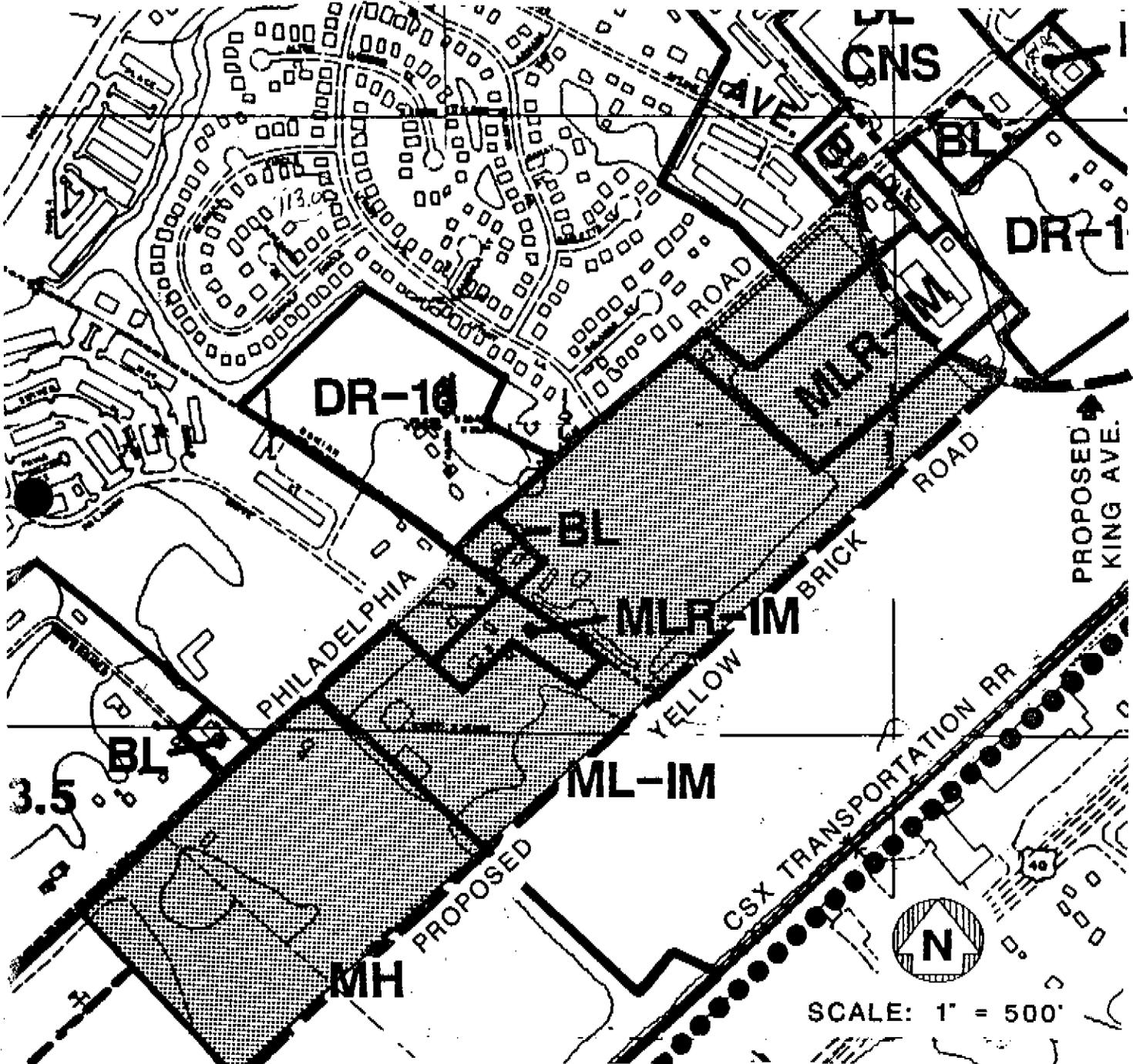


* Proposed Philadelphia Road Corridor overlay district (to be written).

** Proposed Service-Employment zone (to be written).

APPENDIX E (continued)

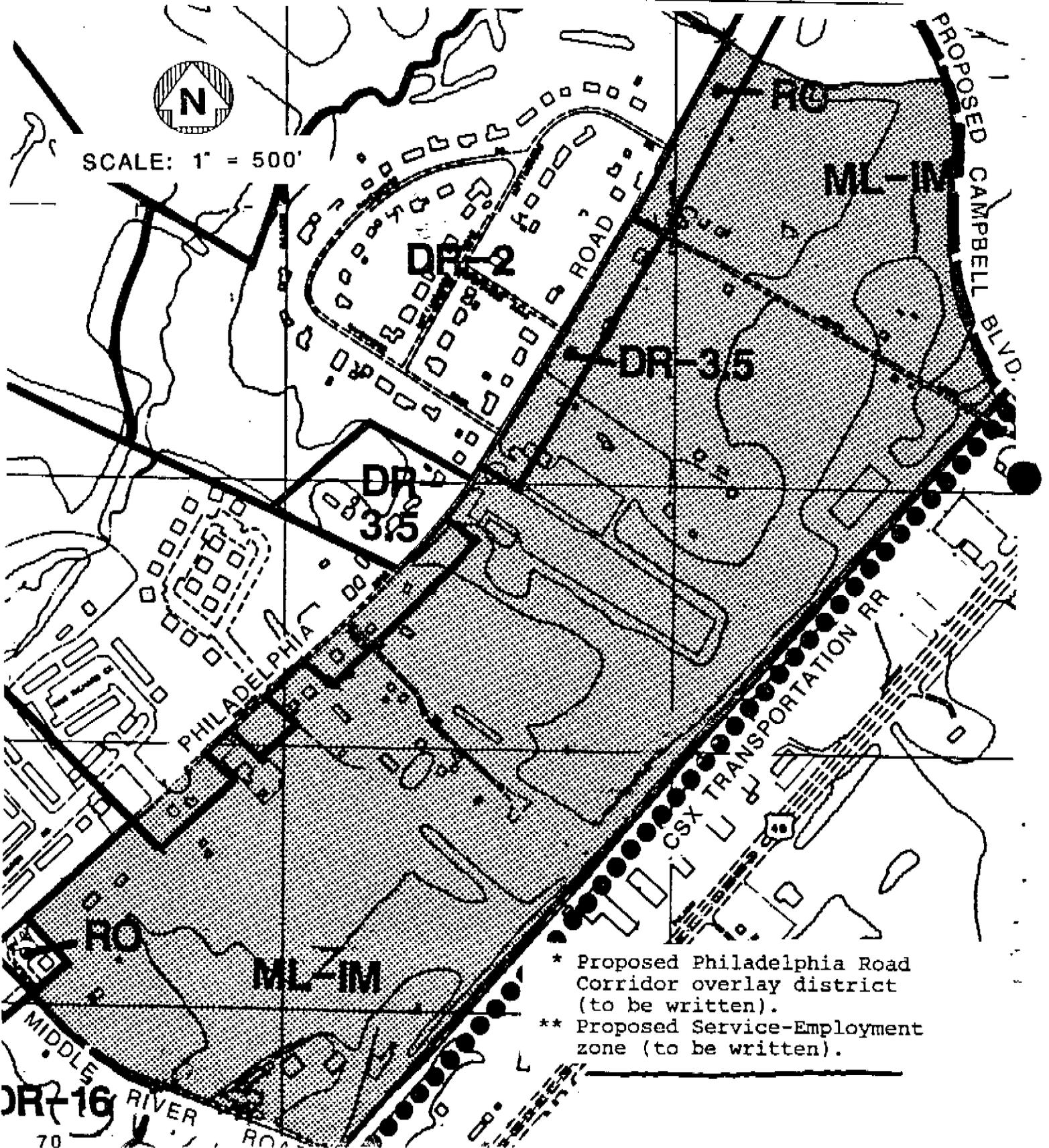
Item 10: DR5.5, DR16, BL, MLR-IM, ML-IM, and MH to ML-PRC*, MLR, or SE**



* Proposed Philadelphia Road Corridor overlay district (to be written).
** Proposed Service-Employment zone (to be written).

APPENDIX E (continued)

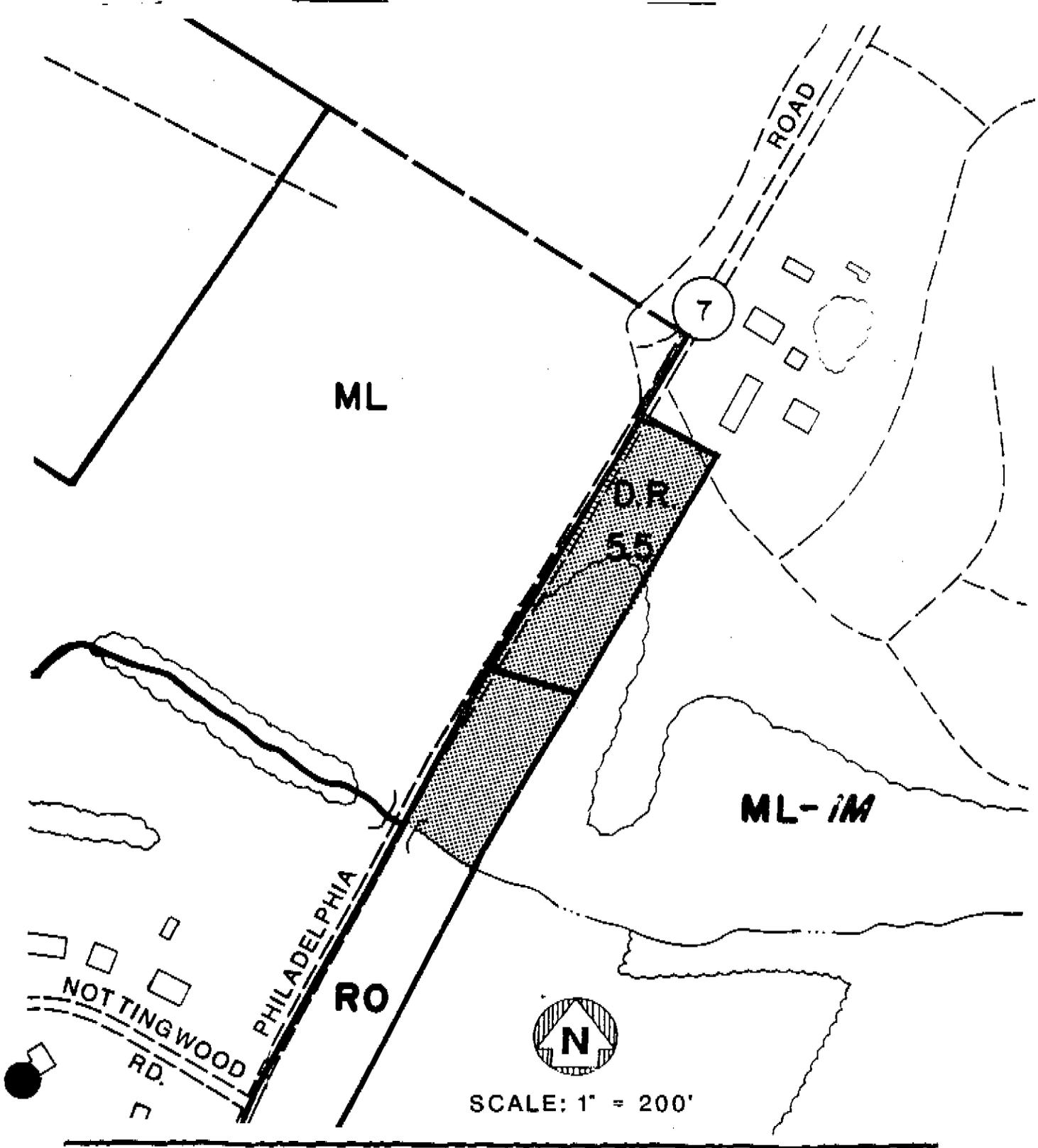
Item 11: DR3.5, DR5.5, RO, and ML-IM to ML-PRC*, MLR, or SE**



* Proposed Philadelphia Road Corridor overlay district (to be written).
** Proposed Service-Employment zone (to be written).

APPENDIX E (continued)

Item 12: DR5.5 and RO to ML-IM

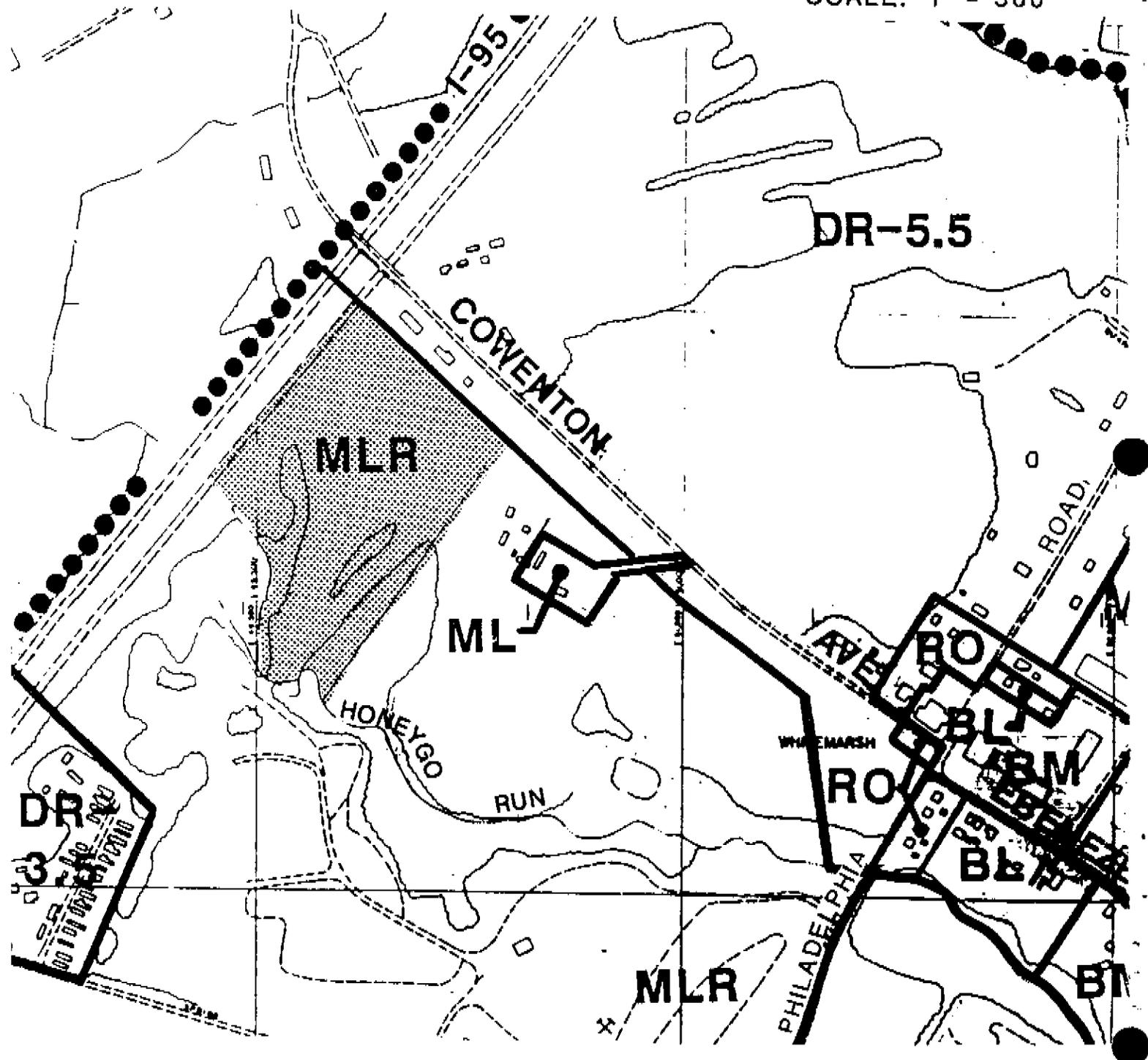


APPENDIX E (continued)

Item 13: MLR to DR5.5

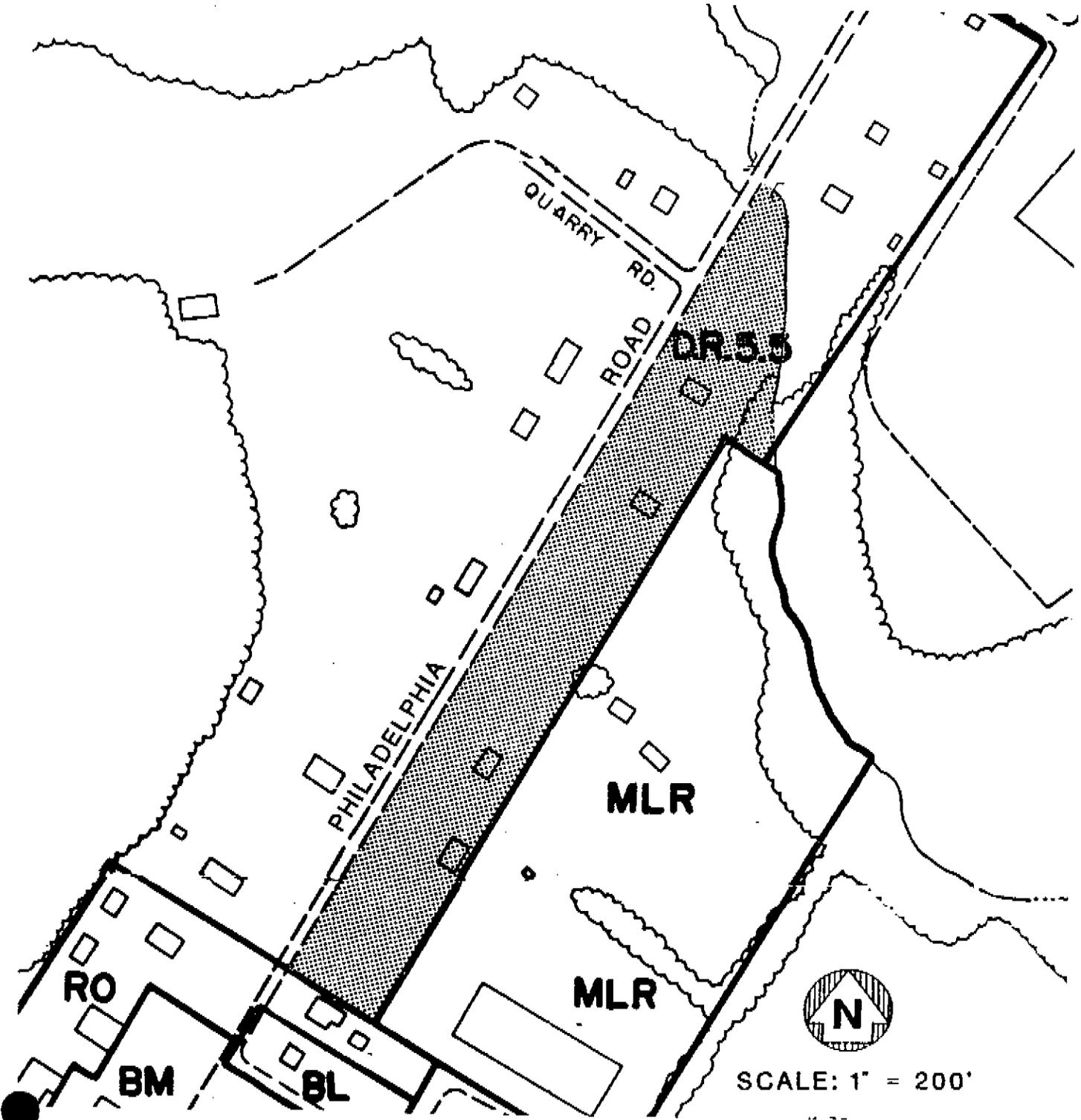


SCALE: 1" = 500'



APPENDIX E (continued)

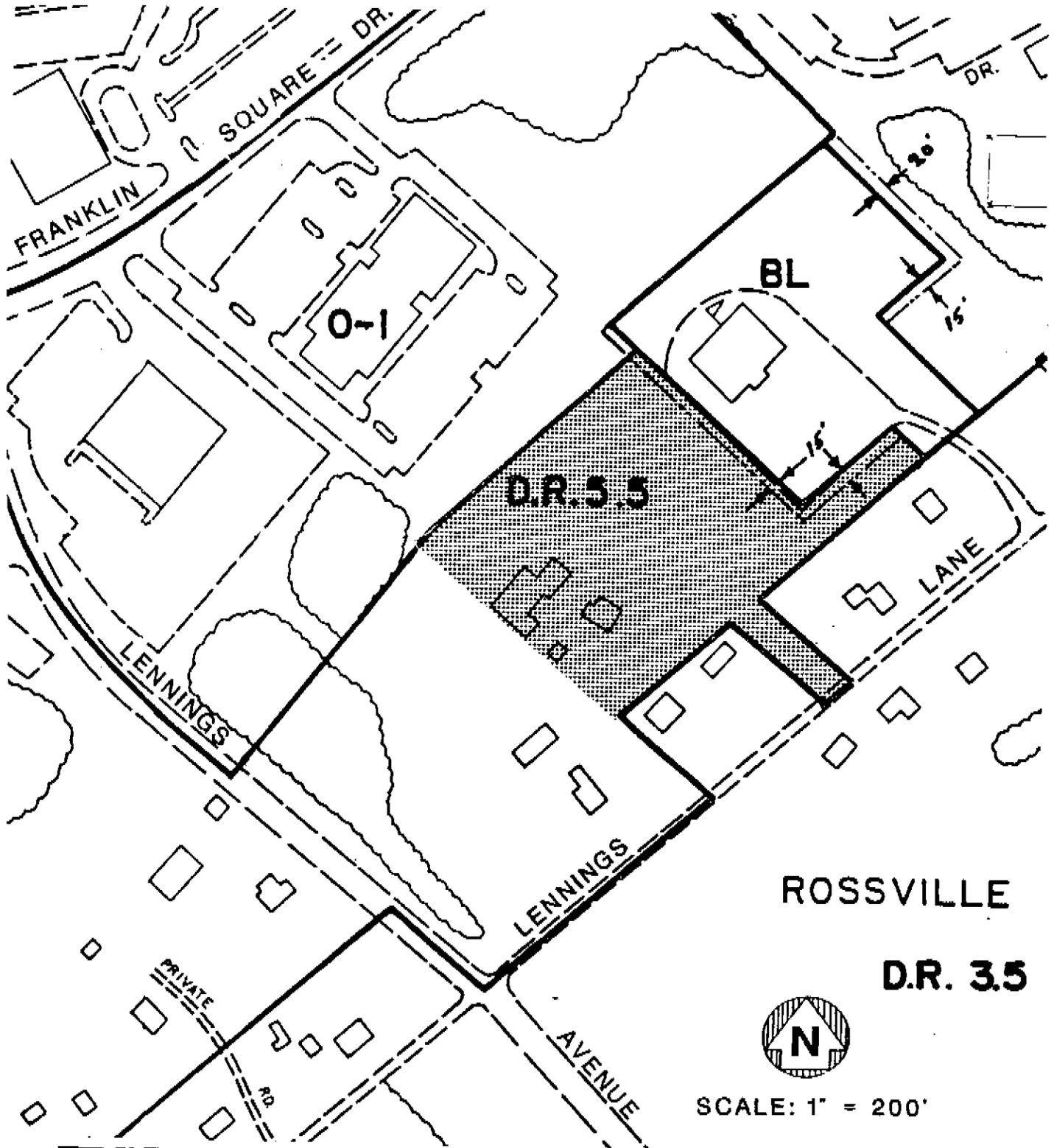
Item 14: DR5.5 to MLR, O-1, or SE*



* Proposed Service-Employment zone (to be written).

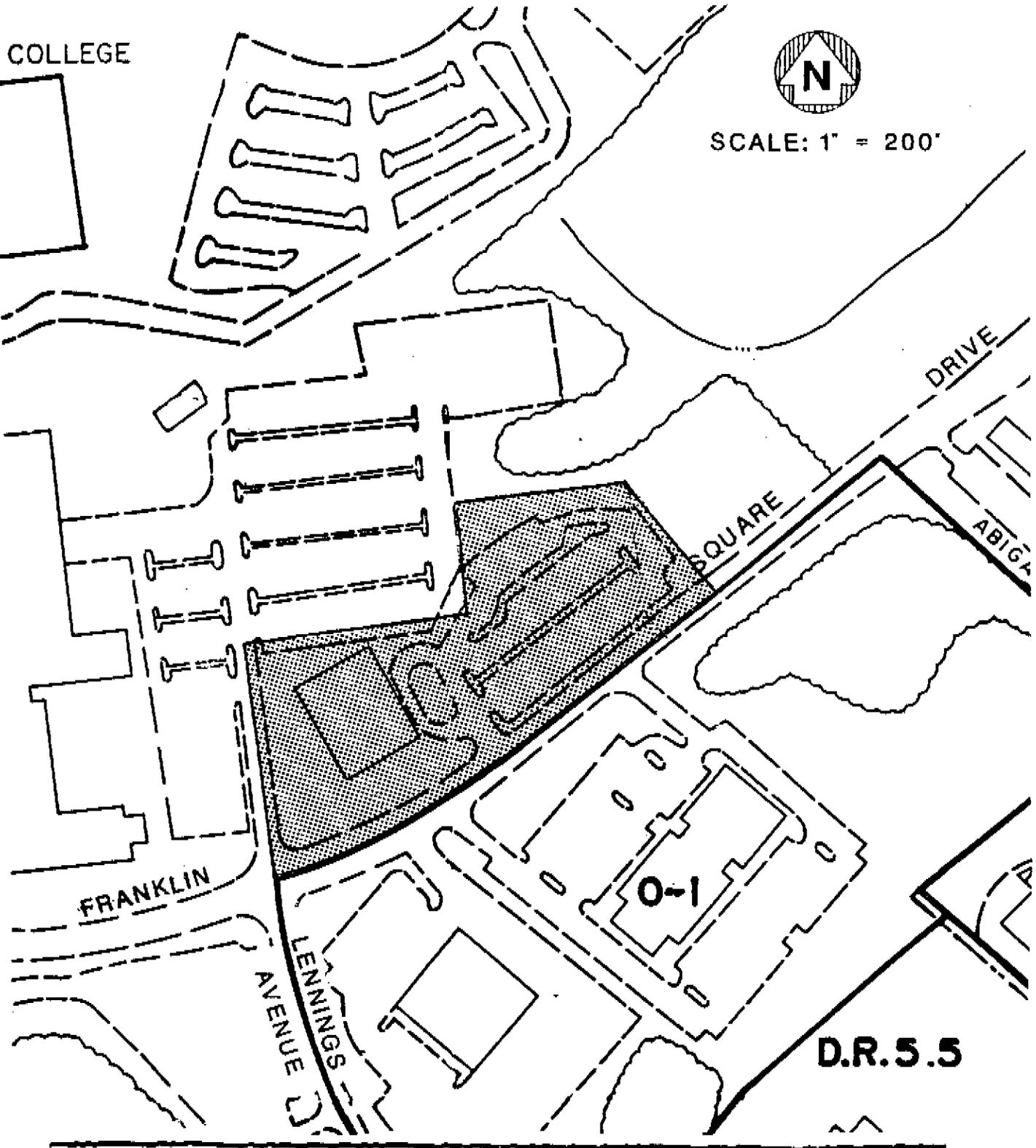
APPENDIX E (continued)

Item 15: DR5.5 to DR3.5



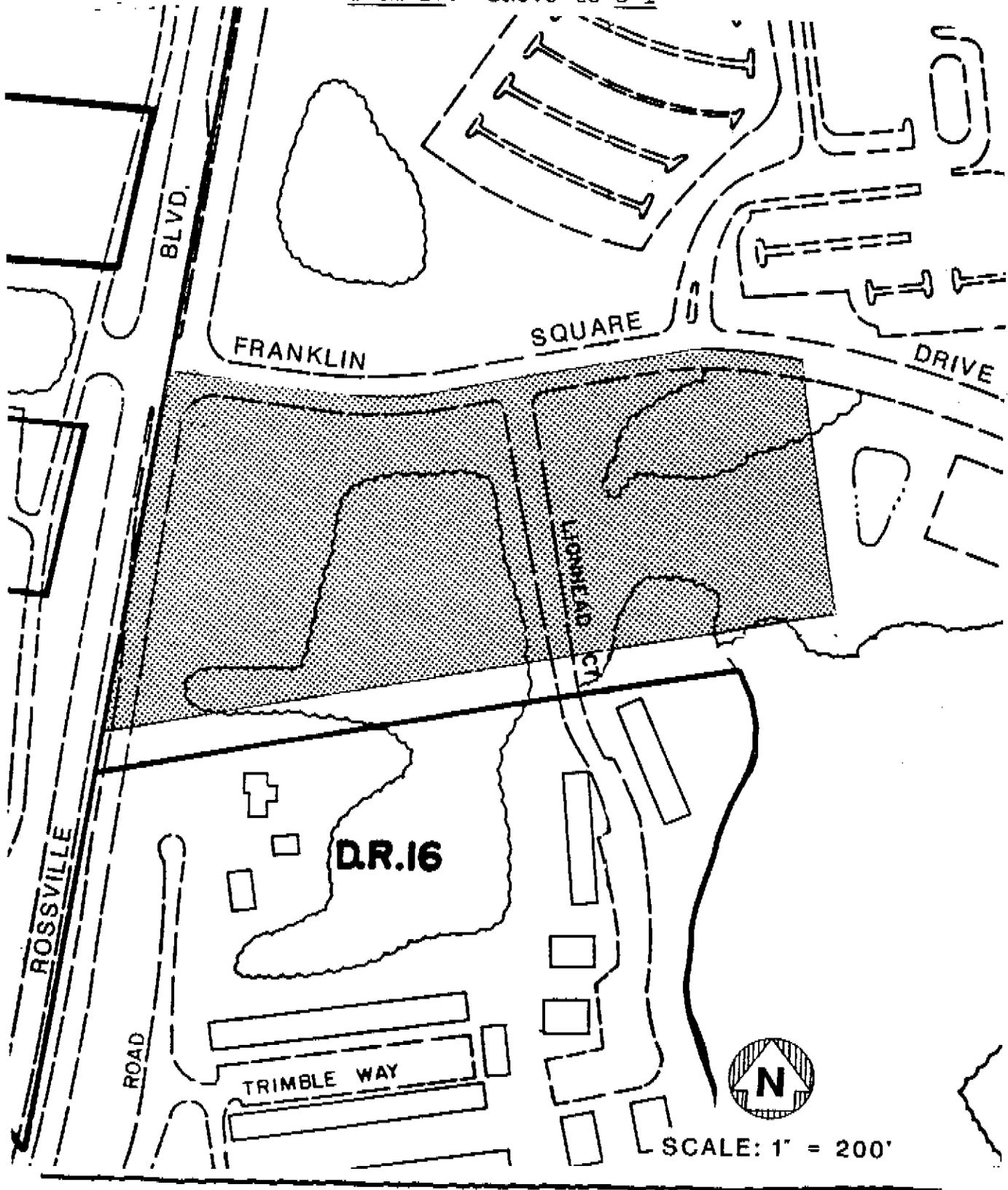
APPENDIX E (continued)

Item 16: DR5.5 to O-1



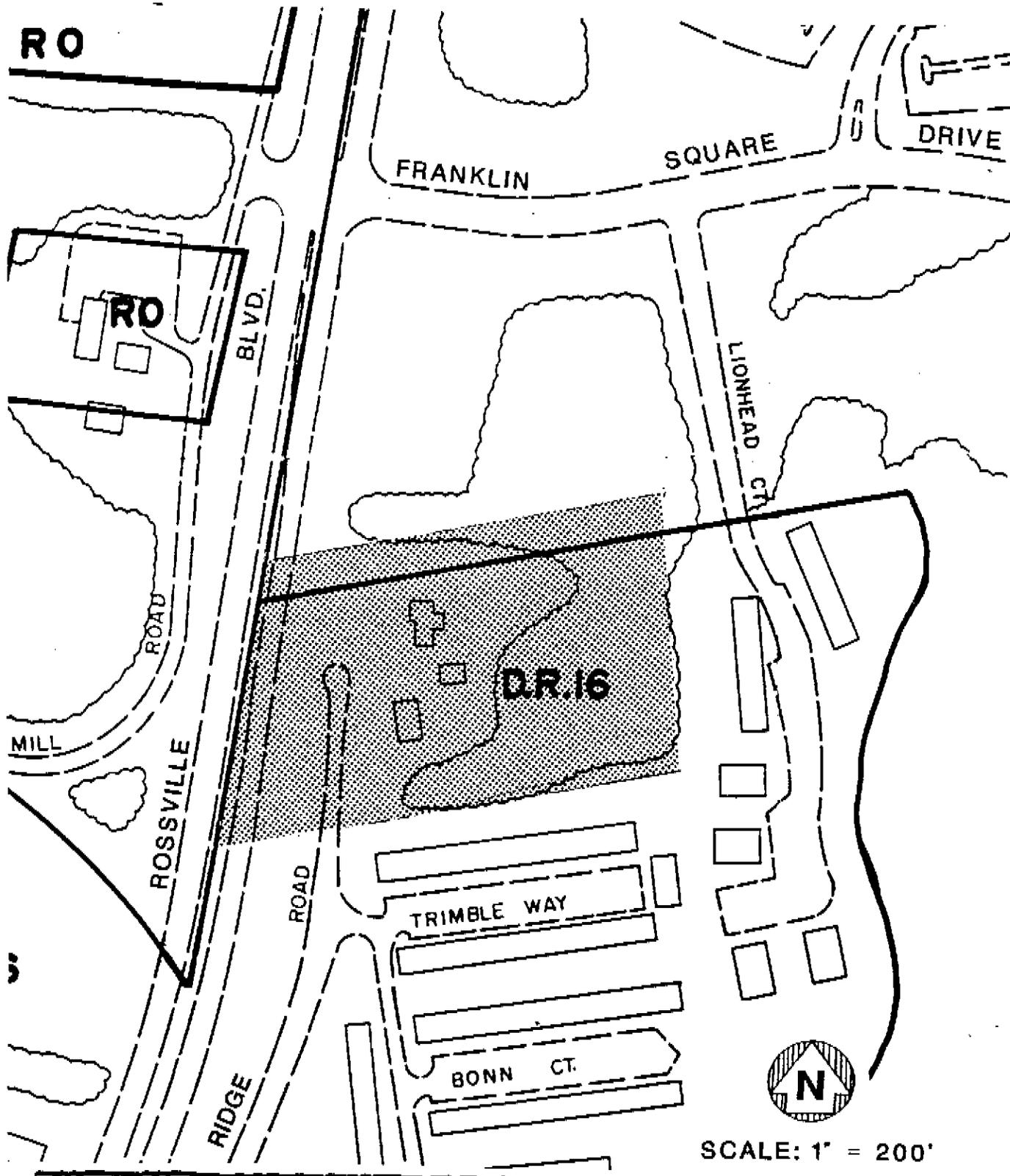
APPENDIX E (continued)

Item 17: DR5.5 to O-1



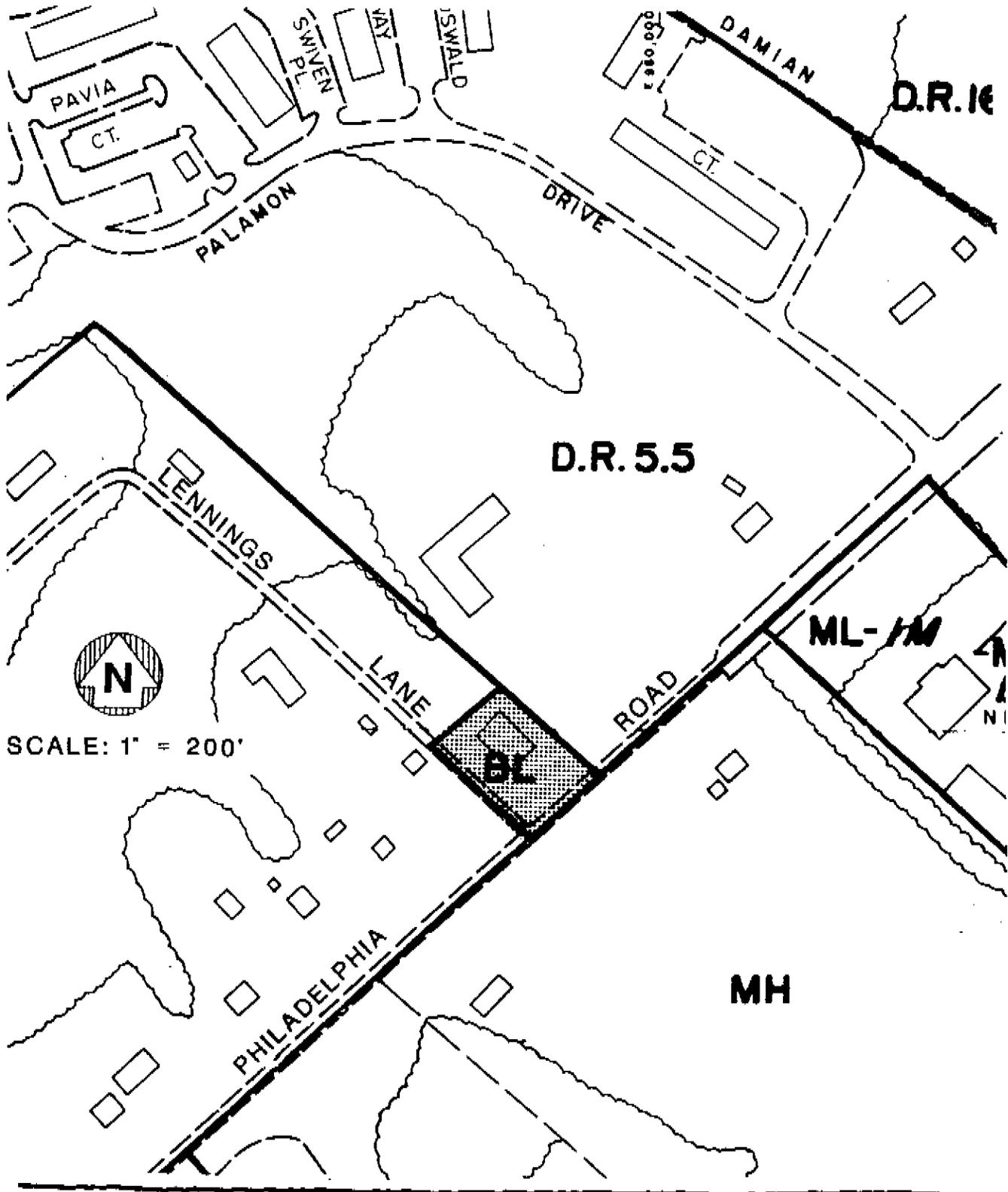
APPENDIX E (continued)

Item 18: DR5.5 and DR16 to DR5.5 or DR10.5



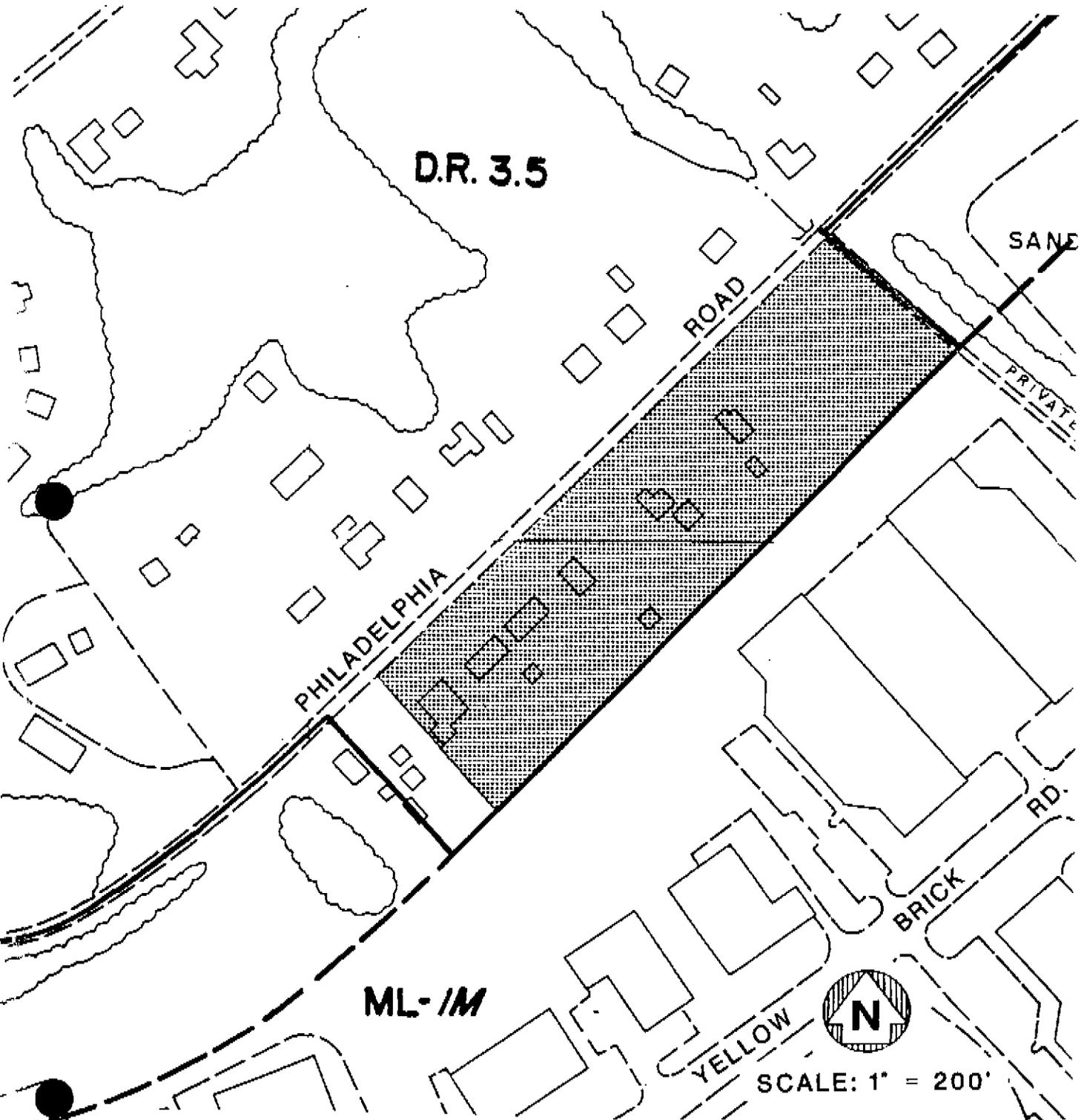
APPENDIX E (continued)

Item 19: BL to DR3.5



APPENDIX E (continued)

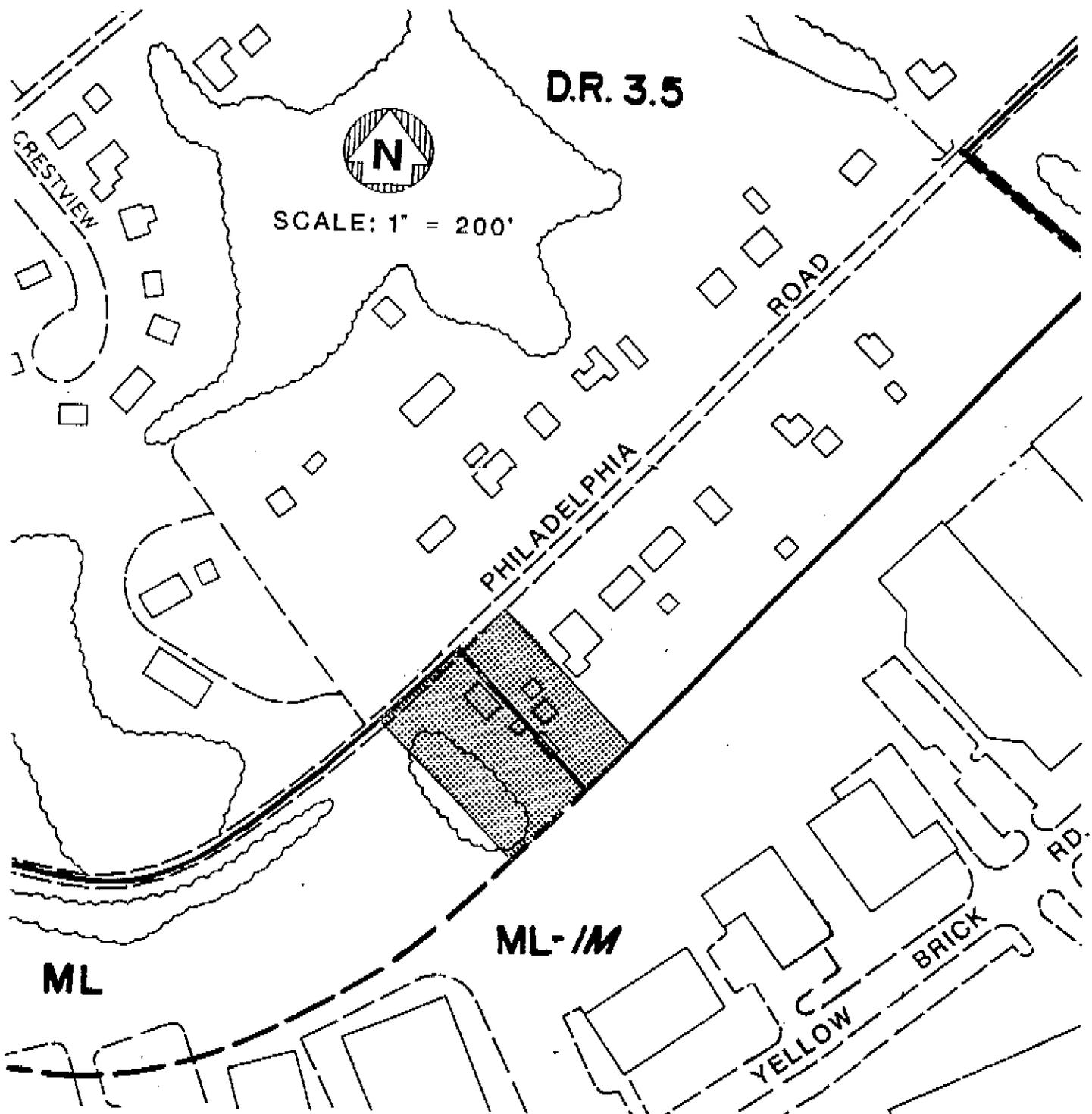
Item 20: DR3.5 to RO or ROA*



* Proposed Residential-Office, Class A zone (to be written).

APPENDIX E (continued)

Item 21: ML and DR3.5 to ML-PRC*, MLR, or SE**



* Proposed Philadelphia Road Corridor overlay district (to be written).

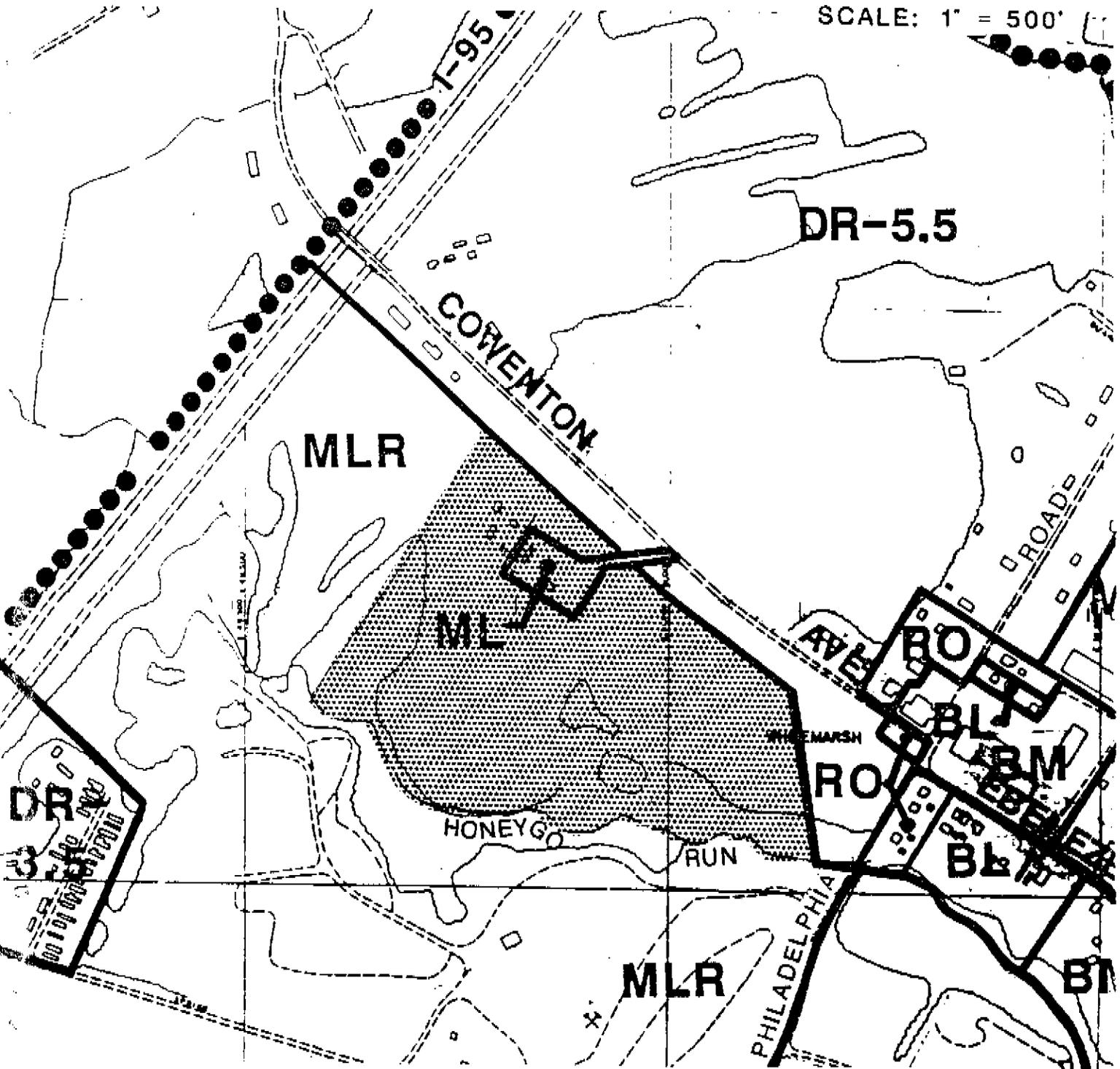
** Proposed Service-Employment zone (to be written).

APPENDIX E (continued)



Item 22: MLR and ML to MLR and ML or SE* and ML

SCALE: 1" = 500'



* Proposed Service-Employment zone (to be written).

Appendix F

DESCRIPTION OF CITIZEN INVOLVEMENT

Citizen involvement was a major factor in the preparation of this report. A broad-based advisory group was created early in the planning process to assist the project staff in the identification of issues and the preparation of recommendations. The advisory group was composed of representatives of homeowners' associations, large land holdings and major institutions, and others with a strong interest in the study area. Participation by the general public and various parties that would be affected by implementation of the recommendations was also actively encouraged. The following schedule of meetings is provided to demonstrate the amount of citizen involvement.

March 14, 1990	First advisory group meeting
March 28, 1990	General public meeting to identify issues and concerns
April 4, 1990	Advisory group meeting
April 18, 1990	Advisory group meeting
May 2, 1990	Advisory group meeting
May 16, 1990	Advisory group meeting
July 10, 1990	Special meeting between the project staff and the representatives of major industrial firms and properties impacted by the proposed extension of Yellow Brick Road and the potential overlay zoning district
November 28, 1990	Advisory group meeting to solicit comments on the preliminary staff recommendations
February 20, 1991	General public meeting to solicit comments on the preliminary staff recommendations
April 3, 1991	Special meeting of the advisory group and the representatives of industrial firms and properties impacted by the proposed extension of Yellow Brick Road and the potential overlay zoning district

APPENDIX F (continued)

April 17, 1991

Advisory group meeting to discuss the potential Service-Employment zoning classification and revisions to the preliminary staff recommendations

June 20, 1991

Public hearing by the Baltimore County Planning Board

PHILADELPHIA ROAD CORRIDOR STUDY ADVISORY GROUP

Thomas Cagle
Bruce S. Campbell, III
Carlton S. Clark
Mark P. Cogar
Linda Corso
Richard DeSimone
Mary Emerick
Angela Fescina
Tracy Gingher
John B. Gontrum
Kenneth Hahn

Richard P. Henry
Raymond H. Hess
Deborah A. Mason
Andrew F. McDonald
Steven R. McHenry
Charles Polesne
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