
KENILWORTH DRIVE



CORRIDOR PLAN

Adopted by the Baltimore County Council
May 6, 2002

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND
Legislative Session 2002, Legislative Day No. 8

Resolution No. 29-02

Mr. Wayne M. Skinner, Councilman

By the County Council, April 15, 2002

A RESOLUTION of the Baltimore County Council to adopt the Kenilworth Drive Corridor Plan as part of the Baltimore County Master Plan 2010.

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

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

WHEREAS, the Kenilworth Drive Corridor is a logical unit for planning within Baltimore County; and

WHEREAS, the Kenilworth Drive Corridor Plan was prepared in close cooperation with an advisory committee representing community and business interests; and

WHEREAS, the draft plan was the subject of a public hearing by the Planning Board on November 15, 2001 and was adopted by the Board on February 7, 2002; and

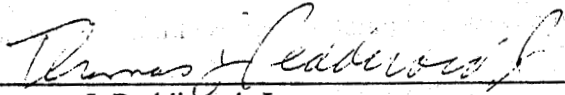
WHEREAS, the County Council held a public hearing on the recommended Kenilworth Drive Corridor Plan on April 1, 2002.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that the Kenilworth Drive Corridor Plan, a copy of which is attached hereto and made a part hereof, be and it is hereby adopted and incorporated into the Baltimore County Master Plan 2010 to be a guide for the development of the Kenilworth Drive Corridor area, subject to such further modifications as deemed advisable by the County Council.

kenilworthdrivecor.wpd

READ AND PASSED this 6th day of MAY, 2002.

BY ORDER



Thomas J. Peddicord, Jr.
Secretary

ITEM: Resolution 29-02

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Carver Center of Arts and Technology

INTRODUCTION

On January 16, 2001, the Baltimore County Council passed Council Resolution 9-01, which asked the Baltimore County Planning Board to prepare a Kenilworth Drive Corridor Plan. The resolution cited the corridor's mix of residential and commercial land-uses and the proximity of the corridor to Towson's urban center as reasons why a study of the area is necessary.

The mix of land-uses and its urban setting were also recognized by the County Council as contributing to increased conflict between the desire to strengthen the corridor's existing residential communities and the continued operation and possible redevelopment of several commercial sites. A comprehensive evaluation of the area was deemed necessary for the preparation of a plan that would allow and guide the reasonable redevelopment of commercially zoned and certain publicly owned properties. Resolution 9-01 does state, however, that this goal should be consistent with the Master Plan and in the best interest of the public. The resolution also indicates that zoning changes, overlay districts, design guidelines and capital projects may be appropriate for consideration.

With the Office of Planning serving as facilitator, a fifteen member advisory committee was formed. The committee included representatives from the Riderwood Hills community, the Morningside Drive community, the apartment management community, Mt. Olive Baptist Church and the business/office community. The advisory committee met through the winter and spring of 2001. The first several meetings were used to identify significant issues. Subsequent meetings were used to discuss and debate possible actions that would hopefully resolve the identified issues. The main issues were: traffic

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management and pedestrian safety, land-use and zoning, the proposed detention center expansion, and gateways.

PLAN AREA AND COMMUNITY DESCRIPTION

The study area is bounded on the north by I-695; on the south by Joppa Road; on the east by Bosley and York Roads and on the west by Charles Street (see Map 1). The entire area is approximately 250 acres. A land-use analysis of two properties (Ruck Funeral Home and the Towson Fire Station) located immediately outside the plan boundaries was also conducted.

The Kenilworth Drive “community” is best described as mixed-use. Found in close proximity within the study area are the single family neighborhoods of Riderwood Hills and Morningside Drive, the Somerset Manor, The Colony, Towson Woods and Ivy Hall apartment complexes, the retail hub of the Shops at Kenilworth, Towson BMW, the office complexes on West Road and the institutional uses of the Carver Center of Arts and Technology, the Baltimore County Detention Center and Mt. Olive Baptist Church.

The primary roads serving the study area are Kenilworth Drive, York Road, North Charles Street, Bosley Avenue and West Road. The smaller neighborhood roads are Marleigh Circle, Donnington Circle and Morningside Drive.

There were two significant development proposals that initially focused attention on the Kenilworth Drive corridor. The first was the proposal for a Giant grocery store on the former Brooks Buick site. From the onset, the community argued that the proposal



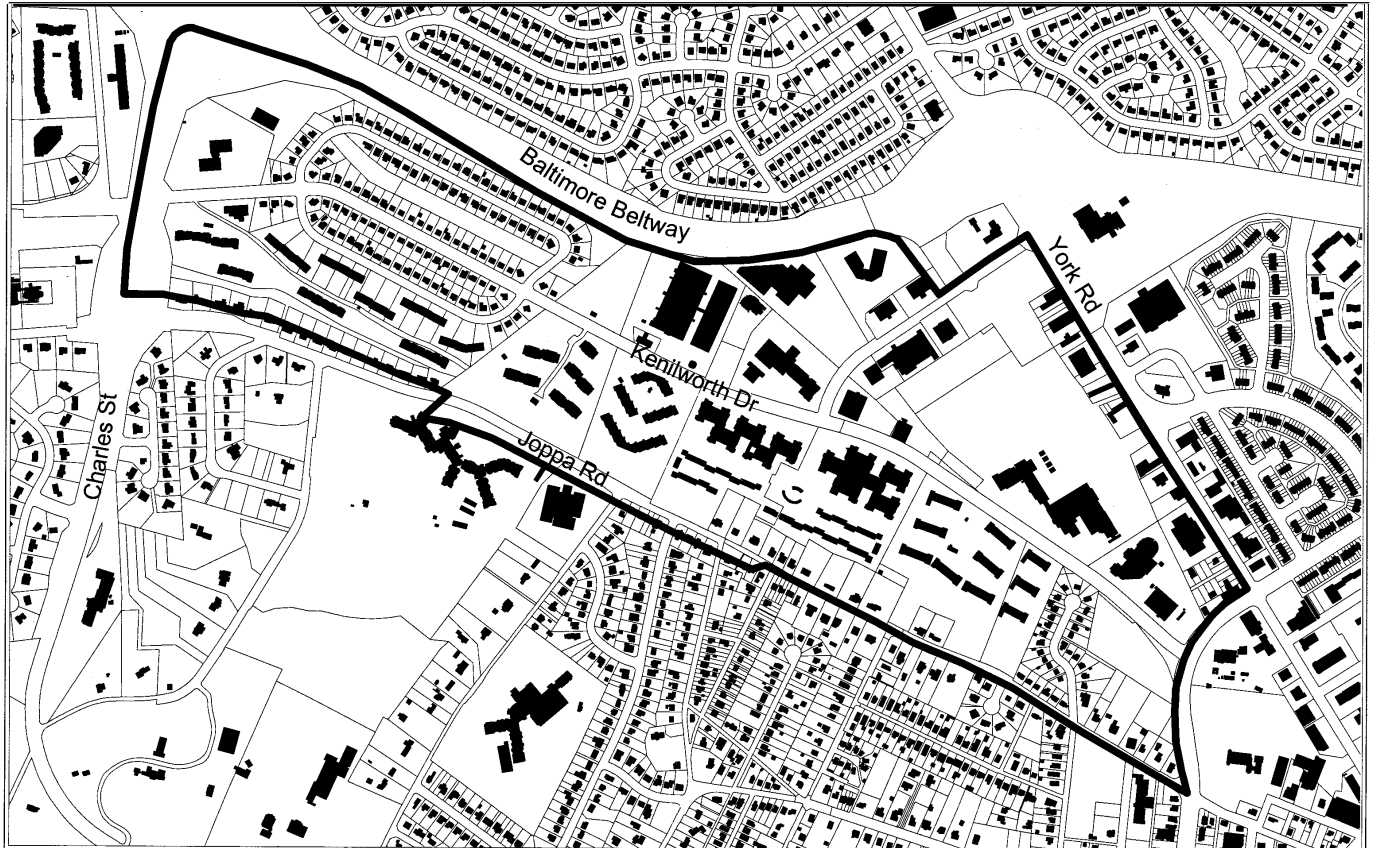
Mt. Olive Baptist Church



Morningside Drive

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MAP 1 Kenilworth Drive Study Area



Prepared by:
Baltimore County Office of Planning
401 Bosley Avenue
Towson, Maryland 21204
September, 2001

Data Sources:
Planimetric Data: Baltimore County OIT GIS Services Unit (1:24
Study Area: Baltimore County Office of Planning (1:2400)



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KENILWORTH DRIVE CORRIDOR PLAN

constituted unneeded commercial retail encroachment and threatened the stability of the neighborhood; a neighborhood already trying to manage the effects of existing commercial traffic. The committee's perception was that the development of another large traffic generator would have irreversible negative affects on the community.

The second proposal was Baltimore County's plan to expand the detention center. Although the expansion was to be located on publicly owned property, the former police headquarters, opposition groups considered the proposal a direct threat to the stability and security of the neighborhoods. The County was urged to consider alternate sites.

The issues discussed during the Giant food store controversy as well as the public reaction to the detention center expansion plan are typical of those to be found in any delicately balanced mixed use community. Will the new project be too large? Will it generate too much traffic? What is appropriate redevelopment? Will the residential properties be devalued? What about citizen safety? These are some of the questions asked and identified by the advisory committee assembled for this study.

ISSUES AND ACTIONS

Traffic Management and Pedestrian Safety

The issue of traffic management in the Kenilworth Drive corridor is considered to be very important. The cumulative affect of commuter traffic, commercial traffic and local residential traffic has forced many residents to seek relief from County and State agencies. Owing to its location between two Beltway exits (Charles Street and York Road) Kenilworth Drive offers drivers an alternative route



Baltimore County Detention Center



Riderwood Hill Park

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Somerset Manor Apartments



Existing choke point with landscaped median on Kenilworth Drive

to downtown Towson. It is often an attractive alternative when the Beltway is congested. The corridor's commercial and office traffic generators only aggravate traffic conditions.

Based on information from the Baltimore County Bureau of Transportation Planning and Traffic Engineering, the main intersections in the plan area are rated at a Level of Service (LOS) of C or higher. The exception is the intersection of North Charles Street and Kenilworth Drive which is rated LOS D. This intersection has been under continuous study by the State Highway Administration. Recent and programmed improvements include redesigning the median between the Beltway and Kenilworth Drive, widening the Beltway off-ramp lane for continuous southbound Charles Street traffic, retiming the traffic light at Kenilworth Drive and limiting left turns onto Kenilworth Drive from southbound Charles Street to on green arrow only. New signage on the Beltway off-ramp now directs Kenilworth Drive bound traffic to the traffic signal at the top of the ramp. This movement avoids the quick merge to the left previously required.

Based on continuing community concern and the absence of failing intersections in the study area, it can be concluded that the real issue is managing the continuously high volumes and speed of east/west traffic on Kenilworth Drive. The management strategy primarily seeks to improve the quality of life in the residential neighborhoods in the study area. Pedestrian safety is considered part of this strategy.

Actions:

- 1) In order to manage traffic as it enters the Riderwood Hills community, a choke point, similar to the one constructed near Riderwood Hills Park, should be located

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near the intersection of Kenilworth Drive and Marleigh Road (west).

- 2) Stripe the entire length of Kenilworth Drive travel lane. This would more clearly identify the curb area as a parking/bike lane and control through traffic.
- 3) A traffic signal may be warranted at the east entrance to the Shops at Kenilworth. A signal at this location would facilitate left turns from the mall towards West Road. Currently, many drivers are forced to turn right onto Kenilworth Drive because of heavy through traffic.
- 4) In order to help direct “out-of-towners,” the State Highway Administration should add “Town Center” signage to the York/West Road and Dulaney Valley Road exits of the I-695 inner loop.
- 5) Explore the possibility of a Towson shuttle bus system. The many governmental, educational, entertainment and shopping destinations coupled with the dense population of students and senior citizens should make this service sustainable. Shuttle connections to the light rail system should be provided.
- 6) The Board of Education should locate school bus stops at the existing and recommended traffic choke points on Kenilworth Drive.
- 7) Pedestrian crosswalks connecting the residential south side of Kenilworth Drive and the commercial north side should be enhanced and made as user friendly as possible.



Striped parking and bicycle lane on Kenilworth Drive



Colony Apartments

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Medical office building at 113 West Road



Nursing home at 111 West Road

- 8) The Bureau of Traffic Engineering should study the safety issues related to entering and exiting Morningside Drive from West Joppa Road.

Land-use and Zoning

The land-use and zoning patterns in the study area are generally consistent. The single family detached neighborhoods are zoned DR 5.5 or DR 3.5. The apartment buildings are zoned DR 16. The retail uses are zoned BR or BM. The office complexes are zoned OR-1 or MLR. Although the MLR zone is technically a manufacturing zone, office buildings are primary permitted uses in the zone (see Maps 2 and 3).

There are, however, two properties located on West Road, 111 and 113 West Road, that are zoned BL (retail) but are used as a nursing home and medical office building respectively (see Map 4). In order to prevent additional retail uses along West Road, but also to allow the existing uses to continue as conforming zoning uses, the OR-2 classification is proposed for both parcels.

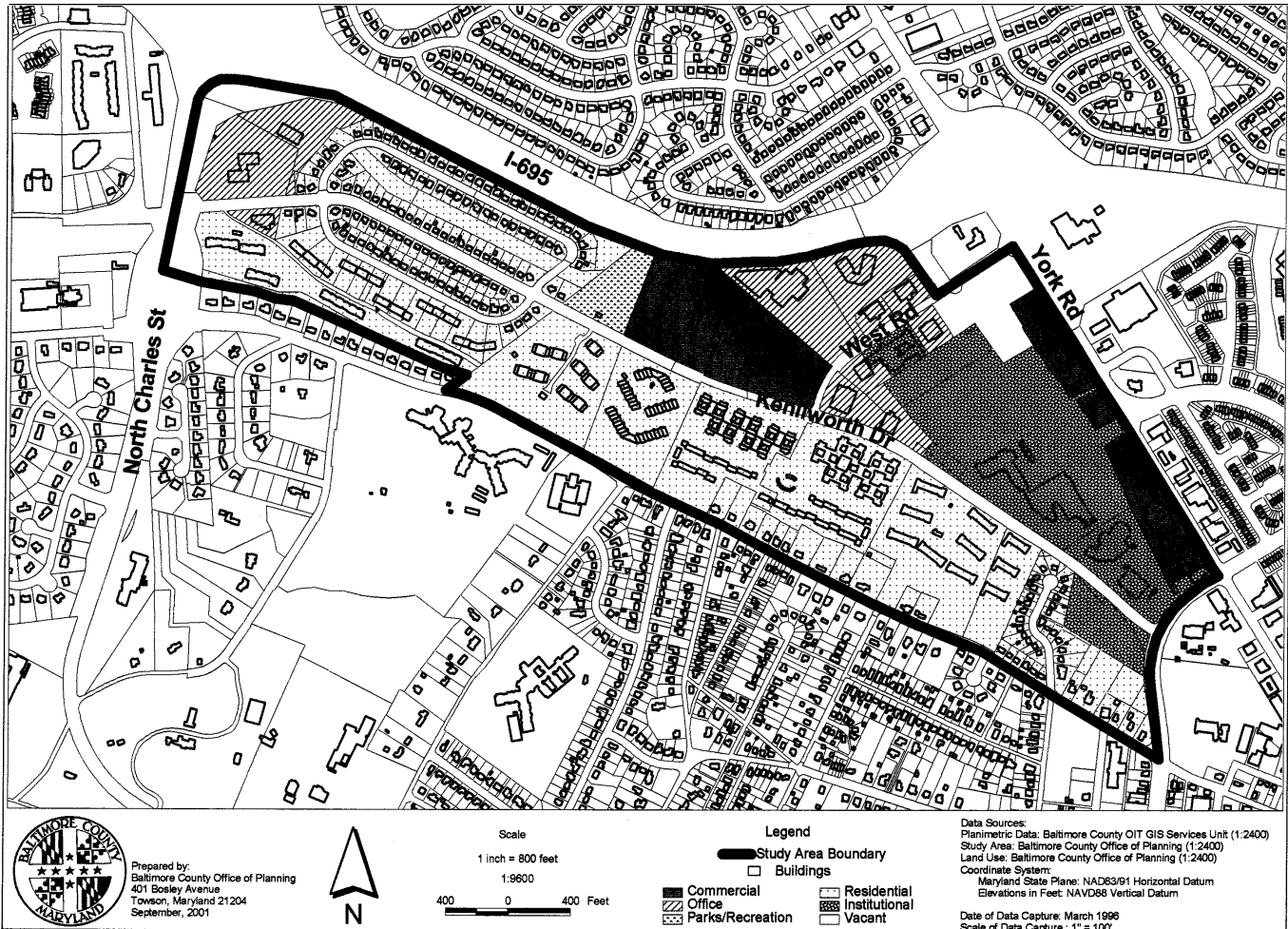
Three additional recommended actions address general land-use issues. One action is related to traffic management via planned site design. One is related to property maintenance. The other concerns future use of Fire Department property at the corner of York Road and Bosley Avenue.

Actions:

- 1) The medical office building (113 West Road) and the Manor Care nursing home (111 West Road) should be rezoned to the OR-2 classification (see Maps 5 and 6). The Office of Planning should file “staff issues” for both

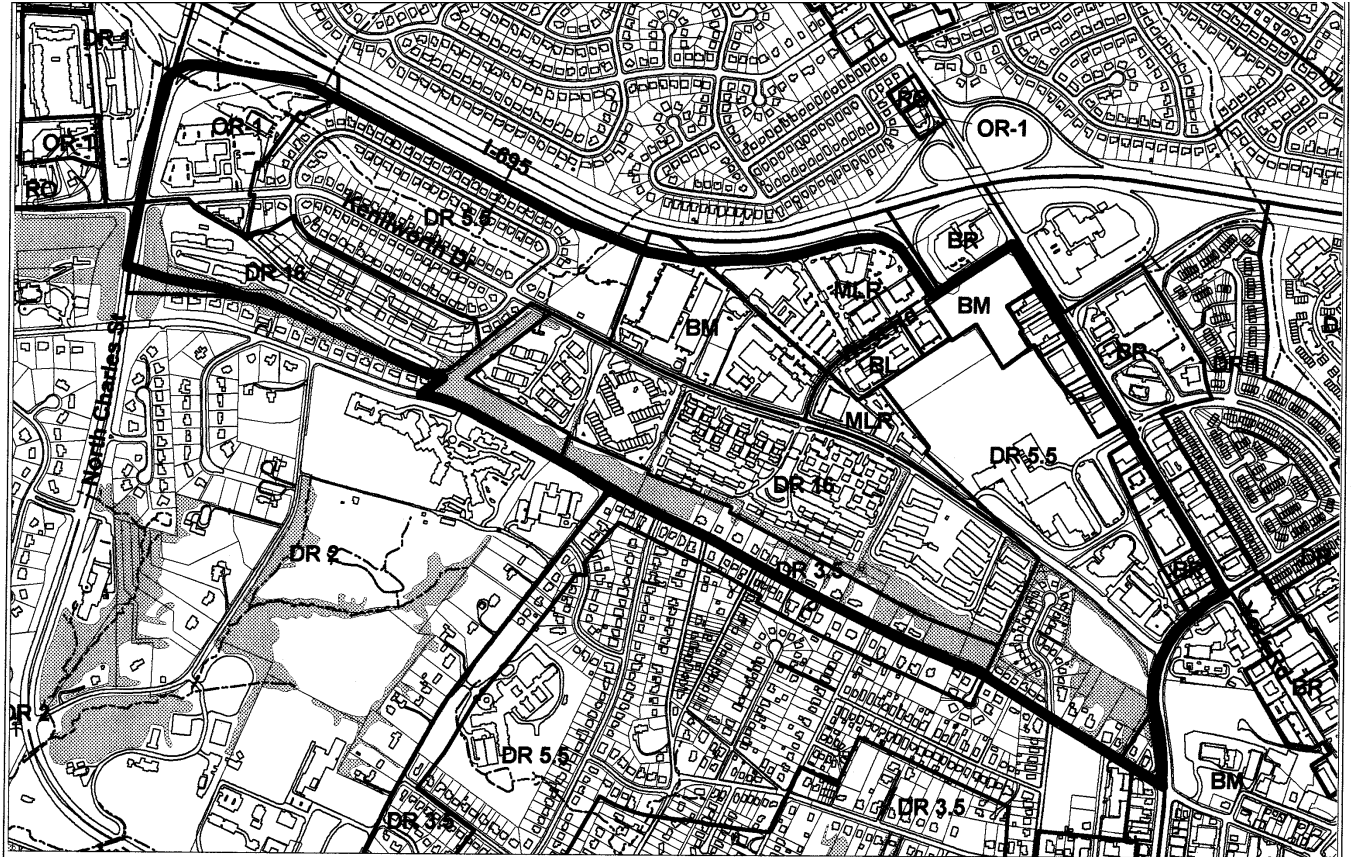
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MAP 2 Existing Land-Use



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MAP 3 Existing Zoning



Prepared by:
Baltimore County Office of Planning
401 Bosley Avenue
Towson, Maryland 21204
September, 2001



Scale
1 inch = 800 feet
1:9600
400 0 400 Feet

Legend

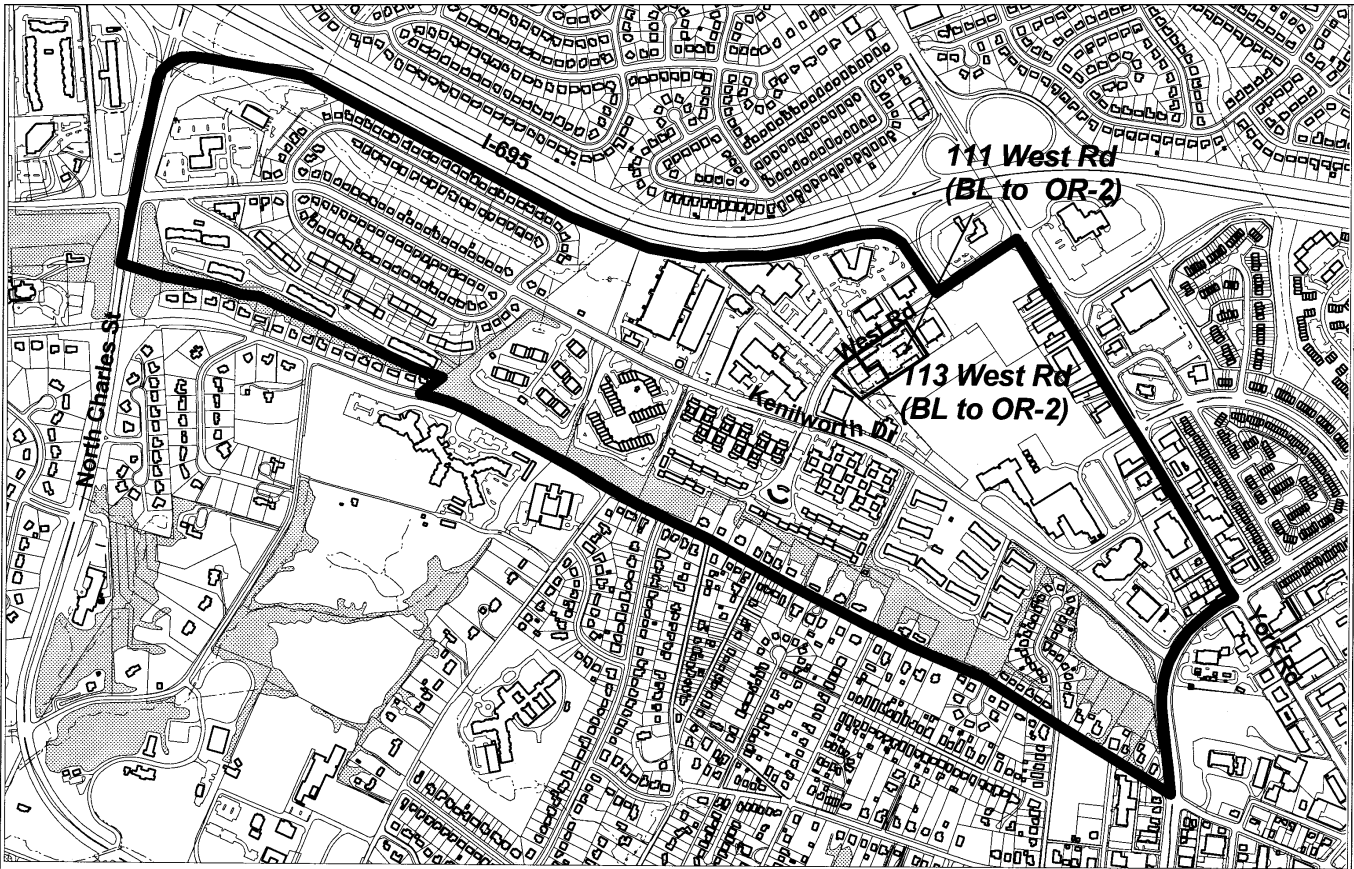
- Study Area Boundary
- Zoning
- Paved Roads
- Unpaved Roads
- Paved Parking / Driveways
- Hydrographic Features
- Buildings
- Vegetation

Data Sources:
Planimetric Data: Baltimore County OIT GIS Services Unit (1:2400)
Study Area: Baltimore County Office of Planning (1:2400)
Zoning: Baltimore County Office of Planning (1:2400)

Note:
This map is for display purposes only. Land use decisions involving zoning designations should be verified with the zoning office. This zoning layer has not been through the QA/QC process.

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MAP 4 Proposed Zoning Map Amendments



Prepared by
Baltimore County Office of Planning
401 Bosley Avenue
Towson, Maryland 21204
September, 2001



Scale
1 inch = 800 feet
1:9600
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Legend

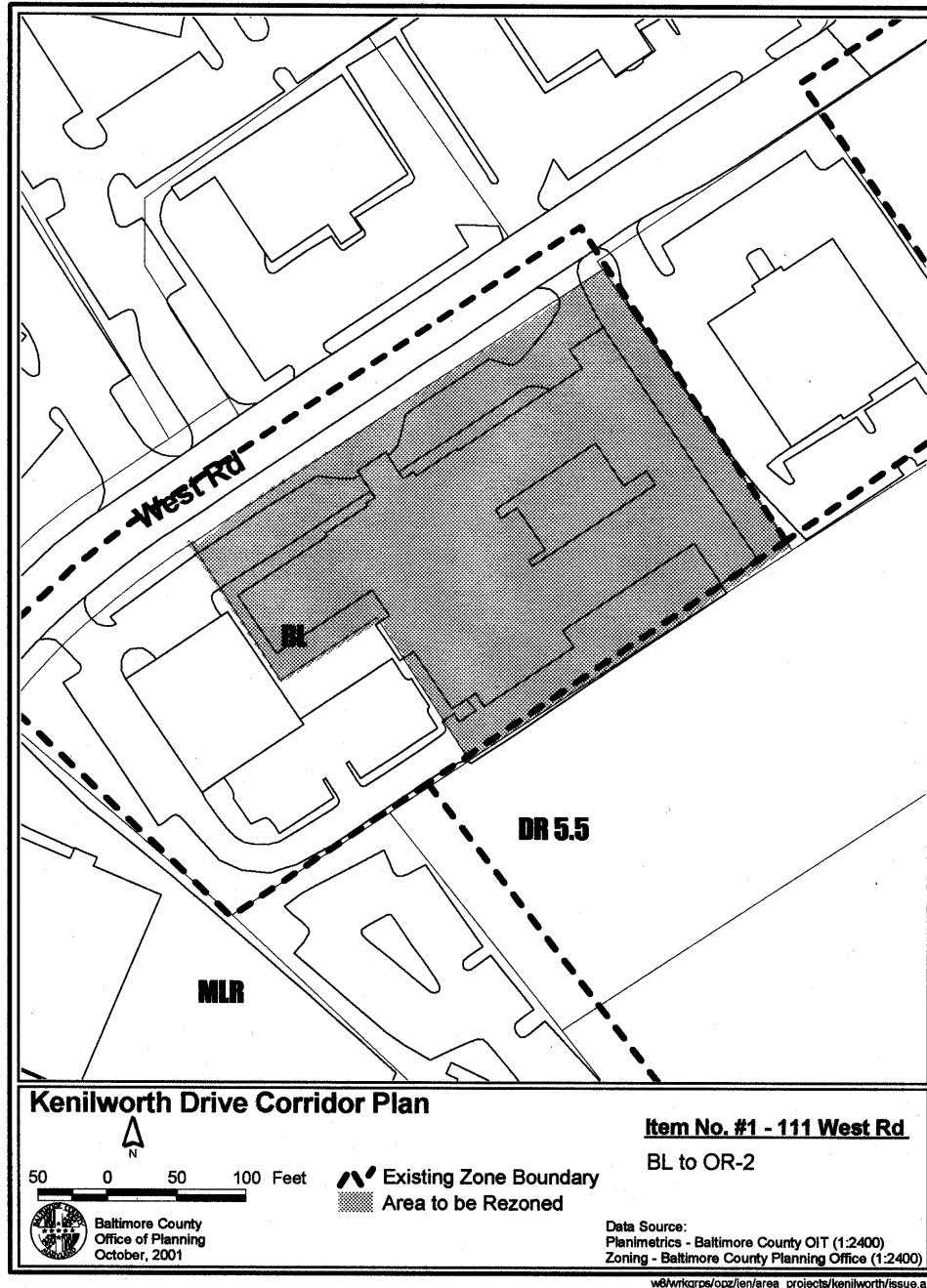
- Study Area Boundary
- Paved Roads
- Unpaved Roads
- Paved Parking / Driveways
- Vegetation
- Proposed Zoning Amendments
- Hydrographic Features
- Buildings

Data Sources:
Planimetric Data: Baltimore County OIT GIS Services Unit (1:2400)
Study Area: Baltimore County Office of Planning (1:2400)

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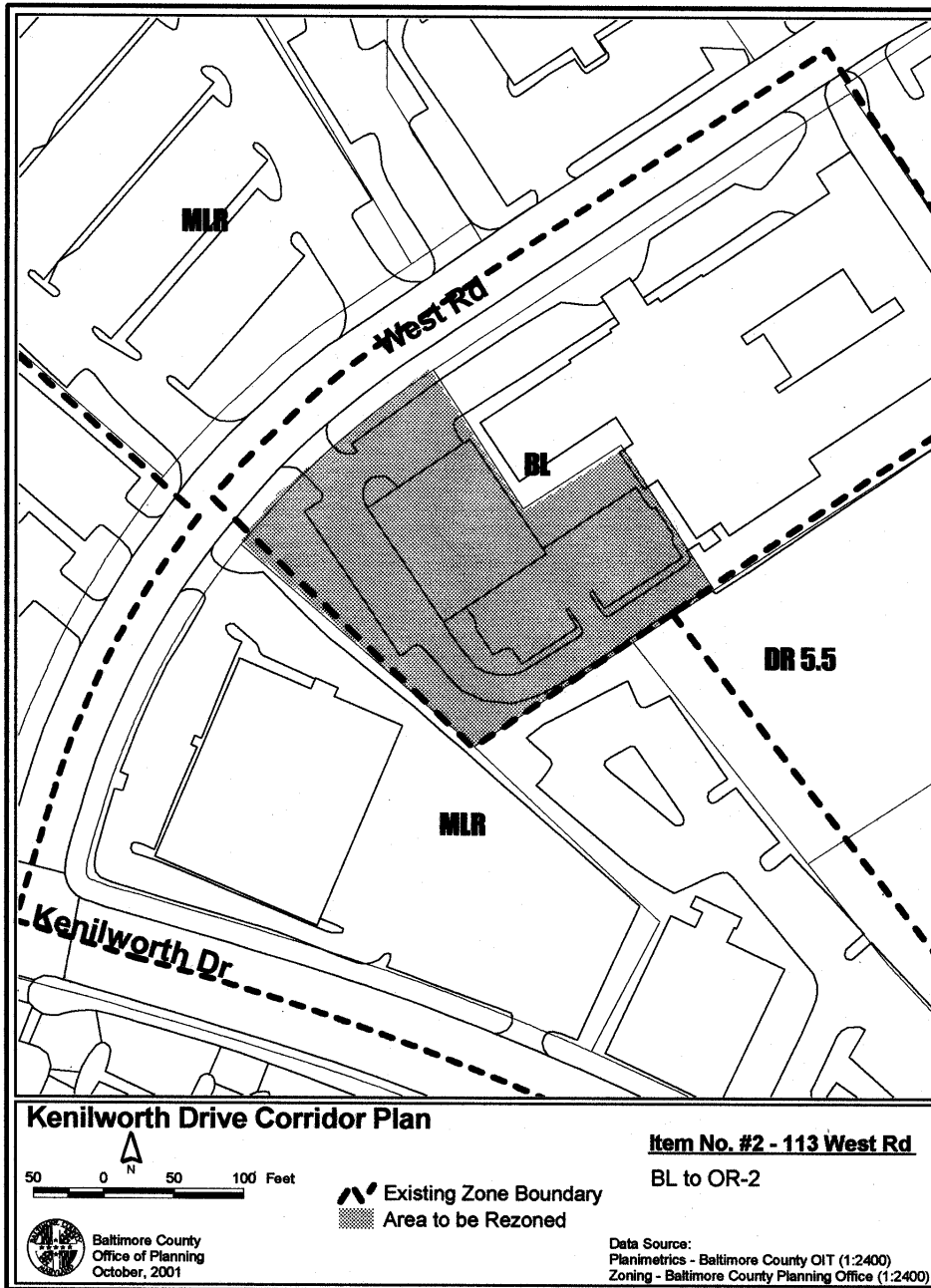
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MAP 5 Proposed Rezoning



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MAP 6 Proposed Rezoning



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Former Pine Ridge Inn site



Existing detention center

properties during the 2004 Comprehensive Zoning Map Process.

- 2) The Towson BMW dealership is currently redeveloping its site. The proposed site plan shows all phase one improvements on one parcel (#359). When phase two (future) occurs on the That's Amore parcels, adequate space should be reserved for a on-site car carrier turn-around that would allow truck access directly back to West Road.
- 3) The former Pine Ridge Inn site located at York Road and West Road which has been vacant for many years should be cleared, foundations removed and the property landscaped.
- 4) Should Baltimore County declare the existing Fire Department property located at York Road and Bosley Avenue surplus to the Department's needs, the preferred future use should be either educational, recreational, or retail/office. No additional detention center use is recommended.

Detention Center Expansion

Baltimore County has determined that it must discontinue use of the antiquated correction facility (the old jail) located at the corner of Bosley Avenue and Towsontown Boulevard. Existing overcrowding and inmate projections has lead the County to this conclusion. The County's decision to expand the existing detention center on Kenilworth Drive is based on several factors; the location of the existing center, the logistics of inmate transfer to the Towson courts and the availability of County owned land.

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Although the local community has urged alternate site selection, increased traffic, parking requirements, access, security issues, lighting and other general site design issues should be carefully considered should an alternate site for the center not be found. The nearby residential neighborhoods of West Towson, Morningside Drive, Riderwood Hills, Somerst Manor Apartments and Mt. Olive Baptist Church are stable communities that should be protected from potential negative affects of the detention center expansion.



Riderwood Hills residence

Actions:

- 1) **Access:** Primary access to the center should be from York Road. Access from York Road would mitigate impacts on the residential neighborhoods of Morningside, Riderwood Hills and Somerset Manor Apartments.
- 2) **Building Orientaton:** Because of the inevitable high visibility of the facility from all directions, every design consideration should be made to eliminate or minimize what would appear as the utility/service/rear area of the facility.
- 3) **Setbacks:** Building setbacks should be deep enough to allow for significant landscaping and to prevent a large looming presence along Kenilworth Drive, Bosley Avenue and the Mt. Olive Baptist Church property.
- 4) **Lighting:** Lighting should be the least amount and intensity needed to meet required security purposes.
- 5) **Parking:** To mitigate the impact of the new facility and to improve the existing situation for the residential neighborhoods of

KENILWORTH DRIVE CORRIDOR PLAN



Proposed gateway design

Morningside, Riderwood Hills and Somerset Manor apartments, evening and night-time parking for the detention center employees and all parking for visitors along Kenilworth Drive should be eliminated through the provision of parking onsite. Arrangements should also be made to share parking with attendees of Sunday morning church services in the area.

GATEWAYS

Two gateway areas that emphasize the transition into the Towson commercial district should be constructed. One area should be located on York Road, immediately south of the beltway. The other at the intersection of Kenilworth Drive and Bosley Avenue. The design of the gateways should be the same as used in the Towson streetscape (green metal tower with a script T on a stone base).



Halloween in Riderwood Hills

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IMPLEMENTATION PROGRAM

Recommended Action	Responsibility for Implementation
Rezoning petition for 111 and 113 West Road	Office of Planning
Traffic management projects on Kenilworth Drive	Department of Public Works
Beltway signage	State Highway Administration
Bus stops on Kenilworth Drive	Board of Education
Towson shuttle study	Maryland Transit Administration
Car carrier turn around on Towson B.M.W. site	Property owner
Pine Ridge Inn site clean up	Property owner
Detention Center site design recommendations	Baltimore County and consultants
Gateway construction	Department of Public Works

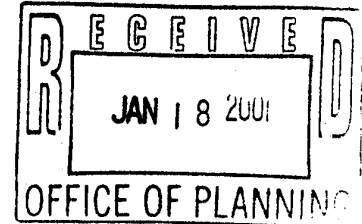
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Appendix

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County Council of Baltimore County
Court House, Towson, Maryland 21204
410-887-3196
Fax 410-887-5791



S. G. Samuel Moxley
FIRST DISTRICT

Kevin Kamenetz
SECOND DISTRICT

T. Bryan McIntire
THIRD DISTRICT

Wayne M. Skinner
FOURTH DISTRICT

January 17, 2001

Vincent J. Gardina
FIFTH DISTRICT

Joseph Bartenfelder
SIXTH DISTRICT

John Olszewski, Sr.
SEVENTH DISTRICT

Thomas J. Peddicord, Jr.
LEGISLATIVE COUNSEL
SECRETARY

Arnold F. Pat Keller, Director
Office of Planning
Courts Building
Towson, Maryland 21204

Dear Mr. Keller:

Attached please find a copy of Resolution 9-01 requesting the Planning Board to prepare a Kenilworth Drive Corridor Community Plan.

This Resolution was unanimously approved by the County Council at its January 16, 2001 meeting and is being forwarded to you for appropriate action.

Sincerely,

A handwritten signature in cursive script, appearing to read "Thomas J. Peddicord, Jr.".

Thomas J. Peddicord, Jr.
Legislative Counsel/Secretary

TJP:dp
Enclosure

r00901.wpd

KENILWORTH DRIVE CORRIDOR PLAN

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND
Legislative Session 2001, Legislative Day No. 2

Resolution No. 9-01

Mr. Wayne M. Skinner, Councilman

By the County Council, January 16, 2001

A RESOLUTION of the Baltimore County Council requesting the Planning Board to prepare a Kenilworth Drive Corridor Community Plan.

WHEREAS, the County Council recognizes that the Kenilworth Drive corridor in the Fourth Councilmanic District has a mix of residentially and commercially zoned properties; and

WHEREAS, the County Council recognizes that the residentially zoned properties along the Kenilworth Drive corridor are impacted by Towson's growing urban center; and

WHEREAS, the County Council recognizes the need to explore ways to strengthen the existing communities of Riderwood Hills, the residential multi-unit complexes, and the Morningside Drive residential community; and

WHEREAS, the County Council recognizes the need to explore the current commercial zoning to ensure that its future redevelopment enhances the Kenilworth Drive corridor; and

WHEREAS, the County Council recognizes the importance of the Kenilworth Drive corridor as a gateway to Towson from Charles Street as well as from the intersections of York Road and Bosley Avenue and Kenilworth Drive and Bosley Avenue; and

WHEREAS, the County Council believes that a comprehensive evaluation and review of the Kenilworth Drive corridor, combined with sufficient public input, is necessary in order to

KENILWORTH DRIVE CORRIDOR PLAN

prepare, consider and adopt a Plan for the reasonable redevelopment of commercially zoned and publicly owned properties along the Kenilworth Drive corridor consistent with the Master Plan and in the best interest of the public.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Baltimore County, Maryland, that the Baltimore County Planning Board be and it is hereby authorized, pursuant to Sections 26-123 and 26-124 of the Baltimore County Code, to prepare a Kenilworth Drive Corridor Community Plan as a revision and update to the Master Plan, which will serve as a guide for the redevelopment of commercially zoned and publicly owned properties in the Kenilworth Drive corridor which is depicted on the attached map, and to recommend implementing legislation and programs, including the review and revision of the official Comprehensive Zoning Map for the Fourth Councilmanic District and including recommendations for land use controls such as overlay districts and design guidelines, and to report its findings and recommendations and proposed Plan to the County Council no later than July 31, 2001.

r00901.wpd

**Kenilworth Drive Corridor Plan
Advisory Committee Members**

Ms. Deborah Berman
Mr. Howard Berman
Ms. Corrine Becker
Ms. Patrice Cromwell
Ms. Nancy Horst
Mr. William McCarthy
Rev. Avery Penn
Rev. Allen Spicer
Ms. Nancy Frazier
Mr. Dino LaFiandro
Mr. Arthur N. Rogers
Mr. Henry Strohmingier
Mr. John Harrington
Ms. Jennifer Macek
Ms. Jackie Simms
Mr. Donald Wright



Baltimore County
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<http://www.baltimorecountyonline.info>