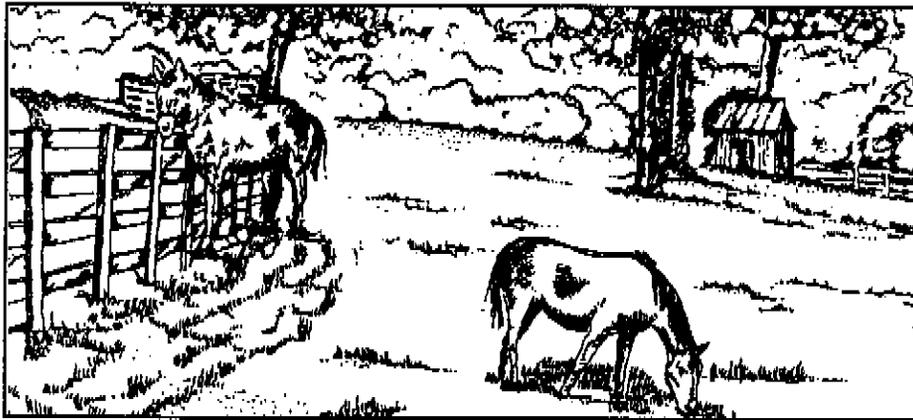
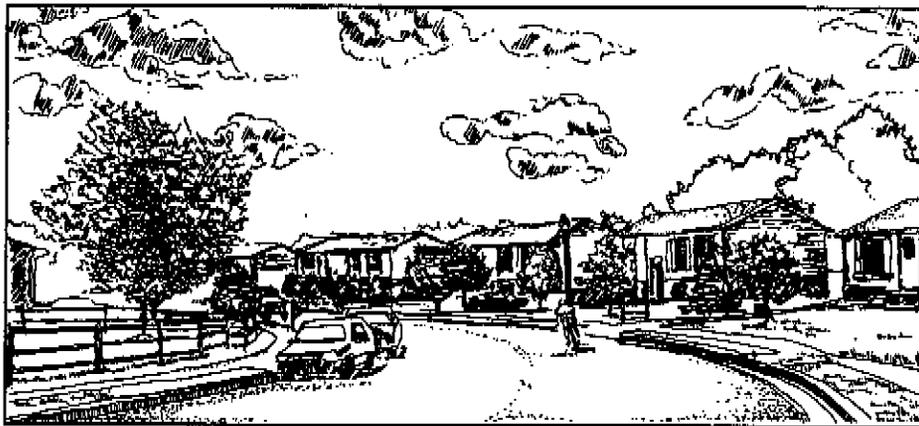


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# WINDLASS RUN/ BIRD RIVER ROAD AREA COMMUNITY PLAN



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As adopted by the Baltimore County Council  
January 4, 1999

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COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND  
Legislative Session 1999, Legislative Day No. 1

Resolution No. 1-99

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Mr. Vincent J. Gardina, Councilman

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By the County Council, January 4, 1999

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A RESOLUTION of the Baltimore County Council to adopt the Windlass Run/Bird River Road Area Community Plan as part of the Baltimore County Master Plan 1989-2000.

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

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

WHEREAS, in response to County Council Resolution No. 112-96, a draft community plan for the Windlass Run/Bird River Road Area was prepared by the Office of Planning and Community Conservation, working closely with an advisory group consisting of area residents and business, development and institutional representatives; and

WHEREAS, the draft plan was the subject of a public hearing by the Planning Board on May 7, 1998, and was adopted by the Board on May 21, 1998; and

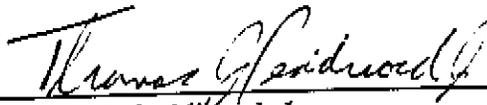
WHEREAS, the County Council held a public hearing on the recommended Windlass Run/Bird River Road Area Community Plan on September 8, 1998.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, THAT the Windlass Run/Bird River Road Area

Community Plan, a copy of which is attached hereto and made a part hereof, be and it is hereby adopted and incorporated into the Baltimore County Master Plan 1989-2000 to be a guide for the development of the Windlass Run/Bird River Road area, subject to such further modifications as deemed advisable by the County Council.

READ AND PASSED this *4th* day of *January*, 1999.

BY ORDER

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

ITEM: Resolution 1-99



Baltimore County  
Planning Board

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

**RESOLUTION**  
**Adopting and Recommending the**  
**WINDLASS RUN/BIRD RIVER ROAD AREA**  
**COMMUNITY PLAN**

**WHEREAS** the Baltimore County Master Plan 1989 - 2000 places great importance on the development and use of community plans for the established neighborhoods in the County; and

**WHEREAS** changing demographics, social and land use patterns have affected the Windlass Run/Bird River Road area to such an extent that a community plan is now warranted; and

**WHEREAS** an effective community plan for this area, which is a logical unit for planning within Baltimore County, should serve to promote stabilization of the community; and

**WHEREAS**, in response to County Council Resolution No. 112-96, a draft community plan was prepared by the Office of Planning and Community Conservation, working closely with an advisory group consisting of area residents and business, development and institutional representatives; and

**WHEREAS** a general community input meeting on the draft of the plan was held on December 10, 1997; and

**WHEREAS** the draft plan, as presented to the Planning Board on April 2, 1998, was the subject of a public hearing by the Board on May 7, 1998, and was discussed and amended by the Board on May 21, 1998;

**NOW, THEREFORE, BE IT RESOLVED**, pursuant to Section 26-81 of the Baltimore County Code, 1988, that the Baltimore County Planning Board hereby adopts the Windlass Run/Bird River Road Area Community Plan to constitute a part of and an amendment to the Baltimore County Master Plan 1989-2000; and

**BE IT FURTHER RESOLVED**, that the Windlass Run/Bird River Road Area Community Plan shall be transmitted to the Baltimore County Council for adoption in accordance with Section 523(a) of the Baltimore County Charter.

**DULY ADOPTED** by vote of the  
Planning Board this 21st day of  
May, 1998

*Pat Keller*

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



COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND  
Legislative Session 1996, Legislative Day No. 23

Resolution No. 112-96

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Mr. Vincent J. Gardina, Councilman

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By the County Council, December 16, 1996

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A RESOLUTION of the Baltimore County Council asking the Baltimore County Planning Board to prepare a community plan for the Bird River/Windlass Run area of Baltimore County.

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

WHEREAS, the Master Plan places great importance upon the development of community plans for established areas of the County; and

WHEREAS, community conservation is an integral part of economic revitalization; and

WHEREAS, changing demographics, social and land use patterns have affected the Bird River/Windlass Run area to such an extent that a community plan is now warranted; and

WHEREAS, an effective community plan for the Bird River/Windlass Run area will serve to promote stabilization of the community.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that the Baltimore County Planning Board, in conjunction with the Office of Planning and Community Conservation, is requested to conduct an assessment of community needs and issues in the Bird River/Windlass Run area, with full opportunity for participation by the area's citizens, businesses, organizations and institutions, and to prepare a community plan for the area, suitable for adoption by the Planning Board and the County Council as part of and an amendment to the Master Plan.

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- Existing Land Use
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- Development Activity
- Existing /Proposed Road System
- Noise Zone
- Environmental Constraints
- Water Plan
- Sewer Plan

## **APPENDICES**

I.	Questionnaire I
II.	Questionnaire II
III.	Zoning Terms and Classifications

PENNSYLVANIA



CARROLL COUNTY

HARFORD COUNTY

REISTERSTOWN

COCKEYSVILLE

Lock Raven Reservoir

OWINGS MILLS

Liberty Reservoir

WINDLASS RUN / BIRD RIVER

TOWSON

ROAD AREA  
COMMUNITY PLAN

PIKESVILLE

PARKVILLE WHITE  
MARSH

RANDALLSTOWN

BALTIMORE CITY

HOWARD COUNTY

ESSEX

CATONSVILLE

MIDDLE RIVER

SCALE  
MILES

ARBUTUS

PATRICK RIVER

DUNDALK

CHESAPEAKE BAY

ANNE ARUNDEL COUNTY

1 Square Mile  
Baltimore County  
Office of Planning  
Towson, Maryland 21204

# Regional Context Map

## BALTIMORE COUNTY, MARYLAND

# **WINDLASS RUN/BIRD RIVER ROAD AREA COMMUNITY PLAN**

## **INTRODUCTION**

On December 16, 1996, the Baltimore County Council passed Council Resolution 112-96, which called for the preparation of a community plan for the Windlass Run/Bird River Road area. The resolution's objective was to examine the changing demographics, land use and social patterns evidenced in recent years and to provide recommendations that would allow for orderly development, while preserving the quality of life of residents.

The genesis of the Windlass Run/Bird River Road community plan can be traced to events that began with the formation of the Windlass Run Improvement Association in March of 1995 and culminated in the comprehensive rezoning of the area during the 1996 Comprehensive Zoning Map Process (CZMP).

In 1994, residents of the Windlass Run community learned about plans to develop 150± single family detached homes at a site located between Gladway Road and Sterling Avenue. Generally, residents were not opposed to the development of single family detached homes. They were, however, concerned that Gladway Road, a narrow 16 feet wide street, would be inadequate to accommodate the amount of traffic generated by the proposed development. Unified in their concern, they formed the Windlass Run Improvement Association.

During the 1996 CZMP process, the Windlass Run Improvement Association became actively involved in raising zoning Issue #5-049. They envisioned their community as a single family residential area and requested the rezoning of industrially and high density residentially zoned land to lower density residential zoning. Except for a few changes, the County Council adopted the requested zoning.

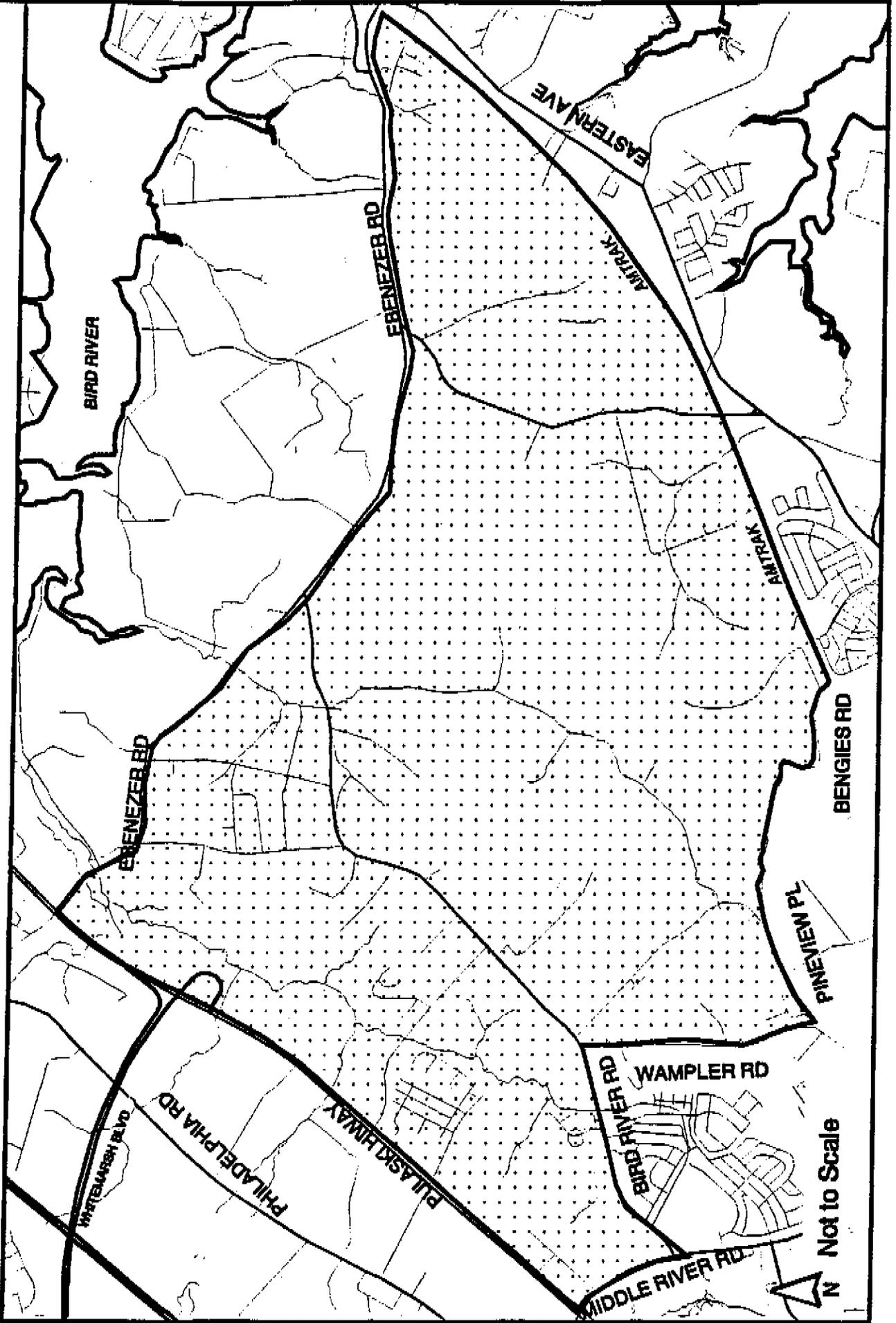
While the zoning changes were directed toward reinforcing the single-family character of the area, they also facilitated residential development on parcels that previously had industrial zoning. Additionally, there remained development possibilities for numerous unimproved sites with longtime residential zoning. All new development would access the existing street system, which consists of narrow country roads.

Because of the development and zoning activity in the Windlass Run/Bird River Road area, the County Council asked for the preparation of a community plan and recommendations that would address the impact which new developments could have on the community.

Under the guidance of the Office of Planning, an advisory group was formed consisting of area residents, business people, representatives of the development community as well as a representative of "Our Lady Queen of Peace" church, a local institution. Initially most of the community representatives were members of the Windlass Run Improvement Association. Later, the advisory group was joined by residents of the Vincent Farm area, which resulted in a more balanced representation.

# WINDLASS RUN / BIRD RIVER ROAD AREA COMMUNITY PLAN

Map of Boundaries of Study Area



The group met on a biweekly basis beginning on February 11, 1997, through May 9, 1997. During the initial meetings, the boundary of the study area was established and the purpose of the community plan was explained. Subsequent meetings were devoted to presentations dealing with topics that provided relevant background information about the study area.

In addition to the presentations, several other mechanisms were used to gain insights and information about the study area. Advisory group members were asked to fill out two questionnaires (see Appendix). These were used to develop a vision statement for the community. One questionnaire simply asked to list the things the respondents like and dislike about their community. The second questionnaire asked respondents how they envision the area 20 years from now, to list community goals and to suggest policies that would help implement the goals. Additionally, planning staff toured the area with a resident to receive an "insiders" view of the area. Numerous other field visits deepened that understanding.

## **BOUNDARIES OF THE STUDY AREA AND COMMUNITY DESCRIPTION**

### **Boundary**

The study area is located in eastern Baltimore County. It has an approximate total area of 4,048± acres or 6.325 square miles . The boundaries of the study area are as follows: Pulaski Highway to Middle River Road, Middle River Road to Bird River Road, Bird River Road to Wampler Road, Wampler Road to Bengies Road, Bengies Road to the Amtrak railroad tracks, along the railroad tracks to Ebenezer Road, Ebenezer Road to Pulaski Highway (see map). The boundary line is coincident with census tract 4517.01.

### **Description of Community**

Located within the coastal plain, the study area consists of a flat surface that gently slopes towards the coastal rivers. Two stream systems, surrounded by major wetlands traverse the plain. Approximately two thirds of the total acreage of the study area is undeveloped. Among the undeveloped land is the A.V. Williams tract, the largest unimproved property with industrial zoning in Baltimore County.

The study area includes two distinct neighborhoods. One, Gambrill's Vincent Farm, is an old established community located in the northern part of the study area between Bird River Road and Vincent Farm Road. This community can trace its history back to the days of the Revolutionary War and some families have lived in the area for generations. Local residents see themselves as part of Old White Marsh. The second community, Windlass Run, is relatively new. The location of this neighborhood is in the southwestern part of the study area, centering around Bird River Road, Wampler Road and Gladway Road.

The predominant character of the study area is rural, but some sections have a suburban appearance. Area residents describe their community as stable, close-knit and friendly, where most people own their homes and the crime rate is low.

Demographic data supports the perception residents have about their community. The study area corresponds to Census Tract 4517.01. The data presented below is based on the 1990 Census of Population and Housing. Total population is 1,790. Of that total, 368 persons, or 20.5% are under the age of 18 and 271 persons, or 15.1% are 65 years or older. The largest cohort, 543, is between 25 and 44 years. The study area consists of 652 households with a median household income of \$39,716.

There are 676 housing units in the study area. Of the total, 584 units or 89.6% are owner occupied. Median value of homes in the area is \$105,000.

## ISSUES, VISION STATEMENT, AND GOALS

### Issues

Maintaining the rural character of the community is a primary concern for local residents. This desire, however, may be in conflict with the area's built-out development potential, as well as the recommendations of the *Eastern Baltimore County Revitalization Strategy*. Much of the land in the study area has industrial zoning. The *Revitalization Strategy* views these manufacturing zones as 'opportunity areas.' The goal for land with such designation is to "retain, expand, and attract businesses that bring new wealth into an area....". Uses that generate jobs are generally not rural in nature.

The same is true as far as the undeveloped sites with residential zoning are concerned. The zoning within the Urban Rural Demarcation Line (URDL) allows for suburban development. Maintaining the rural character under such preconditions is difficult, if not impossible. As far as additional new residential subdivisions are concerned, advisory group members do not consider such development a problem as long as the housing type consists of detached single family dwellings and is restricted to areas within the URDL. Residents are, however, concerned about townhouse development coming into the area. They fear that townhouses that are poorly designed and constructed could eventually turn into rental properties.

A significant portion of the land in the study area has RC 3 zoning. These sites are outside the URDL and retention of the rural character there is feasible. To support this goal, advisory group members wish that the Rural Conservation zoning classifications (mostly RC 3), be retained in the areas outside the URDL.

Most residents perceive excessive traffic, traffic safety, and inadequate roads as the primary problems in the study area. The difficulties stem in part from the fact that roads are used by "outsiders" and "truckers" for through traffic. Additionally, the excessive speed with which some motorists drive, poses a safety hazard. Congestion and safety problems are made worse because Ebenezer Road, Bird River Road and Earls Road are narrow, two-lane country roads without shoulders or curbs. A contributing factor to the traffic issue is the structural deficiency of the bridge on Earls Road. Vehicles exceeding a weight of ten tons cannot use the bridge, causing the trucks transporting sand and gravel from the Genstar mining operation to use

Ebenezer Road. Additionally, runoff and drainage problems along Ebenezer and Bird River Road lead to slippery road conditions which exacerbate traffic safety.

Protection of the environment, especially the Windlass Run and its stream buffer areas and wetlands, is of concern to some residents. They fear that the development of properties within the study area will have a negative impact on the region's ecosystem.

The lack of recreational facilities is also an issue that concerns many residents. With additional growth, this problem is likely to get worse.

Lastly, some advisory group members are offended with the run-down appearance of some of the businesses. The junk yard on Earls Road and the adult bar on Earls Road have been specifically mentioned as detracting from the area's image. Also mentioned was the abandoned building on the Vincent Farm School site. Inoperable vehicles and equipment on the private properties of some residents are likewise perceived as having a negative impact on appearance.

### **Vision Statement**

This plan embodies the wish of the Windlass Run and Gambrill Vincent Farm communities to support controlled growth within the Urban Rural Demarcation Line. Outside the URDL, zoning classifications that support agricultural production and maintain the rural character, should be retained. The natural environment, especially the stream buffer areas and wetlands along Windlass Run, should be protected to the greatest extent possible.

### **Community Goals**

1. To maintain the rural character of the areas outside the URDL.
2. To allow for development of single family detached homes, but to limit large residential subdivisions to areas within the URDL.
3. To avert additional townhouse developments in the community.
4. To support the Eastern Revitalization Strategy.
5. To upgrade the existing road network.
6. To provide additional opportunities for active and passive recreation.
7. To use the Office of Code Inspections and Enforcement to correct the zoning violations in the area.

## **LAND USE AND ZONING**

### **Land Use Distribution in the Study Area.**

The study area consists of a mix of different land use categories. Table 1 shows the approximate acreage of each land use category and its percent distribution within the study area.

A total of 541± acres, or 14% of the land within the study area, are used for residential purposes. The highest concentration of residential development is found in the southwest part of the study area. It consists mostly of single family detached dwellings on midsize lots, most of them along

Bird River Road, Gladway Road and Wampler Road. A second cluster of residentially used land is located in Vincent Farm, a community of single family homes on large to midsize lots surrounded by farm fields. Sleepy Hollow, a manufactured home community, lies between Pulaski Highway and the overhead power line. There are presently no townhouses or apartments within the study area; however, one townhouse development, the Victory Villa Community Church Greenfield subdivision, is in the process of being built.

Although 1,961± acres of land in the study area are zoned for industrial uses, only 90± acres or 2.3% are used for this purpose. Two likely reasons for this discrepancy are inadequate access and environmental constraints. Some industrial uses are located along Pulaski Highway and Middle River Road. The most prominent industrial use is a surface mining facility along Earls Road operated by Redland Genstar.

Commercial development is concentrated along Pulaski Highway and Middle River Road; however, pockets of commercial uses can be found along Bird River Road and Earls Road.

Approximately 3.7% of the land in the study area, or 141± acres, is devoted to institutional uses. There are six active churches within the study area. The largest institutional use is Holly Hill Memorial Garden, a cemetery.

Agriculture is still a viable land use in the Windlass Run/Bird River Road area. Much of the agricultural activity takes place outside the URDL; however, many of the undeveloped parcels within the URDL are still being farmed.

Most of the land within the study area, 2,620± acres or 67.9%, is undeveloped. The unimproved parcels are interspersed among single family detached dwellings and reinforce the rural character of the area. Large tracts of undeveloped land are located south of Ebenezer Road and east of Bird River Road. Much of the undeveloped land consists of non-tidal wetlands and mature forests.

Thirty acres± are devoted to right-of way uses. A significant amount of this acreage is used for an overhead power line that runs between Pulaski Highway and Bird River Road.

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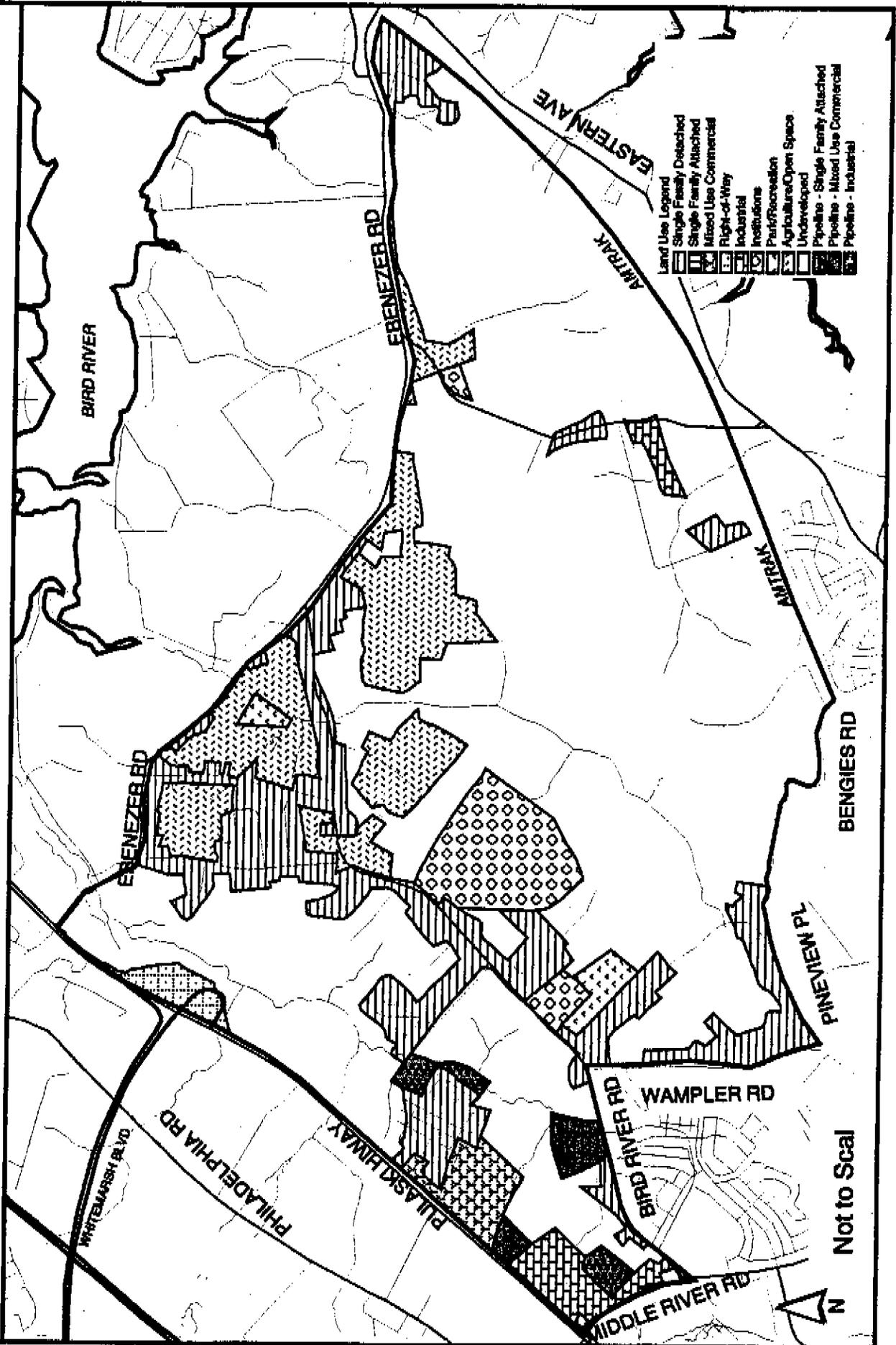
**TABLE 1****Existing Land Use Distribution, 1993  
Windlass Run/Bird River Road Area**

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	<b>Acres</b>	<b>Percent of Study Area</b>
Single Family Detached	520	13.5 %
Proposed Single Family Attached	21	0.5 %
<b>Total residential</b>	<b>541</b>	<b>14.0 %</b>
Mixed Use Commercial	50	1.3 %
Proposed Mixed Use Commercial	8	0.2 %
<b>Total Commercial</b>	<b>58</b>	<b>1.5 %</b>
Industrial	64	1.7 %
Proposed Industrial	26	0.7 %
<b>Total Industrial</b>	<b>90</b>	<b>2.3 %</b>
<b>Institutions</b>	<b>141</b>	<b>3.7 %</b>
<b>Park/Recreation</b>	<b>20</b>	<b>0.5 %</b>
<b>Agriculture/Open Space</b>	<b>359</b>	<b>9.3 %</b>
<b>Undeveloped</b>	<b>2,620</b>	<b>67.9 %</b>
<b>Right of Way</b>	<b>30</b>	<b>0.8 %</b>
<b>Total</b>	<b>3,859</b>	<b>100.0 %</b>

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# Windlass Run / Bird River Road Area Community Plan Existing Land Use Map 1993



**TABLE 2**  
**Existing Zoning, 1998**  
**Windlass Run/Bird River Road Area**

<b>Zoning</b>	<b>Acres</b>	<b>Percent of Study Area</b>
<b><u>Business Zoning</u></b>		
CB	1	.03%
BL	10	.26%
BM	5	.13%
BR-AS	12	.31%
BR-IM	41	1.06%
<b>Total Business</b>	<b>69</b>	<b>1.79 %</b>
<b><u>Residential</u></b>		
DR 1	303	7.85%
DR 2	268	6.94%
DR 3.5	345	8.94%
DR 5.5	46	1.19%
<b>Total Residential</b>	<b>962</b>	<b>24.92%</b>
<b><u>Industrial Zoning</u></b>		
MII-IM	1,146	29.70%
ML	38	.98%
ML-AS	16	.41%
ML-IM	657	17.03%
MLR	3	.08%
MLR-IM	101	2.62%
<b>Total Industrial</b>	<b>1,961</b>	<b>50.82%</b>
<b><u>Resource Conservation Zoning</u></b>		
RC 2	120	3.11%
RC 20	3	.08%
RC 3	736	19.07%
RC 5	4	.10%
RC 50	4	.10%
<b>Total Resource Conservation</b>	<b>867</b>	<b>22.47%</b>
<b>Total</b>	<b>3,859</b>	<b>100.00%</b>

\* Decimals are rounded to the nearest whole number.

## **Existing Zoning**

The existing zoning is a mix of residential, industrial, resource conservation and commercial zoning (see Table 2). Industrial zoning categories make up 1,961± acres or 50.82%. Residential zoning categories total 962± acres or 24.92%. Comprising 867± acres or 22.47%, resource conservation designations almost equal residential zoning categories as far as acreage and percent distribution is concerned. The study area has very little business zoning. Only 69± acres or 1.79% of the study area are devoted to business zoning.

The industrial zoning categories consist primarily of MH-IM and ML-IM, with a small amount of land zoned MLR-IM (for definition of the zoning classifications see Appendix III). The majority of industrially zoned land lies in the eastern and northeastern sections of the study area.

During the 1996 Comprehensive Zoning Map Process (CZMP), 143.825± acres of industrially zoned land were rezoned to low density residential (Issue Numbers 5-004, 5-010, 5-049 and 5-093). Most of these sites were in the southwestern portion of the study area where the dominant land use is single family residential.

The residential zoning categories consist almost exclusively of low density, single family detached zones. DR 1, 2, and 3.5 are almost equally distributed. Only a few small pockets with DR 5.5 zoning remain in the study area. One of them is part of a site for which an approved townhouse development plan exists. Most of the residentially zoned land lies in the west and southwestern portion of the study area.

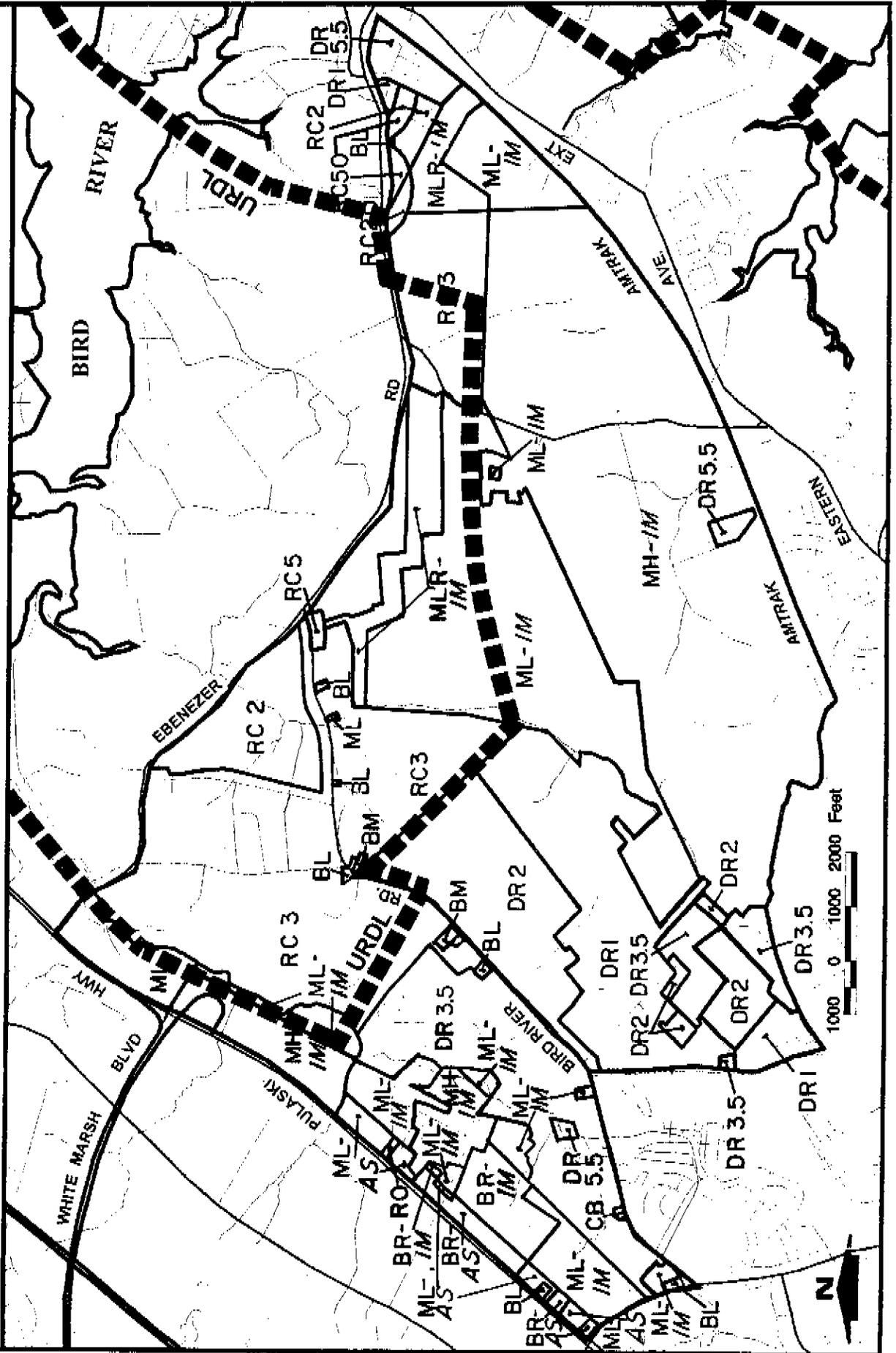
During the 1996 CZMP, 70.62± acres zoned DR 5.5 and DR 16 were changed to low density, single family zoning categories (Issue # 5-049). Also, a request to rezone 179.430 acres of land with industrial, low density residential and resource conservation zoning to DR 10.5 was denied. All of the 1996 CZMP decisions reinforce the single family detached character of the area.

A significant amount of the land has resource conservation zoning consisting of RC 2, RC 3, RC 5, RC 20 and RC 50. The largest portion is zoned RC 3, a "holding" category which is employed in rural areas that at some point may be considered suitable for residential development. The issue of changing the RC 3 zoning designation was raised during the advisory group meetings. Residents living in the area with RC 3 zoning have the strong desire to retain the existing zoning classification.

Land with commercial zoning classifications is mostly located along Pulaski Highway and Middle River Road. Much of the commercially zoned land is designated BR. The largest parcel of the BR zoned land is home to the Cosco complex. There is no supermarket in the study area, but several small "Ma and Pa" stores and one convenience shop serve the immediate retail needs of residents.

# WINDLASS RUN / BIRD RIVER ROAD AREA COMMUNITY PLAN

1998 Zoning



## **Recommendations**

Retain all existing RC 3 zoning for the time being, but examine the appropriateness of that designation within the context of the zone's stated purpose, after completion of the proposed infrastructure improvements and development projects.

Examine whether the existing zoning designations reflect a realistic build-out potential considering environmental and infrastructure constraints, and take appropriate action during future CZMPs.

## **DEVELOPMENT**

### **Residential Development**

There is growing interest in residential development within the study area. At the time of the drafting of this report, four residential subdivisions were in various stages of development. One subdivision, which will add 71 single family units along Rohe Farm Lane and Bird River Road, is in the construction phase. A development plan for 78 units along future Campbell Boulevard and Bird River Road has been submitted to the County. Preliminary discussions for a single family subdivision along the opposite side of future Campbell Boulevard are also underway. Additionally, there exists an approved development plan for a townhouse development of 102 units. Finally, Sleepy Hollow Woods, a manufactured home community, plans to expand its facility by approximately 57 units.

The various subdivisions reinforce the present development pattern which shows the highest concentration of residential dwellings in the southwestern part of the study area. However, with high concentration comes the potential for over-development and suburbanization, i.e., the loss of rural character. Because of environmental constraints, some developers apply all of a subdivision's density onto small sections of the site. This leads to lots that are smaller than would normally be created in that zone. Homes constructed in this fashion tend to appear too large for the lot and subdivisions look overbuilt. Also, lots are often of the same or a similar size, with dwellings that look almost identical in style, giving such developments the monotonous look so common in the American suburban landscape.

### **Recommendations**

All residential subdivisions in the study area should maintain the minimum area requirements of the zoning classification.

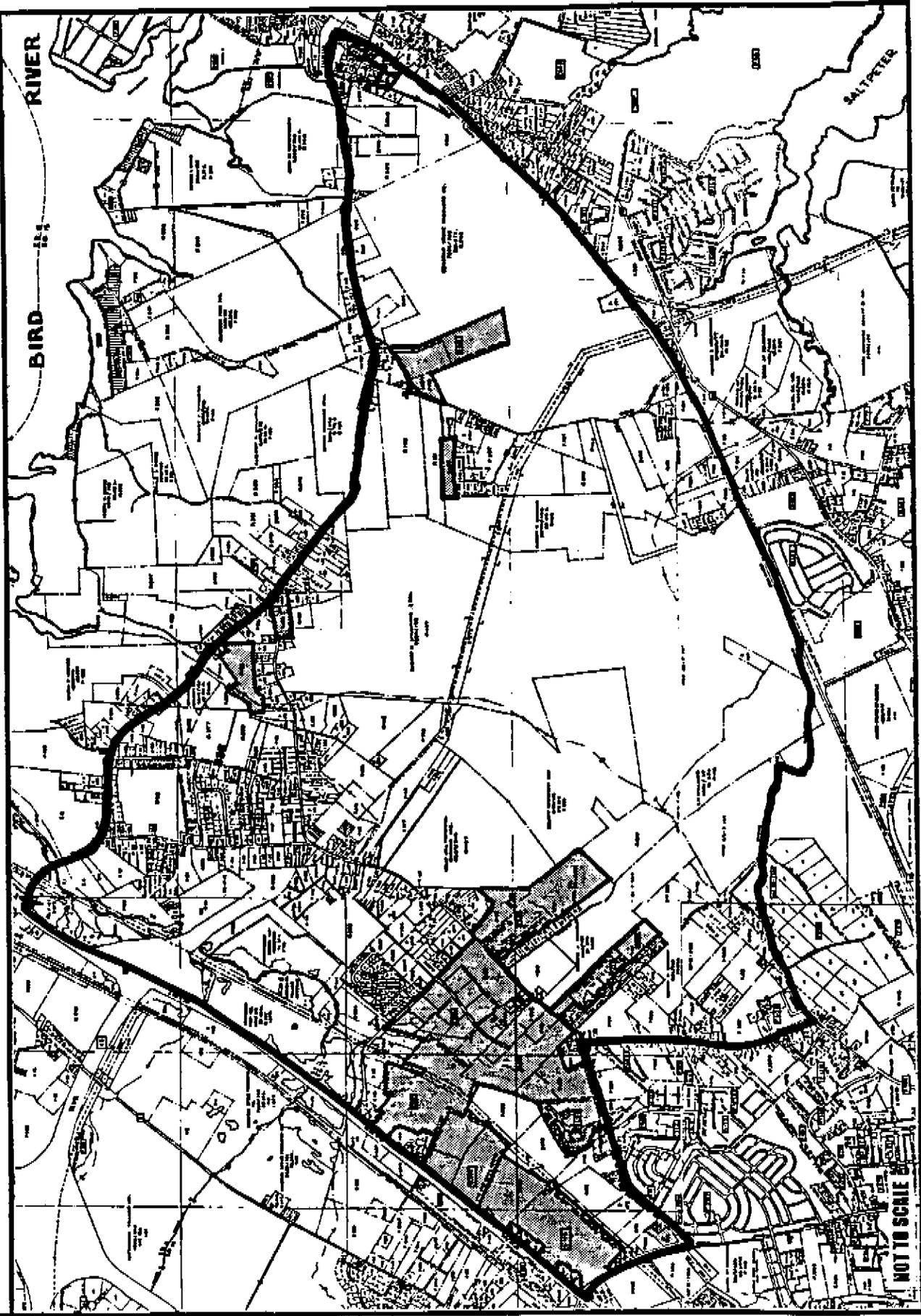
Developers should be encouraged to vary lot sizes and housing styles.

All new subdivisions inside the URDL that are located between Middle River Road and Reames Road should provide sidewalks or pathways, curb and gutter.

Where development of attached housing is permitted, housing should be constructed of high quality materials such as brick, stone or wood.

# WINDLASS RUN / BIRD RIVER ROAD AREA COMMUNITY PLAN

Development Activity



## **Nonresidential development**

Except for the A.V. Williams property, interest in nonresidential development is relatively small. Most of the plans submitted seek the expansion or redevelopment of an existing use.

Problems associated with nonresidential development are mostly linked to the appearance of some of the established businesses. The exterior of several commercial structures is not properly maintained, and many businesses have no or minimal landscaping. Surface areas of driveways and parking areas consist of broken-up asphalt where weeds flourish. Some businesses use their properties to store abandoned vehicles, discarded equipment and other items no longer in use. Practices like this detract not only from the appearance of the business in question, but also tarnish the area's overall image.

## **Recommendations**

Encourage redevelopment or upgrading of existing poorly maintained or abandoned commercial developments.

Encourage owners of existing businesses to maintain their property in a manner that enhances the image of the area.

Enforce zoning codes regarding the storage of abandoned vehicles and equipment on private property.

## **A.V. Williams Property**

The A.V. Williams tract is a 984± acre site bounded by Bird River Road, Ebenezer Road and Earls Road. The site is the largest tract of unimproved land with industrial zoning in Baltimore County and is designated as an 'opportunity area' in the *Eastern Baltimore County Revitalization Strategy*. Additionally the A.V. Williams property, together with the Martin State Airport and the Chesapeake Industrial Park, form the Middle River Employment Center. While the site has environmental constraints which may limit development, it has the potential of being a major employment generator.

In the past, the site had been considered for the development of an international trade center and theme park complex, an automobile assembly plant and most recently a speedway. One of the reasons why development plans for the property were abandoned, was the lack of adequate access. This is still a key issue.

Because the site has industrial zoning and presents an opportunity for considerable economic development, the community must be realistic in its expectations regarding the site. Any development of this property is likely to have a significant impact on the area.

## **Recommendations**

Community impact of any plan regarding the A.V. Williams property should be addressed through the development process.

The design of any development should be of superior quality.

## **TRANSPORTATION**

The existing road system serving the study area consists of Pulaski Highway (US Route 40) which provides access to MD 43 (and thereby I-95, I-695, and the Beltway). To the south, Pulaski Highway intersects with Middle River Road, which in turn intersects with Bird River Road. Bird River Road intersects with Ebenezer Road, which connects with Pulaski Highway and Eastern Boulevard. Earls Road also links Eastern Boulevard with Ebenezer Road and Wampler Road connects Bird River Road with Middle River Road and Martin Boulevard. Additionally, there are numerous minor roads that lead into Bird River Road and Ebenezer Road. The road network provides easy access to major employment and retail centers.

### **Present Traffic Problems**

All roads within the study area are narrow, two-lane country roads without sidewalks, shoulders, curb and gutter. Heavy use (see Table 3), structural deficiencies, and excessive speed cause traffic problems that need to be addressed.

Ebenezer Road serves not only residents within the study area, but is also used by motorists living in the Bird River, Twin River, Oliver Beach and Bay Country area, as well as various developments along Eastern Boulevard. Additionally, it is used by trucks carrying sand and gravel from Redland Genstar to their destination points. Ebenezer Road is too narrow for the present volume of traffic. Lack of shoulders prevents emergency stops. Also, drainage problems lead to slippery road conditions. The narrow bridge over the Windlass Run poses an additional safety problem.

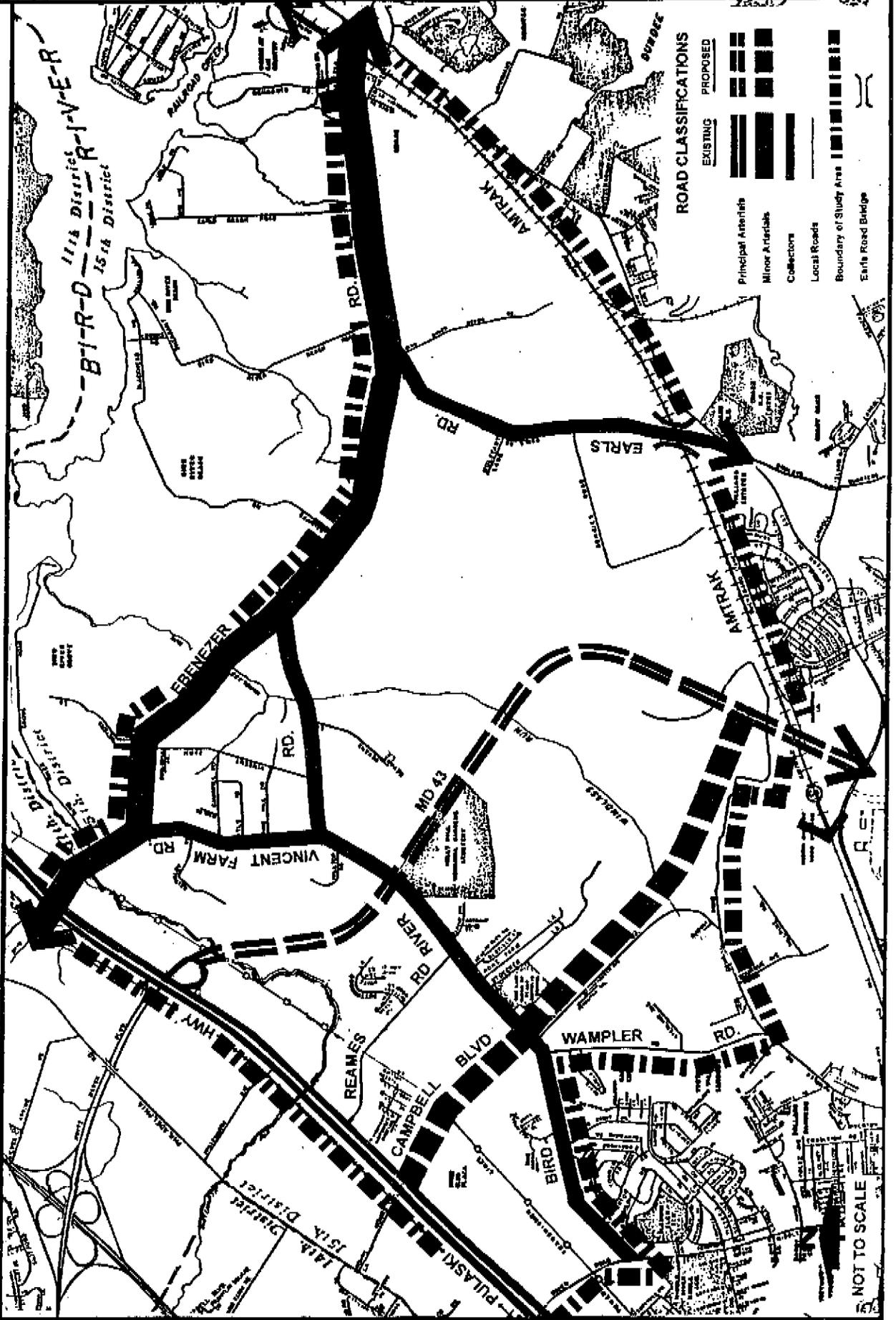
**TABLE 3**  
**Traffic Counts**  
**Windlass Run/Bird River Road Area**

Name of Road/ Section of Road	Date of Traffic Count	Number of Average Daily Trips
Earls Road (north of Eastern Boulevard)	1991	4,200
Ebenezer Road (east of Pulaski Hwy.)	1997	12,000
Ebenezer Road (between Bird River Road and Eastern Boulevard)	1997	11,200
Bird River Road (between Vincent Farm Road and Ebenezer Road)	1997	3,500
Bird River Road (Wampler Road to Reames Road)	1997	4,000
Bird River Road (Middle River Road to Wampler Road)		
MD 43 (between I-95 and Philadelphia Road)	1997	32,000
MD. 43 (between Philadelphia Road and Pulaski Highway)	1997	28,000

Source: State Highway Administration, Maryland Division of Traffic Engineering, Baltimore County

# WINDLASS RUN / BIRD RIVER ROAD AREA COMMUNITY PLAN

Existing / Proposed Road System



The intersection between Ebenezer and Earls Road has problems with visibility. The Baltimore County Division of Traffic Engineering should be consulted to determine ways to address the problem.

Earls Road has the potential of serving the truck traffic coming from the Redland Genstar surface mining operation. Full use of that road is prevented by the structural deficiencies of the Earls Road Bridge. The bridge, which crosses the railroad tracks, is too narrow and has weight restrictions. Replacement of the bridge would alleviate the traffic problems along Ebenezer Road. The award of a contract to completely replace the Earls Road bridge is anticipated for August 1998 and should be completed by August/September 1999.

Bird River Road is presently not as heavily used as Ebenezer Road, but future development could greatly impact traffic volumes on that road.

### **Programmed Roadways**

From the beginning it was recognized that the construction of several hundred additional homes could have a significant impact on the existing road system. To alleviate potential traffic problems caused by new residential subdivisions, several developers and the County agreed to extend Campbell Boulevard to Bird River Road. The Master Plan 1989-2000 classifies the section of Campbell Boulevard between Pulaski Highway and Bird River Road as a non-programmed road. The construction of Campbell Boulevard will be a joint venture shared by developers with properties abutting the proposed road and the County, which will construct the necessary link between these developments and Route 40. The beginning of construction of Campbell Boulevard is projected for the year 2000.

Likewise, the State, the County and parties interested in the development of the A.V. Williams tract, found the existing road system inadequate to realize the full development potential of that property. The extension of MD 43 to Eastern Boulevard is anticipated to be completed by the year 2003.

### **Public Transportation**

Public transportation in the study area is minimal. MTA Bus line No. 23 operates between downtown Baltimore, Middle River and Oliver Beach. A side line of bus No. 23 serves Middle River Road up to Compass Road. Extending bus service to or within the study area does not seem to be a primary concern of local residents and there are presently no plans to expand service in the area.

The Maryland Rail Commuter (MARC) service has served Baltimore County since 1991 when the Penn Line was extended from Baltimore City. The MARC station, which is located on Eastern Boulevard across the street from Martin State Airport, provides service between Baltimore's Penn Station and Union Station in Washington, DC. The primary purpose of this rail service is to accommodate commuter traffic between Baltimore and Washington, DC. The rail



service consists of three morning trips to Washington, DC, and four return trips in the evening. Weekend rail service is not available.

South of the study area, across Eastern Boulevard, is the Martin State Airport. In 1975, the State of Maryland purchased this airport from Martin Marietta Corporation, and it is now owned by the Maryland Aviation Administration (MAA). With 747± acres, Martin State Airport is the largest general aviation facility in Maryland. The airport accommodates both civil and military aircraft, the latter being primarily used by the Maryland National Guard. An important function of Martin State is to serve as a reliever airport. This type of airport is a special category among general aviation facilities that provides pilots with alternative landing areas. The airport consists of one active runway, three inactive runways and a series of hangars. All development in the area near the airport must be in accordance with the Airport Noise Zone Regulations.

### **Recommendations**

Ebenezer Road (between Pulaski Highway and Harewood Road):

- Provide shoulders on each side of the road.
- Provide sidewalks, curb and gutter within the vicinity of the Vincent Elementary School site at the time the school is being constructed.
- Address drainage problems along Ebenezer Road.
- Widen bridge over Windlass Run.
- Resurface road with materials that withstand truck traffic.

Earls Road:

- Consult with Baltimore County Division of Traffic Engineering to find ways to correct the visibility problems at Earl Road and Ebenezer Road and realign the intersection to improve safe operating characteristics.
- Widen bridge over railroad tracks.
- Resurface road with materials that withstand truck traffic.

Bird River Road:

- Repave surface.
- Provide sidewalks, curb and gutter inside the URDL between Middle River Road and Reames Road.
- Widen bridge over Windlass Run.

Maryland 43:

- Extend MD 43 to Eastern Boulevard without direct connection to Bird River Road.
- Investigate possible connection to Earls Road.

Campbell Boulevard:

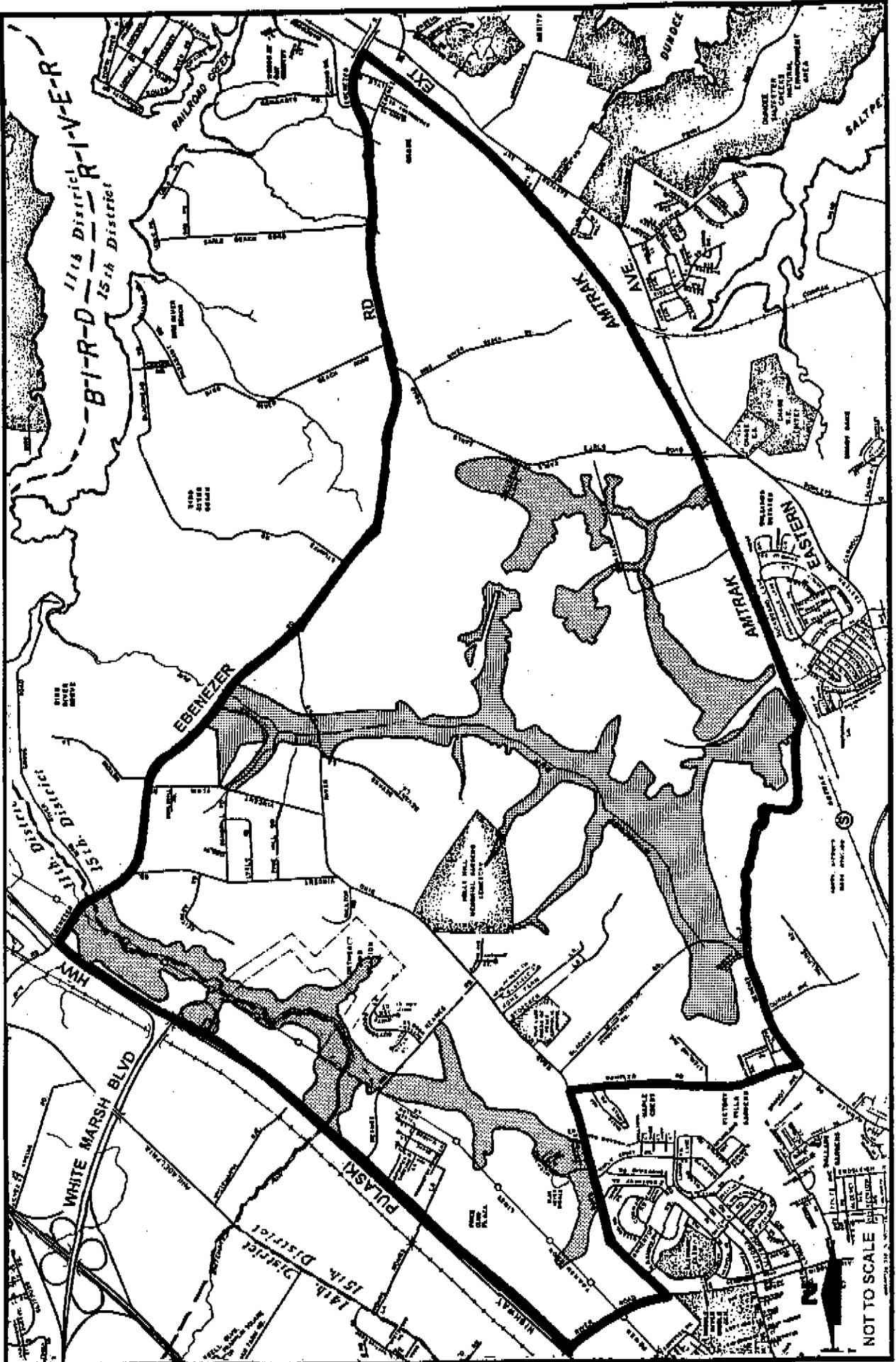
- Extend Campbell Boulevard to MD 43.

All Roads in the Study Area:

- Where feasible, construct bike lanes along all roads, except minor roads in subdivisions, that are reconstructed or newly developed.

# WINDLASS RUN / BIRD RIVER ROAD AREA COMMUNITY PLAN

## Environmental Constraints Map



## **ENVIRONMENTAL ISSUES**

### **Existing Wetlands and Stream Systems**

The study area includes several major wetlands and two stream systems. The Whitemarsh Run and its tributaries traverse the northwestern/western section of the study area near and below the power line. The stream, which is surrounded by significant wetlands, drains into the Bird River. The Windlass Run and several of its tributaries have their genesis in the study area. This stream system is also surrounded by major wetlands and drains into the Bird River. Much of the Windlass Run and its surrounding wetlands are located south of Ebenezer Road between Bird River Road and Earls Road. Another primary wetland system is located along the railroad tracks, in the eastern portion of the study area.

Environmentalists view the development within the study area and its environs with concern. The Windlass Run, with its surrounding wetlands, is the last remaining coastal stream system in Baltimore County that has been left in its natural state. Development, whether residential or nonresidential, will have a significant impact on the Windlass Run and the surrounding wetlands.

### **Recommendations**

Assure preservation and maintenance of environmentally sensitive areas to the greatest extent possible.

Develop and implement incentives that encourage property owners to dedicate environmentally sensitive areas of the Windlass Run and its buffer areas to the County to be used as a stream valley park or a nature preservatory.

Incorporate Windlass Run into the County's Greenways program and amend the official Greenways Map to reflect this designation.

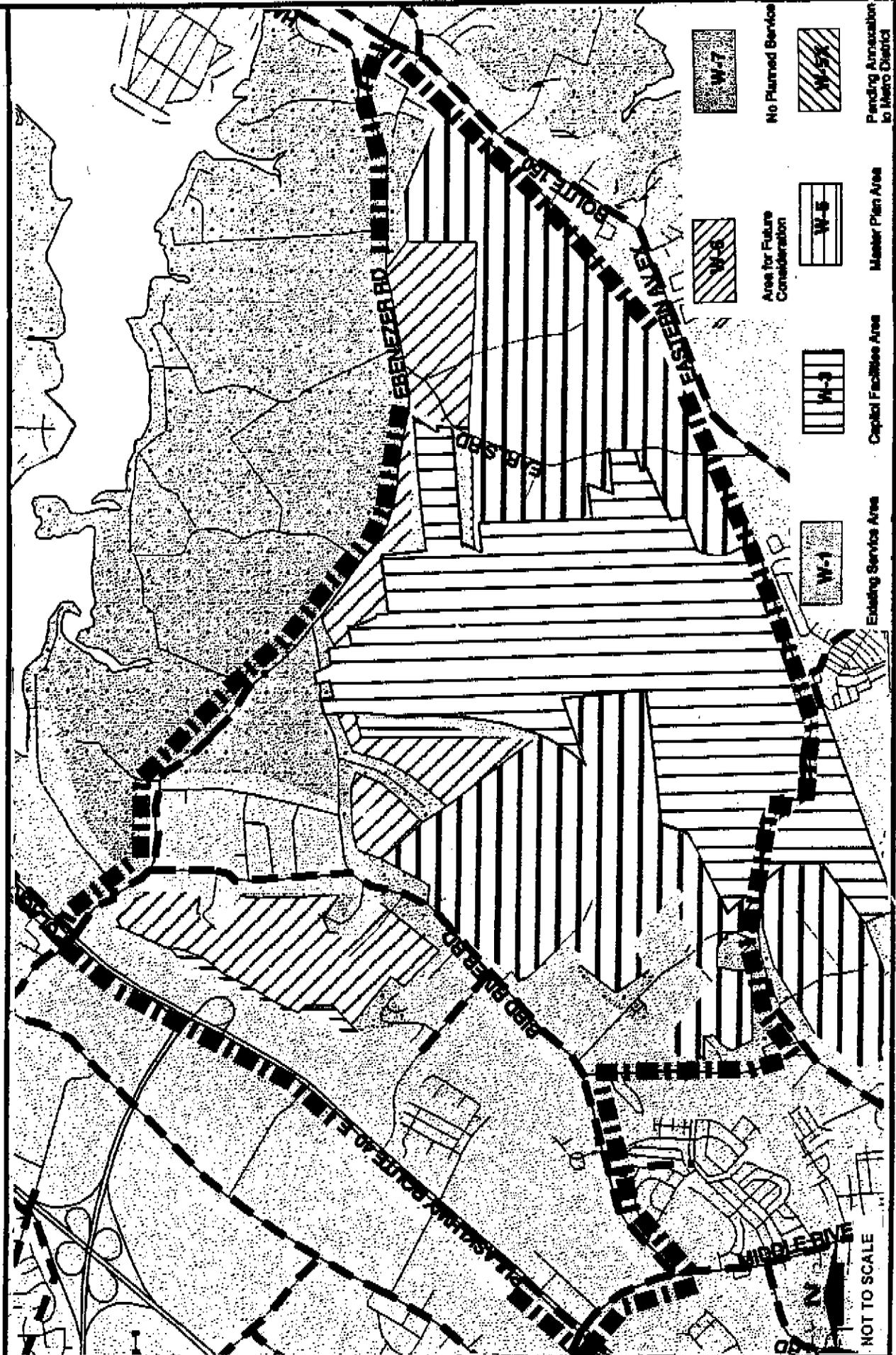
## **ECONOMIC DEVELOPMENT**

The economic development potential of the area depends largely on when and where White Marsh Boulevard (MD 43) is extended by connecting its current terminus at Pulaski Highway (US 40) with Eastern Boulevard (MD 150). The Master Plan 1989-2000 recognizes that the economic development potential of the area is linked to the extension of MD 43. Apart from providing access to the A.V. Williams property, it would connect the White Marsh and Middle River Employment Centers and give both areas direct access to I-95. This would open up the area as a prime location for business and employment opportunities.

The study area, and properties immediately abutting the eastern boundary line of the study area, have the largest concentration of undeveloped land with industrial zoning in Baltimore County. In addition to the A.V. Williams tract, the Chesapeake Industrial Park has approximately 80 acres of developable land with shoreline frontage and access to Eastern Avenue. The General Services Administration Building which is located across from Martin State Airport has 800,000

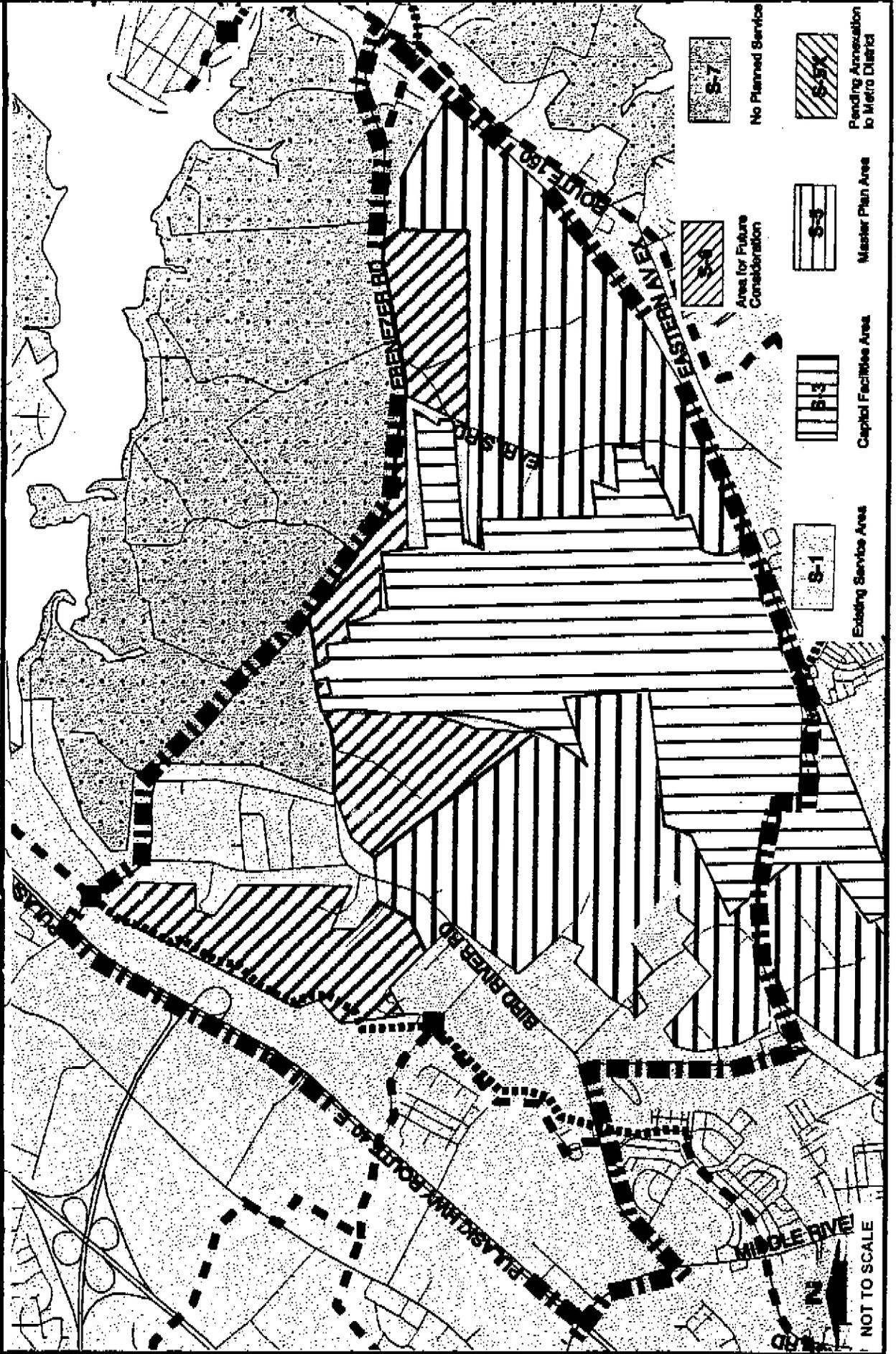
# WINDLASS RUN / BIRD RIVER ROAD AREA COMMUNITY PLAN

## WATER PLAN



# WINDLASS RUN / BIRD RIVER ROAD AREA COMMUNITY PLAN

## SEWER PLAN



square feet of warehouse space available. Additionally, Martin State Airport has the capacity to expand its corporate air traffic potential.

A cursory calculation conducted by the Department of Economic Development (DED) estimates that the extension of MD 43 would facilitate the development of industrially and commercially zoned land, which could generate over \$350 million in new investment, create 9,500 new jobs and produce \$300 million in wages annually, over time.

## **PUBLIC SEWER AND WATER**

The study area consists of a mix of service areas: Existing Service Areas that have public water and sewer in place (W-1, S-1); Capital Facilities Areas, where facilities are required within the framework of the 6-year Capital Program, subject to annual budgeting, neighborhood petitions, determination of health hazards and the negotiation of Public Works Agreements (W-3, S-3); Master Plan Areas, where capital facilities are required and intended within the framework of the Baltimore County Master Plan (W-5, S-5); areas for Future Consideration, areas to be considered in the design of major facilities for growth and development beyond the Land Use Master Plan (W-6,S-6); and No Planned Service Areas, mostly resource conservation areas for which Metropolitan facilities extension are not planned or intended (W-7, S-7). Several of the areas are presently served by water, but not by sewer.

### **Areas Served by Public Water and Sewer**

The areas presently receiving public water are most of the residential and commercial development along Pulaski Highway, Middle River Road, the stretch of land between Pulaski Highway, Bird River Road and Reames Road, Wampler Road, Gladway Road, the area between Vincent Road and Vincent Farm Lane, and some of the homes along Ebenezer Road.

Baltimore County relies primarily on a gravity system to provide public sewage facilities. Areas falling within a certain drainage area are served by the system within that sewershed. The areas served are residential and nonresidential developments along Pulaski Highway, Middle River Road, the area between Pulaski Highway, Bird River Road and Reames Road, Wampler Road and Gladway Road.

### **Water and Sewer Capital Improvement Projects**

The Gambrill's Vincent Farm area has problems with failing septic systems. Land in that area consists mostly of hydric soils which have a limited absorption capacity. The Vincent Farm area is designated S-3 and construction of the sewer is expected to begin in 1998. Sewer facilities are intended for existing homes with failing systems and are not intended to serve new development in the area. The A.V. Williams property is also designated as W-3 and S-3.

## **Recommendation**

Outside the URDL, extend public sewage service to existing homes with failing on-site septic systems only.

## **RECREATION AND PARKS**

Within the study area, there is much open space land but no active recreational facilities. A recreational facility is a place designed and equipped for the conduct of sports, leisure time activities and other customary and usual recreational activities. The Department of Recreation and Parks maintains that because the population in the study area is relatively small (1,790 residents as of the 1990 census), the recreational needs of the area are comparatively small. Based on today's recreational facility planning standards, one of each of the following would meet or exceed the recreational needs of the area based on 1990 census data: ball diamonds, athletic fields, tennis courts, and multi-purpose courts. Additional residential growth would, of course, increase the need for parkland and recreational facilities within the area. With the imminent construction of several residential development projects, it will become increasingly necessary to provide facilities for local residents as well as newcomers.

Half of the 20± acre Vincent Farm Elementary School site is presently owned by the Department of Recreation and Parks. The site, which is leased to a farmer, was once considered for ball diamond and athletic field development, but the irregular shape and physical limitations precluded such development.

Several residents are interested in the creation of a stream valley park. It is felt that such a park could accomplish two objectives simultaneously, protect part of the stream valley from development, and provide an opportunity for passive recreational activities such as hiking and bicycle riding. During one of the advisory group meetings it was suggested that developers wishing to develop residential or nonresidential facilities in the study area be required to contribute land and funds that would facilitate the creation of such a park.

### **Recommendations**

Create baseball and soccer fields on the Vincent Farm Elementary School site.

Incorporate Windlass Run into the County's Greenways program and amend the official Greenways Map to reflect this designation.

Explore incentives that encourage developers of residential and nonresidential projects in the study area to contribute funds or land for the creation of a Windlass Run stream valley park.

Consider acquiring additional suitable land adjacent to the Vincent Elementary School Recreation Center site in order to make the site more conducive to the development of recreational facilities.

As the area grows and is developed, ensure that sufficient and diverse recreational opportunities are provided in the form of parks, open space areas, greenways and recreational facilities.

## **SCHOOLS**

The study area is presently served by the following schools: Glenmar Elementary School, Middle River Middle School, and Kenwood High School. Some sections of the study area fall within the Chase Elementary School district and some in the Perry Hall School district. None of the schools serving the study area are presently overcapacity.

The imminent construction of several new subdivisions and the build-out potential of undeveloped sites zoned residentially could increase the number of new students significantly. In cases where schools are overcapacity, the Board of Education tends to realign the boundaries of school districts so that demand, i.e. number of students, corresponds to capacity. In areas where population growth has been such that student placement cannot be addressed via redistricting, modular facilities are added to existing schools. Construction of a new school is the choice of last resort.

There are presently no plans to build a new school within the study area; however, should the area grow to the extent that a new school is necessary, the Board of Education owns an unimproved parcel, the Vincent Elementary School site, which could be used for that purpose.

During the initial advisory group meetings, mention was made that the abandoned building which existed on the Vincent Farm Elementary School site was a blight on the community's appearance. According to the Board of Education, as of March 1998, the structure has been demolished and the ground leveled.

### **Recommendation**

Discuss with the Board of Education the prospect of having the Department of Recreation and Parks develop outdoor recreational amenities on a temporary basis at the Vincent Elementary School Recreation Center site

## IMPLEMENTATION

Implementation of the recommendations of the Windlass Run/Bird River Road Area Community Plan is a vital element to assure its usefulness. However, it is important that communities be realistic in regard to what to expect from a community plan. For example, recommendations involving capital improvement projects, i.e., the expenditure of County funds, may not be implemented for years because of fiscal constraints. The County has neither the manpower nor the financial resources to respond to every demand made by communities. Additionally, residents must keep in mind that capital improvement projects for their area compete with projects that are of equal or greater importance to communities in other parts of the County.

Communities should therefore think of creative solutions to issues that concern them. For example, rather than depending on the County to provide new recreational facilities, communities should examine whether their needs could be addressed via a "creative partnership arrangement" between developers wishing to develop sites in the study area and residents.

In cases where the implementation of the recommendations is within the purview of County agencies, the community should prioritize their demands and set yearly goals. For example, instead of expecting that the County respond to all their requests simultaneously, residents should pick one or two projects each year and actively pursue their implementation.

Apart from making implementation more manageable, prioritizing recommendations on an annual basis has the advantage of promoting community cohesiveness by bringing residents and business people together to work towards a common goal.

### **Recommendations**

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

The community should prioritize their recommendations and select one or two initial projects that they will actively pursue.

**TABLE 4**  
**Implementation Program**

<b>Recommended Action</b>	<b>Responsibility for Implementation</b>
<b>Zoning</b>	
Review and evaluate appropriateness of zoning classifications	Office of Planning Community
<b>Development</b>	
Development design guidelines and policies.	Reviewing agencies and decision makers Community
<b>Roads</b>	
Upgrade Ebenezer Road Earls Road Bird River Road	Department of Public Works
New Construction MD 43 Campbell Boulevard	State Highway Administration Department of Public Works
<b>Environment</b>	
Develop incentives that encourage dedication of environmentally sensitive land to the County for Windlass Run Stream Valley Park.	Department of Environmental Protection and Resource Management Department of Recreation and Parks Office of Planning
Incorporate Windlass Run into the County's Greenways program. Amend official Greenways Map to reflect this change.	Department of Environmental Protection and Resource Management Department of Recreation and Parks Office of Planning
<b>Recreation and Parks</b>	
Expand Vincent Elementary School Recreation Center site	Board of Education Department of Recreation and Parks Office of Planning
Create Windlass Run Stream Valley Park	Department of Recreation and Parks Office of Planning
<b>Schools</b>	
Discuss with Board of Education the prospect of having the Department of Recreation and Parks develop recreational amenities on the Vincent Elementary School Recreation Center site.	Board of Education Department of Recreation and Parks Office of Planning
<b>Implementation</b>	
Create Plan Implementation Group	Community Office of Planning

Office of Planning  
Baltimore County, Maryland  
April 23, 1997

To facilitate preparing a vision statement, please list as many items as you can under each category.

List the things you like about your community:

List the things you dislike about your community:

### Developing a Vision Statement for the Windlass Run/Bird River Road Area

Developing a vision statement allows a community to identify a preferred future for itself. To choose a direction, a community must first develop a mental image of a possible and desirable future state. This vision should articulate a view of a realistic, credible, attractive future for the community, a condition that is better in some important ways than what now exists. The preferred future is one that is different (whether to a large degree or only slightly) from that which will occur if things continue to happen as they are presently. Please list four statements which demonstrate a part of your vision of your community 20 years in the future. In the right-hand column, please number your responses from 1 to 4 in order of their importance to you (1=most important). [Your individual answer sheets will be collected. Your name is optional.]

Response	Importance Level
1. _____	
2. _____	
3. _____	
4. _____	

## Community Goals

A *goal* defined as "the purpose toward which an endeavor is directed". The goals are broad statements of intended accomplishments which, if accomplished as a whole, would bring the community closer to meeting its overall vision of the future. Keep in mind that goals do not identify specific activities which will be undertaken. Rather, goals will be specific conditions that you expect to exist if planned activities are geared toward that outcome. For the purposes of the community plan, we will break down these goals into separate categories as follows: Community character, growth management, physical environment, economic development, recreation/open space, and transportation/streets. In the space following each of these categories below, please identify three potential goals relating to the category which you think would help The Windlass Run/Bird River Road Area to move in the direction of the preferred future of the community in 20 years. Use the right-hand column to rank them from 1 to 3 in order of importance within each category.

---

### Community Character

- 
1. \_\_\_\_\_
  2. \_\_\_\_\_
  3. \_\_\_\_\_

---

### Growth Management

- 
1. \_\_\_\_\_
  2. \_\_\_\_\_
  3. \_\_\_\_\_

---

### Physical Environment

- 
1. \_\_\_\_\_
  2. \_\_\_\_\_
  3. \_\_\_\_\_

---

### Public Service/Facilities

- 
1. \_\_\_\_\_
  2. \_\_\_\_\_
  3. \_\_\_\_\_

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**Economic Growth**

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

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**Recreation/Open Space**

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

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**Transportation/Streets**

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

## Policies

A policy is a guidance tool designed to influence and determine decisions, action, and other matters. The policy helps to identify the outcome to expected from decision-makers on decisions related to applicable topics. Based on the goals that were identified, what specific policies do you feel the community and County could follow to help ensure that these goals will be met. For each category of goals addressed in the previous exercise, please identify one policy that would fit this description.

---

### Community Character

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Policy

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### Physical Environment

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Policy

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### Economic Growth

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Policy

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### Recreation/Open Space

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Policy

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### Transportation/Streets

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Policy

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## Example of Vision, Goal, & Policy

**Vision:** The Windlass Run will be returned as a stream park with pathways for hiking & biking.

**Goal:** To Minimize the negative environmental impacts on Windlass Run and to provide recreational opportunities.

**Policy:** All new development impacting the Windlass Run and its stream buffer areas shall make a monetary contribution to the Windlass Run conservation park fund to allow for the purchase of the necessary land.

# BALTIMORE COUNTY ZONING INFORMATION

Note: For detailed information, see Baltimore County Zoning Regulations, 1987 Edition, as amended.

## Zoning Terms and Classifications Summary

Zoning Terms and Classifications	Summary
<b>Resource Conservation</b>	
R.C. 2	Agricultural Protection
R.C. 3	Deferral of Planning and Development
R.C. 4	Watershed Protection
R.C. 5	Rural Residential
R.C. 20, R.C. 50	Resource Conservation -- critical area
<b>Density Residential</b>	
D.R. 1, 2, 3.5, 5.5, 10.5 & 16	Density Residential -- for low, medium and high density urban residential areas. Numeral in each classification indicates maximum number of units permitted per acre. No standard minimum lot size is required except for small tracts.
Residential Transition Areas	Residential areas where dwelling type and lot size requirements must be compatible with existing residences or subdivision lots.
<b>Elevator Apartment</b>	
R.A.E. 1	Residence, Apartment, Elevator -- for mid-rise elevator apartment building development in designated town and community centers. Forty density units per acre.
R.A.E. 2	Residence, Apartment, Elevator -- for high-rise elevator apartment buildings within designated town centers only. Eighty density units per acre.
<b>Office</b>	
R.O.A.	Residential Office -- (Class A) to accommodate house conversion to office buildings as of right.
R.O.	Residential Office -- to accommodate house conversion to office buildings as of right; small conventional office buildings permitted by special exception.
OR-1	Office / Residential -- to accommodate development or limited enlargement of a single medium-size office building or residential development potential to D.R. 5.5.
OR-2	Office / Residential -- to provide for development of office buildings with supportive accessory commercial uses or residential development potential to D.R. 10.5.
O-3	Office Park Zone -- to provide a zone to be used exclusively for office development.
O.T.	Office and Technology -- to permit employment-intensive office development in combination with certain high technology and residential development.
S.E.	Service Employment -- to permit and encourage the development of offices, related business service uses and small, low impact, light industrial uses; stresses compatibility with residential uses.
<b>Business</b>	
R.C.C.	Resource Conservation -- Commercial
C.B.	Community Business -- to provide for daily shopping and service needs of nearby residents through small businesses which do not generate large amounts of traffic; stresses compatibility with residential uses.
B.L.R.	Business Light Restricted -- to permit a range of retail and service uses; performance standards are required to protect adjacent communities.
B.L.	Business Local - small-scale commercial
B.M.	Business Major - large-scale commercial
B.R.	Business Roadside - the most permissive commercial classification
B.M.M.	Business Maritime Marina -- is established to accommodate water-dependent facilities and associated uses at a scale in keeping with the surrounding residential community.
B.M.B.	Business Maritime Boatyard -- is established to accommodate water-dependent facilities and includes more intense uses than those permitted in the B.M.M. zone.
<b>Manufacturing</b>	
M.R.	Manufacturing Restricted -- the most restrictive industrial classification.
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 provide greater refinement in land use regulation.

A.S. ....	Automotive Service	C.T. ....	Commercial, Town-Center Core
C.R. ....	Commercial, Rural	I.M. ....	Industrial, Major
C.C.C. ....	Commercial, Community Core		

## **ACKNOWLEDGMENTS**

This report would not have been possible without the help of the members of the advisory group for the Windlass Run/Bird River Road Area Community Plan and the representatives of the various County agencies. We extend our thanks for their dedication and hard work.

Special thanks goes to the Honorable Vincent J. Gardina, Councilman of the 5th District, who initiated the planning effort.

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