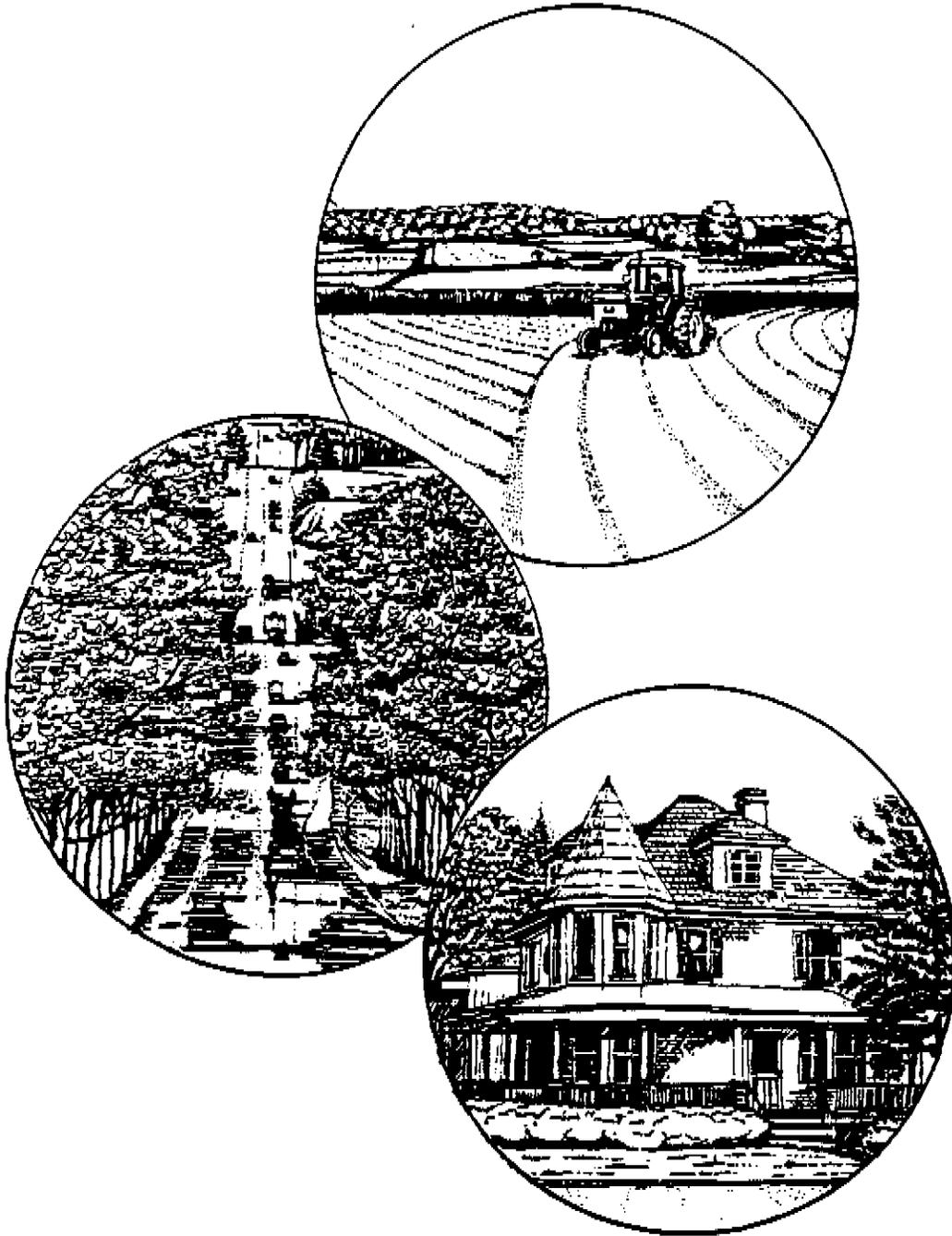


# HANOVER PIKE CORRIDOR STUDY



Adopted by the Baltimore County Council  
April 19, 1993

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND  
LEGISLATIVE SESSION 1993, LEGISLATIVE DAY NO. 8  
RESOLUTION NO. 26-93

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MR. C. A. DUTCH RUPPERSBERGER, III, COUNCILMAN

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BY THE COUNTY COUNCIL, APRIL 19, 1993

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A RESOLUTION to adopt the Hanover Pike Corridor Study as part of the Baltimore County Master Plan 1989-2000.

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

WHEREAS, the Master Plan calls for a Community Plan for the Hanover Pike area; and

WHEREAS, the Office of Planning and Zoning, with the cooperation of many private parties, has prepared a plan for the Hanover Pike corridor from Glyndon to Carroll County; and

WHEREAS, by Resolution adopted September 17, 1992, the Baltimore County Planning Board adopted the Hanover Pike Corridor Study to constitute a part of and an amendment to the Master Plan; and

WHEREAS, the County Council held a public hearing on the recommended Hanover Pike Corridor Study on December 1, 1992.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that the Hanover Pike Corridor Study, as amended, be and it is hereby adopted and incorporated into the Baltimore County Master Plan 1989-2000 to be a guide for the development of the Hanover Pike area of the County, subject to such further modifications and amendments as deemed advisable by the County Council.

PROPOSED AMENDMENTS TO RESOLUTION 26-93  
HANOVER PIKE CORRIDOR STUDY

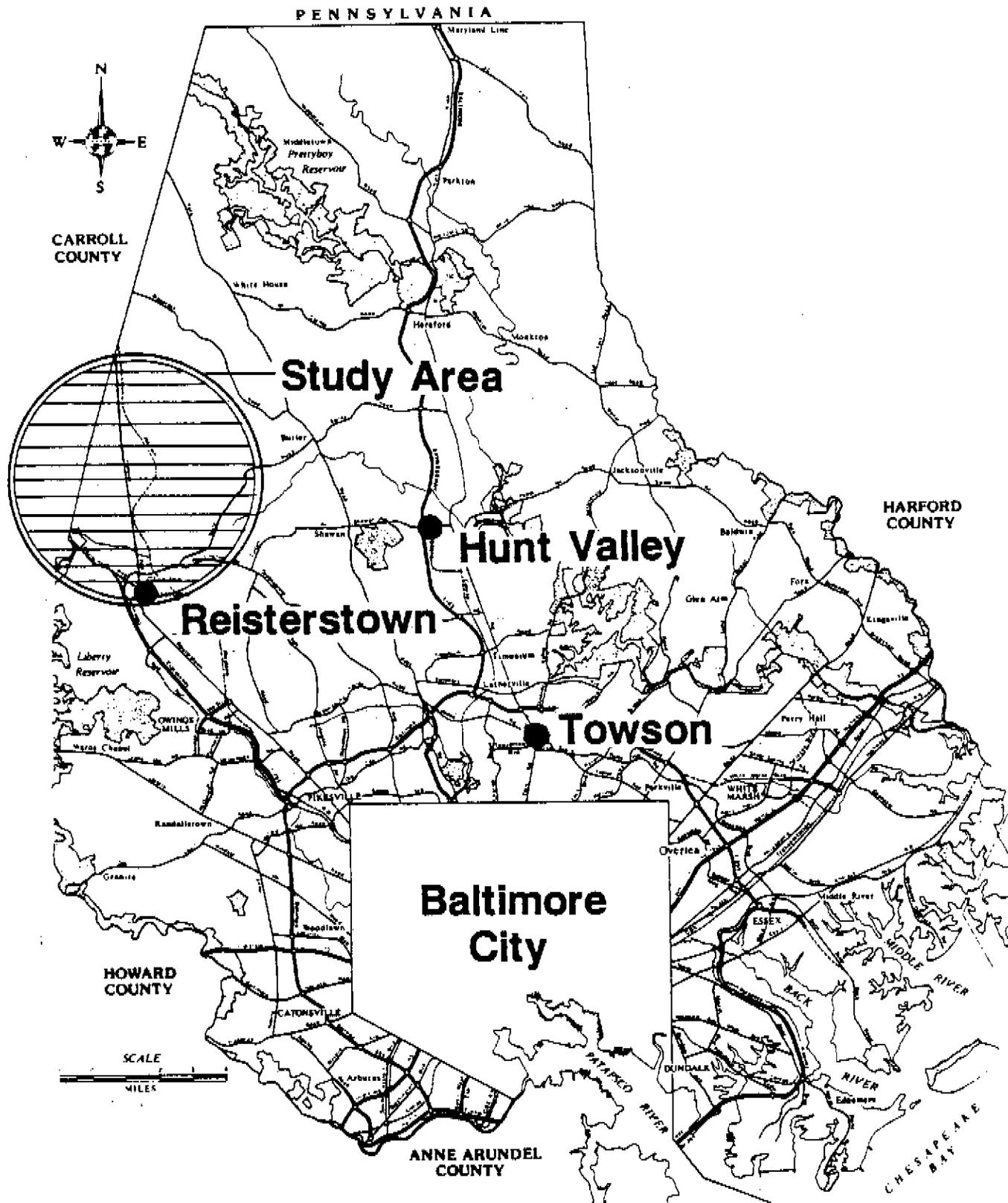
1. On page 9, after the first paragraph under the heading "Recommendation", insert the following paragraph:  
  
"Initiation of this golf course in whole or part with private sponsorship shall have the effect of designating this area an institutional area within an Agricultural Preservation Area and the use at this location in this case shall be consistent with the Master Plan and not a conflict with agricultural preservation."
2. On page 11, in the first line of the paragraph titled, "Recommendation", strike the word "There" and substitute "Generally, there"; in the fourth line, after "nodes", insert "and other appropriate infill areas"; in the last line, after the period, insert "These areas are not be be considered as part of the agricultural priority areas as indicated on the land use maps."
3. Delete the map labelled "Hanover Pike Corridor Study, Proposed Land Use Plan" which appears immediately after page 11, and replace with the map attached hereto and labelled "Hanover Pike Corridor Study, Proposed Land Use Plan"
4. Delete, in their entirety, page 12 and 13 and replace with pages 12 and 13 attached hereto and dated 4/15/93
5. The map attached hereto, labelled "Hanover Pike Corridor Study, Zoning Enacted by Council, October 15, 1992" shall be incorporated in and made a part of the Hanover Pike Corridor Study.

R02693/RES93

TRUE COPY TEST

  
THOMAS J. PEDDICORD, JR.  
LEGISLATIVE COUNSEL/SECRETARY

Note: These text and map changes have been incorporated into the text of this document.



**HANOVER PIKE LOCATION MAP**  
**BALTIMORE COUNTY, MARYLAND**

## **ACKNOWLEDGEMENTS**

The Office of Planning and Zoning would like to thank members of the Advisory Group, interested citizens and property owners, staff representing Baltimore County agencies, Carroll County Office of Planning, the Maryland National Guard and the Maryland Department of Transportation for their assistance and patience in preparing the Hanover Pike Corridor Study.

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## 1. INTRODUCTION

The Hanover Pike is strategically located as the primary State road linking Carroll County and Southern Pennsylvania with the Owings Mills Growth Area, the Baltimore Beltway and Maryland's Southern Interstate road system. The rapid growth of the region has led to significant increases of traffic on the Pike itself, which, despite its important function, is still essentially a two lane local rural road.

The Corridor has also been subject to pressures for zoning changes to permit additional development, especially for light industrial use.

The Baltimore County Master Plan 1989-2000 in the section on the Northern Sector states that "...the natural and cultural resources of this area form a landscape that is as visually fragile as it is aesthetically refreshing... large expanses of farmland -- and small towns and villages enhance the unique visual character of this [northern] sector...."

It is the need to balance any employment and revenue benefits which may be obtained from new development against the desire to protect the natural environment and rural landscape which is the central issue in the Hanover Pike Corridor.

The Study was initiated by Councilman Ruppertsberger in response to a community desire to protect the corridor's rural quality, address safety and other traffic issues along the Pike and to explore the possibility of increased employment and recreational opportunities at appropriate locations in the area.

In the study's early stages, County staff provided information which was utilized by an advisory group to establish a list of priority issues to be addressed in the plan. From these issues, a set of land use and transportation alternatives were prepared and evaluated. The result of these evaluations form the basis of the recommendations contained in this report. In those instances where no consensus was reached, the Planning Board and County Council Public Hearing Process will provide the vehicle for continued discussion. The ultimate responsibility to resolve outstanding issues will be in the hands of the County's elected representatives. In the case of the various road alternatives, this study represents only the first, preliminary stage in a long range process which will involve all levels of government in the design, construction and funding of the upgraded Hanover Pike.

## II. IDENTIFICATION OF ISSUES

Three broad sets of issues were identified as being at the core of County and community concerns with respect to the Hanover Pike Corridor Study. These can be summarized as follows:

- 1. The retention of the rural character and identity in the face of development pressures extending from the Owings Mills Growth Area in the southeast, and residential and light industrial growth across the Carroll County line, in the west.
- 2. The need to address the rapid increase of traffic, especially heavy trucks along the Hanover Pike and the safety and accessibility issues which are a result in part, of the inadequacy of the current road to accommodate these volumes.
- 3. The need to control and improve the quality of development design currently permitted under existing development, zoning and environmental regulations.

### III. GOALS OF THE STUDY

The Hanover Pike Corridor Study has been undertaken under the direction of County staff, in conjunction with a Citizen's Advisory Group, local property owners, residents, interest groups and representatives of both the Maryland Department of Transportation (MDOT) and the Carroll County Office of Planning. The following goals were set at the outset of the planning process to guide the plan.

- Maintain the rural integrity and character of the Hanover Pike Corridor
- Establish viable options for improving safety and traffic flow along the Hanover Pike (MD Route 30).
- Protect and enhance the rural villages which are located along the Pike by managing commercial growth, ensuring design compatibility and eliminating arbitrary spot commercial zoning.
- Create a range of recreational opportunities including a golf course, to serve the increasing demands generated by the growing population living and working in Baltimore County's Northwest Corridor.
- Examine opportunities in the corridor for some additional light industrial and service uses, in areas adequately served by the existing or an improved road network, and at a scale and intensity appropriate to the environmental constraints of the site and surrounding areas.
- Develop a set of design guidelines to ensure high standards of appropriate rural development throughout the corridor.

### IV. ENVIRONMENTAL AND RURAL LANDSCAPE PROTECTION

#### (a) The Natural Environment

The area contained within the Hanover Pike Corridor Plan is significant in many ways. It

is predominantly open rolling farm land, with a central ridge line running north/south just east of the Old Hanover Road and the railroad. This ridge line separates the two drainage areas, Western Run and Patapsco, both of which flow into public reservoir impoundments. The streams which feed the reservoirs begin here and their headwater reaches are most critical in maintenance of water quality. All of these streams are classified by the State as Class III trout waters and must be protected. Loch Raven and Liberty are two of the three reservoirs which provide water storage prior to treatment by Baltimore City for distribution through the public water supply system. Land use has a direct impact on the water quality which flows into the reservoirs, and land-use impacts are major concern.

There are several types of agricultural uses functioning within the plan area including dairy, beef, grain, horses, silviculture, and nurseries. Small grains, however, are the most common type of crop. Intermixed throughout the study area are large and small woodlands which help to maintain water quality, wildlife cover, and corridors for wildlife and bird migration. These areas also have significant scenic value. It is essential that existing woodland be retained and wherever possible that additional woodlands be provided.

Topography in the study area varies from relatively level ground along the ridges to gentle slopes becoming steeper in the vicinity of streams. Slopes ranging from 15% to over 25% are not uncommon adjacent to the stream valleys.

The geology of the area is common to the Maryland Piedmont Plateau. Loch Raven

Schist, Piney Run Formation, and Sykesville Formation are all members of the Wissahickon Group, which underlie the study area. As expected, Alluvium soils of variable composition are found in the various stream valleys.

The soils within the study area are predominantly loams and silt loams. While the characteristics will vary, they are for the most part considered to be prime and productive soils for most agricultural purposes. A complete overview of the soils for this portion of Baltimore County may be found on Plates 11, 15 and 20 of the Soil Survey of Baltimore County.

Large scale development options are strictly limited along the ridge lines, as ridge areas are most vulnerable to impacts on ground water recharge from increases in impervious surfaces.

Nontidal wetlands are located throughout the study area and are most commonly found associated with tributaries to either the Patapsco River or Western Run. Because of their water quality values and functions, any disturbance of nontidal wetlands which would result from such large scale impacts as major road construction, is discouraged by Federal, State, or County regulations.

### (b) The Rural Landscape

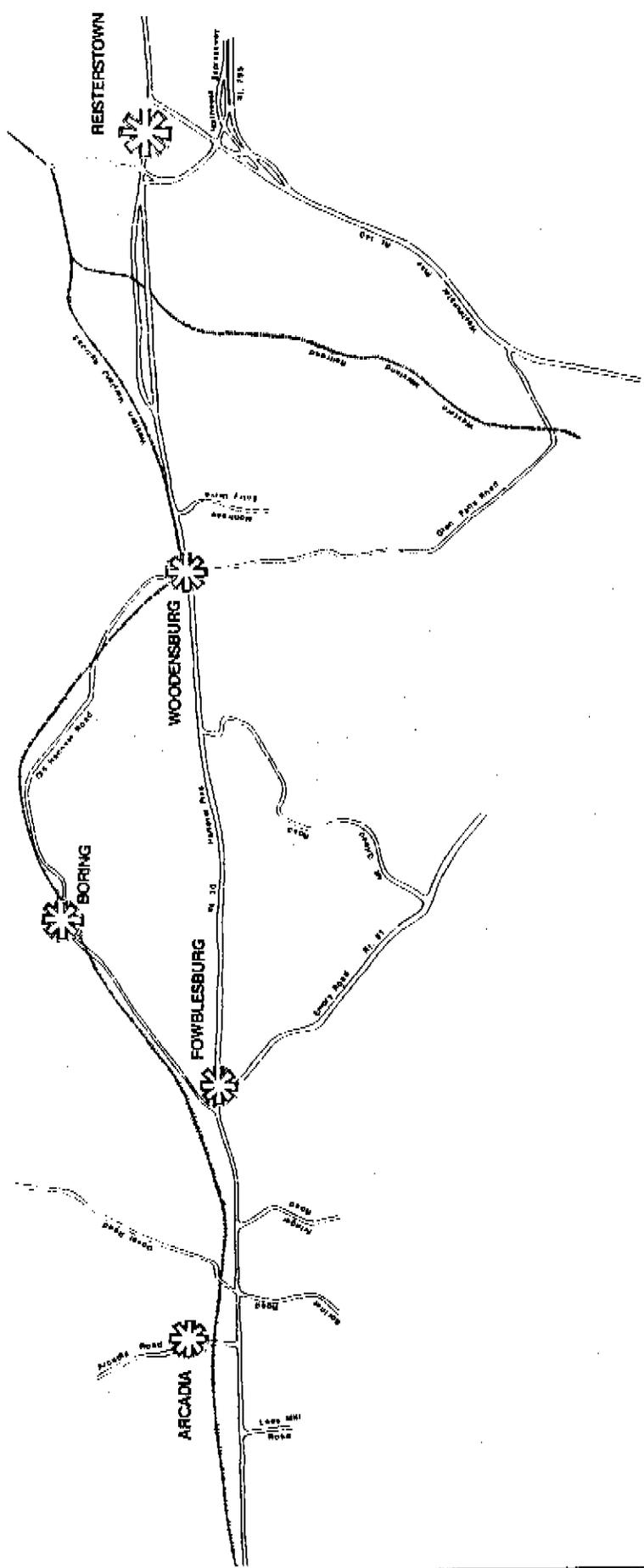
Hanover Pike - Historical Perspective, highlighting the history of Hanover Pike and surrounding areas, lists 26 sites with some historic significance. Of particular interest and merit is the Hanover Pike Toll House (ca 1859) which was the dwelling of the tollgate keeper. The house was moved from Fowbles-

burg to Woodensburg in 1903 and continued to operate until 1915. Although in poor condition, this building represents a historic time in the Pike's development and is certainly worthy of preservation. This could be a community project with technical assistance provided through the Baltimore County Historic Trust.

There are many scenic views and special corridors in the study area. The most obvious scenic routes lie along the major transportation routes -- Westminster and Hanover pikes and Mount Gilead, Dover, and Trenton roads. Westminster Pike, a state highway, is a five-lane, high-intensity commuter road, and this high-capacity design contrasts sharply with the rural, low-density character of the surrounding land. Additional landscaping along this road would soften the highway's harsh appearance and enhance the special character of the area.

Hanover Pike, another state highway, accommodates some commercial and residential development but is primarily a rural road that rises and falls with the topography. It provides a pleasant appearance for most of its length, especially during the spring, summer, and fall. At various locations, such as Mount Gilead Road, there are panoramic views northwest toward Carroll County. At other points, there are long views across farm fields, clusters of farm buildings, historic homes, and churches.

Mount Gilead Road, a narrow rural road which winds through cultivated fields and woodlots, connects Hanover Pike and Emory Road. Because of its narrowness and intimate blending with the landscape, this road represents an important element in the rural landscape. Dover Road, intersecting Hanover

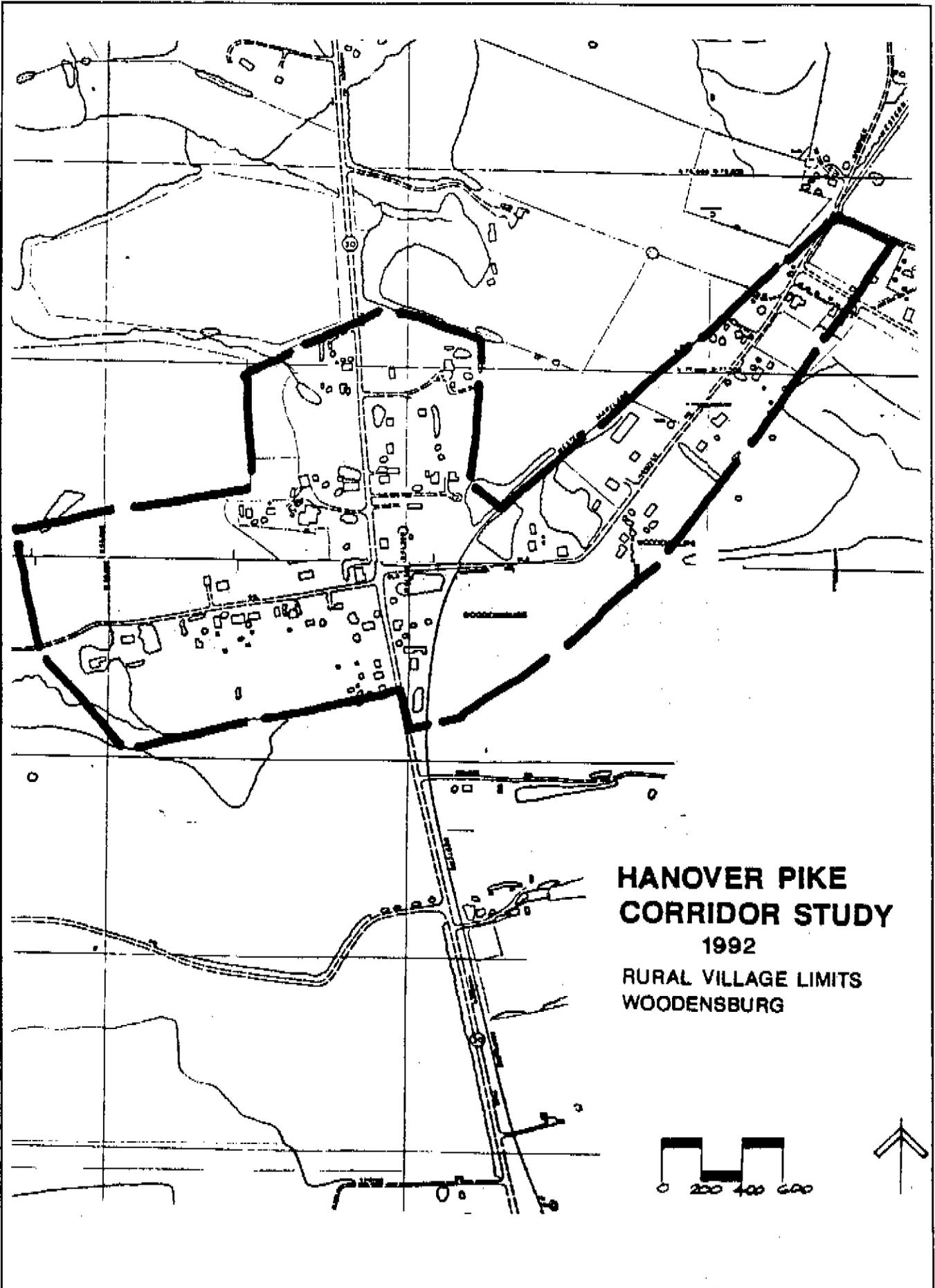


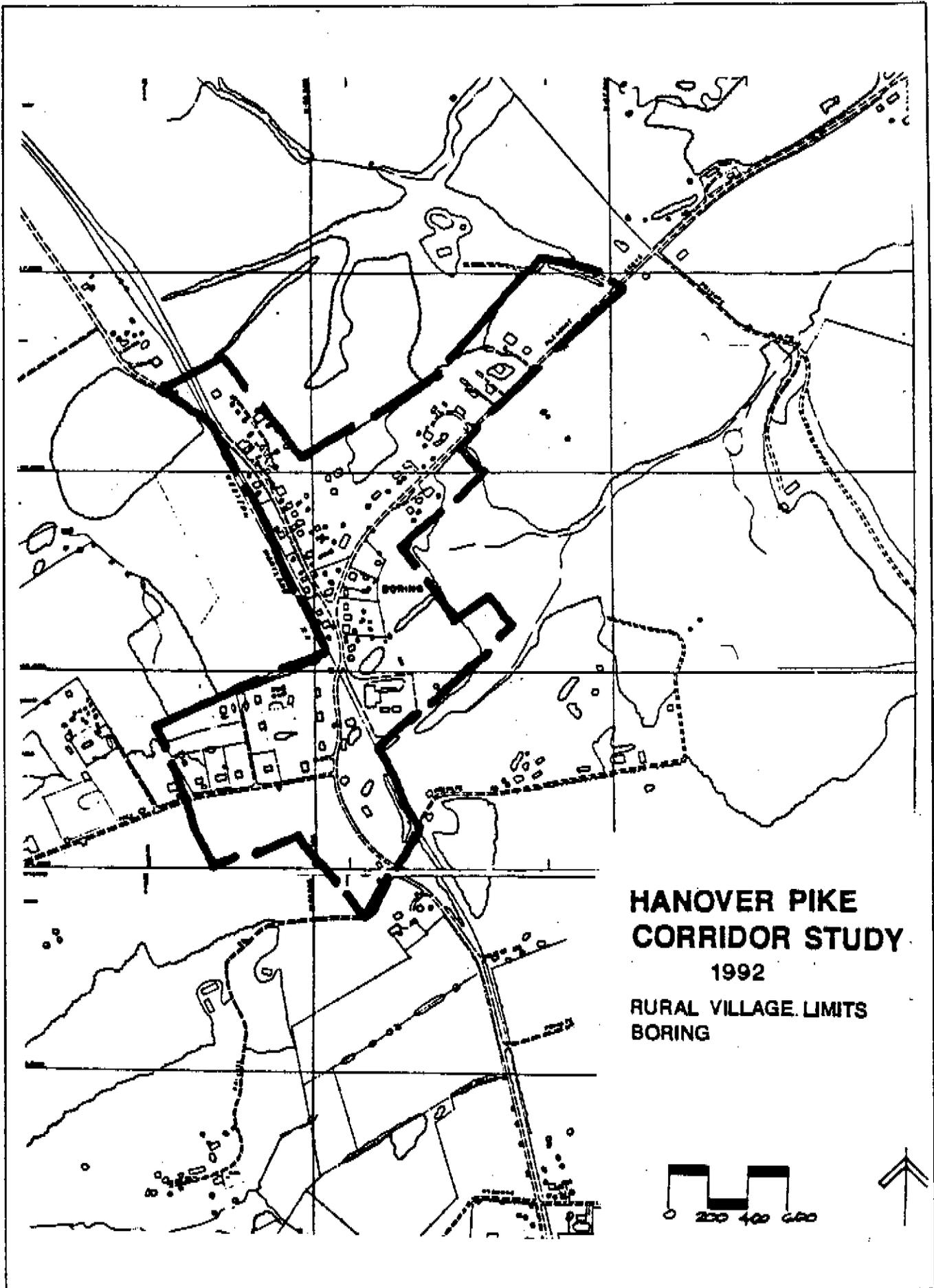
**HANOVER PIKE  
CORRIDOR STUDY**



BALTIMORE COUNTY OFFICE  
OF PLANNING & ZONING

PLAN: HANOVER PIKE



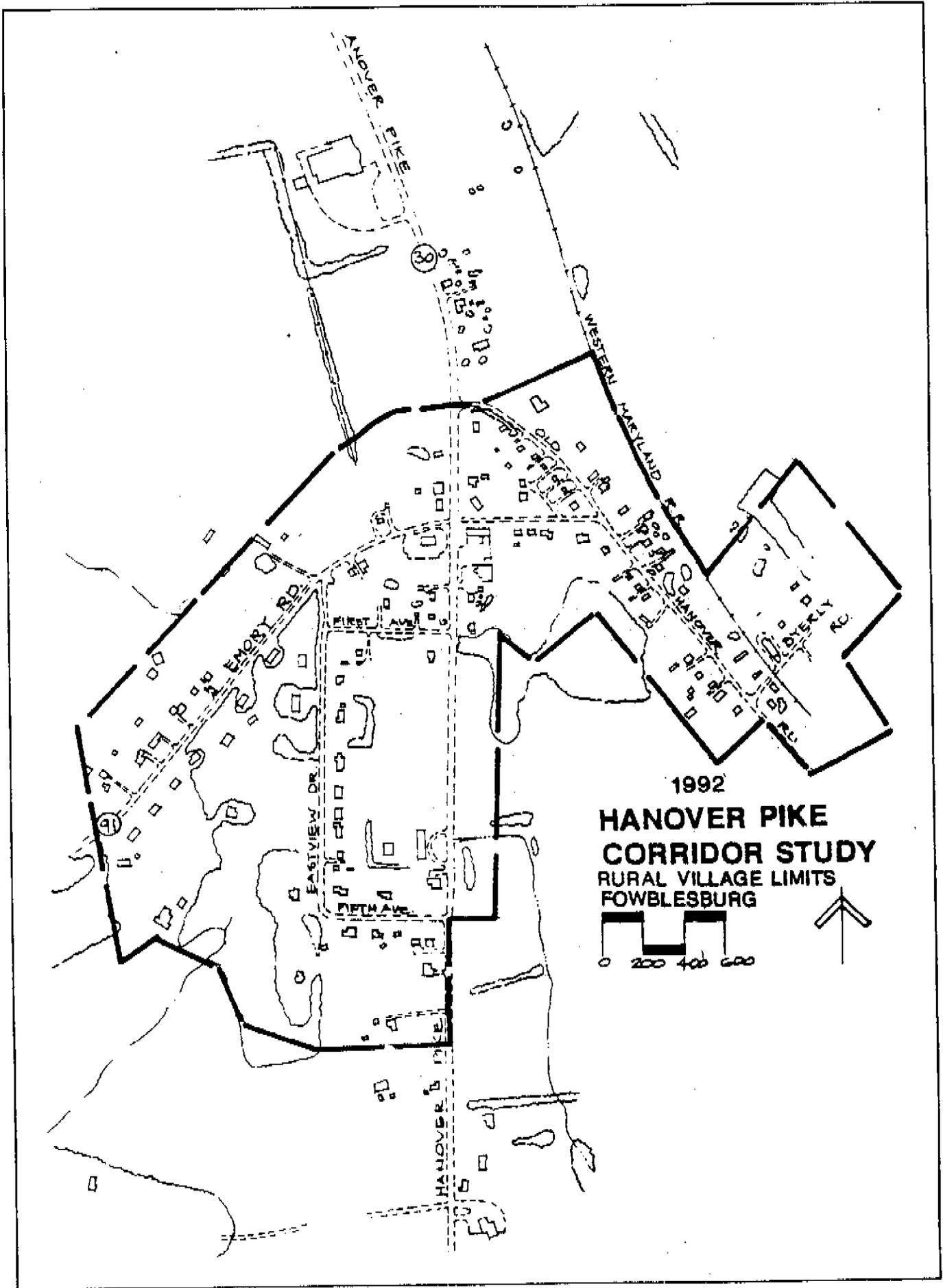


**HANOVER PIKE  
CORRIDOR STUDY**

1992

RURAL VILLAGE LIMITS  
BORING







Pike just south of Arcadia, is most noticeable from the Pike because of the visibility of St. Paul's Lutheran Church and cemetery. From this point, traveling east, the road crosses the railroad on a vintage wooden trestle bridge. From there, drivers can choose between two scenic routes -- continuing on Dover Road or turning left onto Trenton Road. Dover Road provides a 5.5-mile ride along a rural road with dairy, grain, and beef farms, hardwood groves, and scattered home sites. All of the land is zoned for agriculture and some landowners have placed their farms in the Maryland Agricultural Land Preservation Program. Dover Road ends at Butler Road in Worthington valley. Trenton Road, beginning at Dover Road, runs north by northeast for three miles to Black Rock Road. This road passes through rolling farmland with 19th-century houses and trout streams.

Any discussion of scenic areas must include the four existing villages -- Woodensburg, Fowlesburg, Boring, and Arcadia. Recommended boundaries for each of these villages are illustrated on the proposed plan, within which each village's unique sense of character should be maintained.

It is clear from even the most preliminary evaluation of the environmental characteristics of this area, that it is not suitable for intense development of any sort. Proposed zoning changes or road improvements must be evaluated carefully as to their potential impacts on the natural landscape and environment and on the surface and underground water systems. As a result, the recommendations contained in this study are essentially conservative and if adopted, will require extensive ongoing environmental controls and monitoring at every stage of the development review and approval process.

## V. LAND USE AND ZONING

### (a) Existing Land Use

For the purposes of this study, existing land use and zoning were studied, along with the constraints imposed on development by environmental and transportation limitations.

ACREAGE IN STUDY AREA BY ZONE	
TOTAL ACREAGE STUDY AREA:	
12,710 Acers	
ZONE	ACRES
R.O.	1
B.L.	32
B.L.-C.R.	7
B.M.	18
B.R.	43
B.R.-C.R.	14
M.L.	5
R.C..2	9,983
R.C.4	2,455
R.C.5	142
R.C.C.	4
D.R.1	3
D.R.3.5	3

# HANOVER PIKE CORRIDOR STUDY

EXISTING ZONING  
1988

BALTIMORE COUNTY OFFICE  
OF PLANNING & ZONING



## KEY:

### RESOURCE CONSERVATION

- RC-1** AGRICULTURAL PROTECTION
- RC-2** GENERAL OF PLANNING & DEVELOPMENT
- RC-4** WATERSHED PROTECTION
- RC-11** RURAL RESIDENTIAL
- RC-C** RURAL COMMERCIAL

### DENSITY RESIDENTIAL

- DR** LOW, MEDIUM, & HIGH DENSITY URBAN RESIDENTIAL AREAS

### OFFICE

- O-0** RESIDENTIAL OFFICE
- O-1** OFFICE BUILDING
- O-2** OFFICE PARK

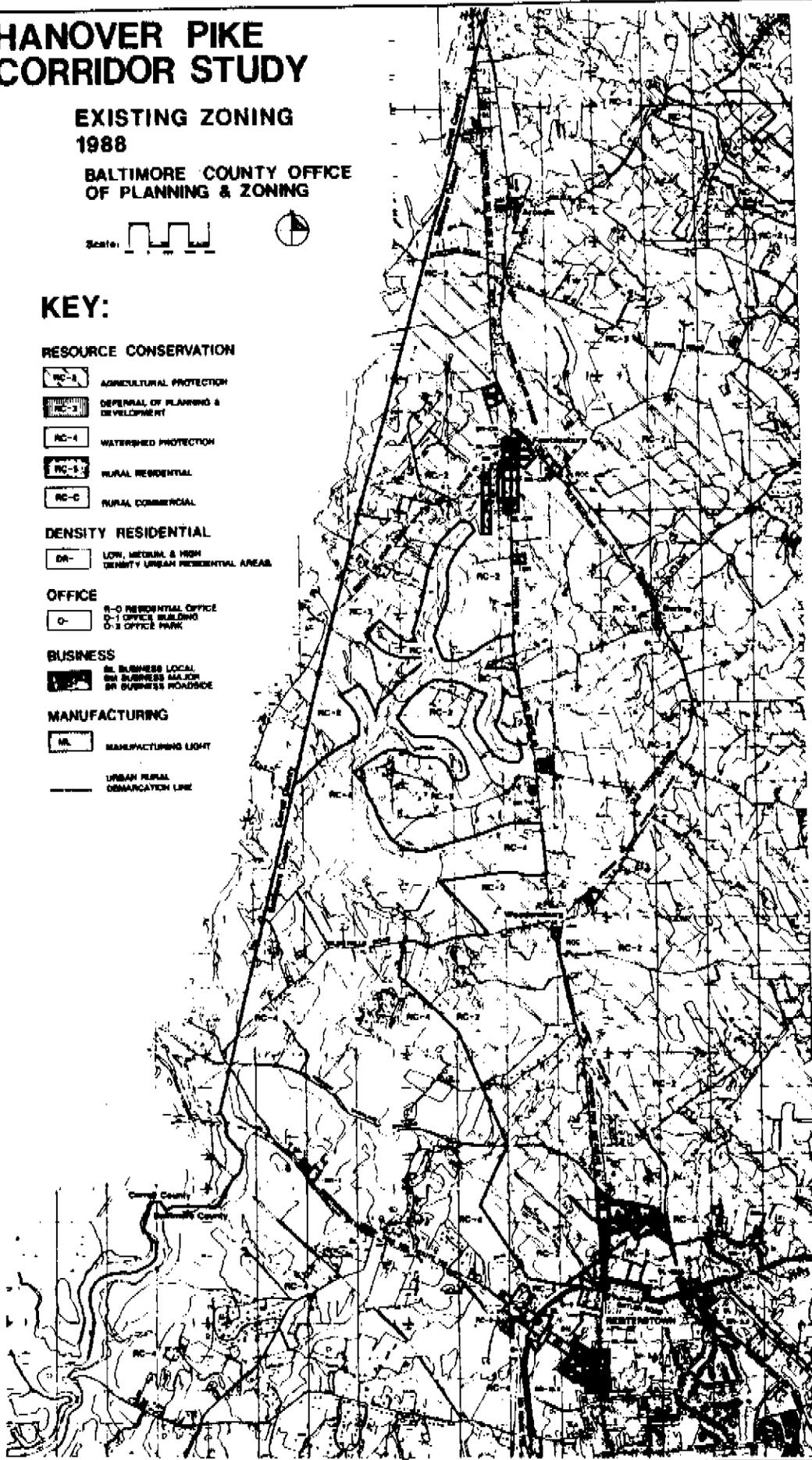
### BUSINESS

- BL** BUSINESS LOCAL
- BM** BUSINESS MAIN CORRIDOR
- BR** BUSINESS ROADSIDE

### MANUFACTURING

- ML** MANUFACTURING LIGHT

URBAN RURAL DEMARCATION LINE



As can be seen from the existing zoning map and the acreage table, above, almost all the land in the study area is zoned in a resource conservation classification, with a majority being zoned RC 2, (agricultural preservation) and RC 4, (watershed protection). A very small proportion, about 1% is zoned RC 5, rural residential, while an equally small amount is zoned for commercial and industrial use.

Most of the commercial zoning is located on the Hanover Pike, in the small village nodes which occur at frequent intervals along the highway. Very little commercially zoned land is vacant, but development is well below permitted density and some intensification may be expected over time. In order to control the quality of commercial development and achieve a high degree of compatibility within adjacent communities and the surrounding rural landscape, the commercial-rural overlay district and the resource conservation - commercial zone were introduced to some sites in the area in the 1988 Comprehensive Zoning Map Process.

#### **(b) Land Use Opportunities**

The community advisory group as well as representatives of the community at large were asked to evaluate land use opportunities for the corridor, bearing in mind the need to preserve the rural character, protect the extremely sensitive natural environment and ensure that any additional development would not over burden the already limited transportation network serving the area.

The four main land use possibilities studied by the advisory group were as follows:

#### **Recreation/Open Space Opportunities**

At the onset of the Hanover Pike Study, the Department of Recreation and Parks identified a serious lack of public golf courses in the area and requested that the study address this and other recreational needs.

Staff identified only one general location with the potential for significant recreation and open space use. The area in question is farmland located east of the Hanover Pike, extending north and south of Woodensburg. It comprises the Watner, Lippy and Mandel properties and appears from preliminary study to be suitable for use as a major recreational facility comprising a golf course, horse riding trails and an open space greenway system.

#### **Discussion**

The Baltimore County Master Plan 1989-2000 identified Slade Run and Councilman Run and their associated valleys as part of the County-wide Greenway System. Thus this area, already targeted as a major location for passive recreation was immediately seen as the prime potential site for the public golf course identified as being needed by the Department of Recreation and Parks. In addition, the existence of horse farms in the area provided an extra recreational opportunity. The end result was a study which investigated a major rural recreation facility comprising a stream valley park greenway, a golf course and an extensive horse-riding trail system. Preliminary investigations were made by the Departments of Environmental Protection and Resource Management (DEPRM), and Recreation and Parks both of which confirmed the recreational potential. In addition, the golf course site was studied by the

consulting firm of Daft, McCune and Walker, Inc., who were already working under contract to the Department of Recreation and Parks with respect to the County's Golf Course Master Plan. Their preliminary findings were in favor of a golf course, subject to further, more detailed environmental safeguards and design features, which would protect groundwater, wetlands and wooded slopes and ensure compatibility with adjacent agricultural uses.

Detailed studies also confirmed the validity of the Master Plan proposal for a greenway network in the area. The area studied in greater detail comprises over 500 acres of gently rolling, cultivated fields running southeast to clearly defined woodland edge. This woodland is a part of a larger contiguous wooded valley with several small streams flowing into Councilman Run. These streams are the links into the Master Plan's Countywide greenway, and as a total system, they will ensure the conservation of and controlled public access to the Liberty Reservoir, the Western Run Valley and the Loch Raven Reservoir system.

The greenway will be acquired primarily through easements generated as part of the development process, private charitable donations, and, in some cases, should funds be available, through in-fee or easement purchase.

Horseback riding is a popular form of recreation, with a number of horse farms existing in this corridor. Several riding trails already exist and could easily extend into the greenway system. As in the case of the golf course and the greenway programs, no zoning change would be needed and, for the most part, access could be achieved through nego-

tiation with property owners. Additionally, there are several existing buildings and dwellings which could be used in conjunction with the proposed recreational activities.

The village of Woodensburg lies adjacent to this targeted site, is easily accessible from Route 30, and contains not only some existing commercial uses, but contains zoning in sufficient quantity to accommodate additional commercial uses to support increased demand.

### **Recommendation**

The County should study the feasibility of an active/passive recreation system in the area east of Woodensburg. This system could incorporate a golf course facility, existing horse trails and the stream valley park system (greenway). However, a concerted effort should be made to insure that no residential options are included in the final plan for the golf course. The agricultural uses surrounding these sites should be protected at all costs from residential encroachment and the accompanying factors of environmental disturbance and traffic congestion.

Initiation of this golf course in whole or part with private sponsorship shall have the effect of designating this area an institutional area within an Agricultural Preservation Area and the use at this location in this case shall be consistent with the Master Plan and not a conflict with agricultural preservation.

County agency staff, especially DEPRM, Recreation and Parks, the Office of Planning and Zoning and the Department of Public Works should be actively involved in the design of the proposed system, along with citizens and community groups living and working in the area.

### **Service/Industry Opportunities**

Two large properties comprising a total of 180 acres, currently zoned RC 2, which are located at the Southern end of the study area, immediately west of the Pike and North of Reisterstown, were the subject of discussion during the study process. The properties were examined as possible areas for zoning changes from the agriculture preservation zone presently in place, to a manufacturing or service-employment zone at some point in the future.

### **Discussion**

This plan reconized that some development pressure will become evident as the office/residential land in the Owings Mills Growth Area develops out to its limits. As this occurs, consideration could be given to the feasibility of limited, carefully designed and environmentally sensitive development at this location. Concerns such as those set forth by the Watershed Management Agreement and traffic considerations of both the State Highway Administration and Baltimore County would need to be addressed in any future development.

### **Recommendation**

The issue of rezoning these properties is premature. The eventual build-out of Owings Mills in service/industrial land use will be an indicator for re-examining the land use of these sites at some point in the future.

### **Additional Residential Opportunities**

Although not a major objective of the Hanover Pike Study, some consideration was given by staff and the advisory group to the possibility of zoning changes which would permit some increase in residential development, within the context of resource conservation zoning. The areas considered included land northwest of the Hanover Pike and Butler Road intersection; property on the west side of the Pike above the Reisterstown Veterinary Hospital, and the area already mentioned above in association with the potential golf course - recreation area development.

### **Discussion**

The possible increase in residential development in the study area as a result of zoning changes was generally opposed by all parties to the study, even in the context of a golf course community. Staff analysis indicated that an additional 1800 units could be built under existing zoning, which was more than enough to satisfy current demand. As a result, the group were of the opinion that there was no overriding public need for additional residential zoning and the present rural character should be retained for the foreseeable future.

### **Recommendation**

Generally there should be no change in zoning in the study area from RC 2 to RC 4 or RC5 which would permit additional residential growth in the corridor. Any future growth should be directed towards the village nodes and other appropriate infill areas and only then if a need has been established and adequate services and facilities are in place to support the additional population. These areas are not to be considered as part of the agricultural priority areas as indicated on the land use maps.

### **Commercial Opportunities on the Pike**

There was general consensus among staff and advisory group members that for a variety of environmental and traffic reasons there was no justification for additional commercial zoning in the area. Consideration of commercial zoning in fact, centered on the need to further control the design and nature of the existing commercial zones and the feasibility of extending the commercial-rural overlay district.

### **Discussion**

The increased traffic on the Pike has led to a demand by some residents for requests for commercial zoning as they contend that their properties are no longer viable for residential use. This particular philosophy has generally been accepted in Baltimore County over the years and the end result has been the stripping out of commercial corridors from downtown Baltimore to Pennsylvania, Harford County and Carroll County. The change to commercial zoning only exacerbates the traffic problems by adding both volume and turning movements and places even greater pressure on remaining residential uses.

The Hanover Pike is still essentially rural and a strong policy of limiting commercial zoning to the four village nodes will enable it to remain that way. Of greater concern to the advisory group and County staff was the need to improve the quality of development on the corridor and to ensure new construction and redevelopment was rural in character and well designed.

### **Recommendation**

There should be no extension of business or office zoning along the Hanover Pike. Where appropriate, existing zoning should be scaled back to a lower intensity of use, or should have a CR District Overlay applied. This would place reasonable size and design limits on these properties, ensuring design compatibility and rural character.

# HANOVER PIKE CORRIDOR STUDY

## PROPOSED ZONING

BALTIMORE COUNTY OFFICE  
OF PLANNING & ZONING



### KEY:

#### RESOURCE CONSERVATION

-  AGRICULTURAL PROTECTION
-  DEFERRAL OF PLANNING & DEVELOPMENT
-  WATERSHED PROTECTION
-  RURAL RESIDENTIAL
-  RURAL COMMERCIAL

#### DENSITY RESIDENTIAL

-  DR- LOW, MEDIUM, & HIGH DENSITY URBAN RESIDENTIAL AREAS.

#### OFFICE

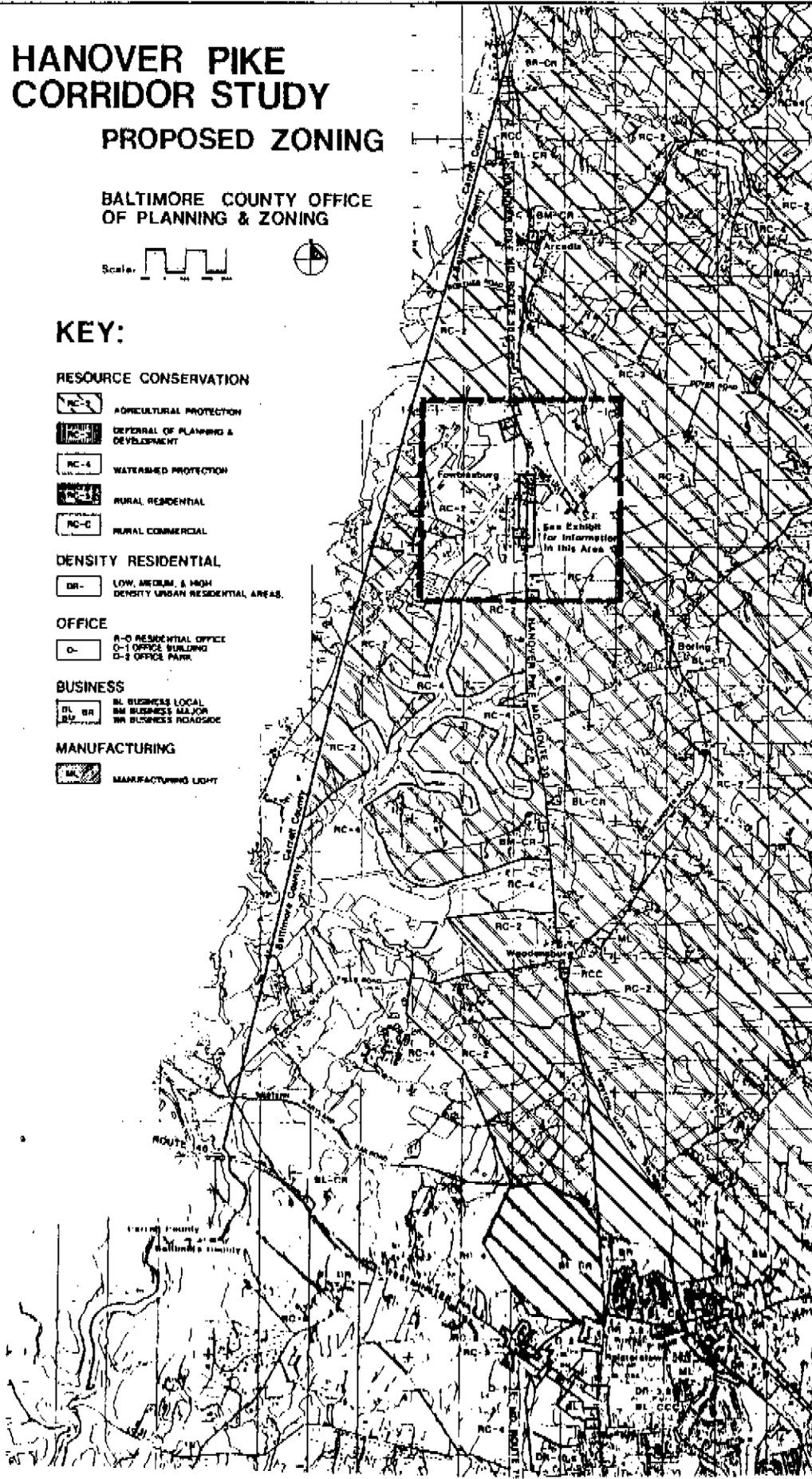
-  O- OFFICE BUILDING
-  D- OFFICE PARK

#### BUSINESS

-  BL BUSINESS LOCAL
-  BM BUSINESS MAJOR
-  BR BUSINESS ROADSIDE

#### MANUFACTURING

-  ML MANUFACTURING LIGHT



### Specific Zoning Recommendations

Specific sites were examined for their land use and zoning, and recommendations made on the zoning's appropriateness. These sites are:

LOCATION	1988 ZONING	ZONING AS ENACTED BY COUNTY COUNCIL OCTOBER 15, 1992
1. Northwest corner of intersection of Hanover Pike and Butler Road	B.L. & DR 3.5	BL & R.C.2
2. East side of Hanover Pike, south of intersection of Hanover Pike and Old Hanover Road.	R.C.C.	Remain R.C.C.
3. North side of Westminster Pike, southeast of Glen Falls Road Restaurant American Legion Restaurant	B.L. DR 1 B.L.	B.L.- C.R. RC 4 B.L.- C.R.
4. East side of Hanover Pike, commercial property (green house/commercial roadside market).	R.C.2	R.C.C.
5. East side of Hanover Pike, north of intersection of Mount Gilead and Hanover Pike.	B.M.	B.L.- C.R. R.C.2
6. East side of Hanover Pike, south of 5th Avenue.	B.R.	B.R.- C.R.

LOCATION	1988 ZONING	ZONING AS ENACTED BY COUNTY COUNCIL OCTOBER 15, 1992
7. West side of Hanover Pike ( parallels present B.R. zoning along Hanover Pike ) between 1st and 5th Avenue		
Inn Warehouse, Motel Unimproved Unimproved West side of Eastview Dr.	B.L.- C.R. B.R. B.R. B.R. - C.R. R.C. 5	B.L. - C.R. B.R. - C.R. B.R. - C.R. B.R. - C.R. R.C.2
8. East and west side of Hanover Pike, north of 1st Avenue.	B.R. - C.R. B.L. - C.R. B.R.	B.R. - C.R. B.L. - C.R. R.O. - C.R..
9. West side of Eastway Drive,	R.C. 5	R.C. 2
10. West side of Old Hanover Road	B.L.	B.L.- C.R.
11. West side of Hanover Pike north of Fowblesburg ( skating rink )	B.M.	B.M., & B.M. - C.R.
12. Commercial property in Boring	B.L.	B.L. - C.R.
13. Commercial property in Arcdia	B.M.	B.M.- C.R.
14. West side of Hanover Pike north	B.L./ R.C.C.	B.L. - C.R. & R.C.C.
15. Property in far north section of study area, both in Baltimore Carroll Counties - existing roofing & contracting Business	R.C.2	B.R.- C.R. & R.C.2

# HANOVER PIKE CORRIDOR STUDY

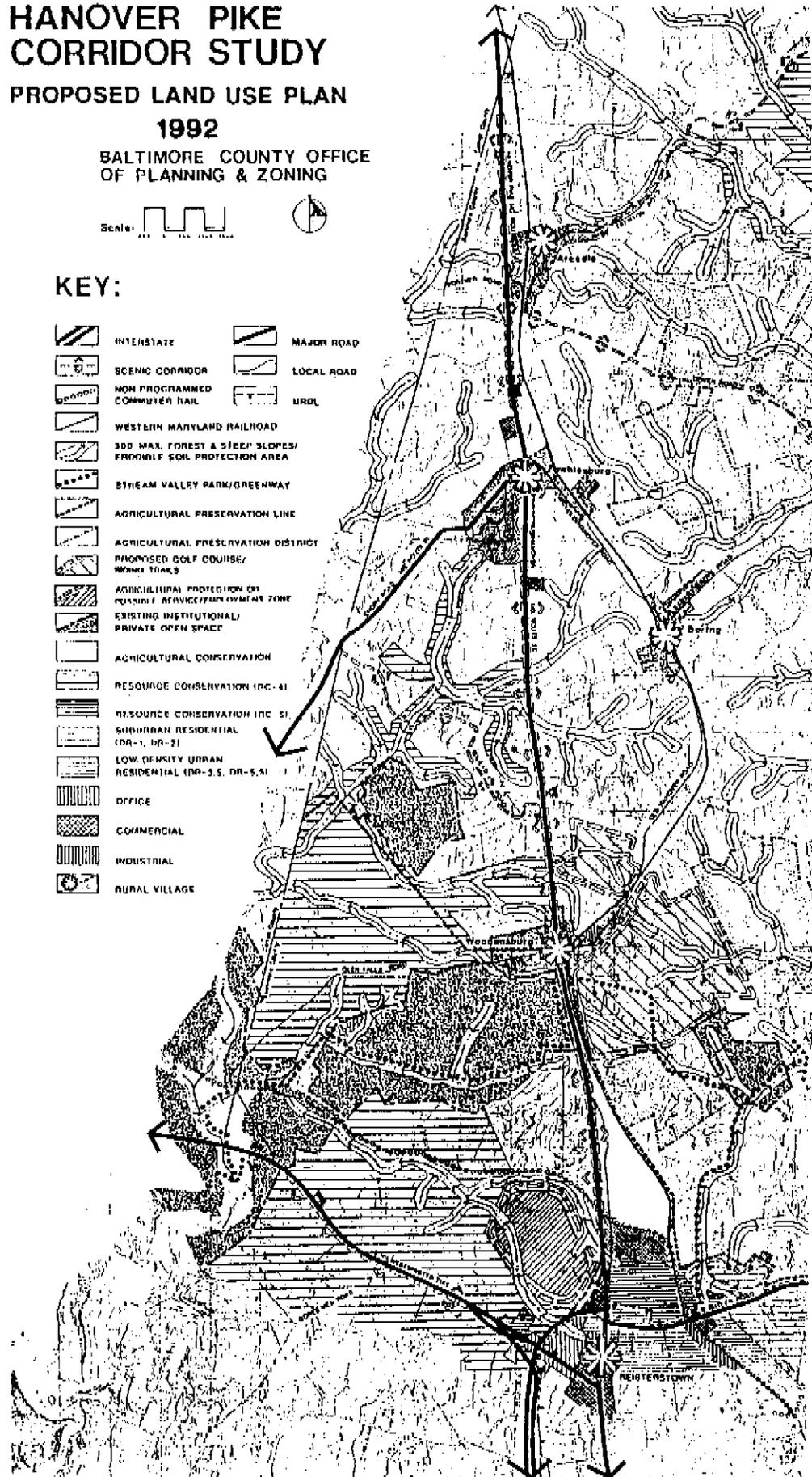
## PROPOSED LAND USE PLAN 1992

BALTIMORE COUNTY OFFICE  
OF PLANNING & ZONING



### KEY:

	INTERSTATE		MAJOR ROAD
	SCENIC CORRIDOR		LOCAL ROAD
	NON PROGRAMMED COMMUTER RAIL		URDL
	WESTERN MARYLAND RAILROAD		
	300 MAX. FOREST & STEEP SLOPES/ FRICTIONAL SOIL PROTECTION AREA		
	STREAM VALLEY PARK/GREENWAY		
	AGRICULTURAL PRESERVATION LINE		
	AGRICULTURAL PRESERVATION DISTRICT		
	PROPOSED GOLF COURSE/ WATER TRAILS		
	AGRICULTURAL PROTECTION OR PLANNING / SERVICE/COMMUNITY ZONE		
	EXISTING INSTITUTIONAL/ PRIVATE OPEN SPACE		
	AGRICULTURAL CONSERVATION		
	RESOURCE CONSERVATION (RC-4)		
	RESOURCE CONSERVATION (RC-5)		
	SHERRIDAN RESIDENTIAL (DR-1, DR-2)		
	LOW DENSITY URBAN RESIDENTIAL (DR-3.5, DR-5.5)		
	OFFICE		
	COMMERCIAL		
	INDUSTRIAL		
	RURAL VILLAGE		



# HANOVER PIKE CORRIDOR STUDY

ZONING ENACTED BY COUNCIL  
October 15, 1992

BALTIMORE COUNTY OFFICE  
OF PLANNING & ZONING



## KEY:

### RESOURCE CONSERVATION

- RC-2 AGRICULTURAL PROTECTION
- RC-3 DEFERRAL OF PLANNING & DEVELOPMENT
- RC-4 WATERSHED PROTECTION
- RC-5 RURAL RESIDENTIAL
- RC-C RURAL COMMERCIAL

### DENSITY RESIDENTIAL

- DR LOW, MEDIUM, & HIGH DENSITY URBAN RESIDENTIAL AREAS

### OFFICE

- O-1 RESIDENTIAL OFFICE
- O-2 OFFICE BUILDING
- O-3 OFFICE PARK

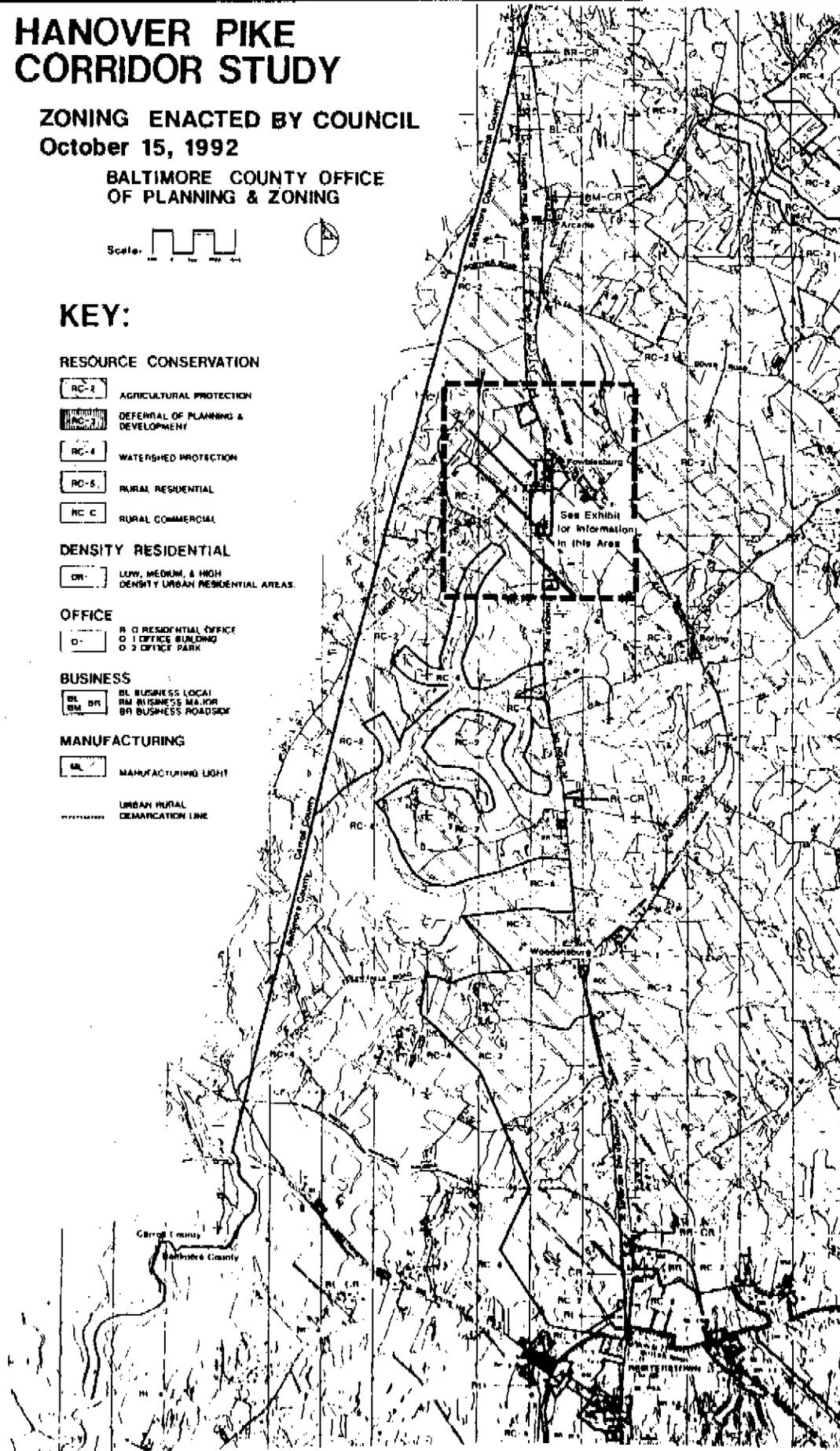
### BUSINESS

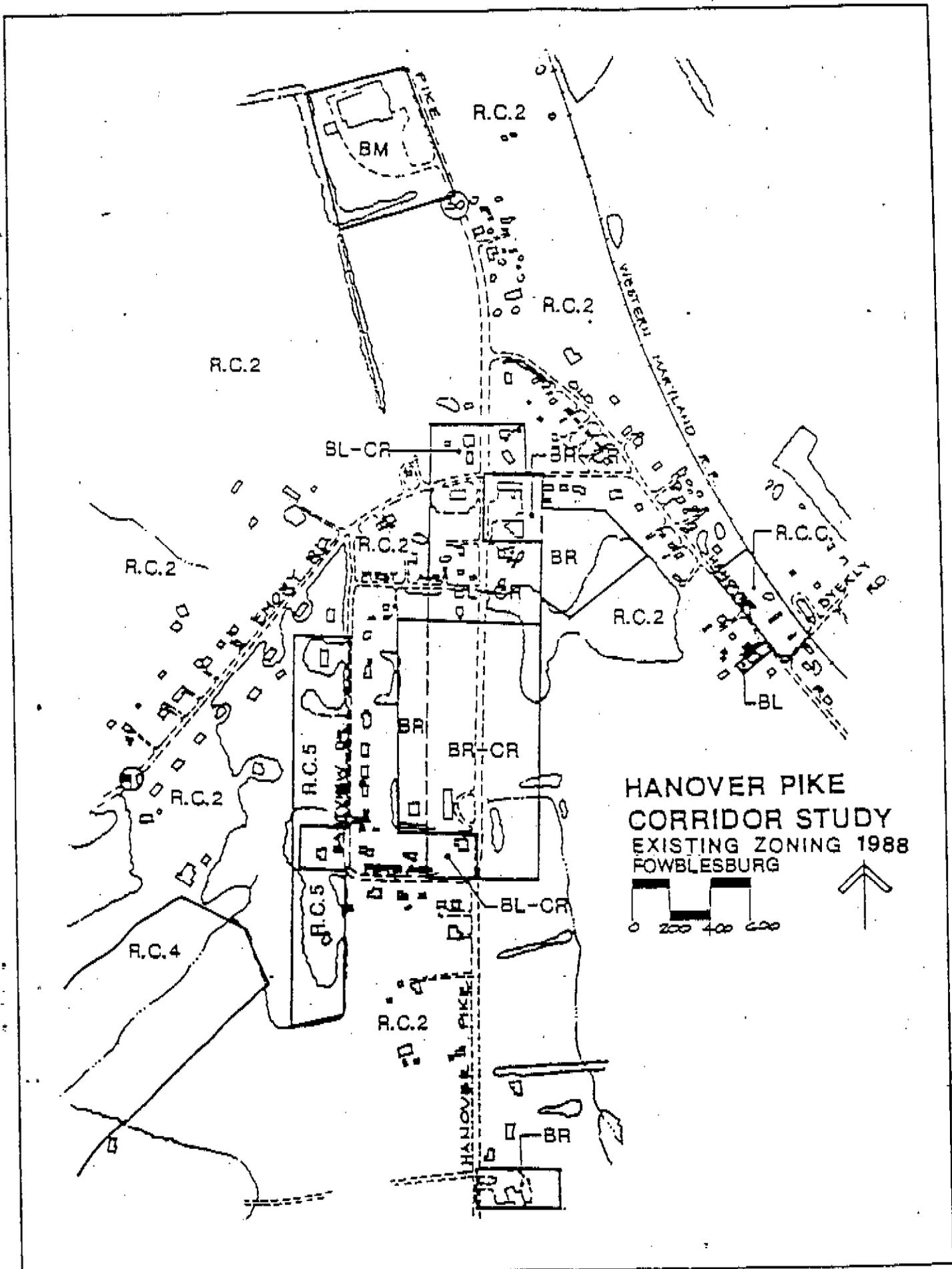
- BL BUSINESS LOCAL
- BM BUSINESS MAJOR
- BR BUSINESS ROADSIDE

### MANUFACTURING

- ML MANUFACTURING LIGHT

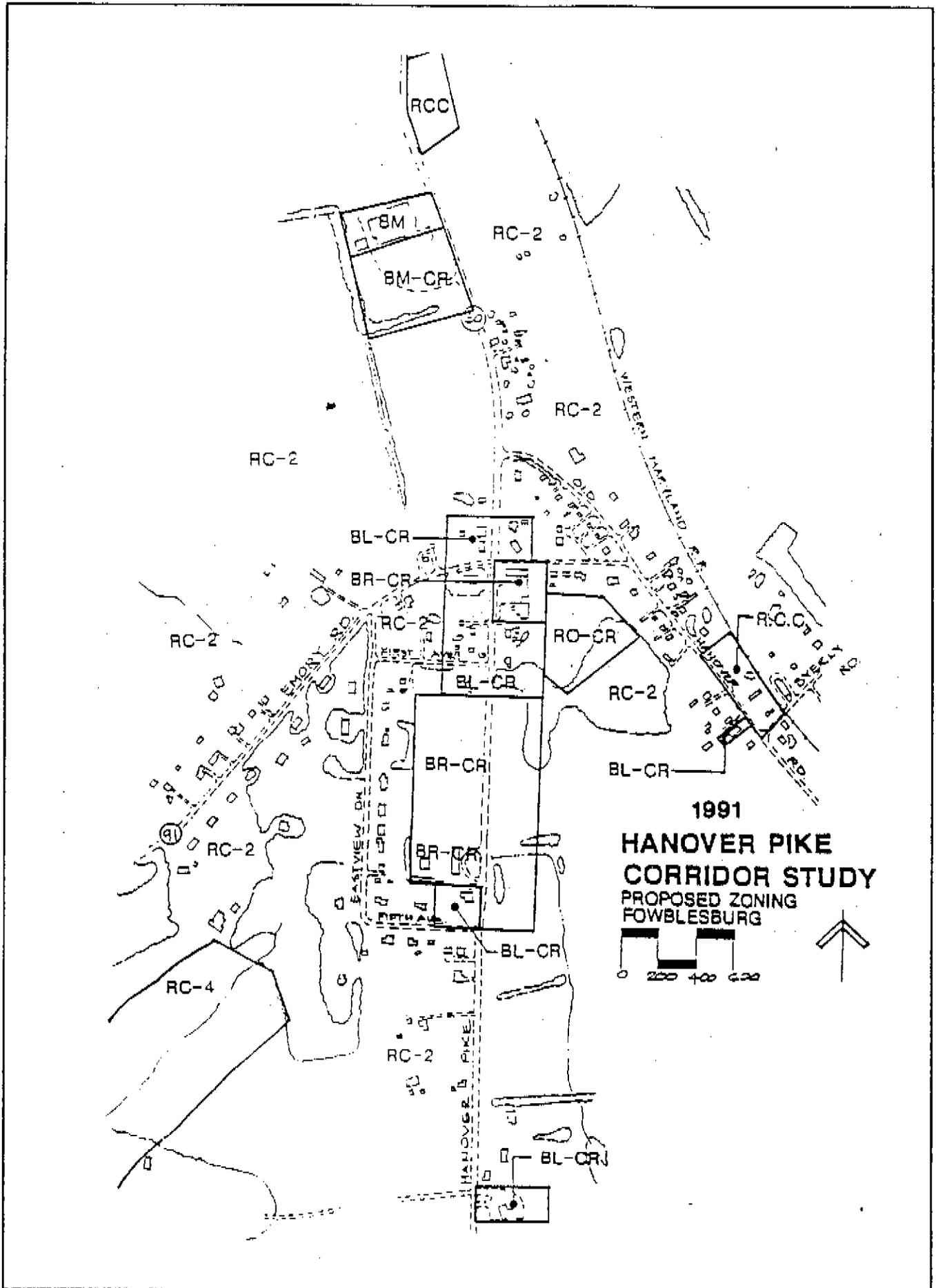
URBAN RURAL DEMARCATION LINE

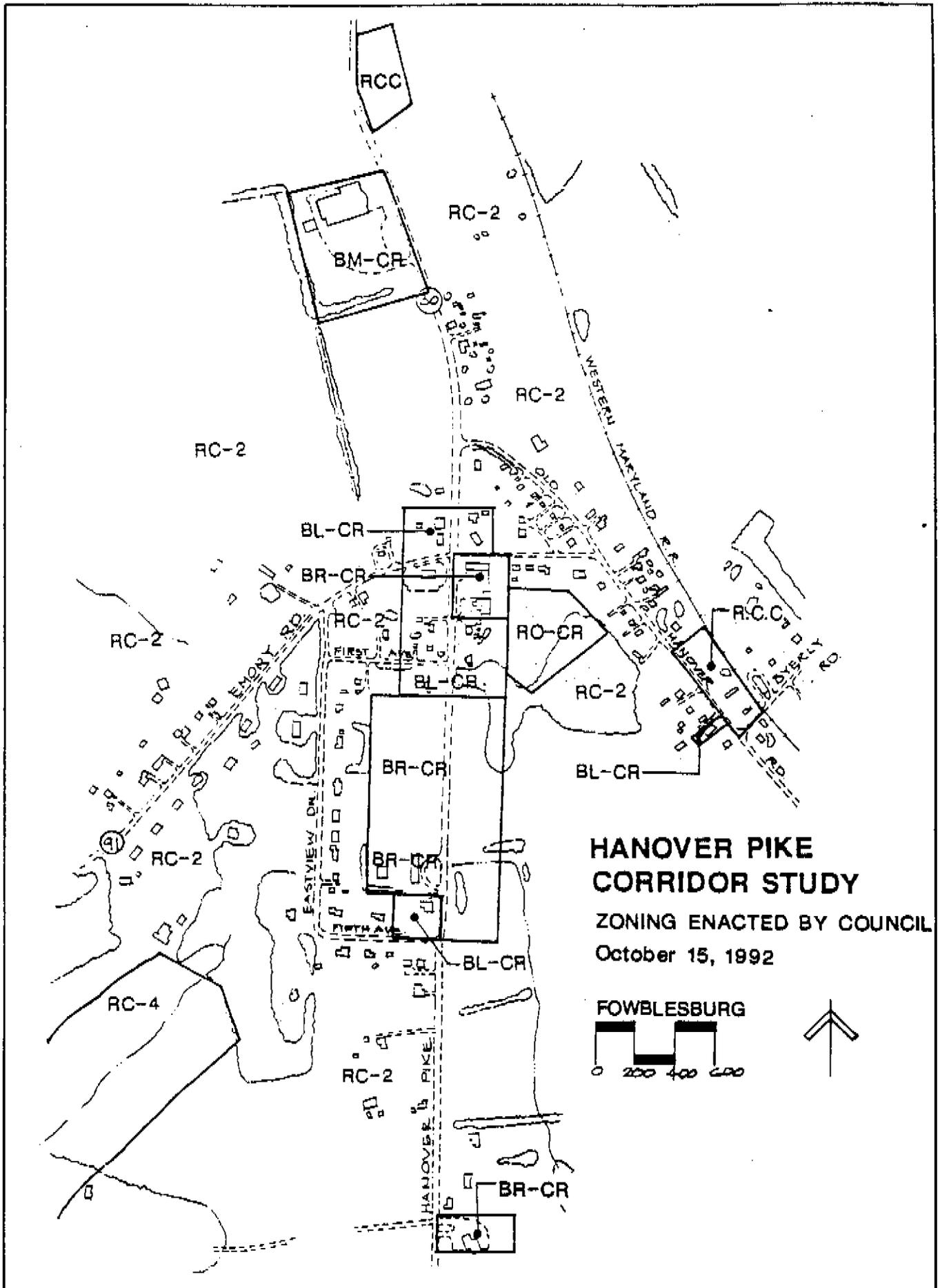




HANOVER PIKE  
CORRIDOR STUDY  
EXISTING ZONING 1988  
FOWLESBURG







## VI. TRANSPORTATION

### Introduction

Area residents are very concerned about traffic volume and safety along the pike, and these issues provided a major incentive for this study.

Tremendous residential and industrial growth in Carroll County and southern Pennsylvania is increasing the traffic through this prime agricultural community. Residents believe that high traffic volumes, poor sight distances, poor vertical alignment, and intersections without signals are causing serious safety problems.

During the study process, the community called for reducing single-occupant automobile commuting. Alternatives could include mass transit buses, light or commuter rail, and more carpooling. Also, area residents asked for weight limits on Hanover Pike to decrease truck traffic.

Retaining the agricultural integrity of the area, as advocated in Baltimore County Master Plan 1989-2000, while realistically providing for transportation demands is a major issue.

#### (a) Description of the Existing Transportation System

The transportation component of the Hanover Pike corridor study has three elements: (1) travel demand and safety, which are represented by traffic volume and accidents; (2) infrastructure, or the physical elements of the transportation system such as roads, the Metro, traffic signals, and railroads; and (3) services, such as the State's Mass Transit Administration (MTA) or private sector bus

service, commuter rail, resident or employer-sponsored paratransit service.

### Travel Demand

From 1975 to 1989, traffic on Hanover Pike north of Butler Road increased 51 percent, from 8,900 vehicles a day to 13,400. Although the volume remains lower, traffic on Hanover Pike north of Glen Falls Road increased 95 percent, from 5,900 vehicles a day in 1975 to 11,500 in 1989. On the northern most segment of Hanover Pike within the study area, traffic has increased 106 percent, 6,600 vehicles a day; from 6,200 in 1975 to 12,800 in 1989.

Similar traffic growth occurred along Westminster Pike and Butler Road. In 1975, about 12,400 vehicles a day used Westminster Pike, west of the Carroll County Line. By 1989, the daily traffic increased to approximately 26,000 vehicles. About a half-mile east of this segment, near Nob Hill, about 30,000 vehicles a day use Westminster Pike. Traffic on Butler Road east of Hanover Pike has grown from 8,950 in 1975 to 15,200 in 1989.

MDOT has made traffic projections for the Hanover Pike assuming that recent trends in volume will continue. Under these assumptions, the portion of Hanover Pike between Butler Road and Glen Falls Road is likely to carry 25,500 vehicles daily by 2015. The section of

Hanover Pike between Glen Falls Road and Emory Road could average about 22,000 vehicles daily by 2015. North of Emory Road, Hanover Pike is projected to carry more than 24,000 vehicles daily by 2015.

Hanover Pike's configuration can accommo-

date about 20,000 vehicles a day before being classified as congested. These projections indicate that some capacity improvements should be made to the Hanover Pike corridor before 2015.

Future traffic volume along Westminster Pike may dictate that capacity improvements be made shortly after the turn of the century. If traffic volumes along Westminster Pike continue to increase by 4 percent a year, more than 55,000 vehicles will be using Westminster Pike daily by 2005. This level of traffic on Westminster Pike would definitely require capacity improvements.

But future demand upon Butler Road is, perhaps, a more immediate concern. Since 1975, average daily traffic along Butler Road east of Hanover Pike has increased by 4.3 percent a year. If this rate continues, Butler Road will be carrying approximately 30,000 vehicles a day by 2005, which exceeds the road's capacity.

### Safety

The MDOT's Accident Data File from 1985 to 1989 was used to compile the accident statistics used in this study.

The state's file contains all accidents where Baltimore County or Maryland State Police officers filed reports or issued citations for moving violations. Therefore, this data may understate the number of accidents because it would not include accidents where the drivers were able to reach a settlement without police involvement or minor "fender-benders" where no citations for moving violations were issued.

The roads within the study area were broken

into half-mile segments, and the number of accidents occurring within each segment was totalled. Additionally, this study includes the number of fatal accidents and accidents involving trucks.

More accidents occurred on the Westminster Pike than any other highway within the study area. Although the portion of the Westminster Pike within the study area is only 2.5 miles long, 196 accidents happened along this stretch between 1985 and 1989.

About a third of these accidents, 62, involved trucks, and two fatalities, one in 1985 and another in 1988, were reported. Westminster Pike's half-mile section with the highest number of accidents lies between Hanover Pike and just west of the Northwest Expressway. Approximately 35 percent of this highway's accidents, 68, occurred on this section, and nearly 40 percent of the accidents involving trucks occurred here. But no fatalities occurred in this portion.

The half-mile segment of Westminster Pike with the least number of accidents, 20, runs from Gores Mill Road to just east of Glen Falls Road.

Hanover Pike's 7.2-mile stretch in the study area had the second highest number of accidents, 195, but there were 10 fatalities. Nearly 40 percent the accidents, 73, involved trucks. The percentage of accidents involving trucks on Hanover Pike ranged from 29 percent in 1987 to 50 percent in 1988. The fatalities during the five years ranged from none in 1988 to five in 1989. There were two fatalities each in 1986 and 1987, and one in 1985.

The half-mile section of Hanover Pike that

recorded the highest number of accidents is between Hanover Pike and Butler Road, but no fatalities occurred here. Approximately 25 percent, 48, on Hanover Pike happened on this section. Also, more than 23 percent of the accidents involving trucks occurred here. Interestingly, this section carries the least amount of traffic. A close examination reveals that more than 50 percent of these accidents occurred because of driveway and intersection conflicts. This sub-set of accidents is listed below.

YR	Accident			Totals
	at the Intersection	Related	Driveway Access	
85	3	0	3	6
86	2	0	3	5
87	2	1	0	3
88	6	1	0	7
89	4	0	1	5
	17	2	7	26

The half-mile segment of the Hanover Pike with the least number of accidents is the section south of Arcadia Avenue to Lees Mill Road. Only three accidents occurred here from 1986 to 1989.

With far fewer accidents than Hanover and Westminster pikes, Butler Road recorded the third highest number, 24, along the half-mile stretch in the study area. No fatalities were recorded on this section from 1985 to 1989. The accident data is presented in Exhibit five.

### Streets and Roads

In the Hanover Pike corridor, as in most other areas, the road and street network is the transportation system's primary feature. This network is not extensive which befits the rural nature of this area.

The major roads are Hanover Pike (MD 30), which traverses the central portion of the study area from north to south; Emory Road (MD 91) and Westminster Pike on the west; and Butler Road (MD 128) and the Northwest Expressway on the south.

Under Federal classification, each of these roads is a minor arterial on the rural highway system. Dover and Trenton roads are minor collectors. As part of the federal-aid systems, the above roads are the only ones in the study area eligible for federal assistance for construction or maintenance.

Besides being categorized as part of the federal-aid system, roads are also categorized as state roads or local roads and by the type of traffic service they provide. Approximately 40 roads, totalling nearly 30 miles, are classified as local roads, and five roads, about 12 miles, are classified as state roads.

A quarter-mile segment of Amy Brent Service Road is the widest of the local roads with a 36-foot width, and a 1.4-mile segment of Osborne Road is the narrowest local road with one lane on a 10-foot wide paved section. The widest section of state road is a 70-foot section of Westminster Pike, a half-mile north of the Northwest Expressway. The narrowest state road is the 1.5-mile portion of Emory Road, which has a paved width of only 15 feet.

### Metro

Although it lies five miles south of the study area, the Baltimore Metro has generated additional commuter traffic along Hanover Pike to the Owings Mills Metro Station. There are no plans to expand the metro northward from its Owings Mills terminus.

### **Park and Ride**

Although no designated Park and Ride lots lie within the study area, a lot east of Hanover Pike just south of the MTA bus loop is used for this purpose. About 20 cars are parked there daily.

The nearest designated Park and Ride lot is in Glyndon. With 40 spaces, it is adjacent to the study area south of Butler Road off Sacred Heart Lane.

### **Traffic Signals**

There are three signalized intersections within the study area -- one at Westminster Pike and the Northwest Expressway, another about a half-mile east, at the intersection of the Northwest Expressway, Hanover Pike, and Butler Road, and the third is at the northern end of the study area at Hanover Pike and Emory Road. The Westminster Pike and Butler Road traffic signals both provide "B" levels-of-service during peak periods. The intersection at Emory Road and Hanover Pike is an "A" intersection.

### **MTA Bus Service**

MTA provides bus service to the southern portion of the study area with the M16 and number 7 bus lines. The M16 service starts at the MTA bus loop on Hanover Pike just south of Old Hanover Road and ends at the Owings Mills Metro Station providing the area's with access to the Baltimore Metro. The trip takes approximately twenty minutes.

### **Other Service Providers**

Although no private-sector bus services, commuter rail, or paratransit services are available within the study area, Rohrbaugh's

Charter Service, Inc. provides daily service from the area's southern boundary--Nob Hill on Westminster Pike--to Baltimore's CBD.

This 50-minute trip begins at the Manchester Park and Ride lot in Carroll County and terminates at the Hyatt Regency in Baltimore. The bus arrives at Nob Hill at 6:52 a.m. and 5:55 p.m. daily. The fare is \$3.00 one way or \$27 for a ten-trip ticket.

### **(b) Transportation Proposals**

#### **Planned Improvements**

Any planned or programmed transportation improvements are contained in the Baltimore County Master Plan, the County's Capital Budget, MDOT's Consolidated Transportation Program (CTP), or a component of the CTP called the Special Projects Program. Potential projects that are much more long-ranged are contained in MDOT's Highway Needs Inventory.

According to a review of these documents, the only active project within the study area is a \$47,000 special project changing the caution signal at Hanover Pike and Emory Road to a fully signalized intersection.

Two other projects fall just outside of the study area. A resurfacing project was recently completed on Black Rock Road (MD 88) which lies north of the study area. This special project cost nearly \$2 million. The second project, a capital budget item, lies south of the study area. Glyndon Drive Extended is programmed for construction in FY 1995 and will connect the existing Glyndon Drive with Butler and Worthington Roads.

The Highway Needs Inventory identifies two potential projects for the the study area: constructing Hanover Pike relocated and reconstructing Westminster Pike. The inventory is not a construction commitment, but it signals MDOT's intent to study the need and feasibility of these projects.

### Alternatives for Hanover Pike

Six options, primarily alignment alternatives, for improving Hanover Pike were offered for the community's comment. All of the options call for widening the pike to four lanes with a median strip and connecting the pike to the Northwest Expressway.

#### Option 1

Rebuild Hanover Pike along the existing alignment. Issues to be considered under this proposal include:

- Fronts of properties will be taken.
- Driveways will continue to enter the highway unless numerous frontage roads are built.
- This option has fewer environmental impacts than a more western alignment.
- Existing vertical alignment problems will be reduced.
- Farm equipment, by using frontage roads, would have easier access to fields.

#### Option 2

This option is identical to Option 1 except that it provides westerly bypasses around Fowblesburg and Woodensburg. In addition to the issues identified above, this alternative will minimize impacts on Fowblesburg and Woodensburg but stream crossings required by this option will cause environmental damage.

#### Option 3

Build a roadway east of the existing alignment that roughly parallels the CSX rail line. This alternative would begin at the Northwest Expressway and follow the existing alignment to Woodensburg. From the Woodensburg area, the road would swing east along the rail line and move back to the existing alignment near Arcadia. The following issues were identified.

- By following a ridge line, this is the most environmentally sound option.
- The new roadway would probably significantly conflict with farming operations.
- The design could require the least number of rail crossings.
- While providing the greatest reduction in traffic for the existing communities, this option would reroute traffic to a rural area.

#### Option 4

Build a western alignment that would nearly bypass the Hanover Pike area. This option would start at the Northwest Expressway, turn west along Westminster Pike and run through Carroll County to Emory Road. The road then would run north along Emory Road until reaching Fowblesburg, which it would bypass. North of Fowblesburg, this option would follow the existing alignment. Some of the issues associated with this option are listed below.

- This option has the most citizen support.
- The new road would divert much of the corridor traffic that is currently using the existing roadway.
- Carroll County has indicated that this is an option they are unlikely to support.
- The interjurisdictional planning required for this option would tremendously lengthen the planning process.

Unless the County takes ownership of the existing Hanover Pike, there are no incentives or disincentives that could be used to encourage use of this alignment.

Besides numerous stream crossings, this alternative would require construction over a reservoir and is the least environmentally sound proposal.

### Option 5

Option five is a set of short-term recommendations that attempt to address certain safety issues along Hanover Pike (i.e. additional traffic signals, re-alignment of roads entering the pike that cause site distance problems).

### Option 6

This is MDOT's traditional option for rebuilding Hanover Pike starting north of the Northwest Expressway and west of the pike running parallel to existing alignment until crossing the Carroll County line. MDOT estimates that this alternative would cost more than \$50 million. The more relevant issues of this alignment are:

The new road would virtually bisect the Old Montrose School property.

More residents would oppose this option than any other.

This option is likely to cross more streams than the other alternatives.

It would eliminate traffic conflict with the villages along Hanover Pike.

### Hanover Pike Relocated

While the qualitative assessment (See Appendix B) recommends that options 1 and 5 be eliminated from further consideration, each of the remaining alignments faces a unique set of obstacles but warrant further analysis.

Option 2, reconstructing Hanover Pike along its existing alignment except for bypassing the villages, would still allow for driveway access to uses located along the right-of-way and would create major environmental problems at every stream crossing.

Option 3, roughly paralleling the eastern side of the CSX rail line has virtually no citizen support, and it would impact agricultural operations. Practically, this option would cause the least amount of environmental damage. For obvious reasons, Option 4 is the alignment most preferred by Hanover Pike area residents, but this option poses environmental problems at all stream crossings. Also, Carroll County would not support this location.

Instead of identifying a preferred alternative that Baltimore County can support, this study suggests three potential corridors for detailed study by MDOT. Any change in environmental regulations would likely have a major impact on the decision-making process in this corridor.

Whatever option is chosen, serious consideration should be given to reconstructing Hanover Pike as a rural parkway designed to compliment the area's rural character and reduce excessive speeds.

On the long stretches of Hanover Pike outside the three villages, the road should have two, 12-foot lanes each way with a 20-foot landscaped median and a 10-foot shoulder on each side. The median should have well-spaced trees, shrubbery, and wildflowers.

As the road enters the villages, design options should include omitting the median and reducing the lane widths to 11 feet and shoulder widths to five feet.

# HANOVER PIKE CORRIDOR STUDY TRANSPORTATION

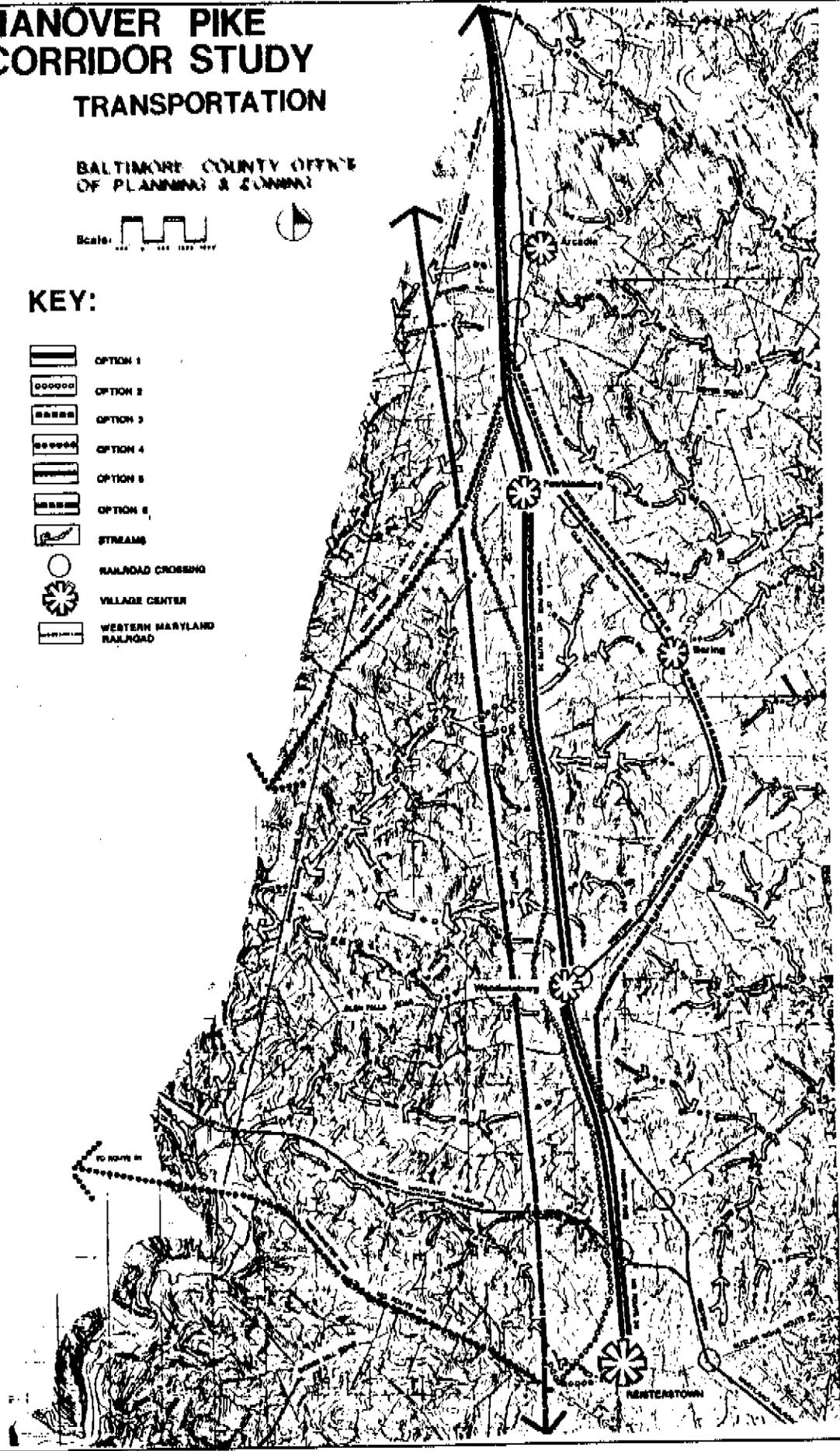
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Scale: 



## KEY:

-  OPTION 1
-  OPTION 2
-  OPTION 3
-  OPTION 4
-  OPTION 5
-  OPTION 6
-  STREAMS
-  RAILROAD CROSSING
-  VILLAGE CENTER
-  WESTERN MARYLAND RAILROAD



### **(c) Short-term Improvements**

#### **Hanover Pike**

The offset intersection of Glen Falls and Old Hanover roads at Hanover Pike in Woodensburg should be realigned to correct a significant safety hazard. MDOT should consider placing a traffic signal at this intersection when warranted.

Because Arcadia Volunteer Fire Company's primary access onto Hanover Pike is by Arcadia Road, a warning signal is needed at this intersection.

At the northern end of Fowblesburg, Old Hanover Road intersects Hanover Pike at an awkward angle creating a traffic hazard. The County and MDOT should survey this intersection and consider making Old Hanover Road a cul-de-sac at its northern terminus, making the road one way north, and improving its access onto Hanover Pike.

#### **Butler Road**

If traffic volume continues its recent rate of increase, this road will need some capacity enhancements by the turn of the century. To date no capacity improvements are proposed. Butler Road has been proposed for inclusion in the State Highway Needs Inventory so that the appropriate studies can be made for planning the necessary capacity improvements.

#### **Westminster Pike**

Traffic volumes will continue to increase along this corridor, and accessing this highway is nerve wracking especially at Nob Hill Road. A traffic signal at Nob Hill Road has been discouraged because of poor sight

distance and the over vertical approach. MDOT has installed signs warning motorists of entering traffic, but this is only a stopgap measure. The County and MDOT should study an alternative solution, such as a parallel service road connecting Nob Hill to Amy Brent Road.

#### **Park and Ride**

Establishing a formal park and ride lot at the M16 bus loop should be studied. About 20 cars are parked there daily, but it is not known if these people are riding the bus, carpooling, or working in the area. A windshield survey would determine if the parkers are bus patrons, and if so, then the lot should be paved and striped by the MTA.

#### **Transit/Commuter Bus**

Given the corridor's rural character, a fair amount of transit service is provided by the MTA. The Rohrbaugh Commuter Bus Service provides another commuter option for people who live in or drive through this community. At the public meetings, some residents suggested that these types of services be initiated -- an indication that many area residents are unaware of these services.

The County should consider working with the MTA and Rohrbaugh's to develop a marketing program to make area residents and other commuters more aware of the existing transit services. If these services were aggressively marketed and used by more people, the need for highway improvements would be reduced.

## VII. DESIGN GUIDELINES

Every discussion of development issues in the Hanover Pike Corridor touched upon in one form or another, the need to improve the quality of new development and to ensure compatibility with the rural landscape. The Baltimore County Master Plan 1989-2000 identifies the Pike itself as a scenic route and recommends its protection. The following design guidelines, if adopted by the Planning Board and County Council, will be used by County staff in the review of all proposals for new development in the Corridor Study Area.

### (a) Scenic Views

#### General Guidelines

The rural landscape is a composite of different types of rural landscape views. These guidelines respect these differences while recognizing that the appreciation of rural landscapes is predominately guided by "the view from the roadside." When adopted, they will apply to all new commercial or residential development and specifically address significant views or vantage points. This includes land west of Hanover Pike and north of Mount Gilead Road, which is identified in the Master Plan as a particularly valued scenic area. The general guidelines which will apply to all forms of new development are:

- Minimize tree and vegetation removal. Clear selectively to open up or create filtered views of new development.
- Minimize grading to preserve the landforms that shape the landscape.
- Minimize the number of access roads and driveways intersecting the area. Where feasible, use shared driveways for individual lots.

- Use the narrowest road pavement section possible to ensure adequate public safety. Use shoulders and curbs appropriate to the character of the road. Maintain the existing vertical and horizontal road alignment when compatible with the intent of the design as approved by the Department of Public Works.

- Design and locate utilities, drainage structures, bridges, lighting, signs, fences, walls, and street furniture to have minimal visual impact on the surroundings.

- Design new structures to complement the site and surrounding community by repeating the scale, mass, materials, and details of existing buildings.

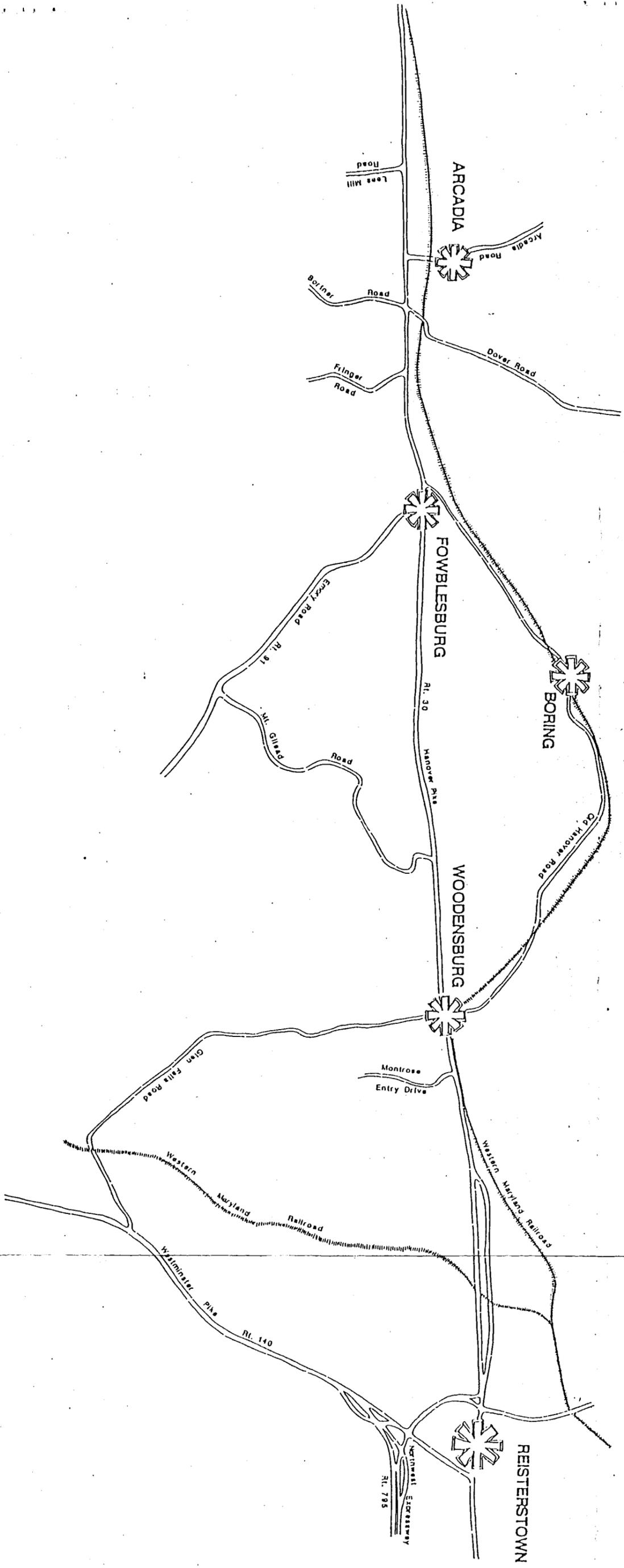
- Use indigenous species or ones commonly found in the area for landscaping with designs reinforcing the site's character, ecological significance, and environmental function.

- Complement existing vegetation with flowering or evergreen trees and shrubs, wildflowers, etc., for seasonal interest.

- Use vegetation to frame particularly attractive views.

- Create an interesting sequence of visual experiences with selective clearing and planting.

- Locate parking, service, and storage areas to the side or rear of buildings and screen them from the

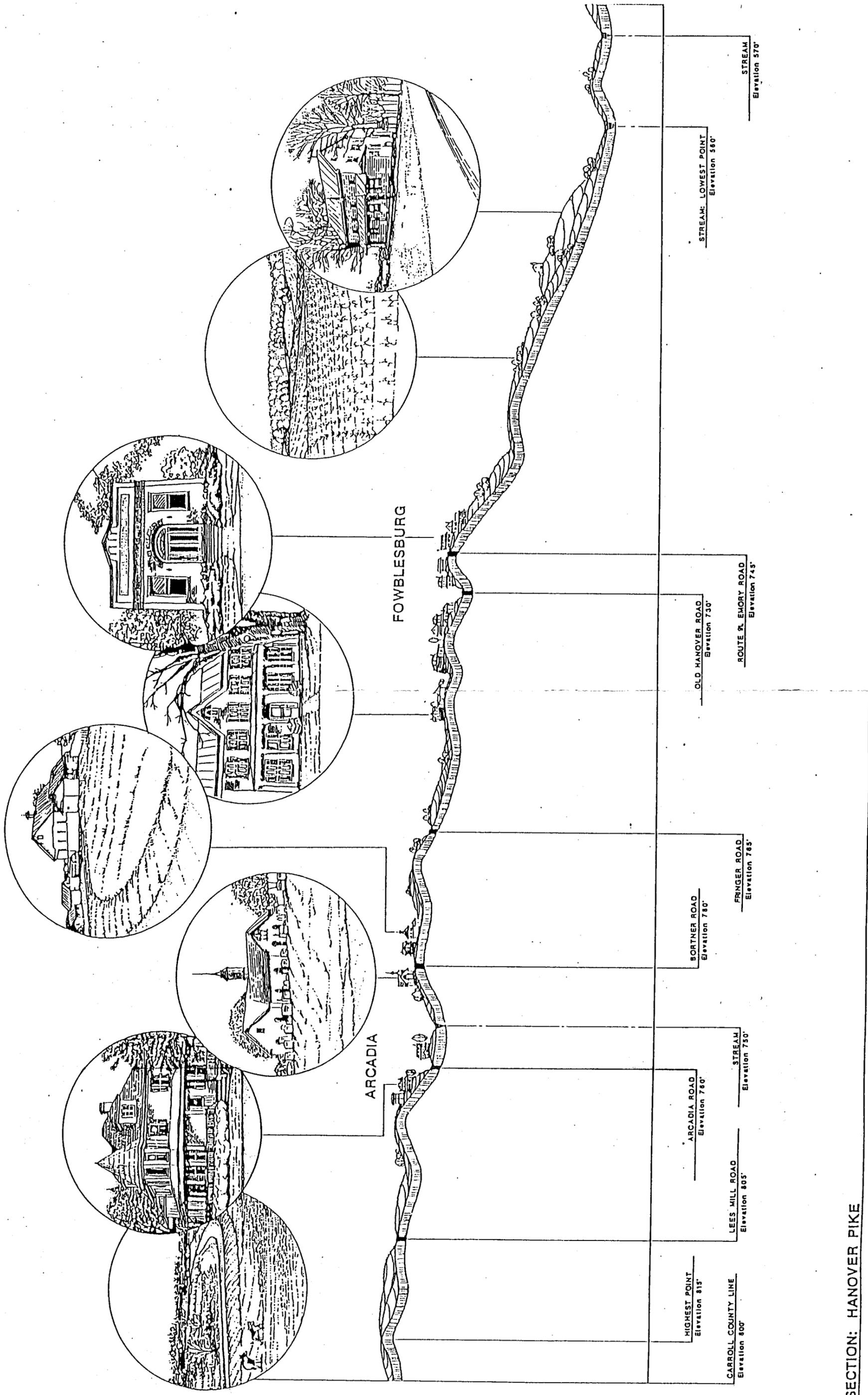


PLAN: HANOVER PIKE

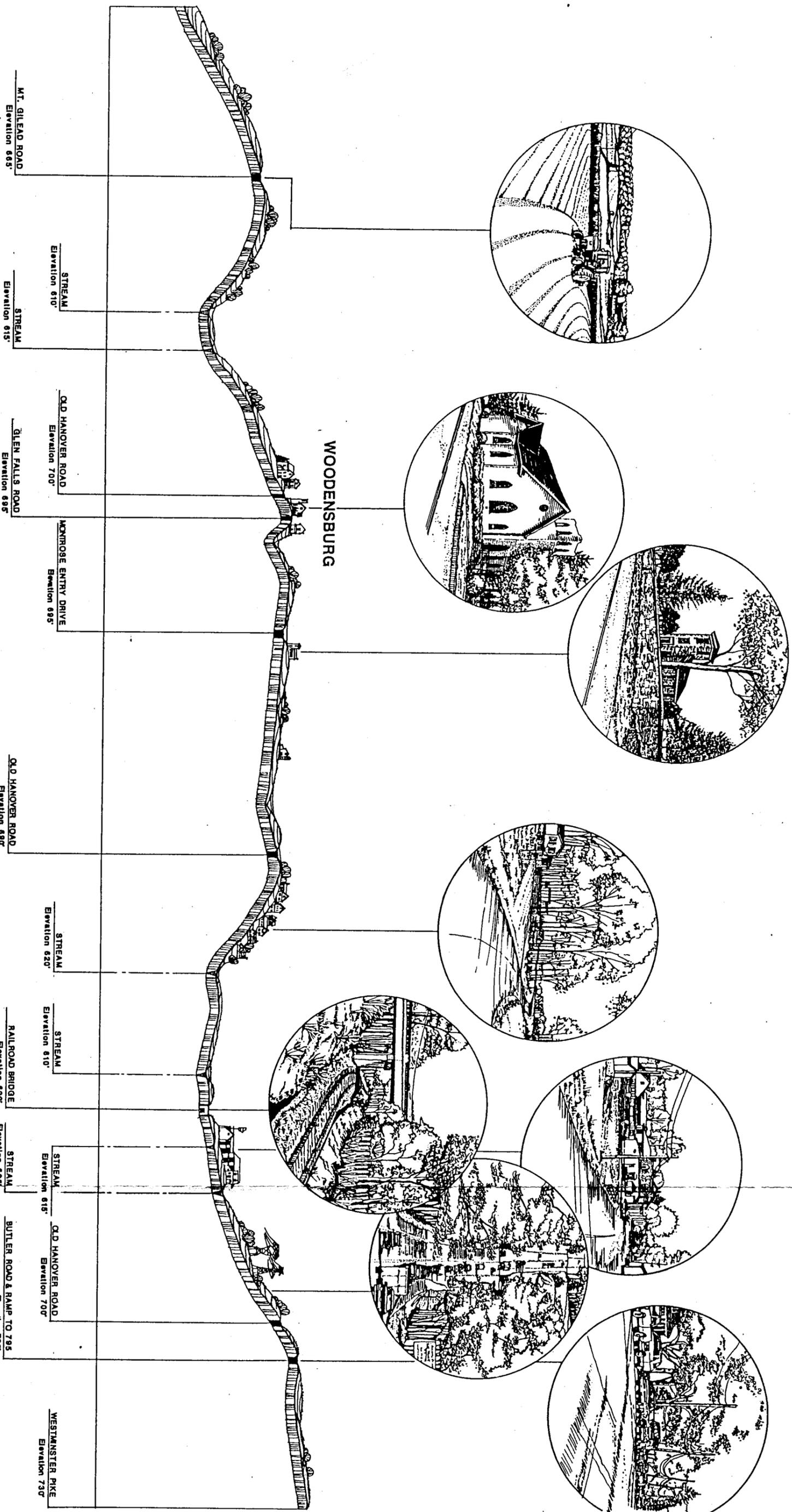
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SECTION: HANOVER PIKE



**HANOVER PIKE  
CORRIDOR STUDY**

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#### **Development Within or Adjacent to an Enclosed View**

An enclosed view limits the rural landscape to the road itself making it the key scenic element of the landscape. Consequently, these design guidelines address those aspects of development which help contain the view.

Maintain a buffer area between the road and the development. The buffer should be wide enough to maintain the road's visual character with a minimum width of at least 30 feet from the right-of-way.

Supplement a wooded buffer with evergreen trees and shrubs planted on the interior side to screen new development.

If a scenic road is bordered by residential or historic buildings, the new development must be compatible with the existing development in the setbacks, height, scale, materials, and design of buildings; site materials and design; paving design, and landscaping which includes street trees.

#### **Development Within or Adjacent to an Expansive View**

An expansive view is a sweeping, panoramic view which extends beyond the road and may encompass pastures, croplands, etc.

Site new buildings behind natural screening or beyond primary views. Cluster development at the edges of fields and hedgerows or adjacent to existing buildings.

Locate development in relation to natural contours. Avoid placing structures on the tops of prominent ridges.

Use berms and vegetated buffers to screen distracting development from the scenic road.

Preserve the view of a foreground meadow, pasture, or cropland by nesting the development into the background. Maintain the foreground through a homeowner's association for use as an open space or community garden, or rent it to a neighboring farmer to continue an agricultural use.

Site new buildings in small groups to resemble existing development where a cluster of farm buildings comprise part of an expansive view. Maintain large open areas between the clusters to preserve the open character of the view.

#### **Development Within or Adjacent to a Focused View**

A focused view directs attention to a single landscape feature such as a farmhouse or stand of trees.

- Site new buildings beyond the angle of view.
- Retain vegetation to frame the focal point.
- Design new buildings to enhance the focal point.
- Screen incompatible new development from the primary view.

#### **(b) Residential Development Guidelines**

This section provides design guidelines for residential development that respects the general village character of the area. The four aspects of rural residential development covered here are site planning, open space, circulation, and building and landscaping.

### **Site Planning:**

The villages in the study area are compact and small, with small, usually narrow lots, and this pattern should be followed for both infill and new subdivisions.

In addition to the guidelines for scenic views, the following site planning design guidelines should be followed:

- Lots along road fronts should be relatively narrow. Interior lots should locate dwellings away from open fields and the tops of ridges. Instead, site dwellings near the edges of fields and in wooded areas.
- Buildings should follow the predominant pattern of front yard setbacks.

### **Landscaping:**

New development should comply with the Baltimore County Landscape Manual, the vegetation guidelines in the scenic routes section and the specific guidelines in this section.

New development should protect and preserve large healthy trees.

New development along Hanover Pike should provide street trees along the corridor. Sycamores, historically used in this area, are recommended.

Large ornamental front lawn trees should be planted. Maple trees are traditionally used in this region and are recommended.

### **Circulation:**

Roads should be designed to minimize disruption caused by grading and construction. Road design is a critical element of good rural design and should enhance the scenic

qualities of Hanover Pike.

Roads should follow existing contours to reduce cutting and filling. Roads should not be built across open fields, and shared driveways are recommended.

Curbing is recommended only where necessary.

### **Building:**

Houses are an integral part of the rural character of Hanover Pike, and new residences should respect existing structures.

While no specific architectural style or period predominates the area, the houses of Hanover Pike generally share an image of building elements that work together -- scale, massing, direction, roof shape, and materials.

Repeat the general "footprint" of neighboring housing. For example, suburban buildings with wide fronts and narrow sides should not be constructed in areas with buildings that have narrow fronts and deep sides.

Buildings should maintain the scale of neighboring houses. A three-story house surrounded by two-story houses is inappropriate unless site conditions warrant it.

Houses should front the street. When site conditions prevent this, architectural treatments can achieve the same effect.

Build front porches which run the length of the facade. These are a consistent feature on older buildings and should be considered for new construction.

New housing should be consistent with neighboring roof shapes. Where gable roofs

predominant, for example, the pattern should be repeated. This is especially important where buildings are located back from the road.

### **(c) Commercial Development Guidelines**

#### **Site Planning:**

The commercial development along Hanover Pike usually comprises small village clusters or isolated single uses. The village clusters include Arcadia, Boring, Fowblesburg, and Woodensburg, and examples of singular uses include Sportsman's Hall, Spring Hill

Farms, and Reisterstown Lumber. Development has not been rapid but uses have either changed or extended into vacant or under-utilized parcels. The existing commercial zoning -- B.L., B.R., B.M. -- is not appropriate for rural areas and use of the C.R. district or R.C.C. zone will help maintain the area's rural character. In addition, the following guidelines are recommended.

Present a residential atmosphere with new building compatible in size and scale with existing buildings.

Building fronts should face the street. The area's buildings are characterized by their linear appearance with nearly every building front facing the street. Although this may not be possible on every site, architectural treatments can achieve the same effect. Parking should be located at the rear and side of buildings.

Buildings should be located on lots in a manner consistent with adjoining uses.

#### **Circulation:**

- Proposed streets should contribute to the existing street pattern.
- New streets and development should enhance or expand the existing network.
- An existing grid pattern, should be continued.

#### **Open Space:**

Create functional public spaces. The location of developments in commercial areas will determine the type of public space to be provided. Generally, projects should be designed to contribute to the existing formal and informal public spaces. In the Hanover Pike area, commercial areas are quite small and not targeted for expansion. Any new development, therefore, will have an impact on the existing development and visual environment. Adequate streetscape and open spaces that contribute to the villages should be provided.

Maintain the openness of the area's rural atmosphere. The small open spaces used in parking areas or around buildings should be designed to break up parking areas, provide visual access to the surrounding countryside, and establish proper relationships between buildings. Small areas for resting or sitting should be located to complement the existing development.

Ingress and egress should enhance the existing community and not create conflicts along Hanover Pike. Most commercial-zoned land has direct access to Hanover Pike, and these points should be limited or shared where practical. Hanover Pike is relatively unrestricted with free flowing and faster moving traffic. Widths should be adequate to handle the projected traffic and not over designed at maximum specifications.

## **Building:**

Size, massing, and setbacks should be appropriate for a rural area. The intensity of commercial zoning in the study area varies considerably. While appropriate for urban areas, many of these zones do not adequately address the character of rural development. Placing a C.R. district on this area's commercial zones would ensure that new development is compatible with existing buildings.

Structures should be limited to two stories or less. Building height in the C.R. district is restricted to 30 feet. In R.O. zones, buildings are restricted to 35 feet. Existing building heights are generally one and two stories in the corridor and new construction should be limited in similar fashion.

- Exterior materials should be natural in appearance. Wood, wood siding, stone, brick, and stucco should be the preferred materials. Second choices should include vinyl or aluminum siding that simulates wood siding.
- Colors should be compatible with the rural atmosphere and/or typical of the period from which the architectural style was developed.
- Mechanical systems, such as antennas and other equipment, should be installed where they will not be visually obtrusive.
- Dumpsters should be located at the rear or side of the site and must be screened.
- Architecture should blend into the community reflect stylistic features and roof configurations of surrounding development.

## **Landscaping:**

Provide street trees. Hanover Pike can be characterized as alternating between tree-lined and open views. Appropriate street trees should be provided in areas that need to be screened.

- Preserve existing significant trees. Review proposals for new buildings to encourage the preservation and protection of existing trees and vegetation of significant value.
- Enhance existing views or vistas. Landscaping should be placed to avoid obstructing views or vistas. Planting can enhance or frame views to create a more dramatic appearance.

Additional guidelines. In addition to complying with the Baltimore County Landscape Manual, all projects should follow guidelines addressing utilities, safety and security, and maintenance. Landscape plans must consider existing and planned utilities through careful selection of plant species and planting locations.

To promote safety and security, low shrubbery should be used under windows, around doorways, and as borders between parking areas and roadways. All such plantings should be maintained to prevent safety hazards. Also, all landscaping should be maintained according to good horticulture practices.

#### **(d) Design Guidelines For Lighting and Signs**

Signs and lighting should be compatible with the rural area. The business zones (B.L., B.R., and B.M.) are permissive regarding the provision and design of signs.

The C.R. district regulations provide for strict controls on signs and lighting (B.C.Z.R. 259.3.C.7). These include a limit of one stationary attached sign that projects no more than six inches from the building with a surface area not more than eight square feet. There can be one free-standing sign with a surface area of no more than 25 square feet per side. In addition, the sign must be landscaped and the location approved by the director of the Office of Planning and Zoning. No sign can be illuminated unless approved by the zoning commissioner after a special hearing.

Lighting should provide appropriate illumination, ensure property protection and security, and promote and maintain public safety.

#### **Lighting:**

- Signs may be lit only during business hours.
- All ground-level flood and spot lights should reflect only on signs or points of interest. Light beams may not cross or interfere with any line of vision or sight view of pedestrians and vehicular traffic.
- Light sources must be covered with reflecting shield and meet safety guidelines as stated under Illumination of Signs.
- Wattage is addressed under Illumination of Signs.
- Projecting signs may be illuminated by concealing lighting at top of sign, reflecting down on sign, with a shield covering sources of light.

Free-standing and wall mounted signs may be illuminated by:

- a. Shielded, safety protected light at ground level - must be stationary, gridded covered and tamper proof. Source must be concealed. Not to exceed 300 watts on any one side;
- b. Enclosed soft glow internal illumination. Not to exceed 50 candle foot power illumination level - Maximum of 5 amps per unit.
- No flashing, rotating or moving parts.

#### **Parking Lots Lighting Specifications:**

- Pole lights may not exceed 25 feet.
- Illumination may not exceed one to two candle feet at most distance point on lot.
- Illumination must be reduced after business hours or 11 p.m. except to maintain adequate security.

#### **General Lighting:**

Particular care and planning must be given to the entire property area to eliminate crime spots and maintain public safety.

Important areas for proper illumination are streets, sidewalks, stairwell, walkways, paths, and parking areas.

Security lighting must be maintained after business hours.

## Signs

All signs should reflect Hanover Pike's unique character heritage, provide for pedestrian and traffic safety, and identify public buildings, emergency centers, consumer needs, tourist information, and other points of interest.

## Design and Placement of Signs

### Types

- Wall - attached directly to a wall.
- Projecting - attached to wall and projecting out, usually at a 90° angle.
- Free-standing - self-supporting, anchored to the ground.

### Simplicity

- Key factor to good design and legibility
- Bold, easy, recognized symbols and clear, crisp lettering
- Enhances area

### Color

- Background
- Contrasting letters
- Emphasis (borders, motifs, shading for dimensions)

### Message

- Keep simple for rapid comprehension by public
- Pictures, symbols, and logos add individuality and character

### Size

- Keep in scale with viewer location and speed
- Scaled to building
- Blend with architectural design

## Material and Construction of Signs

- Durable and weatherproof.
- Natural and man-made materials that blend and complement and are attuned to building design.
- Recognized business items and figures may be used as a sign, e.g., barber pole, a red cross, fire engine, food item, animals, and historically designed items, etc.

## Simplicity of Design

- No more than three different type styles of lettering shall be used on same sign (to avoid cluttered appearance).
- No more than two different signs per building (attached and projecting).
- No more than three styles allowed on a multiple use building.
- One free-standing sign - not to include safety, traffic or public signs.
- Small enter and exit signs may be used on doors or placed near main roads if traffic patterns warrant.
- Color must be compatible, in good taste, and complement design of building.

## Message

- Adequately identify service, usage, or activities;
- Promote safety and comfort for well-being of users from street, road, and highway;
- Maintain character of surroundings.
- Size to be kept in scale with building, viewer, location and speed.
- Wall/individual letters - scaled to building placement space. Not to cover any architectural detail.
- Multiple use building - two-by-three-foot wall mounts allowed for each user entrance.
- All free-standing signs and spotlights are to be integrated with plantings and must be set back from road as to not interfere with sight view and right-of-way of pedestrian or motorist.

- Free-standing signs not to exceed 25 square feet per side.
- Projecting signs - at least 10 feet above pedestrian walkway.
- No sign together with supporting frame work shall exceed 10 feet in height above ground level.
- Small exit and enter signs at road side not to exceed one one foot by two feet.
- No letters, symbols or advertising items allowed above building roof line (cornice).

### All Others

Temporary signs may remain up to 30 days. Exception may be construction signs, county permits or any government related usage, to be removed when project is completed.

All abandoned or discontinued signs shall be removed from premises within 30 days by owner.

Special events may be posted up to 30 days ahead of event and removed at closing of event.

Window to remain free of signs except for temporary signs - blocking no more than 1/3 (one-third) of surface. Temporary signs to remain posted no longer than 30 days excluding small open and closed signs.

Small, low profile signs with business hours and credit card acceptance may be inconspicuously posted on door or window.

Non-conforming signs (existing before regulation) shall conform with current standards when replacing, painting, or major repairs are needed.

### Prohibited Signs

Billboards or flashing light signs

Portable or trailer type.

Streamers, pennants, ribbons, spinners, etc., only on a limited basis for special announcements, advertising, or events no longer than 30 days in any 12 month period.

String lights only as part of holiday celebration.

No sign except for traffic, regulatory, or information signs shall use the words "STOP", "CAUTION", OR "DANGER", none shall incorporate red, amber or green lights resembling traffic signals or resembling stop or yield signs in shape or color.

No sign that constitutes a hazard to pedestrian or vehicular traffic because of intensity or direction of illumination.

All signs shall be kept in a state of good repair and maintenance.

Permits and fees are according to county requirements.

## APPENDIX A

### RURAL ZONES/DISTRICTS

In 1975, Baltimore County adopted four new zoning classifications designed to protect the County's rural resources. The primary focus was to relieve development pressure on prime and productive farm land and the three metropolitan reservoirs and their tributaries. These new zones, known as resource conservation (R.C.) zones were first applied on the 1976 zoning maps. Three of the four classifications are found within the Hanover Pike Study area and are described in the following paragraphs.

#### R.C.2 (Agricultural)

This classification was established to foster conditions favorable for continued agricultural use of the productive agricultural areas of Baltimore County. By design, this zone discourages incompatible forms of development which inevitably lead to the loss of productive farm land. Some uses are permitted by special exception which requires a public hearing before the zoning commissioner.

Residential development is limited to two lots per parcel on tracts between two and 100 acres. Parcels over 100 acres receive one additional lot for each 50 acres. Only one principal dwelling is permitted on any lot, and no lot may be less than one acre.

The development regulations prohibit any development on a property's prime and/or productive soils. Further, allowed development must not interfere with existing or future agricultural use of the property.

This zone also encourages land owners to place their land in the Maryland Agricultural Land Preservation Program in order to permanently preserve productive farm land. Also, options which may be more appropriate to individual property owners are available such as the Maryland Environmental Trust, the Trust For Public Lands, and the American Farm Land Trust among others.

#### R.C.4 (Watershed Protection)

The R.C.4 zone and its regulations protect the water supplies of metropolitan Baltimore and neighboring jurisdictions by preventing contamination through unsuitable types or levels of development in the watersheds. A significant portion of the Hanover Pike study area lies within the Liberty Reservoir drainage area.

This zone is a low-density, single-family rural classification which allows residential development on large lots with a series of environmental conditions designed to minimize the impact of development on streams and the reservoir. It has a density of 0.2 units an acre and a minimum lot size of three acres. Typically, lot sizes exceed the three-acre minimum because the density equals one lot for each five acres and the topography of these areas includes steep slopes. The environmental constraints require that not more than 10 percent of any lot may be covered with impermeable surfaces and that not more than 25 percent of the natural vegetation may be removed from the lot. In order to prevent long narrow lots, a diameter of not less than 300 feet is required.

Other development and environmental requirements further control the development and placement of structures in this zoning

Other development and environmental requirements further control the development and placement of structures in this zoning classification. For example, there are stream, wetland, steep slope, and woodland buffers, roadway design standards, and building to property line setbacks which must be addressed.

Land use is also limited because of the nature of the zone. Generally, land uses which require significant grading and parking have been discouraged. Where some of these uses have been permitted, they require a special exception from the zoning commissioner.

#### **R.C.5 (Rural Residential)**

This zone was designed to provide for rural residential development in suitable areas where basic public water and sewer service is not available but lots have sufficient size for adequate on-lot systems. This zone is intended to direct rural development into areas that have already been sufficiently developed near rural centers which prevents the continuation of agriculture.

The R.C.5 zone has a permitted maximum density of .667 units an acre and a minimum lot size of one acre. This single-family zone has consistently developed at .400 units an acre. There is a maximum 15 percent coverage for each lot and not more than one dwelling is permitted on each lot.

Besides the permitted residential dwellings, this zone permits churches, schools, and farms with accessory uses and structures. The County's development regulations may control the placement of buildings depending on their relationship to streams, wetlands, steep slopes, and woodlands.

#### **R.C.C. (Resource Conservation Commercial) Zone**

The R.C.C. zone was established in 1988 by the Baltimore County Council (Bill No. 103-88) to provide small areas of commercial development for a limited range of rural, residential, and tourist-related needs; and to permit such facilities only at an intensity and scale appropriate to rural areas. This plan recommends that certain properties are appropriate for this zoning classification and that they are unsuitable for the standard commercial zones. By design, this classification is meant to be a "stand alone" zone which will accommodate its entire use.

#### **The Commercial Rural (C.R.) District**

Adopted by the County Council on July 5, 1988, the C.R. district provides regulations for development that can be sustained by the environment, improve the aesthetics of rural commercial development, and protect historic features.

In particular, the C.R. district is intended "for use in those rural locations, usually villages or small towns, which already function as commercial service centers. These areas...are now in danger of losing their local identities due to rapid development, permitted by existing zoning patterns. The district provides development opportunities for convenience shopping and personal services that are customarily and frequently needed by the rural residential and agricultural population and tourists."

The C.R. District may be applied to land zoned B.L., B.M., B.R., R.O. and to adjacent R.C.5-zoned land. Its conditions, applied against uses permitted in the base zone, are as follows:

- Uses normally permitted in the base zone will have limitations of size regulations and site design controls.
- Uses permitted in the C.R. district but not in the base zone may only be permitted by special exception.
- Development that proposes to exceed the size and site design regulations if the C.R. district may only be permitted by special exception.
- Criteria for granting special exceptions will be strengthened by including additional performance standards such as size and site standards, architectural guidelines, protection of historic buildings, and certification that the larger project can be supported by the site's environmental capabilities.

Such elements of size and site design are, for example, the 8,800-square-foot (gross) limit on buildings, 15-foot setbacks, and specific requirements on landscaping and signs. Environmental elements evaluated would include the stability of the private sewerage disposal system, the potable water supply, and the influence on the metropolitan reservoirs.

The 8,800 sq. ft. limit may be exceeded when properties in a C.R. District are part of an adopted community plan. However, any increase will be subject to review at a Special Exception Hearing to ensure compatibility with the stated goals and objectives of the plan.

## APPENDIX B

### ASSESSMENT OF THE HANOVER PIKE ALTERNATIVES

#### Assessment Methodology

Because Hanover Pike is a state highway, MDOT is responsible for choosing the location and design of any improvements. With current fiscal constraints, the department is unlikely to make this decision within five years, and the decision will be made only after very detailed project planning and environmental studies. However, a local jurisdiction's support for a facility and its location is important in the State's decision-making process.

The County's assessment process is not as rigorous as the State's but is designed to eliminate alignments that apparently contain fatal qualitative flaws.

Ten criteria were used to rank the alignment options. These criteria indicate that Hanover Pike relocated is not only for improving traffic flow and safety but is an important part of the County's infrastructure and must also support objectives for land use, environmental protection, and development.

#### List of Assessment Criteria

- Preserving farm land
- Preserving existing towns
- Environmental soundness
- Citizen support
- Reducing the impact truck traffic on existing communities
- Reducing traffic conflicts with existing communities
- Supporting the regional transportation planning process

Supporting development recommendations

Minimizing property acquisition

Improving air quality

A three-point scale was used to assess each option's ability to meet the criteria.

#### Ranking Scale

+1 beneficial impact or positive support

0 neutral impact or unknown support

-1 detrimental impacts or no support

Because two of the criteria -- public support and environmental soundness -- are so significant, an alignment receiving negative scores in both categories was considered fatally flawed and removed from further consideration. An alignment that received a negative score in one of these categories was deemed to have significant problems but not removed from consideration.

#### Assessment Results

Both Option 1 and Option 5 were judged to be fatally flawed because of their potential negative environmental impact and their lack of citizen support, and the remaining options received negative scores in one of the two critical categories. Option 3 suffers from lack of citizen support, while options 2 and 4 are likely to produce significant environmental damage.

Option 2 had the highest score, and option 3 was second highest while Option 1 scored lowest.

Environmental regulatory agencies are unlikely to approve any road construction west

of the present alignment because of the potential for significant environmental damage to streams flowing into Liberty Reservoir.

The existing highway crosses many of these streams, and representatives of the various environmental agencies have warned that widening the existing alignment will be evaluated as new construction. Current environmental regulations would probably forbid construction along the existing Hanover Pike or make it prohibitively costly to construct.

### APPENDIX C

CRITERIA	OPTIONS					
	1	2	3	4	5	6
Preserving farm land.....	+1	+1	-1	+1	+1	-1
Preserving existing towns .....	-1	+1	+1	+1	-1	+1
Environmental soundness .....	-1	-1	+1	-1	0	-1
Citizen support .....	-1	0	-1	+1	+1	-1
Reducing the impact of trucks on communities.....	0	+1	+1	0	0	+1
Reducing traffic conflicts with existing communities.....	0	+1	+1	0	+1	+1
Supporting the regional transportation planning process.....	0	0	0	-1	0	0
Supporting development recommendations.....	0	0	0	-1	0	0
Minimizing residential property acquisition.....	-1	0	0	0	0	0
Improving air quality .....	-1	+1	+1	0	-1	+1
<b>Score .....</b>	<b>-5</b>	<b>+4</b>	<b>+2</b>	<b>0</b>	<b>+1</b>	<b>0</b>

## APPENDIX C

### ENVIRONMENTAL EVALUATION

Two environmental reports were prepared for the properties which were the subject of a request for a zoning change to M.L.R. and were submitted to the Baltimore County Department Environmental Protection and Resource Management. These are:

(i) "Stormwater Pollutant Load Analysis," prepared by Daft, McCune & Walker and dated April 24, 1990.

(ii) "Resource Inventory and Development Suitability Analysis," prepared by Biohabitat Inc. dated April 9, 1990.

Because of their size, these reports are not included in this document. Copies can be seen in the Baltimore County Office of Planning and Zoning, 4th floor (Room 406) New Courts Building, 401 Bosley Avenue, Towson, Maryland, and at the Towson Public Library. Both reports were considered acceptable to the Baltimore County Department of Environmental Protection and Resource Management.

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