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## VIBRANT COMMUNITIES

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## SUSTAINABLE COMMUNITIES

In compliance with House Bill 1141, the Department of Environmental Protection and Resource Management (DEPRM) completed a detailed analysis of the impacts of current and future development on all water resources in Baltimore County. The report, called the Water Resources Element (WRE), is incorporated as part of this Master Plan. The results of the investigation reveal that, to protect, enhance, and restore the quality of our natural waters, a significant policy shift regarding future land development is required. It is determined that redevelopment of properties located inside the URDL, including replacement of impervious surface (buildings, parking lots, etc.) with green spaces (pervious surfaces) will allow for the greatest reduction of pollutants in stormwater runoff.

Included in this land use strategy are the latest requirements for stormwater management (Environmental Site Design), and an increase in allowable density. The policy to focus and target redevelopment inside the URDL, allow greater density, reduce VMTs and the generation of greenhouse gas emissions, and decrease the amount of impervious surface, is necessary to accommodate population and employment growth, while enabling restoration and protection of the environment. Also, the State’s Priority Funding Area (PFA), which is essentially the area within the URDL in Baltimore County, supports this land use strategy (Map 4). PFAs were created to direct at least 68 % of future development into areas supported by existing or planned public services and infrastructure, and to protect our irreplaceable natural resources. Baltimore County has managed to direct more than 88% of development into the PFA, and this percentage will increase through implementation of policies in *Master Plan 2020*. Priority Funding Areas meet four key goals:

- (1) Preserve existing communities,
- (2) Make the most efficient use of taxpayer dollars for infrastructure by allowing resources to build on past investments,
- (3) Reduce development pressures on critical farmland and natural resource areas by encouraging projects in already developed areas,
- (4) And strengthen housing and economic resources by sustaining/encouraging walkable communities, thus reducing VMTs and greenhouse gas emissions.

Redevelopment is one of our most important challenges. Concentrations of work-force housing accompanied the manufacturing booms of World Wars I and II. After WWII, massive residential development brought a greater concentration of people to the suburbs. These trends created some pockets of housing that did not age gracefully: many are obsolete by current market standards. In some cases, housing projects and commercial centers fell into disrepair through neglect and disinvestment. Modernization and changes in consumer preferences played a pivotal role, reducing demand for small houses with

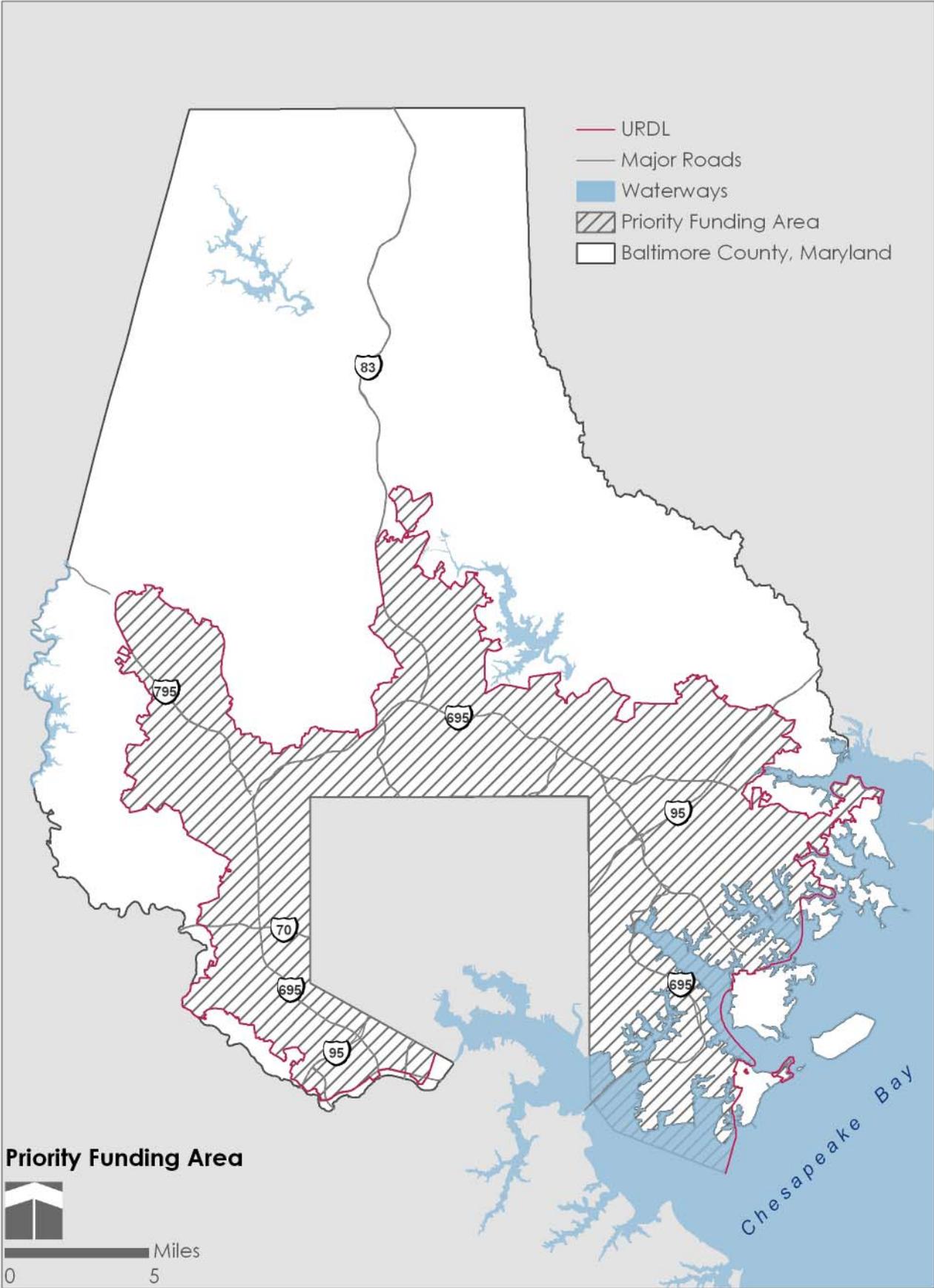
dated amenities and floor plans. In listing its policy priorities for Community Conservation Areas (CCAs), the 2010 Master Plan elevated the importance of redevelopment. That plan called for consolidation and redevelopment of abandoned and underused properties for uses that enhance CCAs.

*UDATs and charrettes are comprehensive, community-driven, holistic approaches to planning and revitalization. They are designed to revitalize existing communities, or envision new communities with a sense of place, a well-conceived architectural fabric, and a sense of identity.*

The County furthered its effort by initiating Urban Design Assistance Team (UDAT) planning processes for Dundalk, Randallstown, Essex and Towson. The UDAT incorporated extensive outreach and grass-roots involvement of each community with leadership from consultant teams having national expertise. The County continued to fine-tune its redevelopment strategy by enacting the Renaissance Redevelopment Pilot Program, and by administering community based collaborative planning sessions called “charrettes”. Meanwhile, the County implemented several related community improvement projects, including these key redevelopment projects: Fields at Renaissance Park and Renaissance Square in Essex-Middle River, and the Yorkway project in Dundalk. In the future, CCAs will continue to be attractive places where existing and potential homeowners want to live, work and raise families.



Map 4: Priority Funding Area



## Recent Trends

In order to create sustainable communities, citizens and decision-makers must recognize the latest trends in housing choices and changes in family makeup. More homebuyers and renters desire to live in areas with shorter commutes to work, convenient access to shopping, dining, and other amenities. Traditional families, married couples with children, are becoming much less common. Young professionals, childless couples, empty nesters and single parents are replacing these traditional families. These consumers tend to prefer condominiums, townhouses and apartments in compact, mixed-use, walkable communities instead of single-family homes in the suburbs.

*“Persons born after 1981 and baby boomers prefer to live in compact dense urban places.”*

Governing Magazine March 2009

*“For 50 years, families with children drove America’s housing industry. But now, married couples with children make up less than 25 percent of American households. And by 2025, less than 20 percent of households will be married couples with children.”*

“America’s Families and Living Arrangements: 2003” U.S. Census Bureau (November 2004)

*“When prospective homebuyers were asked if they would rather live in a large-lot neighborhood where they would depend entirely on cars to get around, or in more compact neighborhoods with schools, shops, and restaurants nearby, sixty percent chose the compact neighborhood.”*

Smart Growth America and National Association of Realtors. 2004 American Community Survey: National Survey on Communities, Washington, DC., October 2004

## Land Management Areas

*Master Plan 2020* designates “Land Management Areas” that organize the County into general policy areas. The purpose of these areas is to express the *general intention* of the County regarding development and provision of services. More specific details pertaining to these areas can be found in their respective sections of the plan. Additionally, many of these areas have specific community level plans adopted as part of *Master Plan 2020*. The Land Management Areas include the following:

## Rural Areas

**Agriculture Priority Preservation Areas** – These areas are designated for preserving active agriculture activities, and as such are not suitable for dense residential, commercial, or institutional development. The County also designated areas for the Rural Legacy Program including the Coastal, Piney Run, Gunpowder, Long Green, and Manor areas.

**Resource Preservation Areas** – These areas are designed to protect environmental, historic, and cultural resources, while allowing only limited residential, commercial or institutional development. These areas include Patapsco/Granite, Prettyboy Reservoir, Gunpowder, Liberty Reservoir, Chesapeake Bay, Loch Raven Reservoir, and Soldiers Delight.

**Rural Commercial Centers** – The County has two rural commercial centers: Hereford and Jacksonville. Community plans have been prepared for each of these centers to help guide development.

**Rural Residential Areas** – Some areas of limited low-density development are established. These areas include Chestnut Ridge, Parkton, Patapsco/Granite, Hereford, Kingsville, and Jacksonville.

## Urban Areas

**Community Conservation Areas** – These areas generally consist of lower to moderate density suburban residential neighborhoods. The neighborhoods are served with public water and sewer service. The preservation and stability of these communities is of paramount importance. The majority of these areas have community plans adopted as part of the Master Plan. They also contain a significant amount of commercial development, located primarily along the commercial corridors. Areas suitable for compact, mixed-use, walkable, transit oriented development are called Community Enhancement Areas (CEAs). Commercial Revitalization Districts (CRDs), and strip commercial corridors are also located within some of these areas.

**Towson Urban Center** – This urban center has been the subject of multiple studies. More specific detail

can be found within the *Towson Urban Area* section of the plan.

**Owings Mills Growth Area** – The last of the originally designated growth areas. See the *Owings Mills Growth Area* section for more information.

**Middle River Redevelopment Area** – The newest designated growth area. Details are provided in the *Middle River Redevelopment Area* section in the plan.

**Employment Center** – These areas generally consist of a variety of commercial uses predominantly employment-oriented, some with retail and housing. They may contain heavy industrial uses as well. These areas include CEAs, CRDs, and strip commercial areas. The preservation of family-supporting wage employment is the primary goal.

### Proposed Land Use

The Proposed Land Use Map provides general recommendations for land use, based upon the policies provided in *Master Plan 2020*. The map is conceptual and general, and is intended to reflect land use patterns and support the land use objectives of *Master Plan 2020*, rather than identify land use of individual properties or parcels. The use of transects, and “T-zones”, is designed to support compact mixed-use communities, while maintaining the stability of existing community conservation areas (Map 5). The proposed land use map will provide general direction for county land use decisions, and may be amended as needed.

### Transect-Based Planning for the Built Environment

A “transect” of nature, first conceived by Alexander Von Humboldt at the close of the 18<sup>th</sup> century, is a geographical cross-section of a region intended to reveal a sequence of environments. Originally, it was used to analyze natural ecologies, showing varying characteristics through different zones such as shores, wetlands, plains and uplands. It helps study the many elements that contribute to habitats where certain plants and animals thrive in symbiotic relationships to the minerals and microclimate.

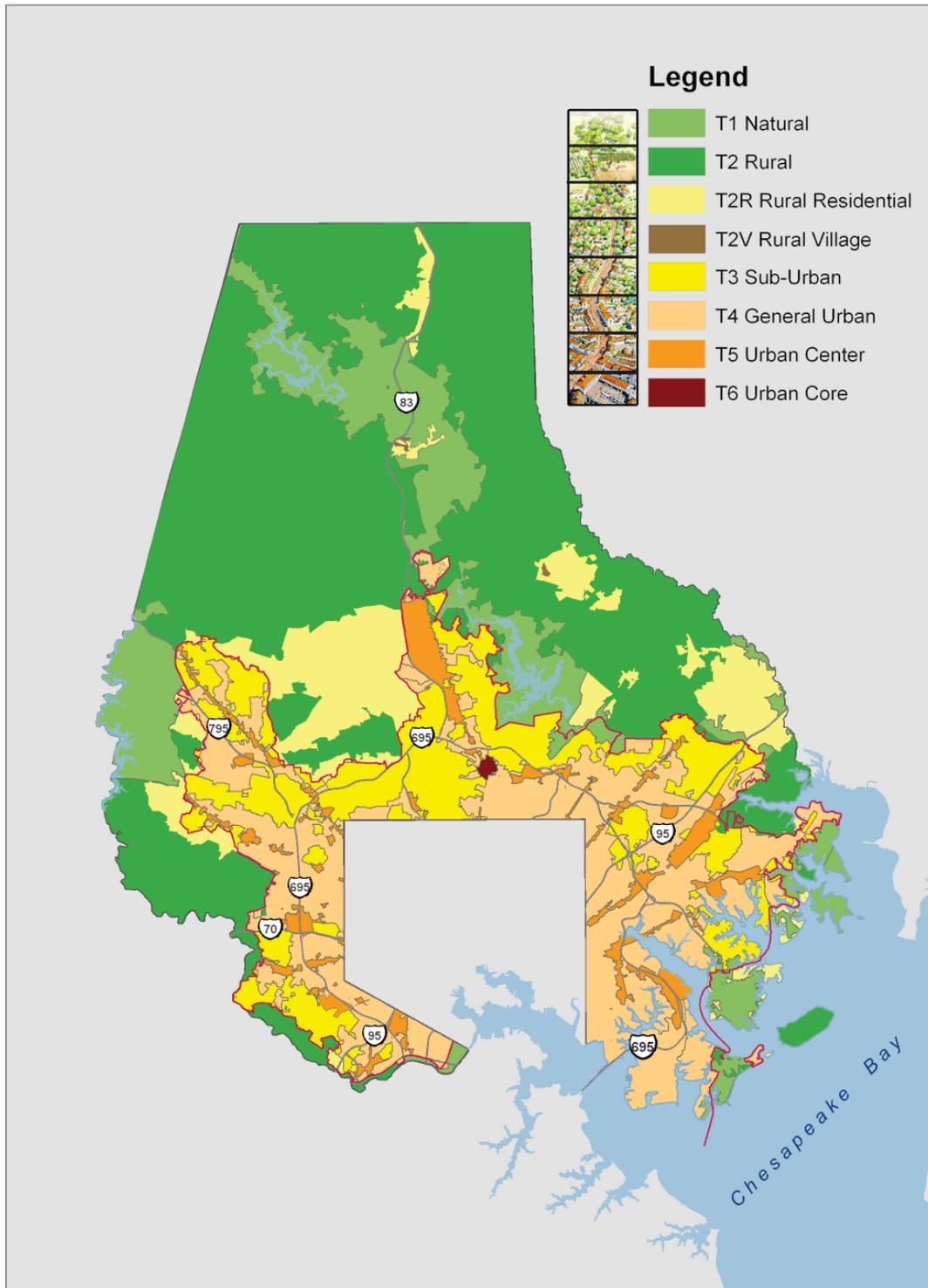
This same system can be used to demonstrate different human habitats. Some individuals prefer living on farms while others prefer living in cities. Before the automobile, American development patterns were walkable, and transects within towns and city neighborhoods reflected a variety of development patterns and uses. These degrees of urbanism are represented in a rural-to-urban transect has been developed which provides six “Transect Zones” (T-zones) for application on the proposed land use map.

The transect, as a framework, identifies a range of habitats from the most natural to the most urban (Map 5). Its continuum, when subdivided, lends itself to the creation of zoning categories. These categories include standards that encourage diversity. The standards overlap, reflecting the successional pattern of development and natural ecosystems. The transect thereby integrates environmental and zoning methodologies, enabling the design of compact, mixed-use, walkable communities that support the viability of natural ones.

- **T-1 (Natural Zone)** contains lands approximating a natural condition, including lands unsuitable for settlement due to topography, hydrology, or vegetation.
- **T-2 (Rural Zone)** consists of sparsely settled lands in an open or cultivated state. These include woodlands, agricultural lands, and grasslands. Typical buildings may include farmhouses and agricultural buildings.
- **T-2 R (Rural Residential Zone)** consists of large lot single-family detached housing. Plantings are informal. All setbacks are generally 50+ feet. Lots are deep to accommodate a larger backyard. Density varies between 2 to 5 acres per dwelling.
- **T-2 V (Rural Village Zone)** takes into account the rural villages of Hereford and Jacksonville. This zone has a mix of smaller scale retail/ office and some residential uses. T-2 V preserves the rural village character featuring an attractive and traditional pattern of houses,

Map 5: Proposed Land Use

### Proposed Land Use Baltimore County Smart Coded



**Legend**

	T1 Natural
	T2 Rural
	T2R Rural Residential
	T2V Rural Village
	T3 Sub-Urban
	T4 General Urban
	T5 Urban Center
	T6 Urban Core

T1	T2	T2R	T2V	T3	T4	T5	T6
							
							

commercial establishments, open spaces and their relationship to roadways.

- **T-3 (Sub-Urban Zone)** includes low-density residential areas, adjacent to higher zones that contain mixed use. Home occupations and outbuildings may be allowed. Landscaping is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.
- **T-4 (General Urban Zone)** is characterized by mixed-use, but is primarily residential urban fabric. It may have a wide range of building types including single-family detached and attached houses, and townhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.
- **T-5 (Urban Center Zone)** includes higher density mixed-use buildings that accommodate retail, offices, townhouses, and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.
- **T-6 (Urban Core Zone)** has the highest density and height with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings set close to the wide sidewalks. Typically only large towns and cities have an Urban Core Zone.
- **T-M (Manufacturing Zone)** includes certain industries and manufacturing processes that should not be combined with other uses. By their function, they require that their operations not be closely integrated with other uses (except those with similar characteristics).
- **T-I (Institutional Zone)** many institutional uses should be incorporated into the T-4 and T-5 transects, such as community centers, branch government offices, libraries, etc. However, certain institutions like medical

complexes, educational campuses, and others that benefit from having all their functions in one location may need room to grow. That may make inclusion into a Community Enhancement Area impractical. Such facilities should be close enough to be walkable, and be mutually supportive.

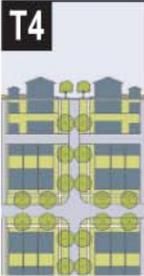
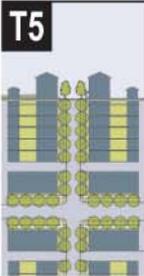
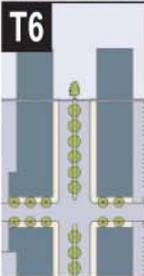
The transect system replaces the conventional separate land use zoning system. The T-zones provide the basis for real neighborhood structure, which relies upon compact, walkable streets, mixed-use, transportation options, and housing diversity. The T-zones vary by the ratio and level of intensity of their natural, built, and social components. Uses may overlap between one T-zone and another. The ability of transects to clarify the compatibility among uses makes them particularly useful in planning the built environment.

They may be coordinated to all scales of planning, from the region through the community scale, down to the individual lot and building. However, any new zoning would be applied at the community scale, and it is important to note that each community will have to establish (calibrate) its own unique development criteria. Furthermore, T-zones should be balanced within a neighborhood structure based on pedestrian sheds (walksheds), so that residents of lower density neighborhoods may still walk to different habitats, such as a main street, or civic space.

Transect-based planning is used throughout the County to provide a solid foundation for all other planning. As Baltimore County moves towards compact, mixed-use, higher-density walkable communities, the successful implementation of transect-based planning will play a key role in further developing the T-4 and T-5 zones.

The Transect Zones and the following graphics for the Transect Zone descriptions and civic spaces were originated and developed by Duany Plater-Zyberk & Co.

Transect Zone Descriptions

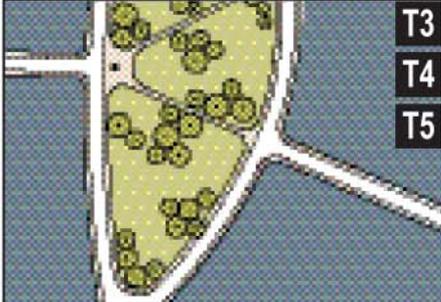
 <p><b>T1</b></p>	<p><b>T-1 NATURAL</b> T-1 Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>	<p><b>General Character:</b> Natural landscape with some agricultural use  <b>Building Placement:</b> Not applicable  <b>Frontage Types:</b> Not applicable  <b>Typical Building Height:</b> Not applicable  <b>Type of Civic Space:</b> Parks, Greenways</p>
 <p><b>T2</b></p>	<p><b>T-2 RURAL</b> T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.</p>	<p><b>General Character:</b> Primarily agricultural with woodland &amp; wetland and scattered buildings  <b>Building Placement:</b> Variable Setbacks  <b>Frontage Types:</b> Not applicable  <b>Typical Building Height:</b> 1- to 2-Story  <b>Type of Civic Space:</b> Parks, Greenways</p>
 <p><b>T3</b></p>	<p><b>T-3 SUB-URBAN</b> T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p><b>General Character:</b> Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally  <b>Building Placement:</b> Large and variable front and side yard Setbacks  <b>Frontage Types:</b> Porches, fences, naturalistic tree planting  <b>Typical Building Height:</b> 1- to 2-Story with some 3-Story  <b>Type of Civic Space:</b> Parks, Greenways</p>
 <p><b>T4</b></p>	<p><b>T-4 GENERAL URBAN</b> T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.</p>	<p><b>General Character:</b> Mix of Houses, Townhouses &amp; small Apartment buildings, with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians  <b>Building Placement:</b> Shallow to medium front and side yard Setbacks  <b>Frontage Types:</b> Porches, fences, Dooryards  <b>Typical Building Height:</b> 2- to 3-Story with a few taller Mixed Use buildings  <b>Type of Civic Space:</b> Squares, Greens</p>
 <p><b>T5</b></p>	<p><b>T-5 URBAN CENTER</b> T-5 Urban Center Zone consists of higher density mixed use building that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	<p><b>General Character:</b> Shops mixed with Townhouses, larger Apartment houses, Offices, workplace, and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity  <b>Building Placement:</b> Shallow Setbacks or none; buildings oriented to street defining a street wall  <b>Frontage Types:</b> Stoops, Shopfronts, Galleries  <b>Typical Building Height:</b> 3- to 5-Story with some variation  <b>Type of Civic Space:</b> Parks, Plazas and Squares, median landscaping</p>
 <p><b>T6</b></p>	<p><b>T-6 URBAN CORE</b> T-6 Urban Core Zone consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings are set close to wide sidewalks. Typically only large towns and cities have an Urban Core Zone.</p>	<p><b>General Character:</b> Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity  <b>Building Placement:</b> Shallow Setbacks or none; buildings oriented to street, defining a street wall  <b>Frontage Types:</b> Stoops, Dooryards, Forecourts, Shopfronts, Galleries, and Arcades  <b>Typical Building Height:</b> 4-plus Story with a few shorter buildings  <b>Type of Civic Space:</b> Parks, Plazas and Squares; median landscaping</p>

Civic Space Descriptions

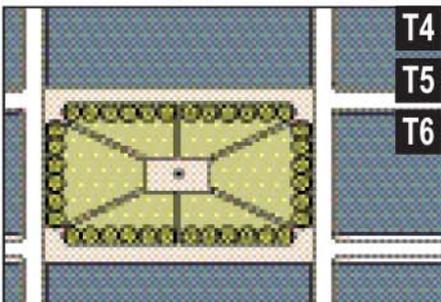
**a. Park:** A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 8 acres. Larger parks may be approved by Warrant as Special Districts in all zones.



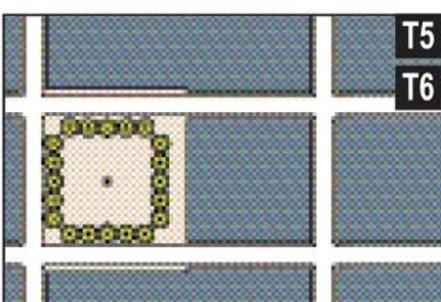
**b. Green:** An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/2 acre and the maximum shall be 8 acres.



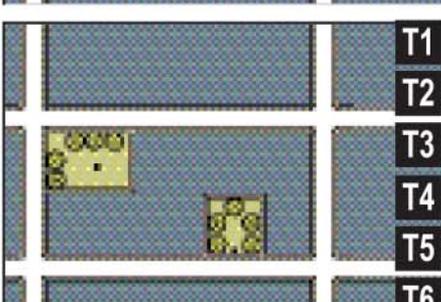
**c. Square:** An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.



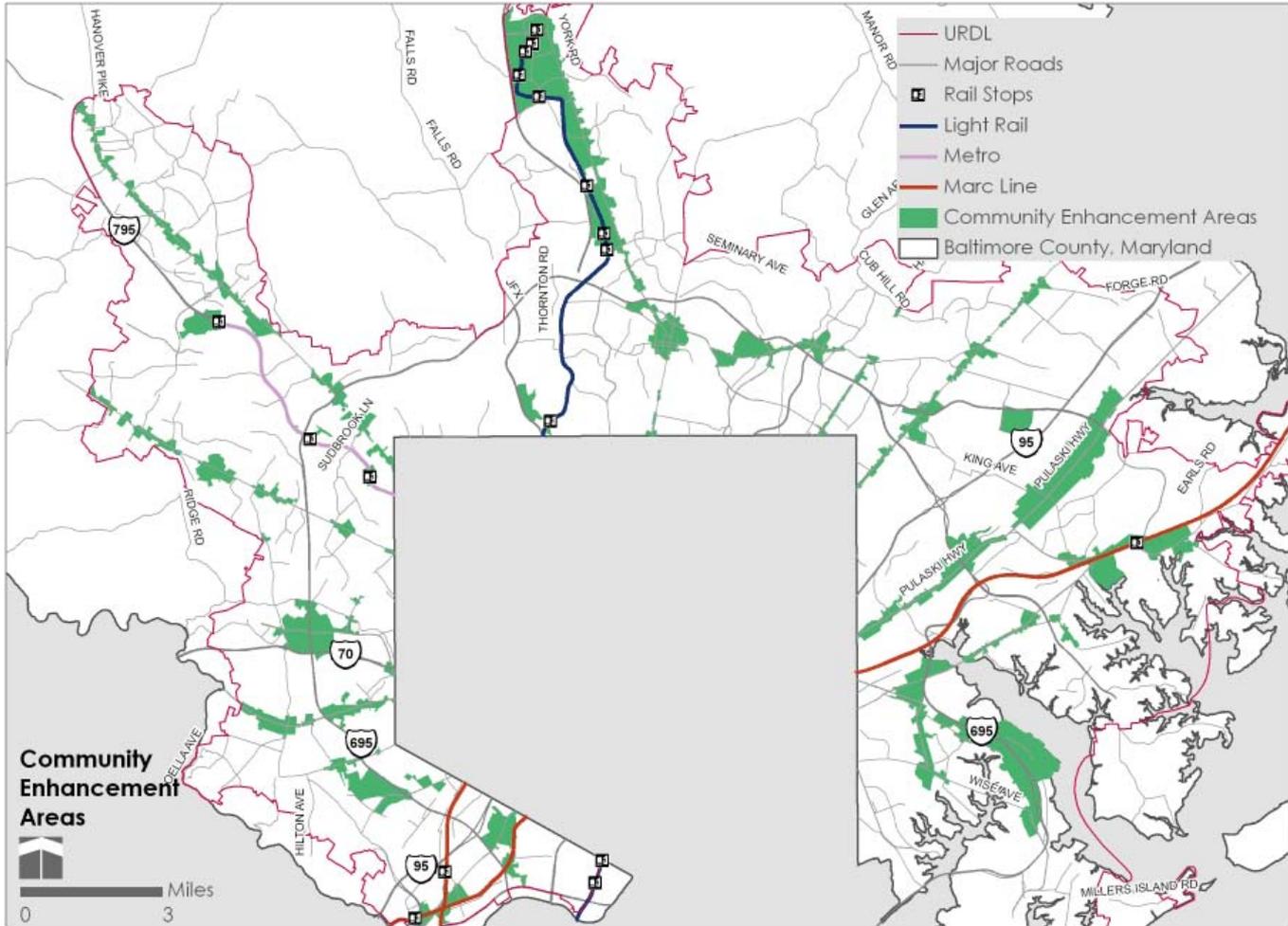
**d. Plaza:** An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas **should** be located at the intersection of important streets. The minimum size shall be 1/2 acre and the maximum shall be 2 acres.



**e. Playground:** An Open Space designed and equipped for the recreation of children. A playground **should** be fenced and may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.



Map 6: Community Enhancement Areas



Community Enhancement Areas

Community Enhancement Areas (CEAs) are areas suitable for sustainable redevelopments that are compact, mixed-use, and walkable (Map 6). An area with mixed-use buildings containing retail and/or office use on the lower floors and residential units above attracts new investment, provides a vibrant atmosphere, and offers diversity of housing. Environmental Site Design and conversion of existing impervious surfaces to green spaces such as parks,

greenways and public squares enhances the social and cultural life of the neighborhood and improves quality of stormwater runoff. These compact, mixed-use walkable communities have excellent, sustainable design, using the latest technologies in energy savings and environmental protection, and will focus on walkability and pedestrian access.

## Site Selection

The ideal locations for CEAs are sites that exist within, or can extend traditional town centers. Other viable alternatives include underused or undervalued areas. Various sites in the County have been identified for redevelopment as sustainable communities (Map 6). Criteria used to determine potential CEAs include the following: strong local support, good multi-modal access (especially near existing or proposed transit systems), potential for walkable and sustainable design, ability to complement adjacent land uses, existing adequate public services and facilities, and limited environmental constraints.

Although the areas identified may be suitable for redevelopment, the designation does not mean that CEAs will necessarily be established on these sites, and in these areas, development will occur in accordance with the current zoning. Furthermore, other tracts outside of these CEAs are still eligible for redevelopment opportunities. The design of a particular redevelopment proposal is very site-specific: that is, what may work on one parcel, or in a certain area, might be totally inappropriate for another site, or a different area in the County.

## Compact

To accommodate population and employment growth while using less land area, it is necessary that developments become more compact. There is a segment of our population that desires to live in these types of denser communities, due to the inherent benefits of being able to take available public transportation or to easily walk to work, shops, and



other destinations. Younger professionals with busy careers, and elderly persons more often do not want to spend the time and money it takes to maintain a single home, preferring condominium or apartment living, close to amenities and convenient public transportation.

One major advantage of compact CEAs is that they are increasingly self-sustaining places to live, work, study, shop, and recreate. Design provides a wide range of building types and sizes, with the maximum heights of buildings closer to the main roads, transitioning toward the styles and proportions of the surrounding residential neighborhoods.

## Mixed-Use

Mixed-use in a CEA refers to an area that contains a variety of different uses. Offices, retail, and other types of commercial businesses are combined with residences, institutional and government uses, and civic spaces in the same building and/or development complex. Plazas, squares, greens and playgrounds, are also merged in the project, with important functional interrelationships integrated by attractive and coherent physical design. The site and structures are designed to include services and opportunities of interest to all ages from senior citizens to the very young. By consolidating these many varied uses in CEAs, land use can be reduced to achieve the compactness and walkability of sustainable, mixed-use neighborhoods. When complementary uses are developed in proximity to each other, it contributes to a much more interesting and attractive walkable environment. The new mixed-use development must also be accessible to adjacent neighborhoods by safe, convenient multimodal pathways. The mixed-use CEA may become the center of the larger community including adjacent neighborhoods, and present a new sense of place.

Mixed-use redevelopment brings different complexity and costs than greenfield development. Often, it is difficult to assemble small parcels into sites large enough to achieve revitalization goals. Redeveloping underutilized or vacant properties with compact mixed-use walkable sustainable communities remains the most viable, cost-effective option. CEAs will help revitalize our older neighborhoods, accommodate new



growth in a well-planned, efficient manner, and aid in protecting and restoring our natural water resources.

### Walkability

Walkable design is very important to these developments. Redevelopment with more compact communities, increased road connectivity including shorter blocks and larger sidewalks, will allow residents to walk to work, school, shopping and other destinations. Buildings should align with each other along the streets with parking behind them to maximize the commercial frontage on the street. Roads must be carefully designed to allow safety for walkers, along with various transportation modes, such as bicycles, transit vehicles, and automobiles. Walkable connections to the existing nearby communities help create a healthier, more vibrant, pedestrian-friendly place to live. It must be easy and inviting for residents to walk to their destinations. If safe and convenient, all residents, from children to senior citizens, will enjoy the many health benefits of walking.

### Transportation

Potential redevelopment sites located close to existing or proposed public transit systems are the highest priority (Map 7). Transit Oriented Developments (TODs) present several benefits towards achieving a sustainable society. Residents can easily use the transit to go to many destinations outside of their neighborhoods. Mass transit options should be available and convenient to these areas and must

provide a safe, convenient, and comfortable means of transportation for residents to make longer commutes. Another benefit of mass transit availability is the resultant decrease in ownership of vehicles due to less need for multiple cars per household. Fewer vehicles on the roads means that streets can be more walkable, transportation costs will be reduced, and there will be less pollution. However, all modes of transportation must be included, with strong emphasis and the highest priority on walkability, bicycling, and mass transit.

### Public Infrastructure and Services

The ideal areas for redevelopment include adequate public water, sewer, roads, schools and other public facilities and services. Items to be analyzed in determining suitability of an area to accommodate population growth are the adequacy of existing and proposed infrastructure. When there is not enough water and sewer capacity, or schools and roads are overcrowded, corrections must be made, or other opportunity sites chosen. In some cases, redevelopment may bring new or improved services to the area. Redevelopment should not overburden infrastructure.

Providing appropriate open spaces and recreational activities for new residents living within these areas and visitors is critical. Appropriate open spaces may consist of areas for gathering, meeting, and relaxing. The County will develop new standards suitable for these types of developments, some of which may consist of public squares and some which may include private facilities for more active recreation.

### Environmental Constraints

One of the main reasons to redevelop in CEAs is to improve the environment. Determining what the existing environmental constraints are on a property is undertaken at the beginning of the development process. Often, streams, wetlands, floodplains, steep slopes or other natural features are located on the site and must be protected.

Baltimore County is now approaching build-out, which means that the more easily developed land

Map 7: Regional Rail Map

**Baltimore Region Rail System Plan Map**  
Adopted March 2002



is gone, and the remaining land often contains environmental constraints. This challenge must be met early in the review of a site.

### Surrounding Neighborhoods

It is important that the CEAs enhance the surrounding neighborhoods, and not compete with adjacent uses. Improvements in street connectivity increase walkability. Retail, business and civic uses provide goods, services and employment opportunities closer to existing neighborhoods. The numerous amenities in the CEAs will benefit the surrounding locale.

### Community Support

Due to the diversity of the County, not all CEAs should be developed in the same manner. Areas suitable for CEAs should be planned in order to meet the specific needs of the community. In those circumstances, existing staff from Baltimore County will facilitate the design of CEAs through a charrette or similar process to include all interested parties. It is essential that all interested stakeholders be included in the creation of redevelopment plans at the beginning. The process will involve all property owners, citizens, community groups, business owners, appropriate government agencies, and any other persons early in the planning and implementation phases of concepts proposed. Comments, questions and suggestions assist in the architectural design of the buildings, layout of the property, and in all aspects of the new neighborhood. Participation by all stakeholders will be encouraged and appreciated.

***Policy: Development and redevelopment of under-utilized properties inside the URDL within Community Enhancement Areas will be encouraged.***

#### *Actions:*

(1) With assistance from all stakeholders, including citizens, developers, property owners, and government officials, identify appropriate sites within the URDL boundary, for potential redevelopment as CEAs.

(2) Examine the selected areas for adequate infrastructure, existing and proposed open/civic spaces, public transportation options, environmental constraints and any other challenges.

(3) Prioritize sites for greatest potential for success, with possible Transit Oriented Development (TOD) projects having the highest priority. *(See Transportation for further information on TOD)*

(4) Investigate all possible incentives that would encourage/facilitate redevelopment of under-utilized commercial properties.

(5) Develop specialized overlay zones that represent community consensus. Involve all stakeholders in the planning process with tools such as an Urban Design Assistance Team (UDAT) or a public planning charrette process.

(6) Encourage quality, sustainable design, with great emphasis on walkability, connectivity, and improvement of the quality of stormwater runoff.

(7) Review all subsequent plans and building permits for compliance with the approved development proposal.

(8) Examine the development plan and permit review procedures for methods to expedite the approval process.

(9) Create a new mixed-use zone intended to accommodate residential, employment, office and retail uses in the same development and/or structure, and apply the new zone to areas designated as CEAs.

(10) Develop standards to assure the provision of appropriate and adequate open spaces that meet the needs of new residents.

***Policy: Seek new financial and programmatic tools to engage private-sector stakeholders in revitalization and to bring private land into the redevelopment process.***

*Actions:*

- (1) Work with private lenders and investors to make sufficient financing available for redevelopment projects. Funding for the development entity's activities could consist of public and private funds, including loan deposit funds made available by local and regional lenders.
- (2) Consider offering Tax Increment Financing (TIFs), Payment in Lieu of Taxes (PILOTs), and other tax incentives to reduce the private sector costs of redevelopment that promotes a public purpose.

**Senior Citizens**

The physical design and civic nature of CEAs provide ideal conditions for elderly persons to access social, recreational, medical, and county services, events and resources. CEAs also enhance their daily living in a safe, walkable and attractive environment. Volunteer activities such as environmental upkeep and beautification are at close proximity, and there is convenient access to retail stores and services (Map 8). There are opportunities to interact with others of all ages in the community, at recreation centers, parks and libraries. These places are conducive to individuals with mobility limitations, but also attract younger active seniors, and younger generations, increasing opportunities for interactions among all age groups. Baltimore County continues its commitment to providing conditions and services that keep older adults healthy, independent and participating members of the community.

***Policy: Facilities and uses that engage and support the needs and interests of older citizens should be included in CEA sites.***

*Actions:*

- (1) Consult with Office of Aging and community groups on specific benefits a CEA site might bring to our senior citizens.
- (2) Involve elder support groups in the design and function of specific projects in CEAs.

**Community Stewardship**

Organized citizen involvement is particularly important in bringing the needs and interests of communities to the attention of public officials, in shaping County plans to reflect community needs and concerns, and in ensuring that projects are implemented in an effective and timely manner. Baltimore County will continue to support, encourage, and collaborate with associations, both residential and business, throughout the county in order to stimulate citizen participation and promote sustainable communities.

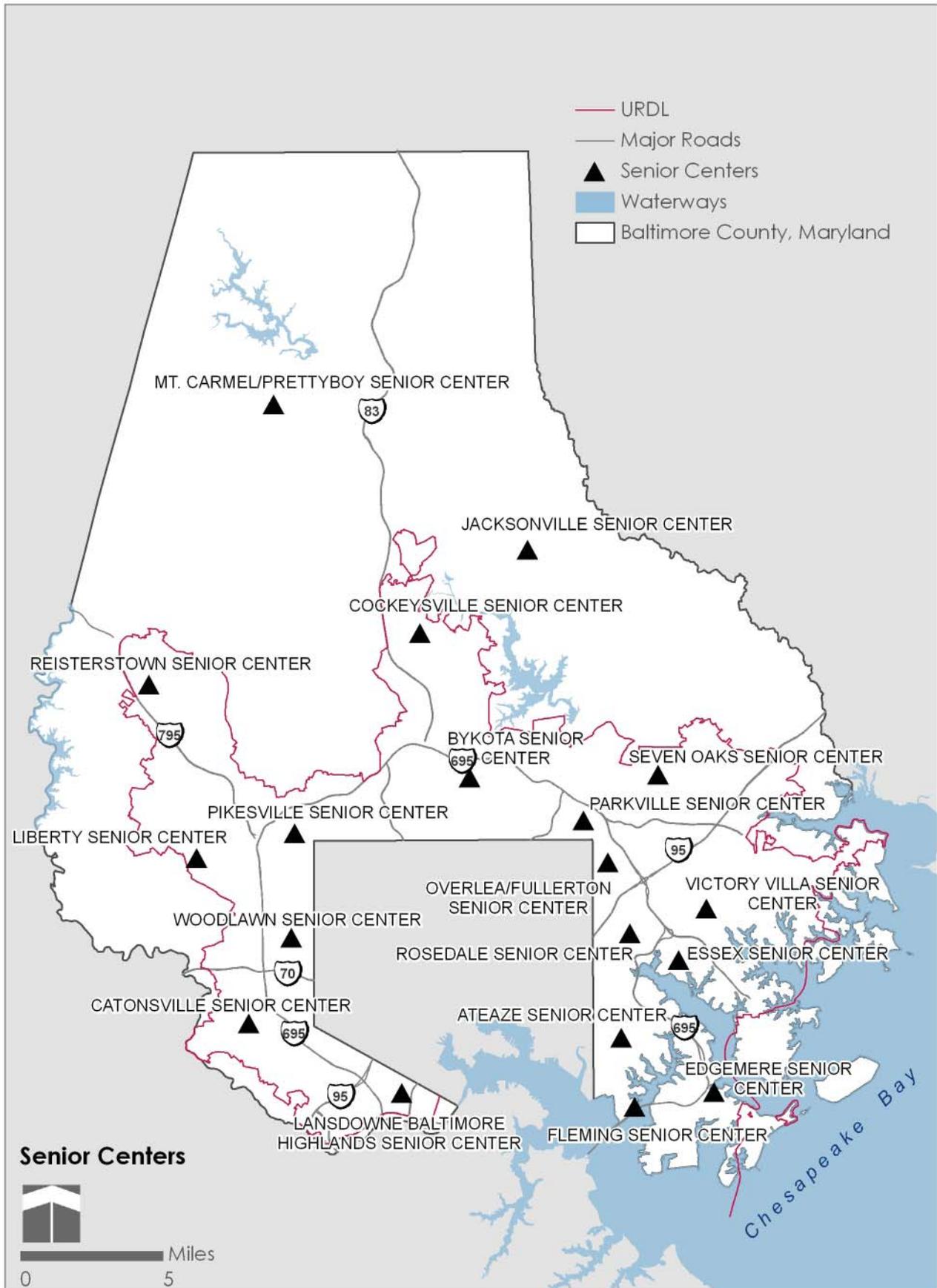
Community-based planning efforts, such as the UDATs and charrettes can strengthen community leadership and cohesion. For example, one outcome of the Dundalk UDAT was the establishment of the Dundalk Renaissance Corporation (DRC), an effective Community Development Corporation (CDC). The DRC has a successful track record of promoting citizen participation, organizing volunteer projects, rehabilitating existing housing stock, and representing the interests of community residents.

***Policy: Encourage and support the formation and activities of community associations, business associations, and community development corporations in the Community Conservation Areas, and in CEAs.***

*Actions:*

- (1) Continue to promote and encourage county residents to create business and residential associations that empower citizens and foster self-reliance.
- (2) Encourage and support the creation of Community Development Corporations (CDCs), where appropriate, to address housing and community development needs, and foster citizen involvement and stewardship. CDCs can also be effective tools in securing grants and other resources to fund community based housing programs.

Map 8: Senior Centers



(3) Continue grass roots community-based organizing and information sharing through e-mail, the county website, e-blast updates, internet-based social networking, and meetings with civic, faith, business, educational leaders and other stakeholders.

(4) Continue to administer community-based planning to ensure conformance with the Master Plan, and that the resulting plans and projects address community concerns, and are successfully implemented.

### Community Conservation Areas

Baltimore County's Community Conservation Areas (CCAs) encompass the County's more densely populated, established communities (Map 9). Nearly 75% of the county's residents live in these areas, where there is a wide range of housing choices. Many of these communities feature small-town scale commercial centers, a proud history and culture, and an urban dynamic. They also encompass some of the County's larger employment centers.

The CCAs were first delineated in the 1989-2000 Master Plan. By adopting these areas as a new land use designation, the County set precedent, and began a much-needed push to "conserve, revitalize and enhance our older residential communities." The move to protect and invest in the older communities, and revitalize their commercial hubs followed the previous period when most public investment went to the new designated Growth Areas.

Preserving CCAs is a fundamental component of the County's critical effort to effectively maintain, strengthen and manage its built environment. This priority grows in importance as our society continues to elevate principles of sustainability thereby reducing land consumption, and utilizing sustainable construction techniques to preserve resources.

Baltimore County is proud of the plans created and projects implemented to conserve its older communities. Collaborative planning efforts have been undertaken in communities throughout the county. These include four large-scale enterprises that

employed the Urban Design Assistance Team (UDAT) planning model in Dundalk, Randallstown, Essex-Middle River, and Towson, and area community plans developed and adopted in the last ten years. Planning charrettes also helped craft a specific redevelopment plan for the former Kingsley Park apartments in Essex-Middle River, to create the Walkable Towson Plan, and to re-energize Turner Station. In addition, the Office of Community Conservation (OCC) developed a range of effective programs providing support to homeowners, homebuyers, and renters. Furthermore, the County made a major capital investment in streetscape enhancement projects in 12 of the 14 traditional commercial centers, designated as Commercial Revitalization Districts (CRDs), from Lansdowne on the west side to Essex-Middle River on the east side.

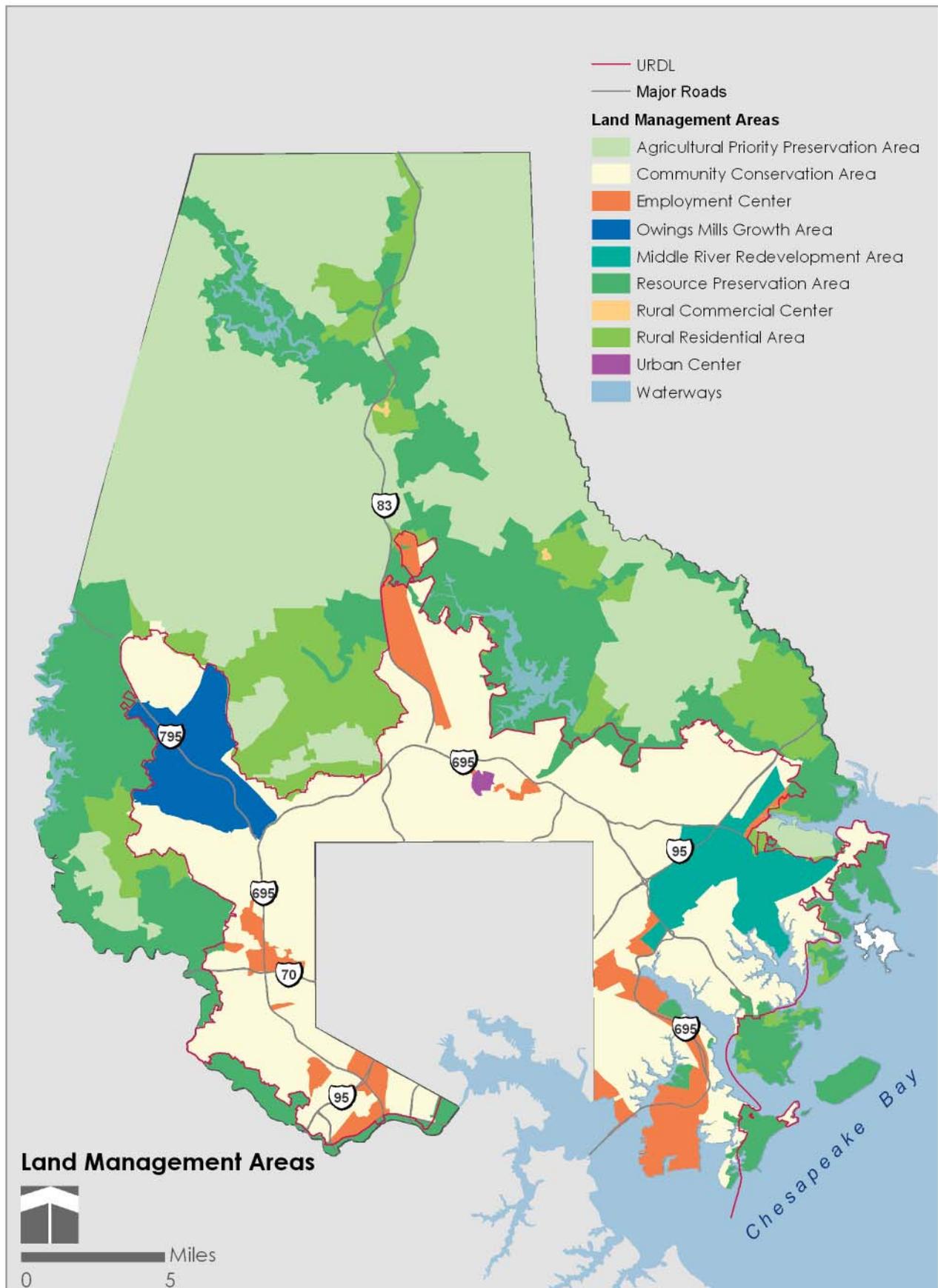
These planning efforts, and vigorous follow-through involving capital projects and public-private redevelopment produced visible improvements. In some cases, large-scale transformation was achieved. An inspiring review of community conservation activities in recent years can be found in the award-winning report, *Baltimore County Works*, published in 2008.

While the County is proud of its success, there are challenges to be met. Going forward, a sustainable community conservation strategy will include effective action in the following subject areas: Sustainable Housing, Homeownership, Workforce Housing, Rental Housing, and Green Housing.

### Sustainable Housing

Baltimore County's CCAs have many advantages for residents, including convenience to shopping, recreation, and cultural amenities, housing affordability, good neighborhood schools, public transportation and community stability. However, it is also true that many of the houses in these areas lack amenities desired by today's homebuyers. Many communities consist of houses that are small, with too few bedrooms and bathrooms, and too little closet space. These houses can be expensive to maintain, with inadequate heating and cooling systems, poor or nonexistent insulation, leaky windows and

Map 9: Land Management Areas



doors, inefficient appliances, and outdated electrical and plumbing systems. However, with targeted reinvestment and creative financing instruments, these houses can be adapted for small families with young children, for workforce housing, as starter homes for first-time homebuyers, and for young professionals just starting their careers.

Many older communities, with low to moderate household incomes, struggle in tough economic times to maintain their properties. Some homeowners allow their homes to fall into disrepair, affecting surrounding property values. The County can, with assistance from community leaders, work to get egregious violations corrected, and to attain code compliance throughout the community. Enforcement must be pursued with a practical approach that allows residents to make corrective actions within a reasonable amount of time. Code enforcement needs to be more assertive and targeted to ensure that a consistent standard of enforcement is applied to all Baltimore County communities.

In order to achieve sustainable communities in the CCAs, a strategy that builds on the community's strengths, and uses public resources in a practical and sustainable way is proposed. This strategy fosters stewardship of our built environment and encourages investment in our existing residential housing stock. The Office of Community Conservation's mission, to "preserve" and "enhance" the County's older communities must be expanded to "preserve, enhance, and sustain" those communities long into the future.

***Policy: Baltimore County should seek to assist in sustaining the aging housing stock in older communities, which require ongoing maintenance and repair.***

*Actions:*

(1) Use the County's Single Family Loan and Emergency Repair Program for moderate-income homeowners. This program is funded by the federal Community Development Block Grant (CDBG) Program, and is administered by the U.S. Department of Housing and Urban Development (HUD). The program provides

a low- or no-interest deferred or amortizing loan, or a grant, to low-to-moderate income homeowners earning 80% or less of the Area Household Median Income (AHMI), to bring their properties up to code, correct hazardous conditions, or make selected improvements. At present, the program does not meet the needs of many working households earning more than 80% of the AHMI.

(2) Use tax credits and other financing instruments to make existing housing stock more energy efficient, and to improve indoor air quality, durability, curb appeal, and attractiveness.

(3) Pursue targeted code enforcement of vulnerable neighborhoods to correct violations.

### Homeownership

The Settlement Expense Loan Program (SELP), the Mortgage Assistance Loan Program (MALP), and the Neighborhood Stabilization Program (NSP) provide significant resources to homebuyers looking at selected neighborhoods. These programs have catalyzed investment by first and second-time buyers in communities with declining property values, and vacant, foreclosed properties.

Investor speculation often leads to instability in the housing market. Rental conversions may increase due to a high number of foreclosed properties, and investors capitalizing on properties at low prices. This results in declining property values. The County should continue to offer foreclosure prevention and mitigation counseling services, and provide support for loan modifications that enable more families to avoid foreclosure. These efforts help to reduce the number of vacant and deteriorating properties in County communities, and to avoid further declines in property values in areas with high foreclosure rates.

***Policy: Use housing programs that assist low to moderate-income households in purchasing homes.***

*Actions:*

- (1) Use funding of the above-mentioned programs to target households with incomes ranging between 80-120% of the AHMI, to encourage qualified homebuyers to invest in older neighborhoods.
  
- (2) Provide incentives to homebuyers that participate in educational and housing counseling programs on the responsibilities of homeownership and community stewardship.

**Workforce Housing**

Workforce housing is an important asset to any community, but particularly to Baltimore County, which is the second largest employment center in the state of Maryland. The County has over 21,000 businesses providing more than 375,000 jobs. Employment includes jobs in education and health care, trades, transportation, utilities, professional and



the state of Maryland. The County has over 21,000 businesses providing more than 375,000 jobs. Employment includes jobs in education and health care, trades, transportation, utilities, professional and business services, manufacturing, construction, and government services.

If possible, most workers prefer to live in close proximity to employment in order to maximize their quality of life, and minimize commuting time and expense. They require either affordable homeownership opportunities, or rental housing that are attractive, safe, inexpensive to maintain, and close to services, public transportation, employment, and recreation. Community Conservation Areas have much to offer in this respect.

However, the availability of new housing that meets buyers' necessities is quite limited in most CCAs. This is due to the shortage of raw land, and the difficulty of assembling land parcels large enough for a viable development. In some cases, such as Waterview and Renaissance Square in Essex-Middle River, redevelopment was necessary to create new, vibrant neighborhoods in aging communities. However, HUD played a key role in the county's acquisition of the land. In many cases, residential redevelopment may not be an option due to costs and scarcity of land. Therefore, the County's workforce housing strategy must include improving the marketability and sustainability of existing housing stock.

In Baltimore County, there are currently over 20,000 households in the Section 8 Housing Choice Voucher program seeking a subsidy to make the cost of rental housing affordable. This statistic highlights the need for more workforce and affordable housing to meet the needs of Baltimore County households. Mixed income rental housing is preferable to rental communities with predominantly low-income households. Opportunities to include rental housing in mixed-use, mixed income, and mixed housing projects should be encouraged, and the County should provide appropriate incentives and zoning to encourage such development.

***Policy: County programs should support construction of moderately priced workforce housing.***

*Actions:*

(1) Study the feasibility/practicality of inclusionary zoning ordinances to increase workforce housing in market rate communities by: a) Setting aside a percentage of affordable dwelling units, and/or b) Providing density bonuses to developers who include affordable workforce housing in new residential or mixed-use projects.

(2) Revisit the Renaissance Redevelopment Program to explore incentives for mixed-income housing in communities close to services, transportation, and employment.

(3) Conduct a study to identify the opportunities for transit-oriented development (TODs), to include workforce housing, and establish TOD overlay zones that may include a portion of workforce housing near public transportation.

(4) Create density bonuses and land banking in targeted areas to allow expansion of workforce housing and provide incentives for developers to build new communities.

(5) Link neighborhoods through planning and development of bike trails, walking paths, and common commercial corridors in order to improve connectivity to employment centers from existing (and new) affordable communities.

## Rental Housing

Well-maintained rental housing is an important asset to a community. It provides an option for people of modest income, for young professionals just entering their career fields, and for empty nesters who may prefer not to have maintenance worries, snow to shovel, or grass to cut. Rental housing also appeals to

people who simply do not want the responsibilities of owning their own home.

Rental housing holds its value and contributes positively to the community when it is well maintained, well lit, safe, and attractive. To achieve this, proper management of rental housing is necessary. Judicious code enforcement by Baltimore County, and prudent use of incentives and regulations, will help to ensure that rental-housing stock maintains its market value and has a positive aesthetic value.

***Policy: Well-managed and maintained rental housing should be supported and ensured by enhanced tools used by the County.***

*Actions:*

(1) Apply code enforcement consistently, on a countywide basis, in conformance with existing housing policies, codes, and regulations.

(2) Continue to review rental licensing requirements periodically to ensure that health and safety standards are maintained.

(3) Provide training sessions for owner-managers, property managers and leasing assistants so that rental communities will be better managed.

(4) Continue to use the federal HOME Investment Partnership Act Program to preserve affordability, while improving energy efficiency, quality, durability, and attractiveness.

(5) Encourage the development of new mixed-income communities that are transit oriented or are located near major employment centers. These neighborhoods may also be connected to the activity centers via bicycle and pedestrian paths.

### Green Building Program

The Office of Community Conservation (OCC) identifies and directs resources to promote energy efficient and sustainable buildings. The County’s Green Building Program requires the use of green and sustainable building and remodeling practices when using OCC financing instruments. The program has two primary goals: improving energy efficiency and indoor air quality. Increased energy efficiency reduces utility costs and greenhouse gas emissions, and enhances the value and durability of the housing. Lower health care costs, and a higher quality of living can be achieved with cleaner indoor air.

The Program requires that property owners applying for loans or grants through OCC obtain an energy audit by an approved contractor prior to the development of a scope of work. Depending on the type of project, all work must be performed by a contractor certified by Energy Star certification, the Building Performance Institute, Leadership in Energy and Environmental Design (LEED), Maryland Home Performance with Energy Star, Enterprise Green Communities, Earth Advantage, or another acceptable certification. Funding for this program is provided through federal sources that restrict the beneficiaries to low to moderate-income households, individuals or communities. Baltimore County sponsors programs that provide low-interest loans or grants to improve energy efficiency, upgrade mechanical systems, improve air quality, or make capital improvements that increase marketability. Improvements may be financed through tax assessments over several years, and run with the property in the event ownership changes.

It is recognized that toxins and allergens may affect the health of a building’s occupants, and off-gases produced by volatile organic compounds (VOCs) are sometimes in paints and other surface treatments, floors, and cabinets. The use of appropriate building materials with low, or no VOCs may reduce the occurrences of respiratory distress in occupants. Lead hazards, mold, and asbestos found in older homes must be mitigated as part of any rehabilitation or retrofit approach. OCC has implemented a new protocol in the scope of work for rehabilitation

projects. The assessment of a dwelling unit occupied by a household seeking financial assistance for housing, either as a grant or loan, must include an energy audit, lead testing, and an inspection for other visible hazards that may negatively impact the health of occupants.

***Policy: Walkable communities, energy efficient retrofits of existing housing, and the use of green technologies in new housing construction should be encouraged and supported by countywide programs.***

*Actions:*

- (1) Continue the County’s programs for sidewalk installation and repair, and for bringing existing sidewalks into conformance with the Americans with Disabilities Act.
- (2) Continue the County’s street tree planting program in existing communities, and ensure that new trees are planted to replace trees removed due to conflicts with utilities. Between 2002 and 2007, a total of 7,948 trees were removed.
- (3) Existing revitalization tax credits could be made available to property owners as incentives for owner-financed improvements and upgrades that result in at least a 20% increase in energy efficiency. Tax Increment Financing (TIFs) may also be used to help finance the cost of owner-financed improvements on residential and non-residential capital projects of sufficient size.
- (4) Continue the County’s Green Building Program to target residential and commercial property owners to improve energy efficiency and promote sustainable practices. Provide low-cost loans and grants to make

*In the U.S., buildings account for approximately 40% of all greenhouse gas emissions. Buildings built prior to the 1991 Energy Code emit eighty-five percent (85%) of all greenhouse gas emissions produced by buildings. Most of the housing stock in the County’s Community Conservation Areas was built prior to 1990. Improving the energy efficiency and sustainability of the housing stock in the CCAs could result in significant reductions of greenhouse gas emissions.*

improvements that reduce energy usage and promote healthier indoor air quality in residential and non-residential buildings.

- (5) Require Energy Audits by certified personnel for all building rehabilitation projects receiving public funds.
- (6) Provide training and certification opportunities to County personnel in LEED accreditation, Building Performance Institute certification, Energy Star Certification and other certificate programs that promote energy efficient and sustainable building practices.
- (7) Encourage new construction for residential meet or exceed the design and construction standard of LEED silver certification, where feasible.
- (8) Establish incentives for developers to build high performance buildings with LEED Gold certification and above.
- (9) Upgrade building codes and provide incentives to allow, where feasible, new housing and major rebuilt (“gutted”) houses to be built to LEED standards, or equivalent.
- (10) Recommend that the County Council revise codes to incorporate the principles of LEED Neighborhood Design (LEED-ND) for residential developments.

#### *LEED ~ Leadership in Energy and Environmental Design*

*A LEED-certified home is designed and constructed in accordance with the rigorous guidelines of the LEED for Homes green building certification program. LEED for Homes is a consensus-developed, third party-verified, voluntary rating system which promotes the design and construction of high-performance green homes.*

#### *Enterprise Green Communities*

*Green Communities is the first national green building program developed for affordable housing. It focuses on the use of environmentally sustainable materials, reduction of negative environmental impacts and increased energy efficiency. It emphasizes designs and materials that safeguard the health of residents and locations that provide easy access to services and public transportation.*

#### *Energy Star Certification*

*Homes that earn the ENERGY STAR certification must meet guidelines for energy efficiency set by the U.S. Environmental Protection Agency. ENERGY STAR qualified homes are at least 15 percent more energy efficient than homes built to the 2006 International Residential Code (IRC), and include additional energy-savings features that typically make them 20-30% more efficient than homes built to local residential construction codes.*

#### *Building Performance Institute (BPI)*

*BPI is a national standards development organization for residential energy efficiency and weatherization retrofit work. As an independent, not-for-profit organization, they bring together leading building science experts from across North America to develop their standards using a consensus-based methodology. Taking a holistic view, they ensure that all styles and ages of dwelling are included, and all climate zones are covered.*

#### *Earth Advantage*

*An Earth Advantage home is designed to improve energy efficiency by 15 percent over a conventionally built home. Every Earth Advantage home is designed to provide its residents with comfort and quality while maintaining high standards for energy efficiency, indoor air quality, environmental responsibility and resource efficiency. Earth Advantage, Inc. works with building professionals to help them understand and incorporate high performance green building practices and materials into their projects.*

## PUBLIC INFRASTRUCTURE

Public infrastructure consists of the facilities, equipment, and services needed for the functioning of a community. Infrastructure includes utilities for water and sewer, roads, bridges, storm drains, solid waste sites and public buildings. The Department of Public Works (DPW) is the county agency responsible for most of the County’s infrastructure items. The Baltimore County School System and Department of Recreation and Parks manage the infrastructure for schools and parks respectively.

DPW plans, maintains, and constructs public infrastructure in the safest, most efficient, and cost effective manner possible. All facilities built in Baltimore County’s urban area followed the county’s pattern and timing of growth. The majority of these systems were put into service during the growth boom of the 1950s and 1960s. Because of the age

of the infrastructure systems, the needs shifted from constructing new facilities to maintaining and replacing the existing ones.

However, in the rural areas, the County will continue to provide only those levels of services necessary to address basic public health, safety and welfare. The guiding *Master Plan 2020* policies are to design and scale all infrastructure improvements appropriately for the limited amount of growth and maintenance of rural character, while still providing for public safety. The County does not provide increased levels of service where population density does not justify them.

Public infrastructure is important in determining the timing, location, and intensity of development; it serves as a valuable tool for master plan implementation. The basic infrastructure functions shape how Baltimore County integrates with other areas of the Baltimore Region. A well-designed county infrastructure system helps create a holistic system for the region and state. Each system working together in a hierarchy can minimize impacts to the environment. The county road network is an example of how local infrastructure feeds into, and complements the state road system, and the federal interstate road system.

Basic infrastructure provides the foundation for where redevelopment and reinvestment take place from the private and public sectors. Maintaining and enhancing the infrastructure in areas that strengthen Community Enhancement Areas, Community Conservation Areas and Employment Centers will help minimize the obstacles to building and creating sustainable communities in Baltimore County.

***Policy: The infrastructure projects in the Capital Budget and Program should be used to maintain existing healthy communities, and leverage county resources to direct future mixed-use growth to the Community Enhancement Areas.***

*Actions:*

- (1) Maintain existing capital facilities. Maintaining and strengthening existing facilities protects the investments Baltimore

County has made, and ensures that capital items will not be paid for twice.

- (2) Consider capital projects for Community Enhancement Areas and Employment Centers that are the locations suitable for proposed mixed-use redevelopment projects.

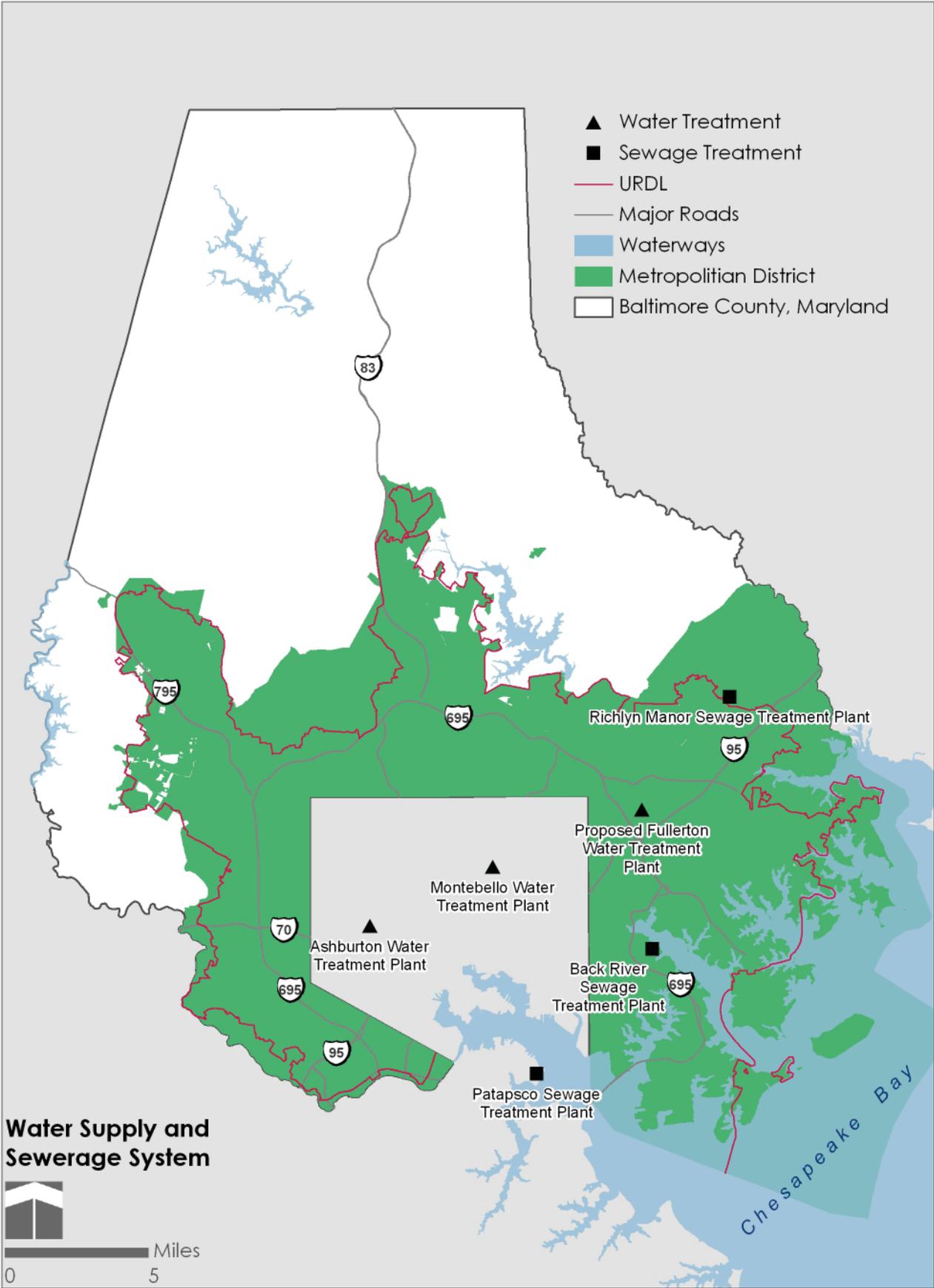
### Water Supply System

The Baltimore County water supply system is part of the metropolitan water system serving Baltimore City (Map 10). There are three sources of water for the system: the Gunpowder River, which supplies the Prettyboy and Loch Raven reservoirs; the North Branch of the Patapsco River, which supplies the Liberty Reservoir; and the Susquehanna River. Water drawn from the three reservoirs is treated at the Montebello and Ashburton filtration plants, and then distributed to regional consumers. Susquehanna River water is used only on an emergency basis.

Baltimore County has another viable source of water supply, the prolific aquifer that exists within the geologic formation known as the Cockeyville Marble. This source of high quality water has been recognized as a natural resource worth protecting. In 1975, Baltimore County identified this aquifer as an area of critical state concern. Should the County ever be in a situation that would require it to find its own source of water, the Cockeyville formation will be its primary source. It is imperative that we protect this natural resource through a variety of techniques, including limiting the use of septic systems, modifying



Map 10: Water Supply and Sewerage System



land use regulations to prevent uses which may have adverse impact on the aquifer, and educating property owners who own land over the Cockeysville marble formation.

There are 13 distinct zones of water service. They are linked together by a series of pumping stations, transmission mains, storage reservoirs, and elevated tanks. Baltimore County now uses about 99 million gallons a day from the Baltimore system. About 30% of the consumption is used by commerce and industry. Residential consumption accounts for the remaining 70%. The system also supplies water for fire protection.

In the WRE, water supplies serving the County were compared to anticipated increases in the number of residents, and the corresponding water demand. Based on these population projections, reservoir capacities, and the additional source from the Susquehanna River, it is determined that there will be adequate water to serve Baltimore County's citizens living within the URDL until at least 2035. Additional information may be found in the WRE, adopted as part of *Master Plan 2020*.

### Sewer System

Baltimore County constructs, operates and maintains all sewage collection and pumping facilities within the county (Map 10). There are 22 sewersheds that are divided into 80 sub-sewersheds. Baltimore County operates 104 pumping stations and one very small package treatment plant at Richlyn Manor. County-generated sewage is treated at two Baltimore City owned and operated wastewater treatment plants, at the Back River Treatment Plant near Essex and the Patapsco Treatment Plant at Wagners Point in South Baltimore.

Flow figures for existing and proposed populations projected out to 2035 fall within the limits of the existing NPDES permits for the wastewater treatment plants (WWTPs). These analyses show that the land use plan proposed in *Master Plan 2020* will be capable of achieving reductions in overall pollutant loadings to the Chesapeake Bay, as determined by State and Federal requirements. It is further demonstrated

that there will be sufficient capacity in the WWTPs to accommodate additional flow from populations projected Countywide until at least 2035. More detailed information can be found in the WRE.

### The Metropolitan District

The Metropolitan District of Baltimore County is both the geographic area within which public water and sewer services are provided, and the quasi-public corporation through which public utility services are financed and managed. It was established pursuant to the Metropolitan District Act (*Acts of the General Assembly of Maryland of 1924, Chapter 539, as Amended*), and operates according to the provisions of Article 20 of the *Baltimore County Code, 2003*. The County does not have a legal mechanism to finance public water and sewer utilities outside the district. The Metropolitan District is the agency that maintains and operates the water and sewer systems for the Baltimore Region. Baltimore City is the jurisdiction responsible for the operation of the Metropolitan District, enabled through cost-sharing agreements with the remaining Baltimore Region jurisdictions.

Adjacent property owners outside the boundary of the Metropolitan District who wish to receive public water and sewer service may petition to be included in the district. The Baltimore County Council may, upon recommendation by the County Executive, and subject to the approval of the mayor and city council of Baltimore, extend the Metropolitan District boundary to include the petitioner's locality.

### ***Policy: Continue active participation in the Metropolitan District.***

#### *Action:*

- (1) To encourage a regional perspective, an investigation should be undertaken to determine whether an independent regional water/sewer management authority would better serve the Baltimore Region.

There are a few locations where the adopted urban rural demarcation line (URDL), the county's growth boundary, does not coincide with the Metropolitan

District boundary. The discrepancy between these boundaries leads to confusion.

Over the past 43 years (1967-2010) there has been little adjustment to the URDL. In fact, in balance, the URDL has contracted more than it has expanded, meaning that the urban area actually decreased in area, while the rural acreage increased. For any request to change the URDL, current standards provide for extensive review and public input, with significant burden placed on the applicant to prove there are public health concerns or similar issues as justification. This process has worked well in examining any proposed expansion or contraction of the urban area. As a general policy, in addition to those requirements specified in the zoning definitions, any subsequent change to zoning that involves changing an urban zoning classification to a rural zoning classification, or vice versa, should be immediately followed by a requisite review of the URDL.

***Policy: The Metropolitan District Line should coincide with the URDL.***

*Actions:*

- (1) Consider the benefits of moving the Metropolitan District line to coincide with the URDL.
- (2) Review the impacts of revisions to the URDL when zoning reclassification changes the designation of a property from rural to urban, or vice versa.

In future years, the County will need to increase its focus on maintenance and upgrading of the existing water and sewer infrastructure. Some system improvements are necessary to provide improved reliability of service.

***Policy: Water and sewer infrastructure requires continuous maintenance and upgrading, as demand for service increases.***

*Actions:*

- (1) Continue upgrading the sewerage pump

stations to increase capacity and improve reliability and energy efficiency.

- (2) Effectively monitor the pump stations for malfunctions.
- (3) Rehabilitate and replace sewer pipelines and manholes as needed.
- (4) Use high technology analytical tools to determine the optimal expenditure of resources.
- (5) Expand testing for sources of groundwater inflow and infiltration that reduce the sewerage system's capacity during wet weather conditions. Use test results to make repairs and thereby increase system efficiency and capacity.
- (6) Increase the frequency of sewer main cleaning to clear away roots, sludge and grease in order to maintain a fully functional conveyance system, reduce sewerage back-ups, and to provide a means of detecting early signs of structural failures.
- (7) Develop a major water purification and storage facility in Fullerton, which will complete the system of water treatment plants for the metropolitan system.
- (8) Expand the water main cleaning and lining program to prevent or correct "water line constrictions" (obstructions that reduce water volume and water pressure) in older pipes. Newer pipes are constructed with special linings that prevent constrictions from forming.
- (9) Continue to extend public utilities to all unserved communities within the URDL, giving highest priority to those areas that have failing wells or septic systems.
- (10) Ensure that sewer extensions to correct failing septic areas outside the URDL only address existing problems and do not stimulate growth and development.

## Solid Waste Management/Recycling

The future environmental sustainability of Baltimore County depends heavily on its citizens and the County government engaging in responsible solid waste management and recycling practices. Winner of international, national, and statewide recognition for its solid waste management/recycling program on numerous occasions in the past, the County is well positioned for future progress.

Baltimore County’s overall (commercial and residential) waste diversion rate of 63% in 2008, as calculated by the Maryland Department of the Environment, ranked first out of all Maryland jurisdictions. This figure reflects a recycling rate of 58% plus the maximum 5% waste prevention credit for engaging in specific activities designed to minimize waste.

The leadership of Baltimore County in recycling is largely attributable to businesses in general, and the Sparrows Point steelmaking plant in particular, realizing the cost-effectiveness of waste recycling. The County also experienced substantial growth in residential recycling tonnages since the February 1, 2010 start of single stream recycling for 237,000 single-family homes and town homes.

Recycling is growing in the institutional sector as well. Most Baltimore County employees already have easy access to single stream-recycling collection at work, and these opportunities are expanding. The public schools and the community college system also implemented a recycling program.

There remain opportunities for improvement. Within the residential sector most recyclable material continues to be discarded as trash. Interring this at Eastern Sanitary Landfill (ESL) comes at a considerable cost to the taxpayer. Even more costly in financial and environmental terms would be the establishment of a new landfill in order to take pressure off the ESL, which has a projected 30-year operational capacity as of 2010. The County is actively working to expand single stream recycling to apartments and condominiums. Waste prevention and recycling is the most practical, convenient way

Conserve Space at the Eastern Sanitary Landfill and Extend Its Operating Life

*The Eastern Sanitary Landfill Solid Waste Management Facility (ESL), Baltimore County’s only landfill that still accepts trash, located in the White Marsh area, is essentially “out of sight, out of mind” to most County citizens most of the time. In reality, it takes millions of dollars annually to keep the County’s landfill operating. Moreover, identifying, securing, and preparing a suitable site for a new landfill would involve huge difficulties and a great deal more expense. Therefore, prolonging the life of the ESL must rank near the top of the County’s planning priorities list.*

*Although already about half full, the County-owned ESL offers the opportunity for approximately 30 more years of relative independence in terms of solid waste management. ESL’s remaining life will depend in part on how well county residents prevent waste and participate in the recycling program. ESL’s remaining life will also depend on budgetary decisions regarding how much residential trash should be sent to waste to energy facilities and exported to out-of-state landfills.*

that residents can make a positive difference with the environment and reduce landfill costs.

***Policy: Promote solid waste reduction, reuse, recycling, and resource recovery to minimize the need for land filling, and to extend the useful life of the Eastern Sanitary Landfill Solid Waste Management Facility (ESL).***

*Actions:*

- (1) Continue to promote participation by the 237,000 single-family homes and town homes in the County’s weekly single stream recycling collection program, which started on February 1, 2010.

Wheelabrator Baltimore

*Located in Baltimore, Maryland, the Wheelabrator Baltimore waste-to-energy facility provides dependable, environmentally safe disposal of municipal solid waste for the City and County of Baltimore, while generating clean, renewable electricity for sale to the local utility. Designed, built, owned and operated by Wheelabrator, Wheelabrator Baltimore processes up to 2,250 tons per day of municipal solid waste. Wheelabrator Baltimore has an electric generating capacity of 60,000 kilowatts; the equivalent of supplying all the electrical needs of 50,000 Maryland homes. Wheelabrator Baltimore also supplies steam to the downtown-heating loop.*

(2) Bring a total of up to 81,000 apartment and condominium units on board with single stream recycling collection.

(3) Continue to pursue the maximum 5% waste prevention credit available annually from the Maryland Department of the Environment, through such activities as promoting grasscycling (cutting grass high and letting it lie), hosting compost bin sales every year, and publishing a new Reuse Directory every other year.

(4) Continue to promote product stewardship alternatives (such as manufacturer and/ or retailer take back programs) to County acceptance of household electronic items for reuse or recycling, while maintaining three electronics reuse/recycling drop-off centers around the County.

(5) Expand the County Government Facilities Recycling Program consistent with cost-effectiveness.

(6) Maximize the use of waste to energy technology, including Wheelabrator Baltimore, L.P. in Baltimore City, regarding residential trash generated that is not reduced, reused, or recycled.



(7) Transfer out-of-state, rather than landfill at ESL, any material that the County does not manage by waste prevention, recycling, or resource recovery, to the extent feasible.

(8) Expand and/or improve the transfer stations at ESL and the Baltimore County Resource Recovery Facility (BCRRF) in Cockeysville.

(9) Continue and/or expand the beneficial use of landfill gas (the methane component), which started with the generation of electricity at the ESL landfill gas to energy facility in 2006.

(10) Intensify overall public education outreach regarding the County's solid waste/ recycling program to County residents.

## TRANSPORTATION

Transportation is a key element of the Baltimore county Master Plan that will ensure a sustainable future for all residents. The goal of transportation is to provide infrastructure and services that:

- (1) Support diverse travel needs within the region
- (2) Foster responsible land use decisions
- (3) Enhance economic development strategies
- (4) Promote environmental stewardship



Historically, the growth of transportation in the Baltimore region has been a metamorphosis from a “radial star” pattern centered on the city of Baltimore. The former pattern served to deliver commuters and produce to the markets, ports, and employment centers within the City from outlying areas. This pattern also conveyed goods and services from the ports and urban manufacturing sites out to the expanding nation via routes such as Reisterstown Road, York Road, Philadelphia Road, Frederick Road, Harford Road and Baltimore National Pike.

The suburbanization that occurred after WWII and construction of the Baltimore Beltway (Interstate 695) in the 1960s, adding a ring pattern to the original system to form the current network, has facilitated the shift of commerce and commuters from the city to its surrounding suburbs (Map 11). Also during the last half of the twentieth century women began entering the workforce in record numbers. This created two-income, double-commuter households. The huge employment shifts from the City to the suburban counties, with the considerable increase in female workers, expanded the number of commuters and changed commuting patterns in the region. Today, the regional transportation system consists of multiple elements including rail, bus, air, and water in addition to the bridges and road network, upon which the majority of travel is conducted.

The County is a key participant in the regional transportation planning and programming process with the primary goal of integrating land use



patterns and transportation improvements. The County works collaboratively with the Baltimore Regional Transportation Board (BRTB), which consists of various state agencies, and other local jurisdictions, along with businesses, and residents to update federally mandated plans for the Baltimore metropolitan area.

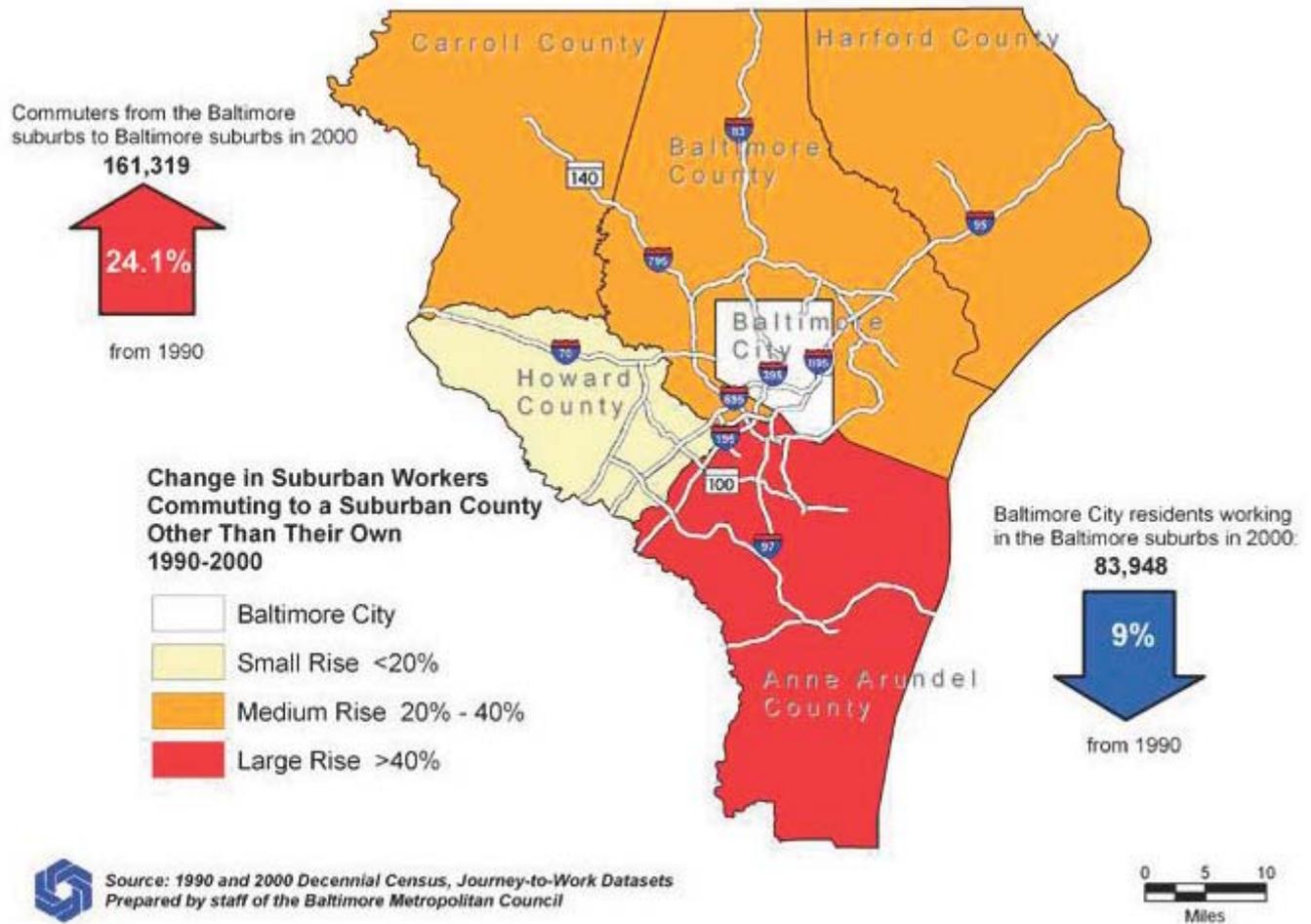
Land use decisions in the past have not adequately addressed growing transportation needs, and therefore permitted a considerable increase in vehicle miles traveled, consumption of green-fields, and water and air quality degradation. The existing transportation system has created a vehicular dependent pattern, giving rise to an imbalance of housing and jobs. In a community where housing and jobs are imbalanced, residents commute longer distances for, and spend more time on various types of trips, which may cause transportation-related environmental destruction and worsen quality of life.

Solutions to transportation challenges require continued regional collaboration and improved land management policies to ensure a sustainable future. The solutions will increase mass transit services and expand pedestrian and bicycle uses to improve efficiency of the existing system and create connectivity among all transportation modes. To advance sustainable concepts, *Master Plan 2020* proposes the following transportation policies and actions to promote development of compact, mixed-use, transit-friendly, walkable communities, and the transportation systems supporting these types of innovative communities.

*Red Line*

*Since the creation of the Regional Rail Transit Plan in 2002, Baltimore County has been a strong supporter of the transit planning process, and the ultimate priority, which is the proposed Red Line from Woodlawn to the Johns Hopkins Bayview Campus in east Baltimore. The Red Line will make Baltimore County and the metropolitan area a more vibrant place to live and work. It will expand the local economy by making the region a more attractive destination for tourism and conventions. The Red Line will help reduce vehicular emissions and provide better travel options. Additionally, the multiple effects from the Red Line’s construction are anticipated to add nearly four billion dollars to the local economy.*

Map 11: Regional Commuting Patterns



**Policy: Continue Support of Proposed Regional Rail Transit Service.**

*Actions:*

(1) Advocate and participate in Red Line Corridor and Station planning

(2) Encourage the Mass Transit Administration (MTA) to initiate studies for other potential rail services.

(3) Support implementation of the MARC Investment Plan.

*Transit Oriented Development*

*Transit-oriented development (TOD) creates compact, walkable neighborhoods around transit stations. TOD is considered a smart growth strategy because it embarks upon the issue of growth location from a regional sustainability perspective, and it coordinates land use and transportation.*

*TODs range from high-density urban projects such as the Fruitvale Transit Village in Oakland, California, to a full-scale neighborhood at Orenco Station in Hillsboro in Portland, Oregon. The existing TODs nationwide, and in international cities may help illustrate planning and implementing principles for, and characteristics of a successful TOD. A TOD could accomplish many things: improve pedestrian safety, enhance the supply of affordable housing, generate revenues around transit stations, mitigate traffic congestion, boost transit ridership, improve air quality, preserve green fields and natural resources, conserve energy, provide medium or low-income families with access to economic opportunities, meet needs of changing demographics, serve central business districts, and strengthen a revitalizing industrial corridor.*

**Policy: Actively support Transit-oriented development (TOD).**

*Actions:*

- (1) Use staff to serve as a transit liaison to expand and enhance transit services.
- (2) Establish and promote travel demand.
- (3) Continue to provide non-MTA transit service options.
- (4) Pursue local funding options for transit

*Travel Demand Management*

*A private contractor currently coordinates the ride-sharing program for Baltimore County. The County should seek a more active role, possibly including this program within the government structure. Many more travel demand management strategies should be investigated, including alternative work schedules, various employee commuting options, reduced fees for transit passes, etc. Carpools and vanpools should be encouraged and supported by reserved parking and other programs including the guaranteed ride home, living close to work, and expanded park-and-ride lots. These various, mostly low-cost methods can pay huge dividends in the effort to reduce vehicle miles traveled (VMT) and the carbon footprint, but only if they are implemented in an effective and coordinated fashion.*

service improvements.

**Policy: Continue to plan and implement improvements to the County’s physical infrastructure using sustainable practices where feasible.**

*Actions:*

- (1) Coordinate infrastructure improvements with land use planning efforts including local community plans, planned unit developments, and proposed compact, mixed-use developments.
- (2) Incorporate Complete Streets program concepts into review of development plans.
- (3) Include techniques to reduce pollutant loadings and runoff in the design of infrastructure improvements.

*“Complete Streets” accommodate pedestrians, bicyclists, transit, and cars, creating multi-modal transportation networks. The complete streets movement provides safe and convenient user access and more choice in transportation modes, and has become a major tool for planning to improve communities. Through programs that rethink the physical design of streets, complete streets make cities and towns more livable and appealing to all residents by making room for pedestrians, bicyclists, and transit users on our auto-oriented roads (Source: American Planning Association).*

**Policy: Assure adequate roads appropriate for rural areas.**

*Actions:*

- (1) Ensure practice of the *Rural Roads Standards Manual* and classify roads according to rural standards.
- (2) Provide adequate public notification and participation in capital improvement projects.
- (3) Evaluate proposed improvements to state and county roads and bridges regarding their impact on scenic resources in compliance with the adopted *Rural Roads Standards*. Where public safety allows, the narrow and/or winding character of roads is part of the scenic experience and ought to be preserved.

(4) Assess roads that serve as major traffic conduits to areas outside of the County to determine what impact this traffic has on the rural area. Work with the state, surrounding communities, and the adjacent jurisdiction to develop appropriate solutions to mitigate the impact.

***Policy: Provide appropriate pedestrian facilities.***

*Actions:*

(1) Incorporate rural pedestrian standards into the Baltimore County Comprehensive Manual of Development Policies.

(2) Ensure that new commercial and village center developments provide appropriate pedestrian facilities.

(3) Evaluate providing or improving pedestrian facilities at existing rural commercial centers.

***Policy: Expand pedestrian and bicycle policies and facilities to meet the needs of current and future residents, enhance safety, improve access to transit, and support community revitalization.***

*Actions:*

(1) Continue development of a plan for a comprehensive bicycle network within the County.

(2) Incorporate the recommended Bikeways Plan concepts contained in the 2035 Regional Transportation Plan in design reviews.

(3) Establish priorities for the use of capital funds for pedestrian and bicycle facility improvements.

(4) Review all development plans, including plans for State and County capital projects, with respect to the need for pedestrian and bicycle improvements.

*The Baltimore Regional Transportation Board (BRTB), the metropolitan planning organization for the Baltimore region, is responsible for developing a long-range transportation plan every four years. This long-range plan addresses the relationships between transportation and land use, the environment, and the citizenry of the Baltimore region. The current long-range plan, Transportation Outlook 2035, which is posted at <http://www.baltometro.org/content/view/925/562>, was completed in November 2007, and is intended to guide spending for transportation programs and projects for the next twenty years. The seven goals for Transportation Outlook 2035 reflect the various relationships in transportation:*

*Goal 1: Improve Safety*

*Goal 2: Maximize Transportation System Management and Operations*

*Goal 3: Increase Accessibility and Mobility*

*Goal 4: Preserve the Environment*

*Goal 5: Improve Transportation System Security*

*Goal 6: Link Transportation Investment to Land Use and Economic Development*

*Goal 7: Foster Inter-jurisdictional Participation and Cooperation*



Projects in Capital Programs

STATE OF MARYLAND		
Project Number	Location	Status
1	Belair Road, White Marsh Boulevard to Harford County	W
2	Baltimore Beltway, Harrisburg Expressway to I-95	W
4	Reisterstown Road, Garrison View to Owings Mills Boulevard	U
6	Beltway Bridge over Liberty Road	R
7	Baltimore National Pike Bridge over the Patapsco River	R
10	Pulaski Highway, Middle River to MD 43	U
14	Belair Road Bridge over Little Gunpowder Falls	R
18	Baltimore Beltway I-95 to I-70	W
81	Northwest Expressway Interchange at Dolfield Boulevard	C
F	MARC Reinvestment Plan	S
G	Red Line	S

BALTIMORE COUNTY		
Project Number	Location	Status
5	Warren Road, York Road to Reservoir Property	U
9	Campbell Boulevard, Philadelphia Road to White Marsh Boulevard	C
17	Old Harford Road, Matthews Drive to Cub Hill Road	W
22	Rolling Road, Windsor Boulevard to Liberty Road	W
23	Owings Mills Boulevard, Lyons Mills Road to Liberty Road	C
24	Dolfield Boulevard, Northwest Expressway to Reisterstown Road	C
28	Lyons Mill Road, Painters Mill Road to Liberty Road	W
30	Cross Road, Forge Road to Chapel Road	W
32	Forge Road, Cross Road to Forge View Road	W
33	Hillen Road, Burke Avenue to Fairmount Avenue	W
45	Yellow Brick Road Extended to Middle River Road	C
48	Rossville Boulevard, Lillian Holt Drive to I-95	W
50	Cowenton Avenue, Joppa Road to Philadelphia Road	W
53	New Forge Road, Allender Road to Philadelphia Road	C
92	Putty Hill Avenue, Harford Road to Wilson Road	C

STATUS	
C	Construct
S	Study
U	Upgrade
W	Widen
R	Replace

Requested Capital Improvement Projects  
Not Funded

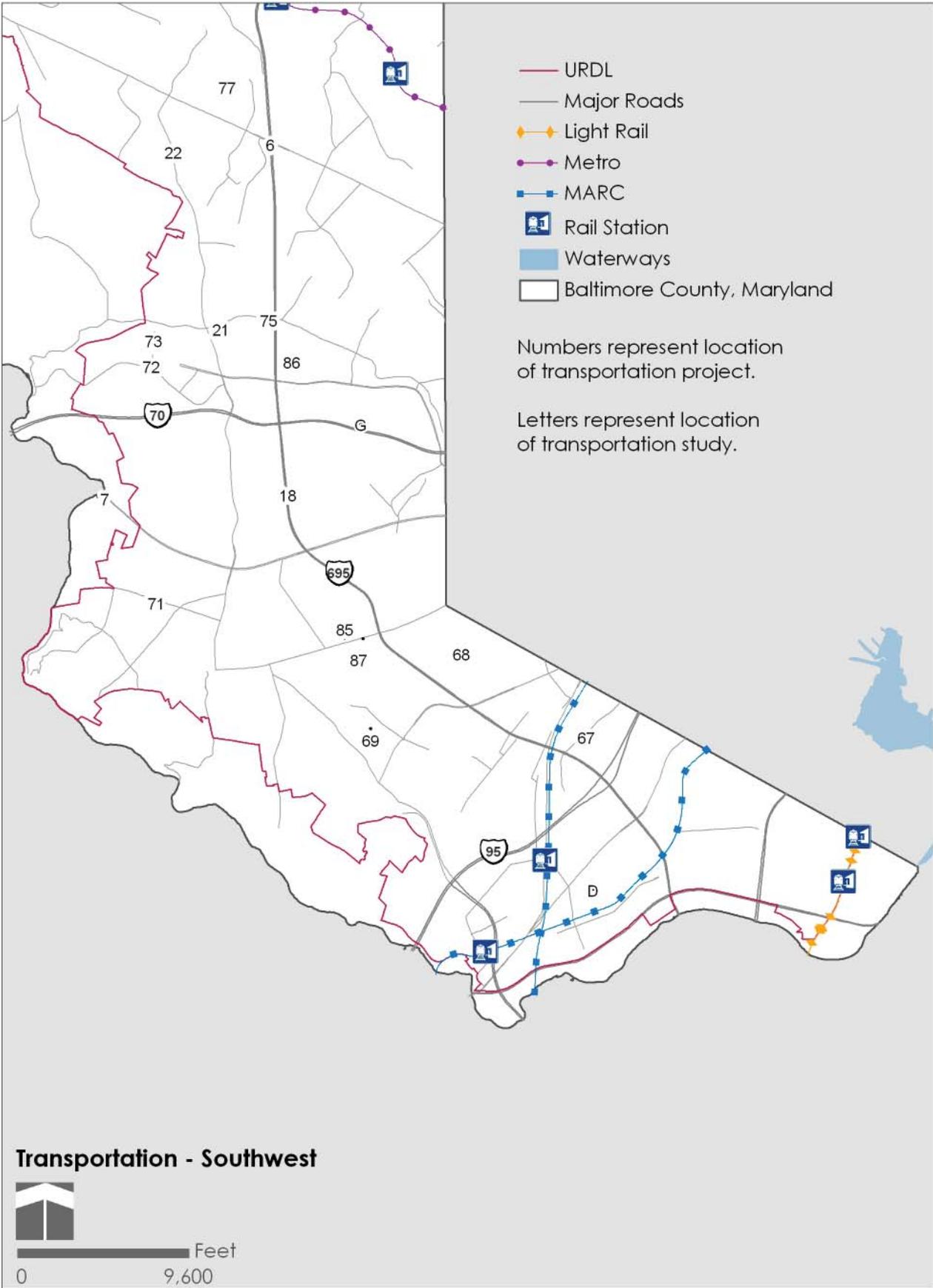
<b>STATE OF MARYLAND</b>		
<b>Project Number</b>	<b>Location</b>	<b>Status</b>
3	Paper Mill, Hunters Run Drive to York at Shawan Road	C
11	Interchange at White Marsh Boulevard and Philadelphia Road	U
36	York Road bridge over Western Run	R
37	Monkton Road relocation with Mt. Carmel Road	C
38	Harrisburg Expressway, Beltway to Shawan Road	U
43	Eastern Avenue, Martin Boulevard to White Marsh Boulevard	W
47	Philadelphia Road, White Marsh Boulevard to Cowenton Avenue	U
65	Northwest Expressway, Owings Mills Blvd to Reisterstown Road	W
70	Frederick Road to Baltimore Beltway	U
76	Westminster Pike, Carroll County Line to Northwest Expressway	W
A	CSX Rail Commuter Study to Carroll County	S
B	Towson Transit Access	S
C	Dundalk Transit Access	S
D	Southwest Commuter Rail	S
E	White Marsh Transit Access	S

Requested Capital Improvement Projects  
Not Funded

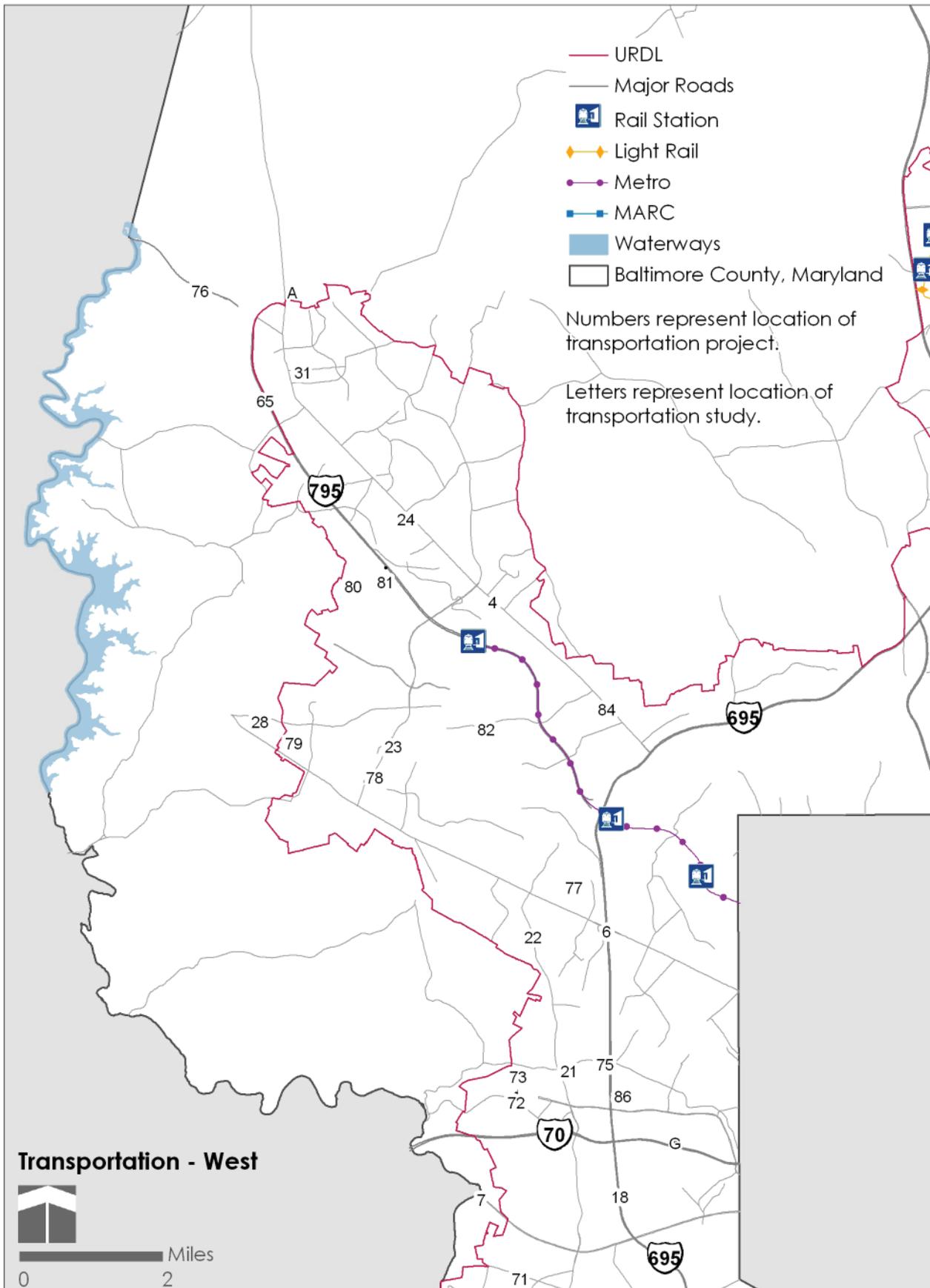
**BALTIMORE COUNTY**

<b>Project Number</b>	<b>Location</b>	<b>Status</b>
8	Kelso Drive, CSX to Pulaski Highway via Todds Lane	C/U
12	Earls Road Connector to White Marsh Boulevard	C
13	Walther Boulevard, Proctor Lane to Joppa Road	C
16	Proctor Lane, Skylark Court to Harford Road	C
21	Dogwood Road, Rolling Run Drive to Belmont Avenue	U
39	Virginia Avenue, Pennsylvania to Joppa Road	U
44	Transverse Road Extended to Bird River Road	C
46	Lenning Lane Extended to Yellow Brick Road	C
49	Ridge Road, Belair Road to Babikow Road	U
51	Joppa Road, Belair Road to Philadelphia Road	U
53	Forge Road, Forge View Road to Pulaski Highway	W/C
54	Klausmeier Road, Gunview Road to Belair Road	U
55	Northwind Road, Harford Road to Walther Boulevard	W/C
56	Snyder Lane, Joppa Road to Chapel Road	W
57	Perring Road, Waltham Woods Road to Summit Avenue	C
60	Babikow Road, Ridge Road to King Avenue	U
61	Ebenezer Road, Philadelphia Road to Pulaski Highway	U
62	Bucks Schoolhouse Road, Ridge Road to Perry Hall Blvd	U
63	Perry Hall Boulevard, Rossville Boulevard to Honeygo Boulevard	W
64	Perry Hall Boulevard, Southfield Drive to Silver Spring Road	W
67	Benson Avenue, City Line to Baltimore Beltway	U
68	Maiden Choice Lane, Wilkens Avenue to Frederick Road	U
69	Valley Road, Hilltop Road to Wilkens Avenue	W
71	Rockwell Avenue, Chalfonte Drive to Old Frederick Road	U
72	Security Boulevard HCFA to Fairbrook Road	C
73	Fairbrook Road, Security Boulevard to Rolling Road	C
75	Dogwood Road, Lord Baltimore Drive to Woodlawn Drive	U
77	Millford Mill Road, Liberty Road to Washington Avenue	U
78	Allenswood Road, Southhall Road to Collier Road	C
79	Deer Park Road, Liberty Road to Lyons Mills Road	W
80	Dolfield Boulevard, Northwest Expressway to Lyons Mill Road	C
82	McDonogh Road, Painters Mill Road to Reisterstown Road	W
85	Orban Avenue Extended to Egges Lane	C
86	Whitehead Road, Woodlawn Drive to Security Boulevard	U
87	Bloomington Avenue, Bloomsbury Avenue to Bishops Lane	U
90	White Marsh Road, Bucks Schoolhouse Road to Perry Hall	U

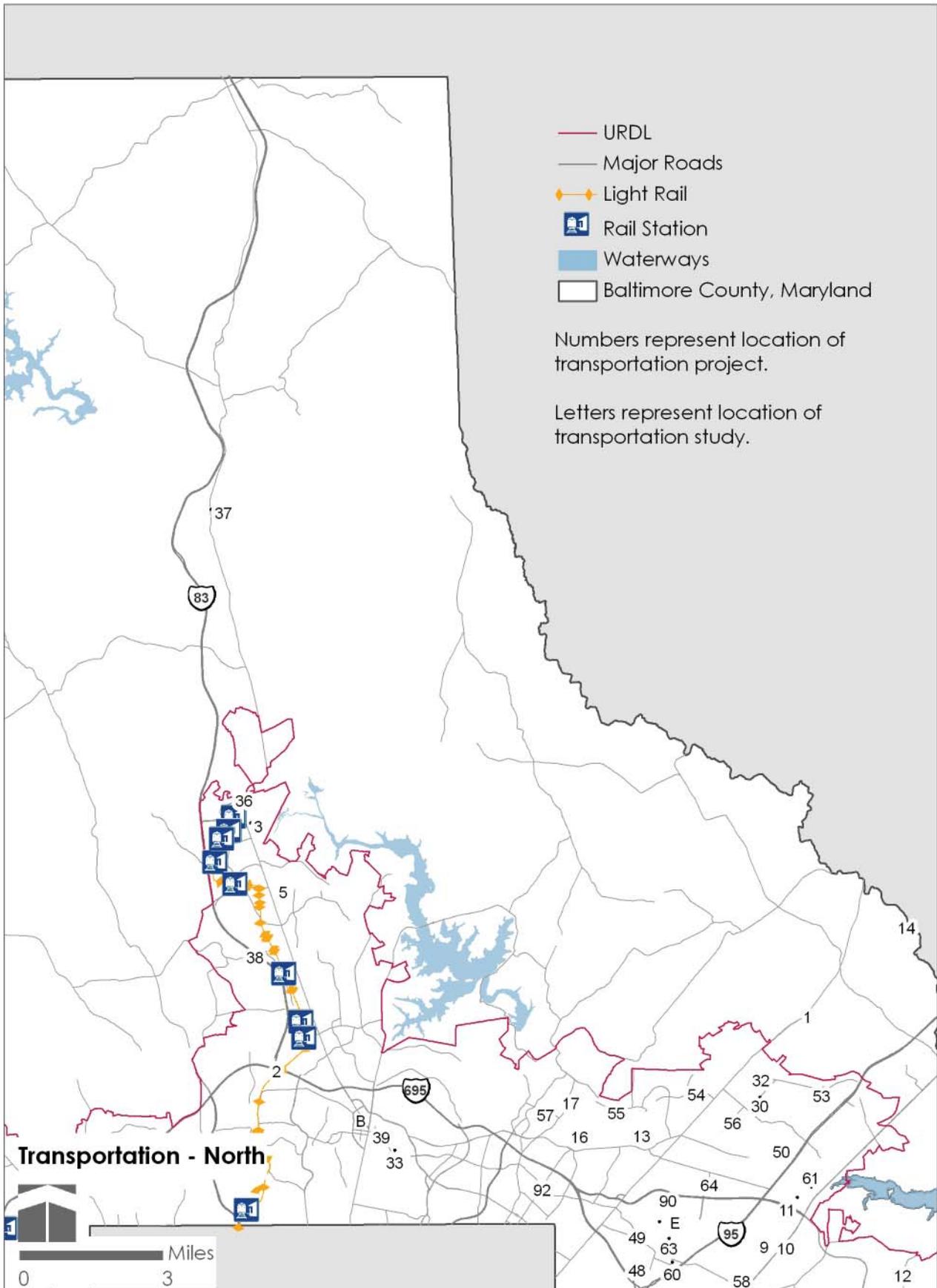
Map 12: Transportation - Southwest



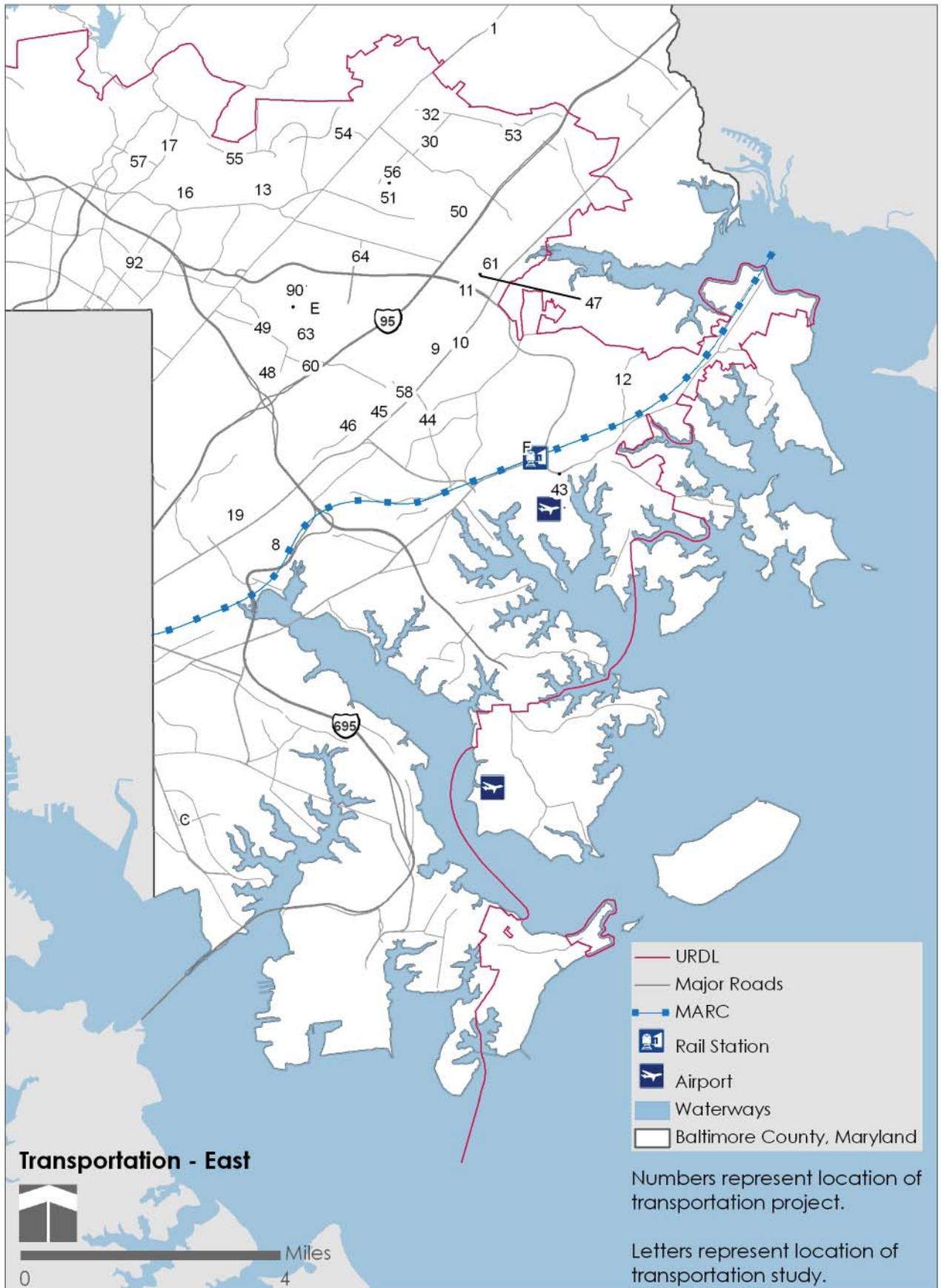
Map 13: Transportation - West



Map 14: Transportation - North



Map 15: Transportation - East



**OWINGS MILLS GROWTH AREA**

Conceived in 1979, the Owings Mills Growth Area is located in the northwestern part of Baltimore County. In 1984, the County Council adopted The Plan for Owings Mills as a Master Plan amendment. The guiding principle behind the Growth Area concept was to direct high quality, high density and intensive growth to areas where infrastructure was planned, staged and available. The area has convenient access to a regional transportation network (i.e. I-695, I-795) and the Owings Mills Metro (the area’s first heavy rail transit system connecting the Owings Mills area to downtown Baltimore City). The growth area is bounded by Winands Road on the south, Red Run on the west, Gwynnbrook Road on the north, Garrison Forest and St. Thomas Lane to Reisterstown Road on the east (Map 16).

The Owings Mills Growth Area is a 9,685-acre area containing 13,500 residential units in 2000 and 18,300 residential units in 2010. The area has become the location for major residential, commercial and office development over the last quarter century and is a strong contributor to the County’s economic well-

being. There are approximately 50,000 full or part-time jobs in the area (See Table 1). Growth of the residential units in the Owings Mills Growth Area and surrounding neighborhoods has created a robust consumer market with a population with above average household incomes and education. There has been substantial private and public investment in the growth area since its inception. Three community plans have been adopted for the area (Table 3).

The Owings Mills Growth Area is divided into six sub areas. Each sub-area has individual policies and actions that are based on the distinct character and preferred land uses of the sub-area. The sub-area policies and actions will create a balance of land use patterns in appropriate locations.

The six sub-areas are as follows:

- (1) The Owings Mills Town Center, which includes Owings Mills Mall.
- (2) Owings Mills Corporate Campus.
- (3) Northern Employment Corridor.

Table 1. Population, Households, and Employment, 2000 – 2020  
Owings Mills Growth Area

Data Item	2000	2005	2010	2015	2020
Population	31,067	38,388	44,057	47,183	47,758
Households	13,486	16,505	18,876	20,296	20,712
Employment	31,970	42,123	49,589	51,992	56,912

Source: Round 7B forecasts, Baltimore Metropolitan Council, June 2009.

Table 2. Zoning Classifications  
Owings Mills Growth Area

Zoning Classification	Acreage	% Total
Industrial	1,365	14%
Residential	6,663	69%
Commercial/Retail	654.19	7%
Office	873.64	9%
Deferred Rural	79.58	1%
<b>Total Acres</b>	<b>9,635.20</b>	

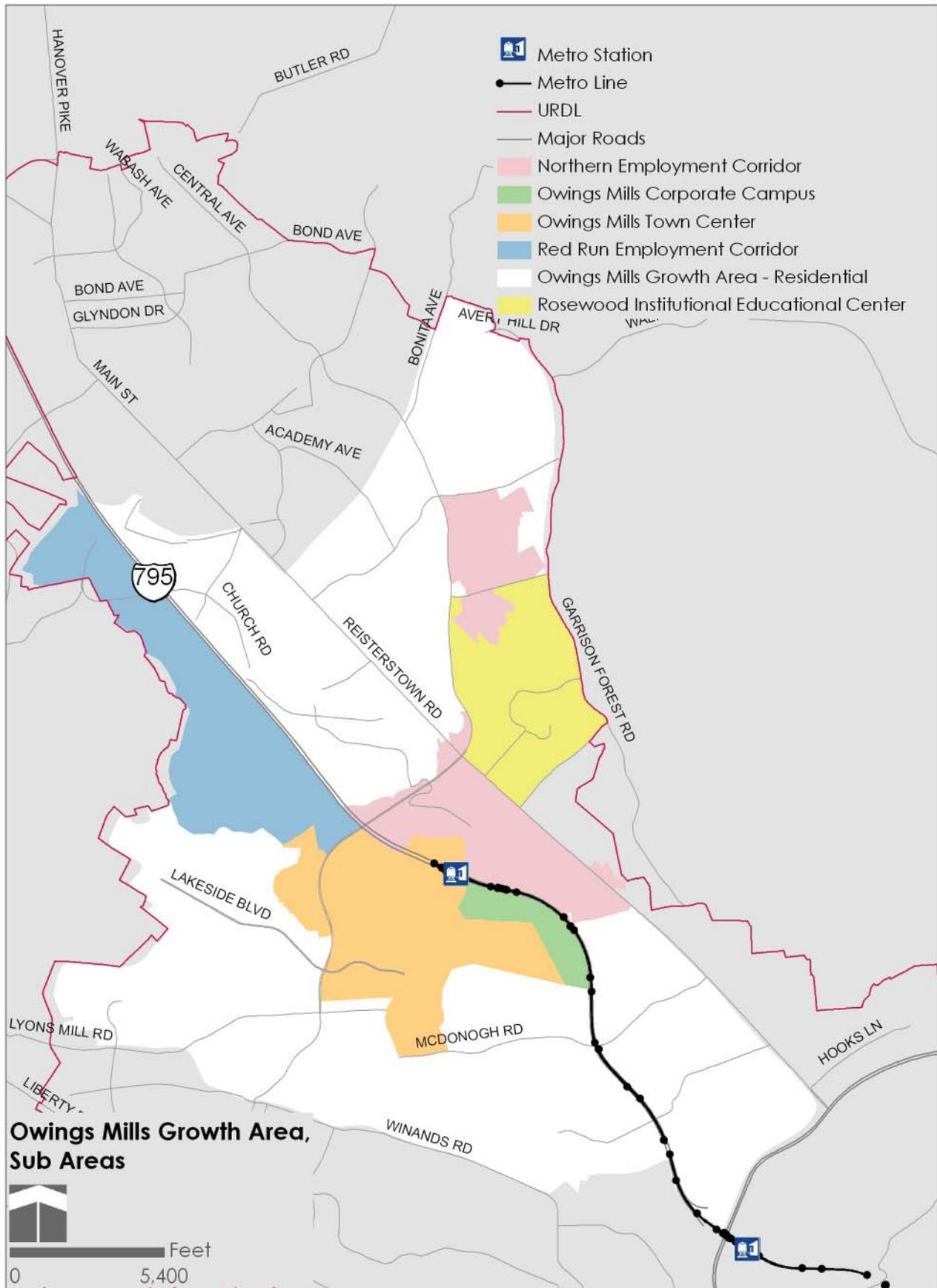
Source: Baltimore County Office of Planning, 2010.

Table 3. Adopted Community Plans

Community Plans	Adoption Date
Plan for Owings Mills, Maryland	May 21, 1984
The Owings Mills Park and Open Space Concept Plan	May 5, 1995
Rosewood Institutional Educational Center	May 20, 2010

Source: Baltimore County Office of Planning, 2010.

Map 16: Owings Mills Growth Area, Sub-Areas



- (4) Red Run Employment Corridor.
- (5) Residential areas, including Owings Mills New Town.
- (6) The Rosewood Institutional/Educational Area (formerly within the Northern Employment Corridor).

### Owings Mills Town Center

The Owings Mills Mall was the first successful retail center to be constructed in the growth area following the completion of I-795 and the Metro rail system in 1986. The mall flourished initially but over time lost major upscale retailers. The mall's current level of vacancy and low customer volume give this critical property at the heart of the growth area a negative image that can affect the broader community. The Owings Mills Mall has access to a robust consumer market; however, it currently lacks the proper mix of uses and physical appeal of newer shopping alternatives. In 2006, residential redevelopment on a portion of the parking lot infused new life into the mall. The planned Metro Centre at Owings Mills offers an opportunity to complement and enhance the Owings Mills Mall with a main street mixed-use transit oriented development concept. The design integrates a dynamic mix of residential, office, retail, restaurants, a new public library, a community college building, and a year-round public gathering space.

This creates a pedestrian-friendly live, work, and play environment that encourages the use of public



transportation and existing infrastructure. If properly integrated with the Mall, the uses could have the necessary “critical mass” to rejuvenate the Owings Mills Town Center.

***Policy: Reinvigorate the long-standing development plan to make this the mixed-use “downtown” of the Owings Mills Growth Area.***

#### *Actions:*

- (1) Support efforts to expedite development of the Metro Centre and ensure that the new library and community college facility will be built.
- (2) Collaborate with Mall owners to develop and implement a mixed-use development plan based on successes such as the redevelopment of the Hunt Valley Town Centre.
- (3) Provide a safe vehicular and pedestrian connection between the Owings Mills Mall and the Metro Centre.

### The Owings Mills Corporate Campus

The Owings Mills Corporate Campus has evolved into a premier destination for corporate headquarters, institutions and research organizations. The campus features high quality, cost effective workplaces with easy access to interstate highways, and the Metro. The campus is a 200 acre wooded setting that includes streams, aerated ponds, and a fitness trail. In order to assure the highest quality architectural design, private design guidelines were established to expedite the design review process for new parcels being developed. This provided good marketing tools for potential tenants, as they considered building or leasing at the Owings Mills Corporate Campus.

***Policy: Promote the Owings Mills corporate campus as a premier destination for corporate headquarters.***

#### *Actions:*

- (1) Continue to support private efforts to maintain the high quality appearance and

occupancy at the Owings Mills Corporate Campus.

### Northern Employment Corridor

The Northern Employment Corridor consists of two areas, one south of Reisterstown Road and the other east of Owings Mills Boulevard between Gwynnbrook Road and Crondall Lane. The former contains mixed zoning with retail and manufacturing development and includes the Solo Cup plant slated for closure in 2012. The latter has flex warehouses and should continue as an employment-intensive area.

***Policy: Retain employment-generating zoning in the Northern Employment Corridor in order to preserve employment opportunities.***

*Actions:*

- (1) Explore ways to use Stevenson University's expansion and growing national reputation to stimulate business development in the surrounding area.
- (2) Promote manufacturing, office, and mixed-uses on vacant and underutilized properties within the Northern Employment Corridor.
- (3) Where manufacturing uses are being phased out, work with property owners to evaluate rezoning and redevelopment opportunities to accommodate a mix of employment, retail or residential uses on the



site and in the area to help revitalize the surrounding business and residential communities.

### Red Run Employment Corridor

The Red Run Employment Corridor provides an excellent opportunity to enhance the appeal of Owings Mills and contribute to the County's fiscal well being. The Red Run Employment Corridor is home to many attractively designed office parks and for profit colleges such as Strayer University, Sojourner Douglas College and ITT Technical Institute.

It is important to have a ready supply of developable office and employment zoned land available to maximize opportunities to attract additional family-supporting employment and provide for workforce development.

As the result of a slowing economy, residential and retail uses were introduced to the sub-area on land that was designated for employment-generating uses. Additional residential and retail uses within the Red Run Employment Corridor will eliminate opportunities to attract new jobs.

***Policy: Support employment related uses along Red Run Boulevard. Explore opportunities to increase the density of employment uses in the corridor.***

*Actions:*

- (1) Ensure that the new Dolfield interchange on I-795 is designed to reinforce Red Run's primary role as a corporate employment corridor. Resist pressure for additional non-auxiliary retail and residential development in proximity to the new interchange, unless they are used within a true mixed-use concept.
- (2) Maintain existing zoning to promote the employment corridor.
- (3) Evaluate zoning or PUD requests to change M and OT zoned land to make sure that broad economic objectives are met.
- (4) Establish architectural guidelines for new

development along Red Run Boulevard.  
 (5) Carefully evaluate proposed mixed-use development to assure that job creation is a priority along Red Run Boulevard.

### Residential Areas, including Owings Mills New Town

The predominant land use in the growth area is residential (approximately 69 %) and is largely built out. The Owings Mills Round Table, a major stakeholder group consisting of over 20 corporations with more than 27,000 employees indicated that their primary concern is the quality of proposed housing being developed in the growth area.



***Policy: Promote walkable communities and neighborhood connectivity.***

*Actions:*

- (1) As funding permits, implement the Western Bike and Pedestrian Plan recommendations within the Owings Mills Growth Area.
- (2) Promote high quality housing and implementation of high quality standards on remaining housing development sites.

### Rosewood Institutional Educational Center

The Rosewood Institutional/Educational Center Community Plan was to determine appropriate land uses and zoning due to the closure and impending sale of the State of Maryland owned Rosewood Center (an institution for developmentally disabled people of all ages). This new sub-area was formerly within the Northern Employment Corridor.

The plan identifies the preferred land use for this sub-area as institutional/educational. Stevenson University, the third largest independent, coeducational university in the State moved to an 80-acre area along Owings Mills Boulevard area in 2004. Stevenson University is envisioned to be the preferred master developer of the State of Maryland's Rosewood Center. The vision for the Rosewood Institutional/Educational Center includes an expanded Owings Mills campus with new classroom buildings

and athletic fields, publicly accessible open space and an amphitheater. The acquisition of the Rosewood Center by Stevenson University will help redefine Owings Mills as having a special sense of community/place.

***Policy: Support institutional/educational uses as the preferred land uses within the sub-area. Allow existing land uses to remain and to expand, provided they are in compliance with existing zoning.***

*Actions:*

- (1) Continue collaboration with the State of Maryland and stakeholders to implement the adopted community plan.
- (2) Requests for rezoning should not be approved within the sub-area.

### Transportation

The Owings Mills transportation network has remained essentially unchanged since the 1984 plan. The growth area is maturing and road projects are underway that were more than 20 years in the making. These include improvements to Lakeside Boulevard, Dolfield Boulevard, Owings Mills Boulevard and Lyons Mill Road. A left turn lane on Owings Mills Boulevard south of Lyons Mill Road has recently been completed. Dolfield Boulevard was recently extended from Lakeside Boulevard to Red Run Boulevard.

The privately developed Owings Mills New Town and Owings Mills Corporate Campus provide good examples of design aesthetics, which include landscaped medians and tree-lined rights of way. These features project a positive image of the growth area. Because of the concentration of mixed uses, the Owings Mills Growth Area offers the potential to reduce local automobile dependence.

***Policy: Complete the transportation network using design principles to create an attractive, well functioning system with an Owings Mill identity.***

*Actions:*

(1) Dolfield Boulevard extension from Tollgate Road to Reisterstown Road is designed and is pending right-of-way acquisition. Construction is anticipated in 2011. Dolfield Boulevard from Easter Court to Red Run Boulevard is planned as a developer's project.

(2) The alignment for a new Dolfield Boulevard interchange with I-795 has been selected, although construction funds have not yet been programmed. A relocation of Tollgate



Road to intersect Dolfield Boulevard north of the current intersection is needed to accommodate the new I-795 interchange.

(3) Owings Mills Boulevard extension is planned in two phases. Phase 1 extension from Lyons Mill Road to Winands Road is under construction with completion slated for 2012. Phase 2 extends from Winands Road to Liberty Road and is 50% designed.

(4) Widening on the north side of Lyons Mill Road from Owings Mills Boulevard west to Deer Park Elementary School will complete a gap in improvements of travel lane, curb and gutter, storm drains and side walks. Existing site distance problems should also be corrected. Improvements on the south side will be a developer's project in conjunction with the Ballard property.

### Recreation and Parks

The Owings Mills Growth Area boasts one of the County's five regional parks, the Northwest Area Regional Park. The park contains 322 acres and includes state of the art athletic fields with synthetic turf and lights, four baseball diamonds, picnic pavilions, and a hike and bike trail.

In addition to several school sites that double as recreation sites, the Soldiers Delight Natural Environment Area is a State Park located in proximity to the growth area. Soldiers Delight Natural Environment Area is comprised of 1,900 acres of serpentine barren. The nature reserve has over 39 rare, threatened, or endangered plant species as well as rare insects, rocks and minerals. The park also has a museum and five interpretive trails that are open to the public.

Hiking and biking trails have become major assets to many communities. The Red Run stream valley offers a great opportunity to create a trail system linked to the natural environment. A bike and pedestrian trail network planned in the early 1990s proposed incorporating an abandoned roadbed along the Red Run 100 year flood plain as part of a trail system. This trail system would link the area's

residential and employment uses to the Owings Mills Town Center.

The County has been acquiring parcels along the Red Run stream valley as part of the development process. The County now owns over 250 acres, and anticipates acquiring the remaining 100 acres within the next few years.

***Policy: Continue to promote recreational amenities and activities within the Owings Mills Growth Area.***

*Actions:*

- (1) Continue to pursue acquisition of parcels and/or easements to complement the area's Red Run stream valley trail system.
- (2) Implement the goals of the draft of the Western Baltimore County Pedestrian and Bicycle Access Plan within the Owings Mills Growth Area, as funding allows, or as private development occurs.

## Schools

The quality of public schools in the Owings Mills Growth Area is critical, not only to a healthy community, but also to the ability to attract new businesses to the area. Over the last ten years, the County and State have made the following investments to assure meeting the area's educational needs:

- (1) Expanded Cedarmere Elementary School's capacity by 112 in 2008 with a 1.8 million dollar addition of 8,666 square feet, which added two classrooms, and three kindergarten classrooms.
- (2) New Town Elementary located on New Town Boulevard opened in 2001 with a capacity of 697.
- (3) New Town High School opened in 2003. The school sits on a rolling, 64 acre site on New Town Boulevard with a capacity of 1303. New Town High School was honored

by the Maryland State Department of Education for overall performance on the 2008 Maryland School Assessment.

***Policy: Continue the County's commitment to quality education in the Owings Mills Growth Area.***

*Actions:*

- (1) Continue to monitor residential growth, and plan for necessary school facilities.
- (2) Construct a new elementary school on the Ballard/Cover property.

## Ensuring Development Quality

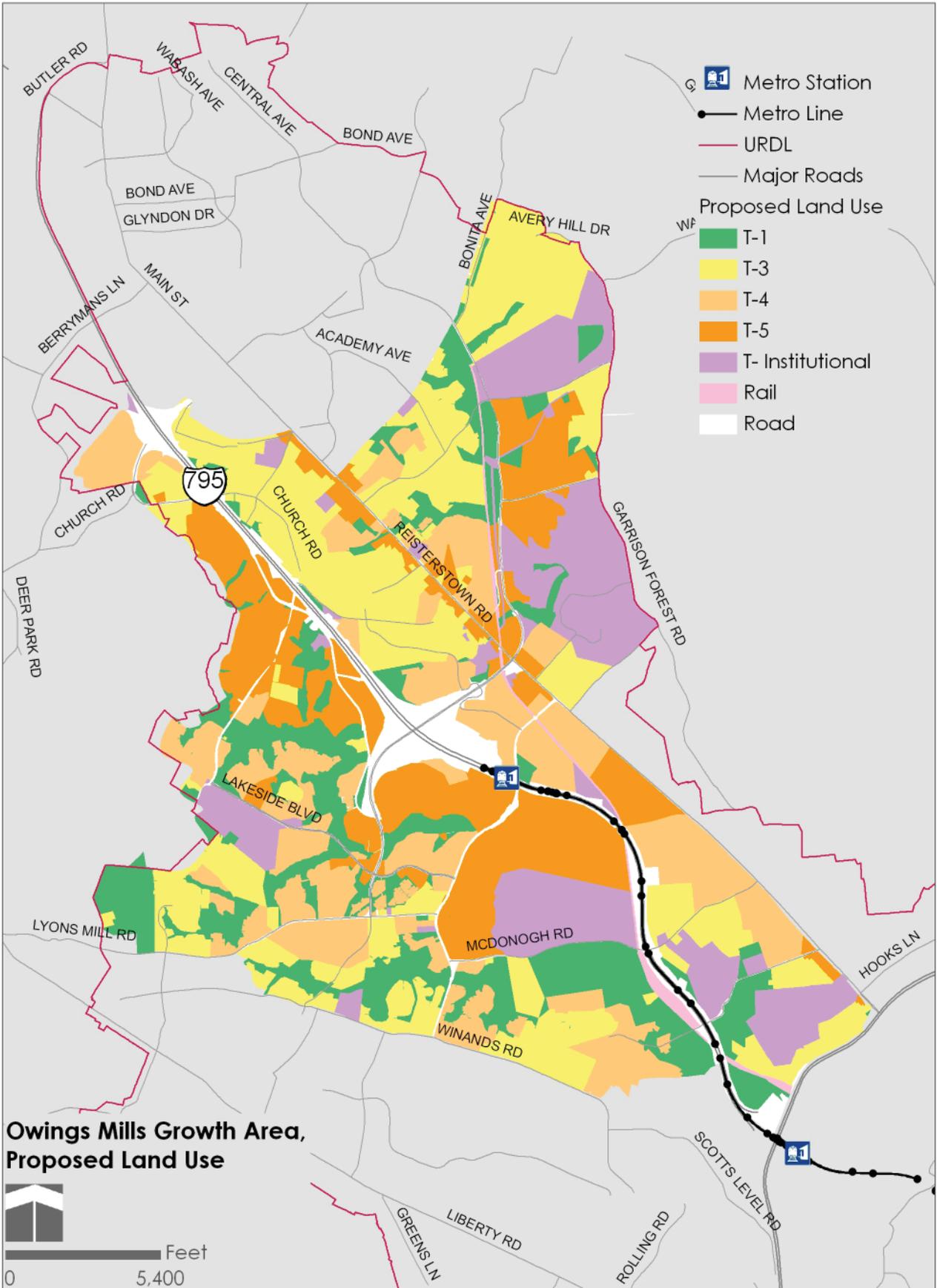
The continuing design objectives for Owings Mills are to create an attractive, well functioning physical environment, to project a positive image of the growth area and define a special sense of place. Tree-lined boulevards, landscaping, signs and high quality building materials can serve as unifying elements to shape a community identity for Owings Mills.

***Policy: Public and private future development projects should incorporate common design features and a high quality of materials.***

*Actions:*

- (1) Working with businesses and residents, develop standards for new private and public development to provide high quality and uniformity.
- (2) Evaluate the provision of an overlay district for Owings Mills to ensure that special standards are applied consistently.
- (3) Provide for wide sidewalks and bikeways to implement the goals of the draft of the Western Baltimore County Pedestrian and Bicycle Access Plan, as funding allows or as private development occurs.

Map 17: Owings Mills Growth Area, Proposed Land Use



## MIDDLE RIVER REDEVELOPMENT AREA

The Baltimore County Council adopted the Perry Hall-White Marsh Plan on February 4, 1985. This plan detailed land use and development that was articulated in the Baltimore County Growth Management Program 1979-1995 and adopted in the Baltimore County Master Plan 1979-1990. This growth area was bordered by I-695, the Gunpowder River, Route 40 (Pulaski Highway), and Route 1 (Belair Road). Both the Baltimore County Master Plan 1989-2000 and Baltimore County Master Plan 2000-2010 continued to support this growth area.

Since the Perry Hall-White Marsh area was designated, over 10,850 new housing units, significant office and retail uses including the White Marsh Mall, Avenue at White Marsh, and the big box retail center along Campbell Boulevard have been constructed. The residential, retail and office areas are essentially built-out. Therefore, the Perry Hall-White Marsh area is no longer a growth area, but has evolved into a Community Conservation Area.

As a result of completion of Route 43 (White Marsh Boulevard), private ownership of the General Services Administration (GSA) Depot, and proposed redevelopment along Route 7 and Route 40 corridors, the properties adjacent to the Perry Hall-White Marsh growth area demonstrate redevelopment potential. The *Master Plan 2020* proposes a new area be designated as the Middle River Redevelopment Area.

This proposed new area is approximately 10,000 acres in size, with an estimated population of 19,000. There are about 35,000 full- or part-time jobs in the area (see Table 1). Zoning classifications vary in this proposed Middle River Redevelopment Area (Table 2).

### Land Use

The proposed Middle River Redevelopment Area is currently employment-oriented with some residential development. It's among the largest employment centers in the Baltimore region and presents great potential for future growth. This area is diverse in land use and has been divided into nine sub-areas. (Map 19)

A prior study on the residential build-out of the Red Lion Sub-Area shows that the existing zoning could result in twice as much residential development. The Route 40 Study for the military Base Realignment And Closure (BRAC) determined that the existing zoning would allow 15 to 20 times more density than what is currently being provided. A detailed land use analysis, therefore, needs to be completed to provide a vision and preferred development pattern for each sub-area.

***Policy: Determine the potential redevelopment impact and infrastructure needs through an in-depth analysis and extensive public participation. The nine sub-areas require different visions and solutions according to their unique characteristics and redevelopment potentials.***

### *Actions:*

- (1) Complete the study requested in County Resolution 10-09 for a Middle River Development Coordination Plan. The study will analyze existing and proposed development and assess infrastructure impacts.
- (2) Examine potential, practical build-out based on existing zoning.
- (3) Update current adopted community plans to reflect the visions of all nine sub-areas of the Middle River Redevelopment Area.
- (4) Complete a study that examines the feasibility, challenges and benefits of directing and prioritizing future development to specific sites within the boundaries of the redevelopment area through the use of both land use tools and economic incentives.
- (5) Prioritize and prepare detailed sub-area plans (Table 4).
- (6) Conform as closely as possible to the recommendations of the Middle River Community Plan until it is updated or amended.

Table 1. Population, Households, and Employment, 2000 - 2020  
The Proposed Middle River Redevelopment Area

Data Item	2000	2005	2010	2015	2020
Population	15,659	18,231	19,519	20,663	20,973
Households	6,295	7,307	7,823	8,324	8,515
Employment	23,940	28,635	34,811	40,996	41,988

Source: Round 7B forecasts, Baltimore Metropolitan Council, June 2009.

Table 2. Zoning Classifications  
The Proposed Middle River Redevelopment Area

Zoning Classification	Acreage	% Total
Industrial	6,119	62%
Residential	2,800	28%
Commercial/Retail	741	7%
Office	170	2%
Deferred Rural	87	1%
<b>Total Acres</b>	<b>9,917</b>	<b>-</b>

Source: Baltimore County Office of Planning, 2010.

Table 3. Adopted Community Plans  
The Proposed Middle River Redevelopment Area

Community Plans	Adoption Date
Philadelphia Road Corridor Study	January 21, 1992
A Community Conservation Plan for Essex-Middle River	July 1, 1996
Eastern Baltimore County Revitalization Strategy	July 1, 1996
Windlass Run/Bird River Area Community Plan	January 14, 1999
Middle River-Bird River Community Plan	January 22, 2002
Middle River Employment Center Route 43)	September 3, 2002
Eastern Baltimore Pedestrian & Bicycle Plan	November 6, 2006
Middle River Community Plan	September 4, 2007

Source: Baltimore County Office of Planning, 2010.

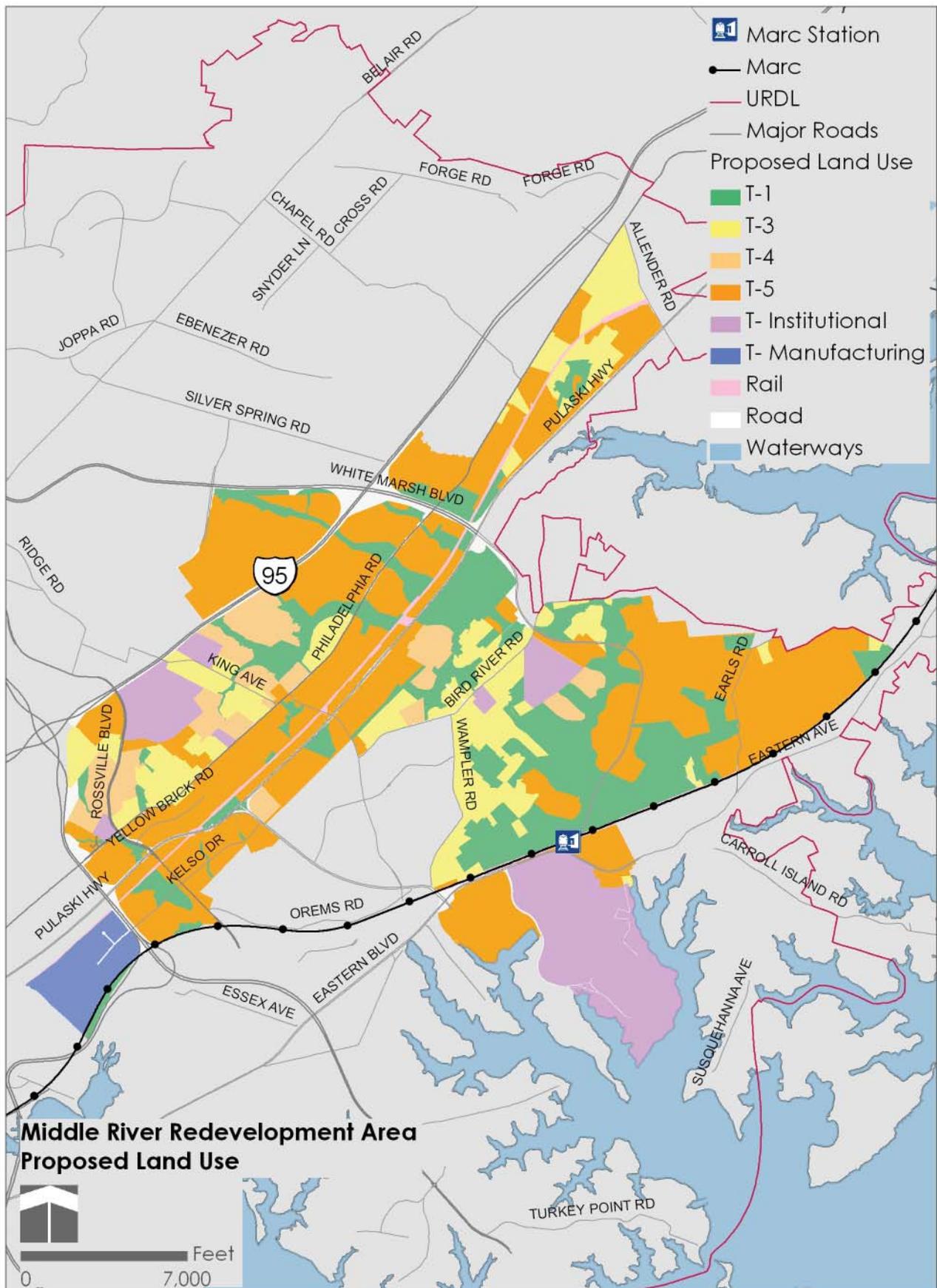
Table 4. Subareas in The Proposed Middle River Redevelopment Area

Area	Land
White Marsh Mall	Retail, Office
Route 7	Flex warehouse, contractor storage
Essex Community College / Franklin Square	Institution
Route 40 (Pulaski Highway)	BRAC Study Area
Route 43	Flex warehouse, Office
Lafarge	Quarry, contractor storage
Martin State Airport	Locheed Martin / GSA / Martin State Airport
Kelso Drive / Golden Ring Mall	Flex warehouse, Retail
Red Lion Road	Mixed use

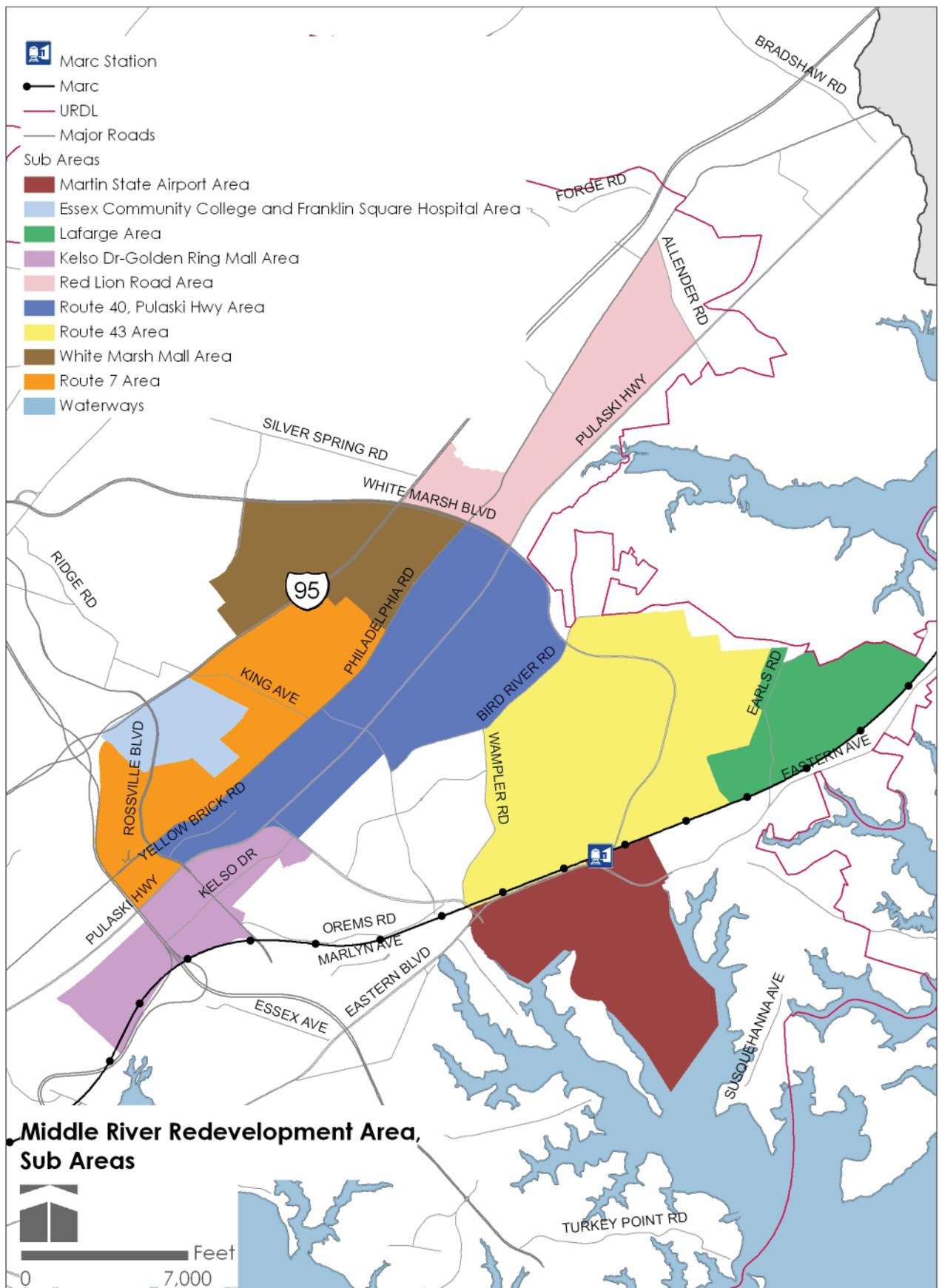
Source: Baltimore County Office of Planning, 2010.

GSA: General Services Administration.

Map 18: Middle River Redevelopment Area



Map 19: Middle River Redevelopment Area--Sub-Area



## White Marsh Mall

The major land use in this area features White Marsh Mall, a regional mall, and entertainment and dining uses at The Avenue at White Marsh, surrounded by surface parking lots. Additionally, big box retail uses are located along Campbell Blvd between I-95 and Route 7. A county library branch and police station also are located in this area. The area is approximately 918 acres in size.

### *Action:*

- (1) Working with the owners, create vertical, multi-story in-fill development connecting uses with a “main street”, including a pedestrian system.



*The image above illustrates possible connections of White Marsh Mall and the Avenue at White Marsh with multi-story retail, office and possible residential uses.*

## Route 7

This area is approximately 412 acres in size and characterized as a mixed use corridor, connecting residential (located along west side of road) retail, industrial, (located along east side of road), and institutional uses. The residential development is built along the northwest side of the road; industrial uses are located to the southeast side off Yellow Brick Road. The extension of Yellow Brick Road is critical to alleviating industrial traffic on Philadelphia Road.

### *Action:*

- (1) Create a roadway design to offer a reasonable transition between residential and employment communities.

## Essex Community College/Franklin Square Hospital

The land use in this area is predominantly institutional, with some residential development. The area is approximately 789 acres.

### *Action:*

- (1) Incorporate the college and hospital’s master plans into the County’s land use plan.

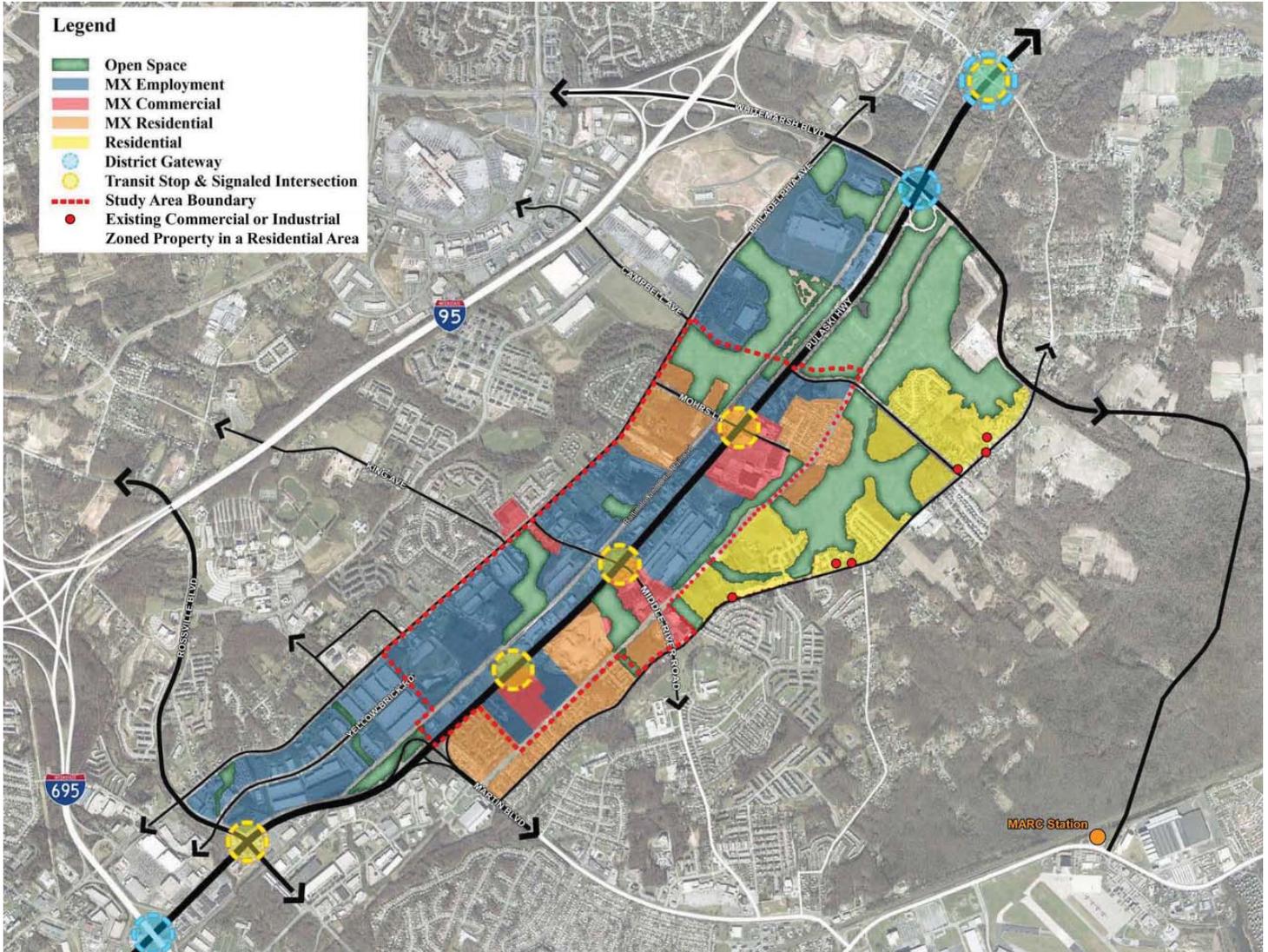
## Route 40/Pulaski Highway

The County, with federal funding through BRAC, has completed the Phase I study of the Route 40 East corridor. The basic principles include accommodating mixed-use development, providing east-west road connections, reinventing Route 40 to reduce vehicular speeds, establishing more frequent cross street access, encouraging pedestrian and bicycle use, generating environmental benefits through road design, and enhancing transit services. A redevelopment study is underway that focuses on an 850-acre study area (Map 20).

### *Actions:*

- (1) Encourage mixed-use (vertical) development, reduce speed of vehicular traffic, and improve pedestrian and bicycle use.
- (2) Complete phases II and III of the Pulaski Highway Redevelopment study. Phase III will include a design charrette that results in a buildable framework plan.

Map 20: Pulaski Highway Redevelopment Area



*MX designates potential future mixed-use overlay zoning designations in which a variety of land uses are permitted.*



*Street trees, landscape medians, and architecturally interesting buildings encourage walking by creating a sense of place.*

### Route 43 (White Marsh Boulevard)

This large area contains about 2,369 acres. It currently contains low-density flex warehouse and some retail uses. This area was developed as the MD-43 overlay zone.

*Action:*

- (1) Implement the area's master plan (Middle River Employment Center) for future development and examine possibility of mass transit, as funding allows or private development occurs.

### Lafarge Area

This area is approximately 465 acres in size and is characterized predominantly with use as a sand and gravel operation (Lafarge). Additional uses located within the area include contractors' equipment storage yards, junkyards, landscaping business and scattered residential. The Lafarge Chase Sand Plant and over 200 acres of additional lands located east of Baltimore Crossroads @ 95/MD Route 43 (White Marsh Boulevard) represent one of the last remaining large tract mixed-use development opportunities in eastern Baltimore County. The sand and gravel operation has an expected life of perhaps three years. Upon expiration of the sand and gravel use the area will be suitable for reclamation and redevelopment.

The presence of Amtrak, MARC, and CSX rail lines along the southern boundary of this area offers unique opportunities for potential commuter and freight related land uses. While it is important that this area incorporate a continued and significant employment emphasis of office and industrial uses, the inclusion of other supporting mixed uses such as appropriately scaled residential and retail development should be incorporated into the master plan for this area.

Traffic at present, is largely truck in nature, and vehicular access in and out of the area travels along Earls Road north to Ebenezer Road and then to Route 40 and I-95. These roads can best be characterized as rural in nature. The rural character of existing Ebenezer Road, Earls Road, and Bengies Road serve

as an inappropriate road network to accommodate the anticipated future growth of lands east of Baltimore Crossroads @ 95. Access south along Earls Road to Eastern Boulevard and west to MD-43 traverses a residential area. In the near term, an east-west road connection between Earls Road and MD-43 is needed. In the long term a vision and land use plan needs to be developed for the area. In order to fully capitalize on the transportation benefits created by the White Marsh Boulevard extension to Eastern Boulevard, more intense and upscale mixed use development should be implemented. The proposed roadway connection(s) must be appropriately sized to accommodate the substantial development potential of lands located to the east. These critical road connections must be implemented in order for the remaining lands east of Crossroads @ 95 to reach their fullest potential while still maintaining the rural character of the existing road infrastructure, and for the ultimate vision/employment/mixed-use/compact development goals for this area of Baltimore County to be realized.

*Action:*

- (1) Make an east-west connection between Earls Road and Route 43 in the short term; develop a vision and land use plan in the long term, as funding allows.

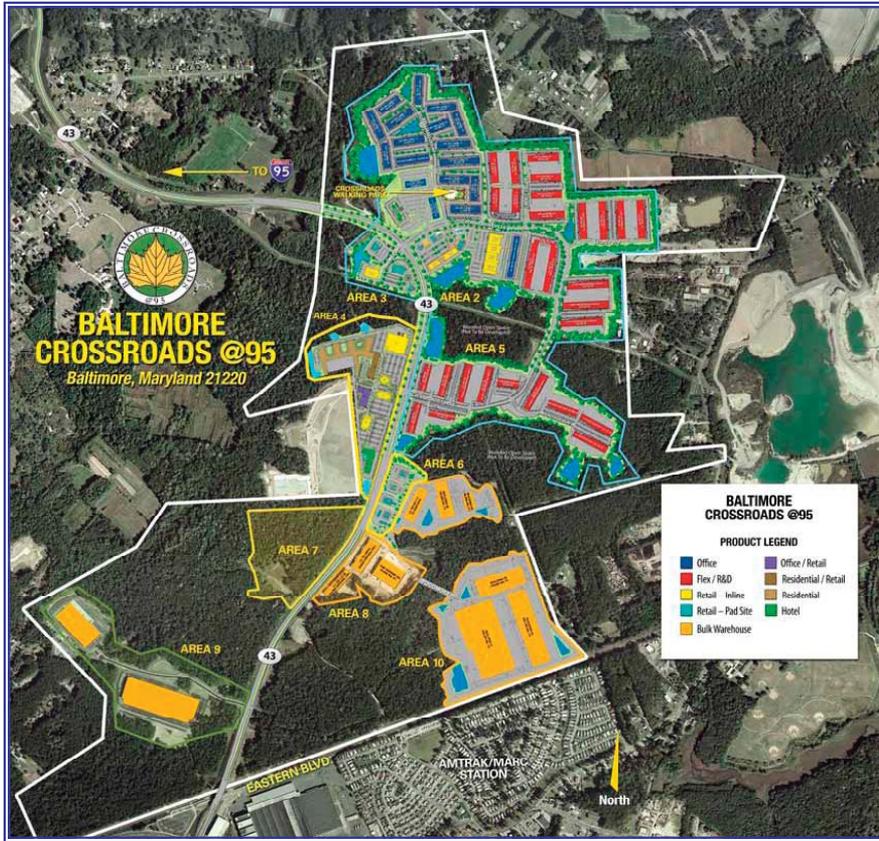
### Martin State Airport Area

Although relatively small in size (1,150 acres), this area contains some of the largest buildings in the region. The General Services Administration (GSA) building is over 2 million square feet. The Lockheed Martin site is also occupied by several large structures, sizeable open space, and vast waterfront. One of the best attributes of the area is the convergence of transportation options. The Martin State Airport, east coast rail services, Route 43, Route 702, I-95, and Eastern Boulevard all intersect at this area.

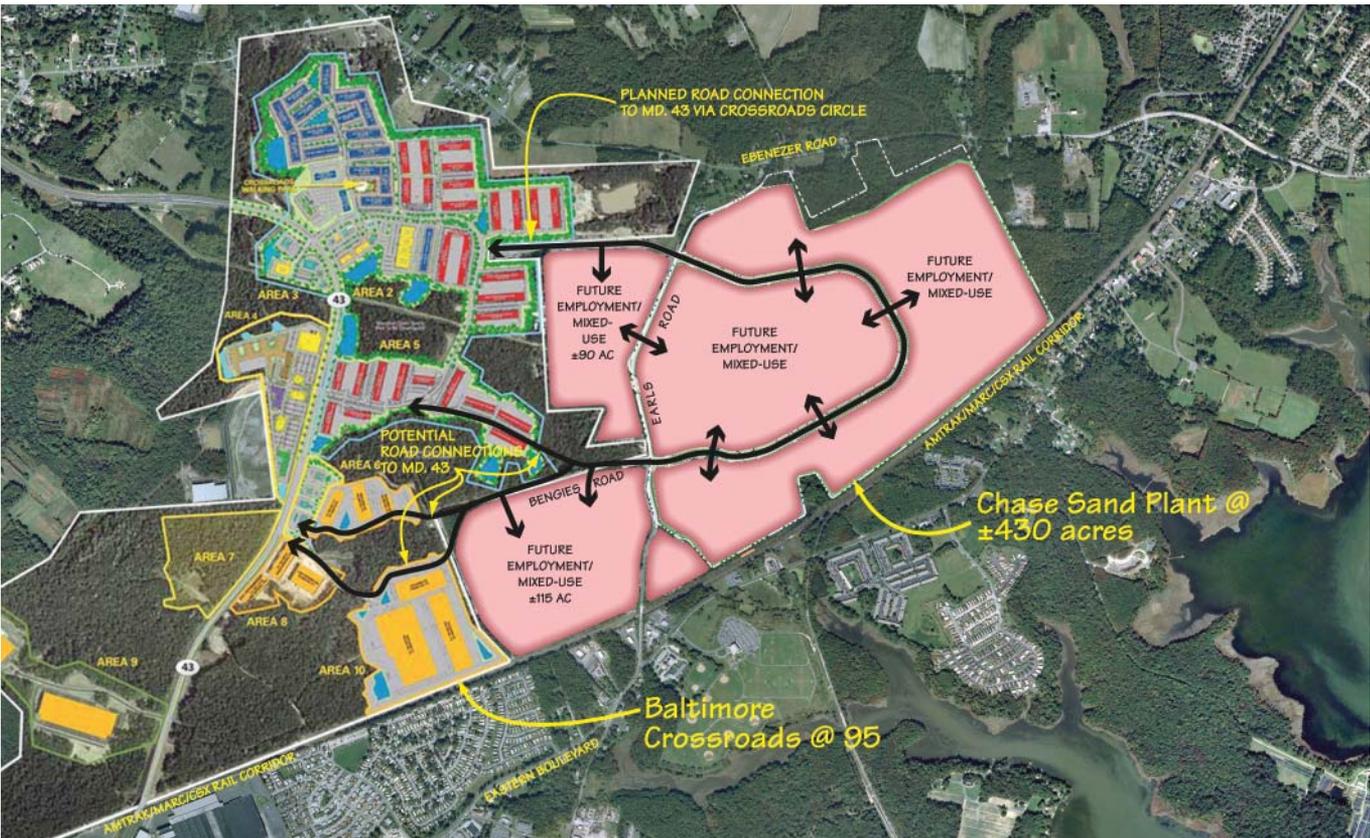
*Actions:*

- (1) Promote a mixed-use, transit-oriented development surrounding a train station stop.
- (2) Support the State and County study

Map 21: Baltimore Crossroads Master Plan



Map 22: Lafarge Master Plan



regarding the expansion of the existing MARC station to improve use of, and access to rail services.

### Kelso Drive/Golden Ring Mall

This area is 605 acres in dimension and has the largest concentration of retail (Golden Ring Mall, recently redone with retail big box uses) and industrial uses. The area is located at the conjunction of I-695, Route 7 (Philadelphia Road), and Route 40 (Pulaski Highway). The Route 7 and 40 road segments carry the largest traffic volumes at this location.

#### *Actions:*

- (1) Support industrial uses and complete road segments in order for the road network to operate at better levels.
- (2) Implement a Complete Streets initiative within this area in order to assure pedestrian and bicycle safety.

### Red Lion Road

Nearly 609 acres, this area demonstrates a variety of land uses and is easily accessible. The area takes in the Honeygo Reclamation Facility, RV-Park, contractor's equipment and storage yards, private junkyards, recreational facility, and residential development. The CSX rail line intersects the area.

#### *Action:*

- (1) Create a vision and land use plan for a mixed-use development incorporating the Route 40 BRAC Study.

### Transportation

The Middle River Redevelopment Area includes an extensive road network. The area is both bordered and served by I-695, I-95, Route 43, Route 7, Route 40, Route 702, Martin Boulevard, and Eastern Boulevard. Route 43, Rossville Boulevard, Bird River Road, and Eastern Boulevard are major functional thoroughfares; however, there is lack of east-west connections



to them. Barriers to improving the east to west connections are I-95, CSX rail line, Windlass Run, and existing development.

The Martin State Airport, one of the two general aviation airports in the state, is situated in this redevelopment area. The airport is home to the Air National Guard, providing A-10 and C-130 transport service to the United States Army.

The Amtrak passenger rail service operates along the Amtrak line, passing through the southern portion of the Middle River Redevelopment Area. This rail service runs along the entire U.S. East Coast from Massachusetts to Florida. It also serves as a commuter rail line (MARC) between Perryville in Cecil County and Washington, D.C. This redevelopment area is divided by a major CSX freight line, which provides service along the east coast. The CSX line extends between Baltimore City and Aberdeen.



**Policy:** *Complete a transportation analysis to review the existing and proposed road network, mass transit options, pedestrian and bicycle accessibility.*

*Actions:*

- (1) Complete a full interchange at Route 7 and MD-43 using state or federal funding.
- (2) Provide connection east west between Earls Road and MD-43, as funding allows.
- (3) Support the MARC Station upgrade to full service.
- (4) Complete road segments – Campbell Boulevard, Mohr’s Lane, Kelso Drive, Yellow Brick Road, etc., as private development occurs.
- (5) Complete Campbell Boulevard, especially Mohr’s Lane between Route 7 and Route 40.
- (6) Design a streetscape for Route 40 between Martin Blvd. and MD-43 that supports compact mixed-use development.
- (7) Conduct mass transit analysis of area – bus service, bus rapid transit, CSX light rail line connection to existing services.
- (8) Implement critical pieces of the Eastern County Bicycle and Pedestrian Access Plan, as funding allows.

**Environment**

The Study area is located directly adjacent to the Chesapeake Bay. All of the drainage is in direct proximity to Back River, Middle River, Bird River, and the Gunpowder River. Because this area drains directly into the Chesapeake Bay, there is heightened concern by local residents regarding storm water management and water quality. The State and Baltimore County have extensive environmental regulations. There is concern and insistence within the residential communities that the area be redeveloped in a manner that improves the existing conditions.

Environmental issues involve reduced energy consumption via programs such as LEED. Improved water quality is achieved through storm water management and water quality management. Environmental site design is also a major redevelopment issue.

*Action:*

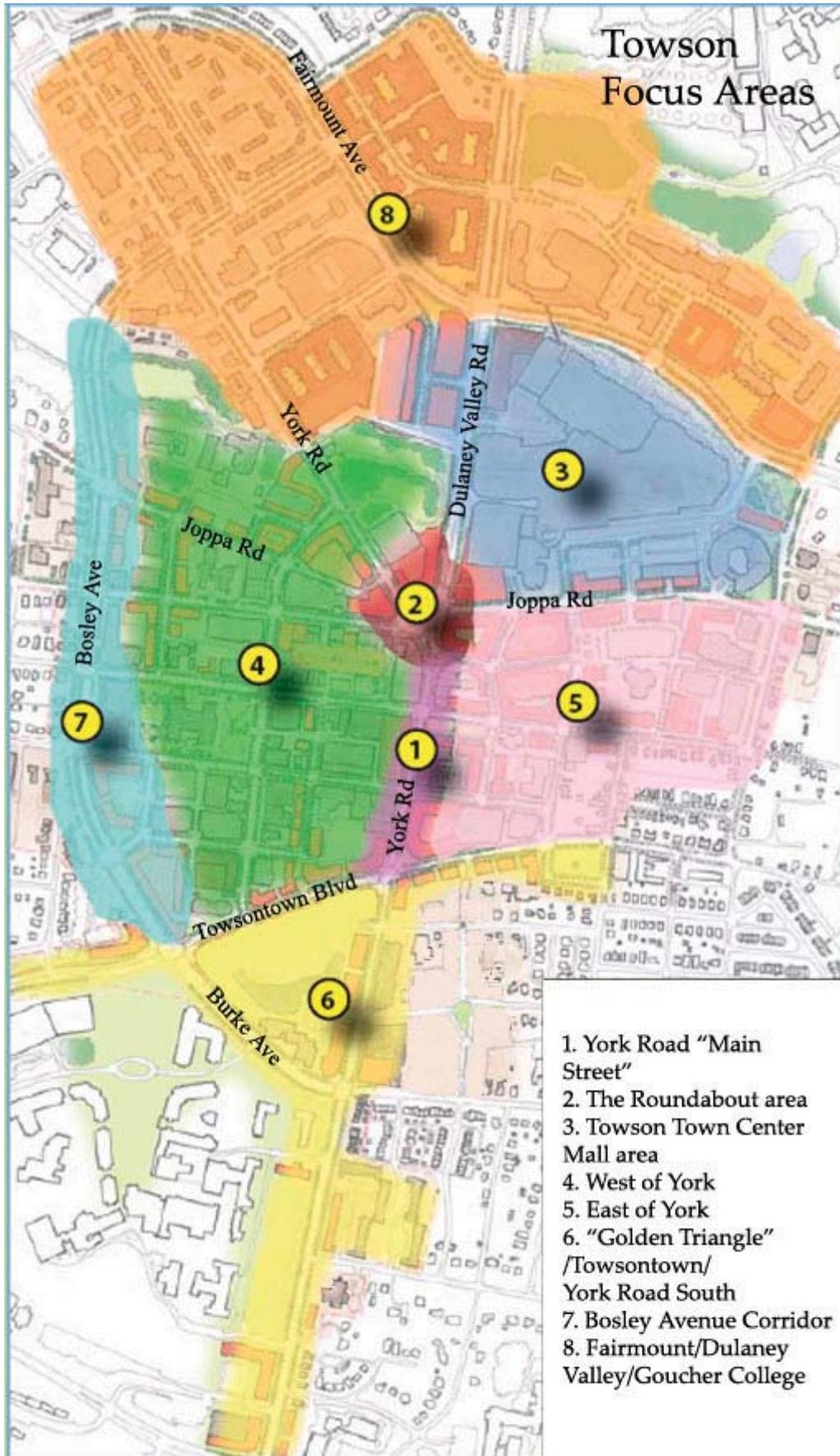
- (1) Consider an environmental overlay district for the Middle River Redevelopment Area that encourages utilization of LEED programs, requires Environmental Site Design, and use of best management practices to enhance water quality.

**THE TOWSON URBAN AREA**

Towson is the urban center of Baltimore County. In addition to being the seat of county government, it is the site of a substantial business district, three large hospitals, the circuit court and district court, two universities, and the Towson Town Center - a regional mall. The urban core of Towson is becoming a residential center as well, with several large apartment/condominium developments existing or proposed. These residential projects will help expand the market for businesses. Despite these significant assets, the urban core has historically underperformed as a commercial center, with recurring vacancies and a lack of commercial investment (Map 23).

During the 19th Century Towson developed as a traditional small town. Residents could meet most daily needs within walking distance, and enjoyed good transit connections to other areas of the region. In the 1950’s, with a shift to an automobile suburbanization, Towson became less centralized as a rural village. Goods and services that were once within walking distance were increasingly separated and pedestrian access became less of a consideration in land use and transportation planning. The 1964 Urban Renewal Plan for Towson embraced high-rise suburban development. The suburban development pattern that compromised pedestrian access in Towson also eroded its strong identity.

Map 23: Towson Focus Area



*With the support of Towson business, professional, and community associations, the county implemented several UDAT recommendations, including streetscape improvements to Allegheny Avenue, the addition of on-street parking to the main street section of York Road, and operational improvements to the Towson Roundabout. Streetscape improvements to Washington Avenue, a public plaza in the courthouse block of Washington Avenue, and a signing and wayfinding project are also underway or are completed.*

Downtown Towson has the potential to become a dynamic, economically viable commercial center, utilizing extended hours of service. Community, business, and government leaders have undertaken a long-term process to assure that Towson will become a more pedestrian-friendly destination.

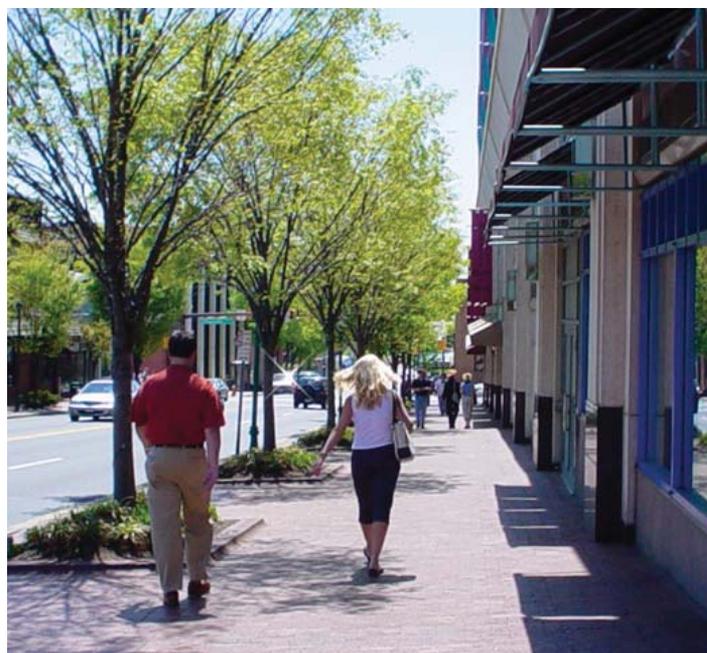
In 2006, the American Institute of Architects Urban Design Assistance Team (UDAT) began the visioning process for making Towson more vibrant. This effort successfully introduced the concept of walkability as a basis for sustainable economic revitalization. Before implementation could begin, UDAT recommendations were assessed in greater depth, and a need for a more comprehensive approach to achieving walkability was recognized. Baltimore County retained the services of consultants with national expertise in walkability and place-making to facilitate the charrette process that resulted in the Walkable Towson Plan. This process involved a week of intensive study, a public meeting with feedback sessions, and significant citizen participation.

***Policy: Support the Walkable Towson Plan, as funding allows, or as private development occurs. The application of this plan will over time create a vibrant mixed-use community, sufficiently diverse and resilient to withstand changing markets and shopping trends.***

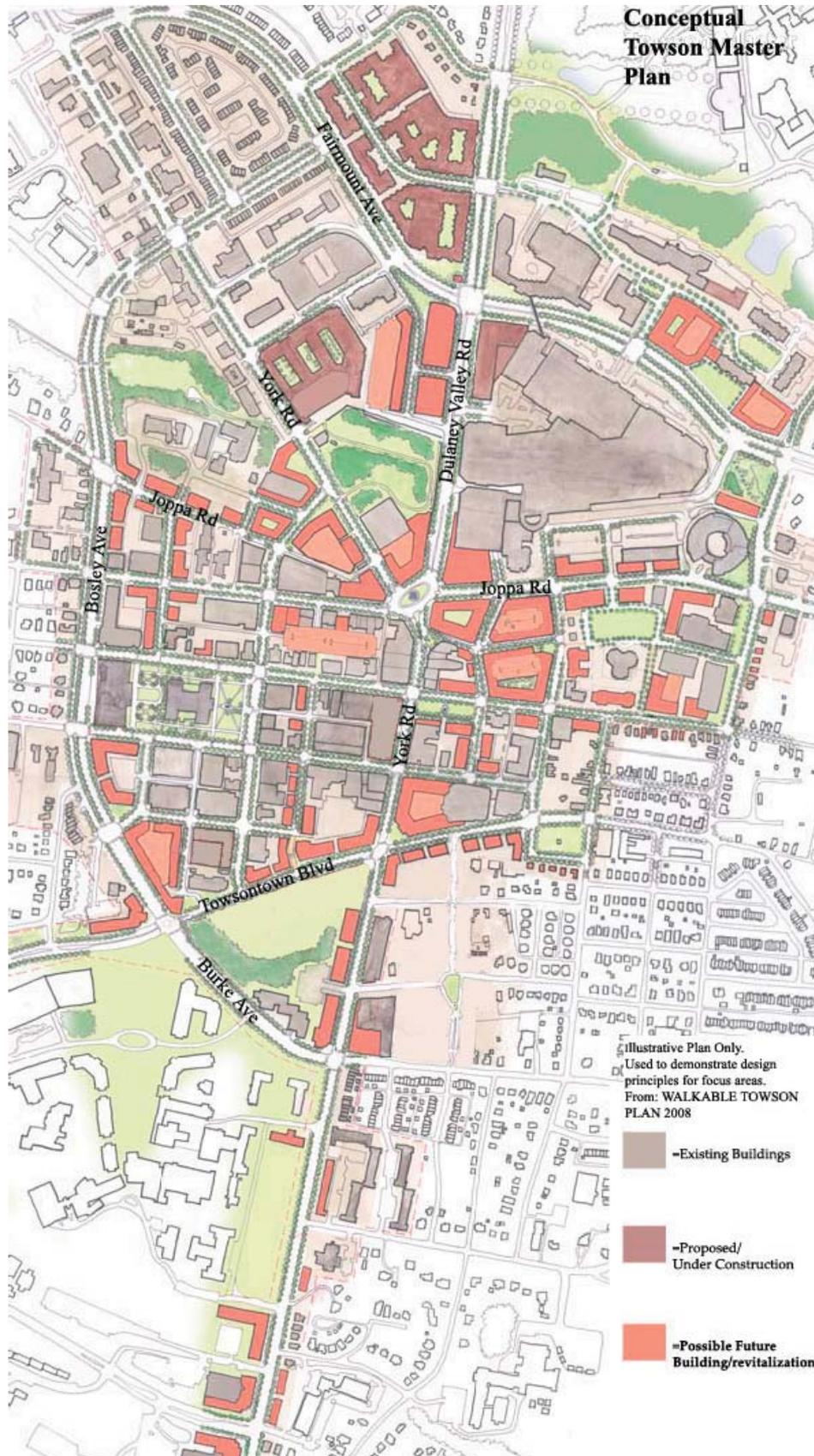
*Actions:*

- (1) Encourage buildings to be located adjacent to the existing street or sidewalk grid, and locate building entrances on the sidewalks facing streets.
- (2) Provide broad sidewalks to accommodate pedestrian traffic, amenity features, and street trees.

- (3) Align building façades along a build-to line to produce a sense of enclosure on the street that creates a distinct public space.
- (4) Maintain a pedestrian scale at the street frontage.
- (5) Encourage vertically mixed-use structures to promote street activities and foot traffic.
- (6) Provide numerous store front doors and large windows to boost visual interest along the street.
- (7) Continue replacing parking meters with parking boxes.
- (8) Encourage off-street parking, secondary entrances, and alleys be placed behind buildings to ensure pedestrian safety, and support elimination of curb cuts.
- (9) Erect decorative walls or fences with appropriate heights (3-4 feet and 4-5 feet respectively) for surface parking abutting sidewalks to define the street edge, and to allow for better visibility.



Map 24: Towson Master Plan





***Policy: Strengthen compact, mixed-use, walkable development that is compatible with Towson’s urban character.***

*Actions:*

- (10) Restructure blocks more than 400 feet long by adding a mid-block street or pedestrian walkway.
- (11) Monitor the roundabout to assess traffic operations and pedestrian safety, calm traffic, and provide a pedestrian focal point.
- (12) Install enhanced crosswalks, traffic calming measures and lighting at key crossings within the plan area.
- (13) Create a distinctive visual theme for wayfinding signs.
- (14) Design and construct “gateway” features at key locations and incorporate a transit waiting area at certain locations.
- (15) Consider recommendations made in the walkable Towson Study.
- (16) Design and implement a Greater Towson Bicycle/Pedestrian Network connecting to adjacent neighborhoods.
- (17) Streetscape improvements along Washington Ave and The Plaza in front of the Old Courthouse should be maintained and enhanced as the premier public space in downtown Towson.
- (18) Use the ‘Walkable Towson Plan’ - January 2008 as a blueprint for future improvements and actions.

- (1) Develop design standards and modifications to the zoning ordinance that create mixed-use zones.
- (2) Improve transit access to and within Towson, working with the MTA, private sector and educational institutions.
- (3) Develop a long-term plan for funding and implementing infrastructure upgrades.
- (4) Strengthen and promote County programs that could provide incentives for business façade improvements.
- (5) Develop a park-once plan for the Towson Urban Center. The plan should recognize the importance of maximizing on street parking for the success of the commercial core.

***Policy: Recognize the sub-areas identified in the Towson UDAT, and promote redevelopment opportunities within these areas to create a unique sense of place.***

**York Road is “Main Street”**

The three-block long section of York Road from the roundabout south to Towsontown Boulevard is downtown Towson’s “Main Street”. This is the commercial heart of Towson, and the historic pattern of York Road as the main commercial street remains, reinforced by the two major commercial cross streets of Pennsylvania and Chesapeake Avenues. Efforts to transform downtown into a more pedestrian friendly destination should begin here.

Furthermore, a tremendous potential for creating excitement in Towson’s commercial core is in the careful redevelopment of the roundabout area. The possible benefits in terms of identity, and desirability as a destination are considerable.

*Actions:*

- (1) Encourage private development of a mixed-use building over the northeast corner of Dulaney Valley Road and Joppa Road. The building should be an extension of the mall itself, with a prominent, street-level entry on the roundabout, leading pedestrians directly to and from the mall.
- (2) Establish and monitor a pedestrian and bicycle level of service for Towson.
- (3) Adopt new zoning that encourages the development of “liner buildings” with street level retail shops on Dulaney Valley Road along the entire front of the Towson Town Center parking garage to provide the necessary retail connection.
- (4) Work with SHA to improve pedestrian conditions along Dulaney Valley Road from the roundabout to Fairmount Avenue by adding on-street parking, reducing travel lane widths in both directions, and widening sidewalks.
- (5) Improve the west side of Dulaney Valley Road along Prospect Hill Cemetery. Improvements should include:
  - Landscaping that creates a more visible and attractive edge to the cemetery,
  - Resurfacing the concrete retaining walls with a more attractive material and possible creation of a mural,
  - Recommendations for redesign of the covered parking entry to the Investment Building.

**West of York Road**

The area west of York Road is Towson’s office and government district. Large residential developments adding new residents will transform Towson’s “9-5” feel into a more vibrant community. There are many opportunities to build on this trend with

additional mixed-use residential development and redevelopment, to support businesses and enhance public spaces.

*Actions:*

- (1) Encourage and support the private redevelopment of vacant parcels, parking lots between buildings or other gaps in the built fabric along West Joppa Road, Washington Avenue, Baltimore Avenue, Allegheny Avenue and Chesapeake Avenue with 1<sup>st</sup> floor office use and upper story live/work units.
- (2) In the event that new development is proposed, a new north-south commercial street between York Road and Washington Avenue, extending from Pennsylvania Avenue south to Towsontown Boulevard should be encouraged.
- (3) Redevelop the Investment Building. This should be promoted, including possible incentives, for pedestrian friendly features to be incorporated at the base of the building.

**East of York Road**

The area of Towson’s commercial center east of York Road has been the site of investment in large residential, office and commercial projects. In order to preserve the economic viability of this investment, a strategy must be developed and implemented to make these buildings more accessible to pedestrians and to ensure the walkability of future projects in the area.

*Actions:*

- (1) Investigate the use of incentives for the development of residential and mixed-use projects on sites east of York Road that reinforce the character of East Towson.
- (2) Consider studying the Walkable Towson Plan recommendations for Fairmount Avenue.

### The Triangle: York Road, Bosley Avenue, and Towsontown Boulevard

Creating better pedestrian connections between Towson University and downtown Towson will generate positive synergy. Seamless, pedestrian-friendly connections that produce an attractive college town identity are important to the economic sustainability and safety of the community.

*Actions:*

- (1) Investigate the use of incentives for the development of the Triangle to improve connections between Towson University and downtown Towson. Mixed-use buildings and student housing should be encouraged and supported facing the streets around the Triangle.
- (2) Study the feasibility of reducing the number of lanes in Towsontown Boulevard to make the area more pedestrian friendly.
- (3) Modify key intersections around the Triangle to make them more pedestrian friendly.
- (4) Using state funding, improve York Road between Bosley/Burke Avenue and Cross Campus Drive in front of Towson University by relocating the west sidewalk away from the traffic and installing a landscape buffer.
- (5) Consider recommendations for Towsontown Boulevard, as proposed by the Walkable Towson Plan.

### THE WATERFRONT

The waterfront of Baltimore County consists of 219 diverse miles of shoreline that is both rural and urban in character. It is lined with residences, protected natural open space, recreational areas, maritime associated activities, agricultural fields, and working ports. It is rich in the history, traditions and lifestyle

of the Chesapeake Bay. The vitality of Baltimore County’s waterfront is intrinsic to the health of the County, and to the region as a whole.

The Baltimore County waterfront takes its shape from five major peninsulas and is the endpoint of the many creeks that feed into Back River, Middle River and Bird River. These peninsulas contain the communities of Dundalk/Sparrows Point, North Point, Millers Island, Wilson Point, Essex/Back River Neck, Middle River, Bowleys Quarters, and extensive County and State parks. The residential communities adjacent to Baltimore City were developed to house workers whose livelihoods were earned in the industrial and maritime activities found on the working waterfront. Religious, social and institutional organizations to support the residents are part of the fabric of these communities. Farther east and north, the waterfront developed as a vacation destination with small seasonal cottages lining the shore. These areas have remained largely rural, with only small clusters of neighborhood commercial uses inland, and single-family dwellings on the waterfront. While the waterfront has historically been categorized as urban for purposes of the master plan, in many cases the residential communities located along the shores are suburban, with single-family homes located on 50-75 foot wide lots. The Urban Rural Demarcation Line (URDL) delineates the urban areas from the more rural areas of the shoreline. Generally, the urban areas are located within the URDL while the rural areas are located outside the URDL. Until the 1990’s, the existence of water and sewer was also an indicator of the status of the waterfront. However, at the time of the adoption of this plan, the County has installed water and sewer services in the majority of the waterfront communities regardless of the URDL, to



address water quality of the bay and to improve public health.

Baltimore County has invested substantial resources on the waterfront including planning, infrastructure improvements, environmental restoration, land acquisition for new public spaces, and community enhancements. Many of the waterfront communities now have new streetscapes, improved amenities, and popular recreation destinations. The county also implemented far-reaching policies designed to protect certain critical areas in perpetuity. With these protections in place, and the demand for developing near the water's edge remaining high, examining how redevelopment can creatively be carried forward is an opportunity and a challenge for the next decade. This is especially true as we look to preserve and enhance the sustainability of our waterfront.

### Water Quality

Sustainability is defined as development that meets the needs of the present without compromising future generations. In that regard, sustainability objectives and targets must be integrated into all phases of project planning and development, design and implementation. The County should endeavor to improve the ecological health of the waterfront using a variety of methods to protect and restore wildlife habitat and regenerate ecological capacity where it has been lost. It should promote design guidelines that consider the diverse architectural styles found in the region while utilizing sustainable practices and materials, and provide continual education including inter-jurisdictional cooperation. The health and future viability of the waterfront communities as a regional economic and recreational resource is specifically tied to the health of the water. When considered alone, the impact of any single development project may be negligible but when combined with all other development impacts within a watershed over time, may threaten fragile waterfront resources and diminish the quality of life.

***Policy: Promote environmental and land use decisions that improve the quality of the Chesapeake Bay.***

### *Actions:*

- (1) Promote compact development in the buffer management areas applying best management practices for storm water management to comply with the State mandated Chesapeake Bay Critical Area requirements.
- (2) Place into preservation the undeveloped public land that is owned by the County and State to protect the rural character.
- (3) Encourage protective easements on tracts of forest and wetlands that are otherwise highly susceptible to development pressures.
- (4) Develop a plan to educate residents about habitat awareness, storm water and water quality management, recycling, invasive plant species, and proper disposal of hazardous waste.
- (5) Plant native trees, shrubs, and grasses in appropriate areas to increase forest buffer functions, forest diversity, and to reduce storm water runoff.



(6) Install erosion control measures and reestablish wetland vegetation on public lands where shoreline erosion is a problem.

(7) Investigate the use of incentives for individual property owners to control shoreline erosion.

(8) Create incentives for development that are sustainable, and encourage innovative practices that will contribute to improving the health of the Bay.

(9) Ensure responsible agricultural practices that incorporate vegetative buffers and other water quality best management practices.

**Infill Development**

In addition to the changing regional housing market, renewed interest and public investment on the waterfront has created a new residential housing demand in many of the county’s waterfront communities. These communities are platted with 50-foot wide lots along the waterfront and improved with homes of modest size. In the last 20 years, but especially since tropical storm Isabel, substantial residential development of a much larger scale occurred, presenting the following issues: increased impervious surface area, diminished viewsheds, reduction in public access to the water, and excessive permitting issues due to regulations that fail to consider current residential trends. A comprehensive approach, which includes architectural and design expertise, in addition to natural resource protection expertise is needed to meet the challenges that are specific to the neighborhoods of the waterfront and that will ensure the sustainability and compatibility of new development and redevelopment.

***Policy: Assure infill development is compatible with the community (neighborhood) and develop appropriate zoning controls to regulate development in a way that achieves this goal.***

*Actions:*

(1) Work with communities to explore the

creation of waterfront-specific zones that address infill standards. The zone should be based on form-based zoning principles, and should seek to regulate design such that infill construction is compatible with existing communities and meets Chesapeake Bay Critical Area requirements.

(2) Apply form-based waterfront zone regulations that would allow appropriate development and discourage zoning variance requests.

(3) Strengthen regulations designed to protect water quality.

(4) Establish waterfront design standards that include requirements for low impact development storm water management and water quality techniques.

**Waterfront Placemaking/Destinations**

Waterfront communities have a distinctive sense of place. Their history and unique features attract people and development. Buildings such as lighthouses, piers, docks and other maritime structures and the activities associated with them can be an impetus for redevelopment and enhance that distinctive sense of place. Baltimore County’s waterfront is rich in history and folklore that should be nurtured as a tourism and economic resource. The County should promote and facilitate the development of waterfront destinations that offer commercial and recreational amenities. Key to an enjoyable tourism experience is how one travels. Multiple linked waterfront destinations connected by various modes of transportation that take advantage of land, sea, and air will greatly enhance the waterfront’s appeal to visitors.

***Policy: Foster distinctive, attractive communities with a strong sense of place, capitalizing on the waterfront heritage to attract interest.***

*Actions:*

(1) Consider tax increment financing (TIF) districts as a way to improve infrastructure to support water dependent activities.

- (2) Expand the directional sign program to direct tourists to places of interest along the waterfront.
- (3) Encourage a variety of private land and water based transportation options such as water taxis and bike paths. Providing both land and water based transportation options can help waterfront communities create a welcoming, pedestrian friendly environment that also accommodate the efficient movement of goods necessary to waterfront commerce.
- (4) Pursue opportunities to upgrade marinas to waterfront destinations with mixed uses, and identify new locations for development of new waterfront destinations in the buffer management areas while protecting and enhancing water quality.
- (5) Study the development of a commercial waterfront destination located on property owned by Lockheed-Martin at Dark Head Creek.
- (6) Investigate possible locations for smaller destinations, assist owners/developers with practical strategies to develop these sites.
- (7) Develop tours to link area destinations with a common theme, e.g., a tour of Fort Howard, Fort Carroll, North Point, Fort Armistead, Fort McHenry, Patterson Park and Federal Hill to interpret local military history.



***Policy: The maritime zones established in 1992 to accommodate water dependent facilities and associated uses at a scale in keeping with the surrounding residential communities should be evaluated and updated to more appropriately guide this type of mixed use.***

*Actions:*

- (1) Integrate non-water related uses with water dependent ones that have traditionally defined the identity of the waterfronts to provide a more stable economic base.
- (2) Adopt zoning regulations and building codes that support mixed-use development in a sustainable way.

### Waterfront Access

Pedestrian access to the water should be connected to the built environment, and also accommodated in ways that protect natural resources. In addition to physical access, visual access to the water is highly desirable and should be achieved.

***Policy: Create walkable communities with physical and visual access to the waterfront for public enjoyment***

*Actions:*

- (1) Within the limits of environmental

### Neighborhood Marinas

Non-water dependent uses, such as residential waterfront development, can compete with water dependent uses like commercial recreational fishing and port commerce. Waterfront and coastal communities must find ways to balance these uses along the waters edge. Criteria for enabling neighborhood marinas to coexist successfully with residential neighborhoods are required for waterfront compatibility.

protection, maintain and where possible increase the view sheds for waterfront areas. Waterfront views are an eagerly sought amenity; communities can protect them by using compact design approaches.

(2) Improve ADA compliant connections for pedestrian access to the water, which will increase walking and biking and help to decrease the pressures of seasonal traffic.

(3) Design waterfront buildings in ways that preserve the view of the water and encourage residents and visitors to access the waterfront on foot. Continue to implement a waterfront directional sign program to help visitors find the best route to waterfront destinations.

(4) Study the issue of boat ramps, assessing the need for additional boat ramps at appropriate locations, identifying and remedying the barriers limiting the use of existing public boat ramps, and working with neighborhoods affected by existing community ramps to resolve issues such as ramp ownership, maintenance and security.

### Recreation and Parks

Waterfront parks attract visitors to the area, stimulate interest in water related activities and the aquatic environment, provide invaluable recreational opportunities, contribute to the County’s quality of life, and generate economic benefits for surrounding communities. The County continues to place an emphasis upon increasing public access to the Chesapeake Bay and its tributaries, and has undertaken numerous waterfront park projects over the past decade.

***Policy: Continue to provide high quality waterfront parks and related programs that accommodate a variety of recreational and leisure activities, while concurrently working to protect the Bay and its tidal ecosystem. The waterways should be made more accessible and the use of waterfront parks encouraged wherever appropriate within the framework of good environmental stewardship.***

### Actions:

(1) Maintain and upgrade the County’s existing waterfront parks.

(2) Evaluate park sites for water accessibility, including boat ramps, day piers, and canoe and kayak access points.

(3) As funding permits, continue to make capital and programmatic improvements to Marshy Point Park to enhance its role as the County’s premiere facility for environmental interpretation of the Chesapeake Bay and tidal ecosystems.

(4) Expand efforts to promote the use of waterfront parks.

(5) Seek to establish “water trails” between the County’s parks and other points of interest.

(6) Pursue collaborative efforts between community businesses and the County in program development and marketing.

### Working Waterfronts

Working waterfronts generate substantial dollars for the region and state’s economy and are vital to the economic health and character of waterfront communities. Active viable waterfronts are also important cultural, historic and scenic areas. Maritime uses are part of our heritage and can provide the context for an exciting, vibrant tourism industry.

***Policy: Protect and promote working waterfronts as important elements of a community’s maritime heritage and economy.***

### Actions:

(1) Preserve the County’s limited but valuable deep-water access for non-residential use.

(2) Promote and coordinate the redevelopment of industrial land in the waterfront area for port related uses.

(3) Participate in multi-jurisdictional efforts to create uniform zoning regulations within the port area.

(4) Continue to participate in the Port Land Use Development Advisory council to help compile a multi-jurisdictional maritime master plan and to promote regional development of the port resource.

### Emergency Preparedness/Sea Level Rise

Tropical storm Isabel had a huge effect on the shoreline of Baltimore County, raising the level of the Chesapeake Bay to eight feet above mean high tide, which caused flooding of properties and roadways in much of the eastern Baltimore County waterfront. Resilience to natural hazards, such as storms and storm surges, sea-level rise and shoreline erosion is inextricably linked to the siting and design of development, and to the built and green infrastructure that supports it.

***Policy: Public awareness and planning are crucial for safety and minimizing stress during weather events that affect the waterfront.***

#### *Actions:*

(1) Develop an educational plan for updates on emergency preparedness, including communications, evacuation, traffic, area closures, visitor controls, damage assessment, clean up etc.

(2) Educate the public on the value of shoreline preservation in providing protection against storm damage.

## RURAL COMMUNITIES

The rural portion of the County provides high quality drinking water, agricultural products, timber, scenic open space, wildlife habitat, fisheries, recreation, water sports and cultural and historic resources. New development changes the character of the countryside and may have detrimental impacts on these resources. Baltimore County's *Rural Land Management Areas*

protect resources and rural economies while permitting limited development. Since 1989, rural resources have been managed by growth policies for each Land Management Area. These areas include: resource preservation, agricultural priority preservation, rural residential areas, and rural commercial centers (Map 9).

### Resource Preservation Areas

The Resource Preservation Areas are designated to preserve and protect the historic, cultural, recreational and environmental resources in the rural areas, while allowing a limited amount of residential development. Designated resource preservation areas include Patapsco/Granite, Soldiers Delight, Loch Raven and Prettyboy and Liberty Reservoirs, Gunpowder, and the Chesapeake Bay.

***Policy: Preserve valuable cultural, historic, recreational, and environmental resources by limiting development and acquiring available land for public benefit.***

#### *Actions:*

(1) Recommend that the County Council use the following guidelines in evaluating rezoning requests:

- Carefully evaluate any proposed zoning changes that would permit additional residential density or increased commercial development in the R.C.6, 7, and 8 zones.
- All zoning in the Chesapeake Bay Critical Area (CBCA) should ensure the most appropriate land use to minimize development impacts and preserve quality of life in surrounding communities, and meet existing CBCA designations.
- Comply with the County's commitments in the regional Reservoir Watershed Management Agreement and Action Strategy to

not increase development densities in the reservoir watersheds.

(2) Complete detailed studies to determine the existing and potential residential densities in resource preservation areas.

(3) Consider limiting residential densities to one dwelling unit per 25-50 acres. Consider limiting density calculation to net density for resource zones.

(4) Delineate and coordinate the public use of resource preservation areas for recreational benefits.

(5) Protect and foster forests and stream systems through conservation easements that prevent the continued fragmentation of these critical resources.

(6) Continue to support State and County programs that encourage sustainable forest management and initiatives to retain forestlands for multiple ecological and economic benefits.



***Policy: Manage land development to limit conflicts with the agricultural industry to safeguard lands preserved through easements.***

*Actions:*

(1) Continue to enforce local policies, ordinances, regulations and procedures that stabilize the agricultural and forest land base.

(2) Review and, if necessary, revise zoning and development standards to promote conditions suitable for production, processing and sale of agricultural products.

(3) Include prime and productive soil standards and a maximum lot size to ensure that large parcels are not split to create large residential lots.

(4) Evaluate increasing the minimum acreage for subdivisions in the RC 2 zone to reduce environmental impacts and development pressure on agricultural resources.

(5) Evaluate regulations to eliminate resubdivision of lots created between 1975 and 1979 in the RC 2 zone.

(6) Require that placement of State agricultural or conservation easements shall not result in an increase in density over that permitted without the easements.

### Agricultural Priority Preservation Areas

*(Note: Policies and Actions to foster a sustainable agricultural industry may be found in the Economic Vitality section. Preservation of the agricultural land is discussed in the Land Resources section.)*

While the County is a national leader for the use of restrictive agricultural zoning and planning for agriculture, there are threats to its continued success. Despite the diligent efforts to maintain and expand the agricultural zoning, incremental development continues to threaten the protection of resources and the viability of the agricultural industry. Zoning and development controls need to be reviewed and strengthened to assure that the goals of the Master Plan and the Baltimore County Zoning Regulations are being achieved.

(7) Monitor development within the APPA's to ensure that residential and non-agricultural uses protect the resources and do not overwhelm the operation of agricultural businesses.

(8) In general, zoning changes made in the agricultural priority preservation areas should protect the County's agricultural industry.

(9) Consider adding criteria to the Baltimore County Zoning Regulations (BCZR) to require the evaluation of proposed development impacts on agricultural uses located on prime and productive soils.

(10) Assure that development will have limited impact on active agricultural operations by reviewing, and, if necessary, revising setback requirements.

(11) Review uses permitted by right and special exception in the RC 2 zone to determine whether any uses that are inconsistent with the purpose of the zone should be removed and consider additional performance standards, which will mitigate the impact of the proposed uses on the adjacent farm or easement property.

(12) Enact "Right to Farm" legislation and institute a nuisance mediation board for farm operations.

(13) Consider whether certain institutional uses now permitted in the RC 2, RC 7 and RC 8 zones should be eliminated. Establish performance standards for institutions that are found to not have significant negative impacts if limited by the standards.

## Rural Residential Areas

The rural residential areas are a mix of single-family residential development and woodlands, farm fields, stream valleys and areas of significant historic and cultural value. They have accommodated the bulk of new residential development in the rural areas.

Associated with rural residential development, there may be institutional uses, such as religious establishments, which are preferred to be located in proximity to residences, rather than in Resource Preservation or Agricultural Priority Preservation Areas. Included in the rural residential land management areas are Parkton, Chestnut Ridge, Hereford, Jacksonville, Kingsville, and Patapsco/Granite.

The 1979 growth management program designated rural residential areas as suitable for development. The 1989 Master Plan recognized some of the issues created by this choice. The 2000 Master Plan recommended limiting rural residential development. The majority of the land within these areas is zoned RC 5.

The intensity of this development is a suburban residential pattern with densities equal to one dwelling unit per 1-1/2 to 2 acres. Because this rural-suburban residential development is dependent upon well and septic services, the development pattern takes on a haphazard appearance and consumes large quantities of land. This type of development comes at a tremendous cost in terms of traffic, increased infrastructure demands, disruption of the rural character, and adverse impacts on functional values of rural land and water resources.

***Policy: Limit suburban development in rural areas.***

*Actions:*

(1) Conduct detailed land use studies to





determine: 1) buildable areas, 2) agricultural areas, and 3) environmentally sensitive areas.

(2) Recommend that the County Council consider rezoning requests for additional office, business or industrial zoning in rural residential areas, in conjunction with the recommendations of any approved plan for the area.

(3) Adopt County standards appropriate for rural residential areas that include open space, architecture, site layout, lighting, bicycles, and pedestrians.

(4) Adapt cluster principles to maintain adjacent forests and open space, which help retain rural character.

(5) Provide effective buffers between development projects to maintain rural character.

(6) Preserve and connect open spaces through cluster development and open space acquisition.

### Rural Commercial Centers

Only two designated rural commercial centers will continue to provide local services and facilities for the surrounding rural area. These centers are Hereford and Jacksonville.

The two rural commercial centers contain a certain

mass of retail and office service uses that should not be spread or repeated throughout the rural areas. These areas will continue to be the only locations within the rural area where such services will be concentrated. The size, scale, and quality of development have been a continuing issue in these centers. In addition, the ultimate build out limits of these areas needs to be considered.

### ***Policy: Manage growth in rural commercial centers***

#### *Actions:*

(1) Manage development through specific rural commercial center master plans that are regularly updated. The master planning process should determine the ultimate boundaries and build out of these areas

(2) Develop overlay districts or specific zoning classifications with design performance criteria unique to each of the centers so issues of use, size, scale and design are addressed. Each center has unique characteristics that should be enhanced by new development.

(3) Adopt development performance guidelines and standards to ensure design quality, scale of uses, natural resource protection, buffers to agricultural uses, adequate open space close to homes, and pedestrian accessibility.

(4) Provide infrastructure support such as stormwater management.

(5) Provide adequate buffers and transitions between commercial projects and differing adjacent land uses to maintain rural character.

### HISTORIC AND CULTURAL RESOURCES

Baltimore County has a wealth of cultural and historic resources. Historic communities are generally well planned with diverse architectural styles that are visually interesting. They are built at a human scale and are almost always walkable. Historic resources link us to our past – they provide tangible evidence



of the County's cultural, social and architectural past, and are a testimony to the women and men who came before us to shape our destiny.

Baltimore County has two historic designations that protect its resources to the highest degree possible: the Landmarks List and the County Historic District. Structures with either designation are protected from demolition and all exterior alterations are subject to Landmarks Preservation Commission (LPC) approval.

The Landmarks List is comprised of structures that contribute significantly to Baltimore County's history because they are associated with a person, group, event of historic importance; they are a distinctive example of a particular architectural style and/or they are a good example of the work of a master builder or noted architect. Other criteria spotlight the resource's artistic merit, or whether it contains and may be likely to yield information or materials important to prehistory or history.

A Baltimore County Historic District is more difficult to establish because proprietors owning at least 75 percent of the land within the designated area must agree to form an historic district. New developments are subject to LPC approval, which ensures compatible infill development.

Two other historic designations afford limited protection. The 1966 Historic Preservation Act created the National Register of Historic Places (NRHP). The NRHP is a record that includes National Register districts as well as individually listed properties. Both categories require a thorough

review during the planning phase of federally funded projects. A National Register designation provides no protection against demolition or inappropriate exterior alterations, nor do they provide any control over the compatibility of infill development. On the other hand, contributing structures within a National Register districts, as well as individual properties listed on the NRHP, are eligible for the County Historic Property Tax Credit, which at least assures the retention of the integrity of properties participating in the tax credit program.

***Policy: Promote historic preservation through improved education.***

Awareness is growing about sustainability and the importance of living in a manner that is environmentally responsible. Redevelopment of an existing building is the ultimate form of "green" development, as opposed to demolition.

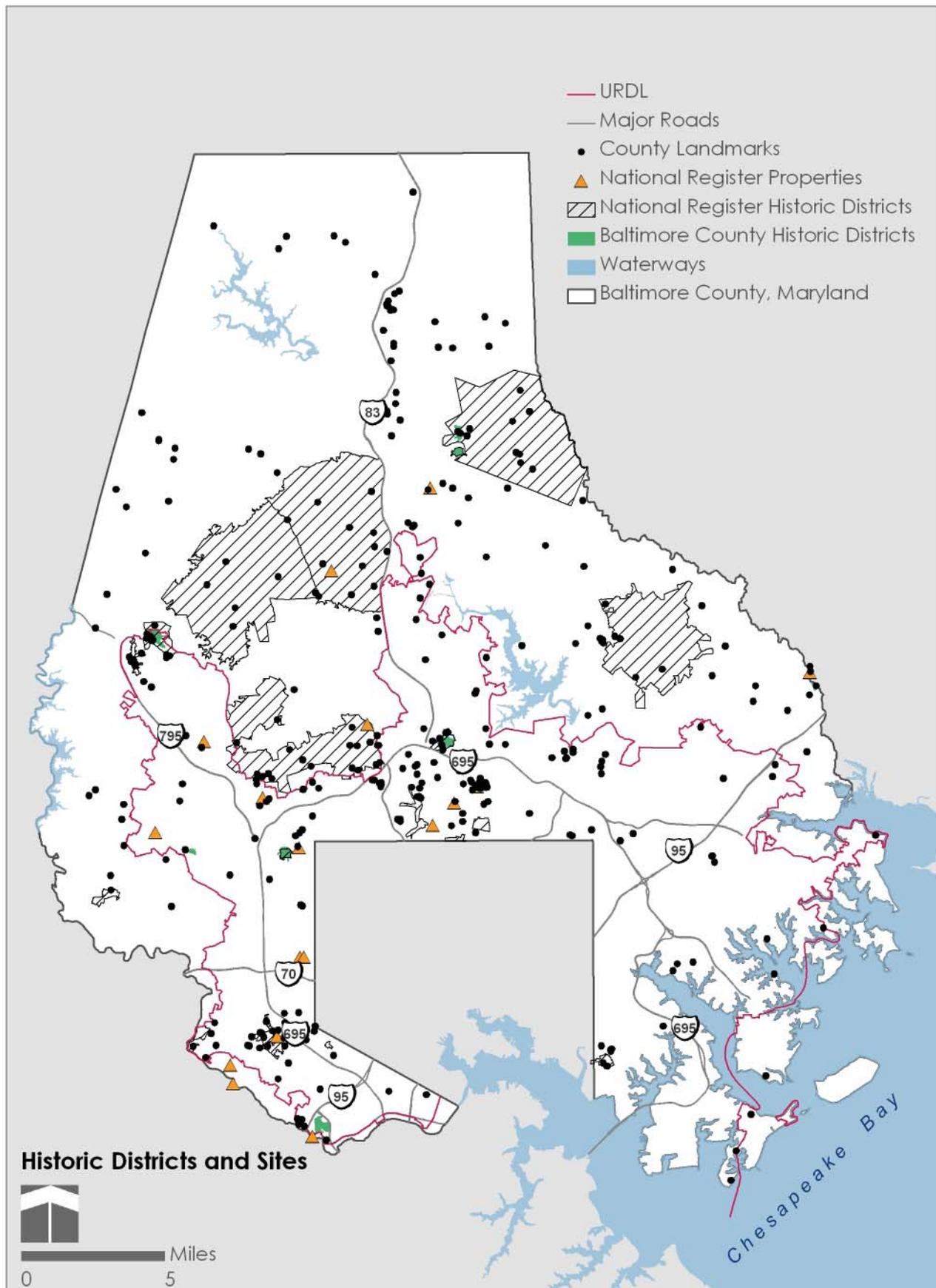
*Actions:*

- (1) Provide information about preservation issues so the public can make informed decisions about historic resources.
- (2) Develop programs to educate the public about the economic, environmental, and cultural benefits of historic preservation.
- (3) Make pertinent information available on the Baltimore County web site along with links to additional sources and studies.

***Policy: Preserve historic structures and their settings.***

The preservation of historic resources was an issue raised in the 1979, 1989 and 2010 Master Plans. Considerable progress has been made in response to the actions recommended in these documents. Amendments to the County's Preservation Law clarified vague regulations. The County enacted a very generous and popular historic property rehabilitation tax credit program to make the rehabilitation of historic buildings more feasible. Numerous properties were added to the Final

Map 25: Historic Districts and Sites



Landmarks List, and several new National Register Districts were created. Yet, while Baltimore County takes pride in these accomplishments, the need for preservation has lost none of its relevance today.

The property tax credit program for the rehabilitation of historic properties has been a great success for residential properties and for comprehensive commercial rehabilitation work. But the smaller, more routine maintenance projects for income-producing properties have not benefited. As a consequence, there is little incentive for commercial property owners to maintain their properties. Under the current law, residential property owners receive a 20 percent property tax credit on eligible rehabilitation costs. Income-producing properties receive a 10 year freeze on the property tax increase generated by the rehabilitation, i.e. the work has to be substantial to result in the reassessment of the property's value. Small jobs, such as painting the historic façade of a small shop, putting on a new roof, or installing a new air-conditioning unit does not result in a reassessment and therefore, is not eligible to receive a tax credit. Yet it is precisely these types of routine maintenance projects that are needed to keep historic commercial buildings in good repair. The National Register District of Reisterstown is probably the best example of a designated historic area that would benefit greatly if the historic rehabilitation tax credit program for income-producing properties would be widened to provide a tax credit for improvements under \$ 50,000. Additionally, there are numerous income-producing structures on the Landmarks List that would benefit from the program. The optimal way to encourage historic preservation is when property owners agree to preserve and maintain their historic resources out of their own volition.

*Actions:*

- (1) Continue to utilize nomination to the landmarks list as a means to safeguard historic buildings.
- (2) Encourage and facilitate use of the County's historic property rehabilitation tax credit program.



***Policy: Preserve and protect cultural resources.***

Many older communities have structures that are valued by local communities, but do not meet the criteria for landmarks listing for one reason or another. Such cultural resources are frequently found in the County's former village centers, in older African-American communities and on commercial routes along old toll roads. A cultural resource may be an old school house, a former movie theater, a lodge, a church, or a store where people used to gather. It also may be an entire community that is in danger of having its roots forgotten.

Churches and schools in the County's older communities are other cultural resources that are frequently endangered. Churches are often too small to meet contemporary needs and/or may have dwindling congregations that are no longer able to support the church. Likewise, one or two room country schools, or schools that were a product of segregation have ceased operations. They often have little architectural interest but are of importance to their respective communities. Alternative uses and grant opportunities should be explored to keep these resources viable.

The 1979 Master plan recognized 39 Historic African-American Communities as valuable cultural resources. The 1989 Master Plan began to address the need for improving basic services and infrastructure, rehabilitation of historic buildings, and the importance of improving the quality of some housing in these communities. While much has been done over the

last 20 years to enhance the quality of life in these communities, some are still in need of assistance. This Master Plan builds upon previous efforts to acknowledge that Baltimore County's diversity is greatly enriched by its historically African-American communities, and recognizes the important of continuing to protect and enhance these valuable cultural resources.

*Actions:*

- (1) Incorporate a list of cultural resources in community plans and explore the best methods to preserve them.
- (2) Continue to work cooperatively with the Department of Public Works, the Office of Community Conservation and the communities to support improvements to preserve and enhance Historic African-American Communities.

***Policy: Increase awareness about the importance of archeological resources.***

Baltimore County needs to strengthen the preservation of archeological resources, as much of the County's history is buried in the ground. Greater attention should be paid to archeological resources in cases where there has been little previous disturbance associated with redevelopment or road projects.

*Action:*

- (1) Educate the public and other agencies about the importance of archeological resources.

***Policy: Coordinate historic preservation with the County's rural strategy.***

In rural agricultural areas, the preservation of historic resources presents a unique opportunity. Historic structures in the countryside tend to derive part of their historic significance from their bucolic setting, which is frequently tied to its economic function. Typically, the historic resource is composed of the primary structure along with a cluster of functionally and visually related outbuildings, such as barns,

springhouses, and stables, set in a pastoral landscape of fields, streams and woodlands.

Rural areas that have retained their historic character, continue to be among the County's most desirable places of residence. Historic structures tend to be more compatible in design, scale and massing with the rural landscape than modern housing. However, sustaining the bucolic beauty of the rural landscape is challenging because maintaining a historic home can be expensive, and many property owners prefer newer and larger homes. Generally, rural subdivisions change the character by flatly grading the landscape with larger homes that are visible for miles. Even a single inappropriately designed or poorly sited new dwelling can dramatically alter the rural character.

Historic preservation goals coincide with agricultural preservation goals, environmental protection objectives and scenic preservation aims of the Master Plan in several ways. Historic properties tend to be smaller and thus create less impervious surface. Historic preservationists support the retention of a property's traditional agricultural use, thereby preserving scenic resources. Finally, saving and restoring structures, instead of replacing them with new structures, is in itself an act of sustainability that preserves historic resources.

*Actions:*

- (1) Encourage owners of rural historic resources to place their property on the Landmarks List – particularly properties that



are important to the agricultural history of Baltimore County and which are located along scenic routes.

(2) Continue to protect designated “view sheds” of historic resources, either by limiting new development within view of the historic resource, or by buffering new development from the view of such resources.

## SCENIC RESOURCES

The preservation and enhancement of the scenic resources in Baltimore County is an essential component contributing to the quality of life of residents. Scenic resources consist of scenic corridors, scenic views, and gateways. In 1991, the County adopted a set of development guidelines that have raised awareness and recommended development alternatives for protecting scenic resources.

### Scenic Corridors and Views

Most of the scenic corridors and views are located in rural areas. The scenic view map provides the beginning of a list of the views for establishing a comprehensive inventory in the near future. Following the adoption of the 1989 Master Plan, the County produced a series of scenic route maps for each council district, which combined the significant visual and historical elements into self-guided scenic tours. The protection of the Interstate 83 (I-83) corridor in northern Baltimore County is a showcase of the inter-governmental efforts on scenic views preservation.

The endeavor for preserving scenic corridors and views ought to emphasize lands zoned for resource protection including RC 2, RC 4, and RC 7. The County will continue to maintain coordination with the State Highway Administration (SHA) and seek available state and federal funds for protection of scenic corridors and views.

***Policy: Preserve scenic corridors and views through proper zoning and coordination with federal and state governments.***

### Actions:

- (1) Coordinate scenic resource management practices with the national and state Scenic Byways Programs.
- (2) Continue to preserve properties within the I-83 scenic view shed through easement purchases, as funds are available and through RC4 clustering.
- (3) Evaluate proposed improvements to state and county roads and bridges regarding their impact on scenic resources in compliance with the adopted *Rural Roads Standards*. Where public safety allows, the narrow and/or winding character of roads is part of the scenic experience and ought to be preserved.
- (4) Assess proposed development impacts on scenic resources.
- (5) Clarify language regarding scenic corridors and views protection and make it consistent amongst the Master Plan, Comprehensive Manual of Development Policies, Baltimore County Zoning Regulations, Baltimore County Code, and SHA Context Sensitive Solutions for work on scenic byways.
- (6) Establish criteria for identifying significant views and geocode them on maps.
- (7) Apply a systematic methodology for evaluation of scenic routes and preservation techniques.
- (8) Update scenic resources map in accordance

*The County has emphasized its efforts on preserving the scenic view shed of I-83 between the Thornton Mill overpass and the Pennsylvania line, which runs through one of the most scenic piedmont areas in the County. Farms, forests, streams and rural homesteads feature both sides of I-83 in northern county. Many properties adjacent to I-83 have been preserved either as parkland or through various easement programs, including donations and purchase of development rights. There has been significant progress in this effort: between Belfast Road and the Gunpowder River, more than half of the scenic corridor has been protected.*



with the most recently adopted state scenic byways.

(9) For properties along scenic routes or within scenic viewsheds, variances, amendments, and special exceptions should be granted sparingly.

### Charles Street National Scenic Byway

Charles Street is a main thoroughfare stretching from downtown in the City of Baltimore to Towson in Baltimore County. The County and the City of Baltimore collaborated with interested citizens, civic groups, and state agencies, developing a byway management plan for Charles Street. The purpose of this plan was to prepare for the nomination of Charles Street as a National Scenic Byway. In autumn 2009, the U.S. Secretary of Transportation Ray LaHood designated Charles Street a National Scenic Byway, together with 41 other designations in the nation to the America's Byways® collection. This designation allows the City of Baltimore and Baltimore County to apply for grants for preserving and enhancing scenic characteristics of Charles Street.

#### ***Policy: Preserve and enhance the Charles Street National Scenic Byway characteristics.***

##### *Actions:*

- (1) Apply for grants to implement actions outlined in the Baltimore County portion of the Charles Street Byway Management Plan.
- (2) Collaborate with the Baltimore County Office of Tourism to prioritize activities in compliance with the Byway Management Plan

### County Gateway Designations

Gateways are important elements of the County's visual fabric contributing to the community identity and the sense of transition between urban and rural development. Gateways can be located within either urban or rural areas, and mostly at the boundary between urban and rural areas. The specific design treatment of development for these gateways may vary, depending upon the location and structural type of gateways. In addition, the County worked with

*The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. Since 1992, the National Scenic Byways Program has funded 2,832 projects for state and nationally designated byway routes in 50 states, Puerto Rico and the District of Columbia. The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archeological, cultural, historic, natural, recreational and scenic qualities.*

the State Highways Administration (SHA) to develop bridge designs along the 695 Beltway that strengthen the sense of arrival into the adjacent communities and promote the community uniqueness.

#### ***Policy: Enhance gateway designations through evaluation, design, and construction.***

##### *Actions:*

- (1) Evaluate existing gateways and identify additional gateways.
- (2) Formulate appropriate design guidelines as part of community plans and streetscape projects.
- (3) Examine the design aspects of proposed development as part of the development review process.
- (4) Develop general guidelines for gateways in the Comprehensive Manual of Development Policies.
- (5) Continue to work with SHA to develop bridge designs at gateway locations.

*There are numerous gateways in Baltimore County. Prime examples include:*

- (1) The entry to the Cromwell Valley from Towson north of the I-695 Beltway;
- (2) Crossing the bridge northbound on I-83 passing Shawan Road;
- (3) The bridge designs over the I-695 Beltway entering Towson at York and Dulaney Valley Roads, Reisterstown at Reisterstown Road, Catonsville at Frederick Road, and on Charles Street;
- (4) The community logo, landscaping, and old railroad bridge abutment in Towson; and
- (5) The continuous streetscape along Eastern Avenue, from Route 702 to the bridge at Middle River Road leading to the waterfront communities.

