



**BALTIMORE COUNTY  
COMPREHENSIVE  
PLAN 1975**

**Adopted October 13, 1975  
Baltimore County Planning Board**

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## CHAPTER I. INTRODUCTION

### A. PURPOSE OF THE PLAN

The Comprehensive Plan for Baltimore County has been prepared in accordance with Title 22, Section 22-15 of the Baltimore County Code 1968 "with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the County and its environs which will, in accordance with present and future needs, best promote health, safety, morals, order, convenience, prosperity and general welfare, as well as efficiency and economy in the process of development and the maintenance of property values previously established."

The plan reflects the values of clean air and water, of conserving wildlife and vegetation, of preserving those aspects of the man-made environment having special historical or cultural significance, and of preventing the abuse of land, water, and other natural assets, while seeking to induce attractive continuing development.

### B. APPROVAL PROCESS

Citizen involvement is the keystone of the new comprehensive plan. Without the support of the County's citizens, the plan can neither be meaningful nor effective.

Citizen participation began with a series of meetings of community councils on major issues, alternative plans, and policies relating to questions of growth, development and conservation. Subsequently, a draft of the plan was prepared and presented to the public at six town meetings held throughout the County by the County Executive. The draft was revised at the direction of the Executive to reflect additional proposals and reactions by the citizens and presented to the Baltimore County Planning Board.

The draft of the comprehensive plan was the subject of six formal Planning Board public hearings held in a number of county locations. Further review and revision by Planning Board committees followed the public hearings, and the Planning Board then approved the plan on October 13, 1975.

## CHAPTER II. EXISTING CONDITIONS & ASSUMPTIONS

### A. DESCRIPTION OF BALTIMORE COUNTY AS A NATURAL RESOURCE

Baltimore County extends across the Western Shore of the Coastal Plain and the Piedmont Upland. Approximately 135 square miles, or slightly more than 22 percent of Baltimore County's total land area, is located on the Western Shore of the Coastal Plain. The remaining 78 percent of the County's land area, 475 square miles, is situated on the Piedmont Upland. The boundary between these two areas is sinuous and poorly-defined.

The Coastal areas of Baltimore County are underlain by a series of sands, gravels, silts and clays while the Piedmont uplands are underlain by a group of metamorphic and igneous rocks that include schist, quartzite, marble, gabbro and granite. Large quantities of clay for brick and tile, sand and gravel for concrete, quartzite for building stone and marble for crushed stone are among the mineral products extracted. In 1971 Baltimore County ranked first among Maryland's mineral producers.

The climate of the County is one of mild, moist winters and long, humid, periodically hot summers, with a fairly uniform annual rainfall of 40 to 44 inches.

The land surface elevation of Baltimore County ranges from mean sea level to 966 feet at the intersection of the Maryland-Pennsylvania boundary and the Middletown Road.

In the Coastal Plain portion of the County, broad tidal estuaries divide the Coastal Plain into narrow terrace-like peninsulas. These peninsulas are characterized by low hills, shallow tidal valleys with adjacent tidal marshes and low, flat plains.

The Piedmont, a broadly undulating land surface of moderate relief, is characterized by gently rolling uplands dissected by narrow, steep-walled stream valleys (e.g. Big Gunpowder and Patapsco River valleys); and broad valleys (e.g. Greenspring, Worthington, Caves and Long Green Valleys). The slopelands that separate lowlands from uplands are often abrupt.

Many of the soils of Baltimore County are classified by the U.S. Department of Agriculture as among the best producing soils in Maryland and the equal of the best agricultural soils in the nation.

On the rolling to steep Piedmont topography, well-drained, loam to silt-loam soils have been formed. Despite some soil problems, including shallow depth to bedrock, and susceptibility to erosion, these soils are well suited to both rural and urban uses.

The soils of the Coastal Plain are sandy to clayey, and excessively-drained to poorly-drained. High water tables, hardpans, earth slides, susceptibility to erosion and slow permeability restrict the potential of these soils for foundations, septic systems and other urban uses.

A mixture of Piedmont crystalline rocks and the unconsolidated Coastal Plain sediments occurs along the boundary between the two areas. The soils formed in this zone reflect the influence of both parent materials; the surface soil has properties similar to the unconsolidated Coastal Plain sediments, while the subsoil has characteristics of the Piedmont crystalline rocks. Slow permeability is the most common soil problem. These soils are not well-suited for land uses where septic systems are required.

The woodlands (coniferous and deciduous) of Baltimore County occupy 248 square miles or 41 percent of the County's land area. Today, due to uncontrolled stripping of the land, there are few mature woodlands, and, in general, the woodlands are poorly managed.

The surface water resources of Baltimore County supply more than 1.5 million users of the municipal water system in the Baltimore Region. Recently, it has become a matter of common knowledge that run-off and discharged wastes have degraded the quality of the County's surface water. Local, state and federal laws have been implemented and remedial programs suggested to improve water quality.

Baltimore County's boundaries encompass over 81 square miles of the Chesapeake Bay system. Constantly fluctuating due to erosion and sedimentation, the shoreline is estimated at 175 miles, and expenditures for recreational activities are an important part of the County's economy. Annually, more than 5,000 ships utilize port facilities in Baltimore City and Baltimore County.

There are two different types of wetlands in the County, Coastal and Inland. The largest Coastal Wetlands are "coastal shallow fresh marshes"; the largest Inland Wetlands are "inland fresh meadows." Both types are important producers of aquatic life. Their eco-systems are sensitive and susceptible to any biological, economic or social changes. Undisturbed, these wetlands have beneficial effects on the physical and chemical characteristics of river and estuarine systems. Annually, wetlands in Maryland directly contribute \$65 million to the State's economy from commercial and sport fishing, boating, hunting and fur trapping. The wetlands are irreplaceable as natural basins for stormwater management and maintainers of consistent regional water quality.

Groundwater in the Piedmont is obtained from drilled wells and, in a few instances, from springs. Areas underlain by Cockeysville Marble are particularly valuable sources.

Reliable yields of groundwater in the Coastal Plain exceed those of the Piedmont Area. Wells in the Sparrows Point area have been known to yield in excess of a thousand gallons per minute. Groundwater in the Coastal Plain, however, has been contaminated by industrial and domestic wastes and pumping in several areas has lowered the local water table. It is important to note that groundwater in the Coastal Plain may be "hard," containing a high mineral concentration.

## B. POPULATION

The three factors in population change—fertility, mortality and net migration—underwent modification over the last few decades. The full impact of the changes has yet to be determined.

From 1950 to 1960, the U.S. Census indicates that net in-migration amounted to 152,054 and played a major role in Baltimore County's population growth. During these 10 years the excess of births over deaths accounted for 32 percent of population growth, while net in-migration was responsible for 68 percent of growth. Between 1960 and 1970, net in-migration declined to 63,367, half that of the previous decade, and accounted for approximately 50 percent of the total population growth. This trend of dwindling net in-migration should continue throughout the current decade.

Another component of population change experiencing transformation is the fertility rate. Baltimore County's crude birth rate has decreased over the past twenty years, paralleling a similar trend state and nation wide. The crude birth rate is not a totally accurate index of fertility, but is sufficient for detecting historical trends. A better index would be the total fertility rate. The total fertility rate refers to the number of births 1,000 women would have during their reproductive life if, at each year of age, they experienced the birth rates occurring in the specified calendar year. Thus, if the total fertility rate for Maryland was 2,477 in 1970, then a woman throughout her lifetime would have an average of 2.5 children at the 1970 rate. If the total fertility rate is 2.1, the population is exactly replacing itself through natural increase, because not all those born will survive. When total fertility is less than 2.0, parents are not replacing themselves and not contributing to population growth through natural increase. Total fertility rates for the State, the only available breakdown, ranged from 3.69 in 1960 to 1.75 in 1972, indicating that indigenous population growth presently is less than the replacement rate. These statistics reinforce the trend in the crude birth rate and portend significant change in Baltimore County's population.

As a result of the simultaneously decreasing levels of net in-migration and natural increase, the rate of population growth in Baltimore County will continue to subside. The State of Maryland's Department of Health and Mental Hygiene has published population projections which reflect these trends; they estimate a total Baltimore County population of 645,500 in 1974 and 675,600 in 1980.

Declining fertility rates began to affect school enrollment in the later 1960's and public school enrollment for grades one through six peaked in 1969 at 61,833, diminishing to 53,300 by 1974. As this transition toward a substantially smaller proportion of newborns continues, a corresponding decline in total school enrollment will occur. The Baltimore County Board of Education estimates that total public school enrollment will decrease from 124,000 in 1970 to 105,000 by 1980.

Another pattern of change in age structure is the growing number of the elderly, those over 60 years of age. This particular group has been increasing in number and as a proportion of the total population. In 1950 the 23,126 elderly were 8.5 percent of the total population; in 1960, they were 42,573 or 8.6 percent of the total; and in 1970, they were 69,195 or 11.1 percent of the total. This group will continue to expand until 1990 because of the



present large aggregation of persons in the 40 to 54 age bracket. According to recent Regional Planning Council estimates, this group will number approximately 101,000 by 1980 and be 14.1 percent of the total population.

In 1970 the predominant portion of the population was concentrated in the age group 5 to 19 and by 1980 this group will have progressed to encompass age group 15 to 29 and total 202,340 persons. As this age group passes successively into older age groups, it will affect community services such as those for health. Obviously, the County will encounter a higher percentage of potential new household formations and a large new labor force.

Another demographic change affecting residential patterns is the rapidly decreasing average household size. In 1950 the average household size was 3.72, which declined to 3.29 by 1970. Market demand for housing is determined in large part by household patterns, as the transition in construction from predominately single-family units to condominiums, apartments and town-house illustrates.

The primary factors in the reduction of family size are a drastically declining fertility rate, proliferation of the elderly, a decrease in number of large families and the sociological trend of marital instability and family disorganization. In 1960 there were 62,931 single persons in Baltimore County and 9,961 persons listed as separated or divorced—16% of the population. By 1970 these numbers increased to 108,598 and 19,416 respectively, or 18% of the population.

In order to implement suitable planning, awareness of anticipated population growth is necessary. Capital improvements, water and sewer extensions, storm drains and roads depend upon the location of need. Baltimore County demonstrates some of the problems associated with inadequate prediction. From 1960 to 1970 the majority of suburbanization took place in the communities of Lochearn, Randallstown, Woodlawn and Reisterstown. This development placed excessive demands on the water and sewer system, storm drainage system and traffic system. To reduce the creation of further health problems and allow for adequate public facilities, a building moratorium was placed on selected drainage areas.

Based on trends revealed by the number of incoming subdivision plans submitted by developers and the area of vacant, zoned land available, the greatest residential growth can be expected in the communities of Edgemere, Bowleys Quarters, White Marsh, Perry Hall and Mays Chapel. In the western portion of the County, after the moratorium expires in late 1976, the communities that can be expected to grow are Owings Mills, Diamond Ridge, and the areas adjacent to Woodbridge Valley, Catonsville Heights and Wynne Wood.

## C. URBAN RESOURCES

### 1. Industry

Baltimore County is a diversified industrial center with employment distributed fairly evenly throughout most sections of the County. The economy has evolved from predominantly heavy manufacturing to the preeminence of retail, wholesale and selected services industries. In 1950 manufacturing industries employed 49 percent of the County's total labor force and the service sector employed 50 percent. By 1970, 33 percent were engaged in manufacturing, while 66 percent were in the service sector.

Growth in industry's investment in plant and equipment has increased productivity with less workers. From 1960 to 1970 employment in goods-producing manufacture (capital goods production, construction activity, mining, agriculture, forestry and fisheries) increased by 9 percent, while the value added by manufacture, that is, the value produced by local enterprise in the process of manufacture, increased by 21 percent.

Although the growth in goods-manufacturing has been slight, significant gains have been made in retail and wholesale trade and in selected services. The number of retail trade establishments has grown from 2,006 in 1958 to 3,416 in 1967, an increase of 67 percent. Sales volume expanded by 116 percent from \$326 million to \$92 million in 1967, an increase of 114 percent. The number of wholesale trade establishments increased from 146 in 1958 to 441 in 1967, a 200 percent rise. During the same period, revenue from wholesale sales rose from \$105 million to \$897 million, a 740 percent increase, moving this industry into second place, behind manufacturing, in contribution to the County's economy.

### 2. Agriculture

The County produced a cash value of \$13.5 million in farm products in 1967. Forty percent of the revenue is derived from crops, which include corn, small grains, hay and fruits and vegetables, 27 percent from dairy products, 10 percent from poultry products and 23 percent from livestock products. However, expansion of the urbanized area and the cost-price squeeze, which has caused some farmers to abandon farming and seek more lucrative sources of income, have depleted the amount of agricultural land. The number of farms has decreased from 1,361 in 1958 to 966 in 1967, and concomitantly the number of acres devoted to agricultural use was reduced from 150 thousand acres to 118 thousand.

The recent trend in agriculture is toward larger, more productive and efficient farms, as evidenced by the increase in average farm size from 110 acres in 1958 to 118 acres in 1967. The number of farms of less than 10 acres fell from 157 in 1958 to 96 in 1967. These small farms were either consolidated with larger commercial farms or used as sites for housing the encroaching suburban population. Agriculture is one of Baltimore County's basic industries and an essential part of the economic base, since many industries are agriculture-related. Therefore, the preservation and encouragement of agriculture in the County should be given high priority.

### 3. Employment

The changes in Baltimore County's economy have been reflected by changes in the labor force. Employment in some industries has declined. In mining and quarrying, there were approximately 700 persons employed in 1960, which dropped to about 100 persons by 1970, thus contributing less than 1 percent to total employment; from 1970 through 1973 employment in this industry held steady. Another decline was in durable goods manufacturing (lumber and wood products, furniture and fixtures, stone, clay and glass products, primary metals, fabricated metals, machinery, electrical machinery and transportation equipment.) These industries employed 59,500 persons in 1960, 58 percent of total employment, but fell to about 40,000 in 1973, then comprising 23 percent of total employment.

Moderate increases in contribution to total employment were made in both the finance, insurance and real estate sector and in the transportation, communication and utilities sector of the economy. In 1960 these two sectors contributed 1.3 percent and 2.1 percent respectively to employment, and each increased to 3.7 percent of total employment by 1970.

A moderate increase was shown in the non-durable goods manufacturing (food and kindred products, textile mill products, apparel and other finished products, textile mill products, apparel and other finished products, paper and allied products, printing and publishing products, chemicals and rubber and plastics). Employment in non-durable goods manufacturing expanded from 5,500 in 1960, 5.4 percent of the total, to 11,900 in 1970, 8.6 percent of the total, and then remained constant through 1973.

Considerable employment increases were made in the service industry (hotels and lodging places, auto repair and service, miscellaneous repair, museums membership organizations, motion pictures, amusement and recreation services, personal, business, health, legal, educational, social, private household and miscellaneous services). These rose from 6.8 percent of total employment in 1960 to 11.1 percent in 1970, an increase of 8,400 individuals. From 1970 through 1973 growth in this sector exceeded that of the previous ten years; approximately 13,500 employees were added and contribution to total employment rose to 18.3 percent.

By the end of 1973 the wholesale and retail trade sector had escalated to 31.4 percent of total employment from 18.3 percent in 1960, adding more than 30,000 employees and surpassing durable goods manufacturing as the principal employer in Baltimore County.

Approximately one half of the residents of the County are employed in other political jurisdictions, such as Baltimore City, Howard County or Harford County.

During the sixties the employed labor force increased 41 percent, from 183,700 to 259,400, almost double the 26 percent growth in population. This was precipitated by an influx of women and young persons into the labor market. The seventies will duplicate this trend toward a rate of increase of the labor force exceeding the population growth rate.

#### 4. Labor Force

As a result of higher educational levels of new labor force entrants and the application of technology and automation to manufacturing processes in the 60's, the white collar occupations increased while blue collar jobs decreased. (The white collar category includes professional, managerial, clerical and sales personnel; blue collar workers are craftsmen, operatives, household workers, service workers and laborers.) From 1960 to 1970 the white collar sector increased 65 percent, compared to a 29 percent rise in the blue collar category, widening the gap between the two classifications from 53 percent white collar and 47 percent blue collar in 1960 to 59 percent white collar and 41 percent blue collar. In 1960 craftsmen and operatives accounted for 35 percent of total employment, but by 1970 their proportion had diminished to one quarter of the total.

Although employment in most blue collar occupational groups increased slightly or decreased, the service workers increased by 95 percent. Within the white collar classification, clerical and sales jobs increased slightly more than professional and managerial positions during the sixties, so that by 1970 clerical and sales personnel contributed a greater proportion to total employment than any other occupational grouping.

The emergence of women as a part of the labor force has a significant impact upon these statistics. Most of the jobs being filled by women are white-collar oriented, with clerical and sales positions accounting for slightly over half the total female employment. However, women made an unprecedented advance of 114 percent within the professional and managerial category, which currently comprises about a quarter of total female employment.

#### 5. Income

The growth in the number of employed women is one factor contributing to the rise in median family income from \$7,098 in 1960 to \$12,081 in 1970, an increase of 70 percent. However, there was a simultaneous escalation in the consumer price index for the Baltimore SMSA, using 1967 as the base year, from 89.1 in 1960 to 117 in 1970, so that real wages in terms of families' purchasing power gained by 39 percent in the County.

The family income distribution curve reveals that in 1970, 7 percent or 11,744 earned more than \$25,000; 24 percent or 39,798 earned between \$25,000 and \$15,000; 34 percent or 54,939 earned between \$15,000 and \$10,000; 34 percent or 55,894 earned less than \$10,000; and 8 percent or 12,967 earned less than \$5,000.

According to the Office of Economic Opportunity, a family of four earning less than \$3,800 annually is considered poor. In Baltimore County in 1970 there were 5,610 families with incomes below the poverty level. Of these, half were in three election districts: the 15th contained 24 percent, the 12th contained 14 percent and the ninth had 13 percent.

Election districts 6 and 15 had average incomes well below the County median of \$12,081 in 1970, with the 12th and 13th following closely. The third and eighth election districts had incomes significantly higher than the median.

## 6. Housing

The housing supply in Baltimore County has increased from 143,000 units in 1960 to 190,000 units in 1970, an increase of 33 percent during the decade, whereas the population grew from 492,500 in 1960 to 621,000 in 1970, increasing 26 percent. The difference in the rates of increase in the housing supply and the population is caused by the decline in average household size. As a result, there is a need to increase the housing stock faster than the population grows. The continuing trend toward the reduction in natural increase indicates that average household size continues downward.

The 1970 U.S. Census of Population and Housing recorded Baltimore County having a total of 189,899 year-round housing units, of which 129,572 or 68 percent were owner-occupied, 55,278 or 29 percent were renter-occupied and 5,049 or 3 percent were vacant. Since the census, additional building permits have been applied for; there were 4,409 units in 1970, 7,196 units in 1971 and 12,450 in 1972, bringing the total to 213,954, although not all were actually built. In 1960, the census listed Baltimore County as having a total of 142,951 year-round housing units with 29,485 renter-occupied units, 105,073 owner-occupied units and 4,031 vacant units.

Apartment construction in the last decade has increased by 88%. In 1960, apartments comprised 21 percent of the total housing stock, which increased to 29 percent by 1970. Building permits for apartments or income-designed units now represent 90 percent of new building permits issued. Apartment permits for 91 units were issued in 1960 and apartment permits for 10,574 units in 1972. A rough estimate of the total number of rental units in 1970 was 54,000, an increase over the last five years.

In 1970 there were estimated 18,626 opportunities to buy or rent in Baltimore County and 20,661 opportunities in 1971. Slightly less than 45 percent were opportunities to buy; 55 percent to rent. Of the 7,900 opportunities to buy in 1970, 50 percent were affordable with necessary closing costs by households making less than \$11,000. In the spring of 1973 it was possible for households with incomes less than \$7,000 to afford new housing in Baltimore County at prices under \$14,000. There were approximately 2,000 opportunities to rent for households making less than \$5,000 per year in 1970-71.

One of the most important characteristics of the housing stock is the quality of housing, specifically in terms of its threat to the health and safety of its occupants. In 1970 there were 8,561 housing units in Baltimore County having one or more persons per room, as compared with 9,631 overcrowded units in 1960. One factor in determining structural deficiencies in housing units is plumbing facilities. In 1970 there were 4,005 units, (2 percent), lacking some or all plumbing facilities. Of these, 2,013 units were owner-occupied, 1,692 units were renter-occupied, and 300 units were vacant.

## 7. Public Services

### a. Schools

In Baltimore County there are 108 elementary schools, 24 junior (middle) high schools, 17 senior high schools, one junior-senior high, one vocational center and 7 special education schools. Total enrollment of the school system as of October, 1974, was 126,337 students: 7,762 kindergarten, 53,300 elementary, 31,418 junior high, 30,852 senior high and 2,784 in special education. This is a decrease of 1,873 students from the enrollment of the 1973 school year. The estimated total investment in the school system, including school buildings, playgrounds, buses and administrative buildings, is approximately \$426.5 million. Programmed improvements would raise the value to over \$547.5 million after 1980.

### b. Fire

Baltimore County's Fire Department has a staff of 713 personnel, of whom 419 are fire fighters, with a payroll of \$8,815,766 in fiscal year 1974. Total operating budget for 1974-75 was \$11,867,312. The department operates 81 pieces of equipment with an estimated value of \$2.5 million. Nineteen fire stations are located throughout the County with a replacement value of \$7.866 million. The Fire Department has \$3.6 million programmed for new construction through 1980. The headquarters in Towson, housing the administrative services, are valued at \$5 million. In addition to the firefighting division and administration, the Fire Department maintains a fire inspection division, arson division, school of instruction, repair shop, communications and ambulance division.

c. Police

The Baltimore County Police Department operates from 10 district stations, the main headquarters located in Towson. Another district station is planned for Perry Hall after 1980. There are 1,069 police personnel and 360 civilians in the department. The budget for 1974-75 was \$21,280,967; 85 percent of this for salaries. The estimated assets of the police department are \$13,113,299, based on 1974 replacement costs.

d. Health

Public health services in Baltimore County are administered through regional, community and neighborhood centers. The public health center, located in Towson, houses administrative functions. Sixteen auxiliary health centers provide outpatient and clinic service on a local level throughout the County. Baltimore County maintains five comprehensive community mental health centers, offering outpatient service as well as inpatient services, partial hospitalization, emergency service, consultation and education. The County Health Department, through its bureau of Environmental Services, conducts sewer, water and soil evaluations, provides for food protection surveillance for more than 3000 food establishments, and administers our air quality control program.

e. Public and Private Recreation Facilities

In 1974, the Office of Planning and Zoning undertook a Countywide inventory of public and private recreation facilities. The following table summarizes the number of acres in each classification for Baltimore County.

Public Outdoor Recreation and Open Space Inventory  
April 1974

State Park land	10,531
Conservation Areas	17,540*
Area & Recreational Parks	3,387**
School-Community Recreation Centers	4,230
Local Parks & Playgrounds	182
Stream Valley Parks	26
Historic Sites	43
Other	44
TOTAL	35,984

Some of the facilities available include three golf courses, one ski area, three boat-launching ramps, seven ice-skating sites, eight fishing areas, three senior centers and five hiking areas.

\* Baltimore City-owned reservoirs

\*\* includes 935 acres of Baltimore City-owned land

Most of the existing parks were originally planned to serve the population at the time they were developed. As population increases, however, these facilities will be severely strained—a situation now common during the summer months when public golf courses, beaches, and picnic areas are often submerged beneath a mass of people.

The need for the various components proposed in the recreation open space system can be determined by projecting demand based on user participation rate surveys, population projections, and assumptions as to future uses and fiscal resources. The Regional Planning Council, with the assistance of Baltimore County Planning staff, has such a computer study now in progress. Such projections, however, will probably result in a demand schedule that cannot be met in the immediately foreseeable future, due to limited fiscal resources at any one period of time; therefore, priorities must be set. Determining priorities is always a problem, since recreational substitution is difficult. For example, a confirmed golfer cannot pursue his avocation on a tennis court, nor can a swimmer or boater transfer his preferred activities to the baseball field. In like manner, the tennis buff or the golfer presumably would rather have one or more tennis and golfing facilities within a fifteen-minute drive from his home rather than forty minutes away. Thus, two demand problems, that of choice between types of facilities and of the distribution of the facilities, must be weighed. The parks and recreation system should give the greatest attention to those facilities and activities considered important by the largest number of people, while still providing at least a minimum number of facilities for other uses that have less demand.

Private recreation sites were also classified by the Office of Planning and Zoning in terms of their major uses. The inventory revealed that there were 219 swimming pools, four beaches, 71 marinas, 26 indoor and outdoor tennis facilities, two miniature golf courses, five driving ranges, 16 regulation golf courses, 20 horseback riding stables, 31 recreational camps and nine sportsmens clubs.

Private facilities that limit users, such as a golf course, a yacht club or a sportsmens club, do not serve the needs of the general public for recreational areas. Private facilities do, however, reduce the demand that must be met by public facilities and may provide extra scenic open space in the County. Private facilities also help equalize the cost of recreation by putting the brunt of the expense on the persons who actually use the facilities, rather than on every taxpayer. But private recreation must work in conjunction with public recreation and not complete against it.

## 8. Transportation

The transportation system of Baltimore County consists of an extensive highway network, public transit in the form of buses, inter-regional passenger and freight rail traffic, and limited water-oriented transport.



The highway system is composed of 78 miles of Inter-state highway, 38 miles of State primary, 273 miles of State secondary and 2,126 miles of County roads. The system can be functionally divided into four principal groups: freeway or expressway, arterial, collector and local street. The average daily traffic for a freeway ranges from 50,000 to 100,000 trips. Most radial routes into Baltimore City, such as York Road and Liberty Road, are arterials averaging between 20,000 and 40,000 trips per day. A collector, such as Padonia Road, has a volume of daily traffic that approaches 20,000 trips.

Public transit in the County presently is limited to bus service provided by the Mass Transit Administration of the Maryland Department of Transportation. The County service, covering over 200 route miles, is largely restricted to urban development. The MTA currently operates express bus service to activity centers such as the Baltimore City central business district, the Social Security Administration, Sparrows Point and the Hunt Valley Business Community. Commuter park'n'ride service is provided in the County from the Westview Cinema and the G.E.M. parking lot on U.S. 40 East, and park'n'ride facilities in Baltimore City at Pimlico Race Track and Memorial Stadium also are utilized by County residents. Recently, circumferential service was instituted between Overlea and Towson and between Pikesville and Catonsville. An additional circumferential route exists between Overlea, Poly-Western High School and the Social Security Administration.

The Penn Central Railroad (Amtrak) and the "Chessie" System provide inter-regional commuter service between Baltimore and Washington, but local rail travel has been largely neglected. However, a rail rapid transit line from Owings Mills to Baltimore City and the Baltimore-Washington International Airport is pending, and the potential for commuter service on the North Central line of the Penn Central is being studied. Freight rail transportation is accommodated on three trunk lines through the County, the Penn Central, the Chessie System and the Western Maryland railroads. Two private companies, the Canton and the Patapsco-Back River railroads, provide freight service in eastern Baltimore County.

Water transported freight is handled at the Dundalk Marine Terminal and at Sparrows Point. In addition, Baltimore County is served by the port of Baltimore, the fourth largest port in the nation, which is administered by the Maryland Port Authority.

At present, there are three State licensed public-use airports and several unlicensed private-use airports and heliports in Baltimore County. One of the State licensed public-use airports is the Glenn L. Martin State Airport which is owned and operated by the State Aviation Administration of the Maryland Department of Transportation. This general aviation facility is the second largest airport in Maryland. The remaining two State licensed public-use airports in the County are Essex Skypark and Baltimore Airpark. The County is in the service area of the Baltimore-Washington International (BWI) Airport for passenger transport.

The surge of public interest in bicycling in recent years has produced a demand for the establishment of a bikeway system. At present, there are approximately 200 miles of designed bike routes, primarily in rural areas. However, bicyclists are mixed with other traffic on these routes. There is need for a system of bikeways with separate right-of-way or some form of physical separation from other traffic which could be used for commuting to work as well as recreation. A master plan for bikeways is now underway and should provide answers to our bikeways limitations.

Baltimore County's urban resources are many and varied. Policies relating to the development of these resources will be discussed in succeeding chapters of the plan.

#### D. SPATIAL DISTRIBUTION OF EXISTING LAND USES

The present distribution of land uses in Baltimore County is based on private competition for sites. The desirability of a particular site is judged principally in terms of its accessibility. The highest densities and heaviest commercial uses are located along major highways or their intersections, producing the strip-commercial effect with a succession of uses as urbanization proceeds. In an attempt to capitalize on the interception factor, centrality of service is usually sacrificed to location at critical points in the circulation flow system.

Public utilities and service tend to follow private development, with the result that such facilities are distributed haphazardly. Generally, when a public service is installed, its best location is found to have been usurped by private uses. Moreover, secondary services such as schools, libraries, fire and police stations must pay a higher price for land as a result of the County's providing (at public expense) primary services such as roads, water and sewer.

Since the land development process is controlled almost entirely by market considerations, speculation is a major determinant of urban form. This has led to leapfrogging and sprawl development in Baltimore County, with resultant increased costs to the public for the extension of services. While economic forces do bring about some degree of order in the arrangement of major elements, such as the location of industrial land uses along rail lines and commercial grouping for mutual support, the general appearance of development is chaotic. There is a lack of central places to which individuals can relate, and there is no provision for the functioning of primary groups.

Sites for schools are usually purchased in advance of development. In an effort to avoid the high costs of building roads to serve a school, the sites have usually been located adjacent to existing roads. As areas develop, the existing roads often grow into major arterials and boulevards, leaving the County with a dangerous environment for children.

The existing distribution of land uses has serious disadvantages in economic and social terms. Its major deficiency is the lack of social cohesion caused by the absence of central places. The policy of locating high-density commercial and residential uses in strips along major highways is another serious drawback because of its disruption of the traffic flow and concomitant reduction in the efficiency of the highway system. Further, sprawled development causes both an increase in the cost of providing public services and degradation of the physical environment.

## CHAPTER III. COMPREHENSIVE PLAN POLICIES

### A. CONSERVATION AND PROTECTION OF NATURAL RESOURCES

#### 1. Agriculture

Baltimore County contains non-urban land which is of great value as a natural resource area and should therefore be protected from encroachment by urban uses.

For instance, the County has many acres of prime or productive agricultural soils which are not yet compromised by urban intrusions and which still contain relatively large family farms. The agricultural soils of Baltimore County are as productive as any soils in this country. It is important to note that farming is one of Baltimore County's basic industries and as such is an important part of the economic base of the County.

In order to preserve the vital resource of productive farm land, Baltimore County should establish agricultural districts under both the Comprehensive Plan and the zoning classifications. These districts should be established on the basis of soil productivity, extent of urbanization, degree of public commitment to expenditures for future urbanization and other considerations. In addition, the County should encourage taxation policies, under both the Federal Inheritance Tax and local real estate taxes, which will encourage rather than discourage farming. The County should discourage public capital investments in highways, utilities and other community facilities which of themselves lead to urbanization.

#### 2. Water Sources

Baltimore County should maintain the presently high quality of the public water supply by limiting land use in those areas which are critical to the protection of the water quality of the three major impoundments. Development in these watersheds is the greatest threat to water quality in the impoundments and their tributaries. To this end, the County should restrict and carefully evaluate the extension of public utilities, roads and other facilities which themselves cause, or encourage uses which cause, a deterioration of water quality. The County should maintain at least a minimum level of vegetative cover and limit the amount of impervious cover allowed in the watersheds.

In addition to protecting watershed areas, Baltimore County should also conserve ground water reserve areas which are highly susceptible to both pollution and depletion. These are the Coastal Plain areas and areas underlain by Cockeysville marble. The County should continue to evaluate the environmental impact of development activities, particularly septic tanks and wells, and of public and private projects such as sanitary landfills and mineral extractive operations in terms of their effect on both the quality and quantity of the ground water resource. The County should also maintain continuous records, by monitoring or other suitable means, of the quantitative and qualitative status of the ground water resource.

### 3. Wetlands

Wetlands are a natural resource which have only recently been recognized as important for their extremely high potential for food production. They are breeding grounds or nurseries for most of the food derived from the ocean and provide food and habitat for numerous wildlife species. Wetlands also play an important part in flood prevention by catching the silt which flows in various streams, thus reducing the amount of silt draining into estuary areas. In order to preserve the nearly 3,000 acres of wetlands currently existing in Baltimore County, the County should encourage the State of Maryland to deny applications for wetland permits which would result in the destruction, either total or partial, of wetland areas. The County also should review all public construction, especially highways, in light of their possible adverse effects on wetlands and enact or adopt all land use plans and regulations necessary to maintain the integrity of wetland areas.

### 4. Chesapeake Bay, Estuaries and Stream Valleys

The coastal estuarine areas of Baltimore County function as an important natural resource. They are basic to the vitality of the entire Chesapeake Bay and are a potentially important recreational and open space resource. These valuable natural areas are very susceptible to spoiling by uncontrolled urban growth. Therefore, incompatible development should be prohibited within them so that they may continue to provide a habitat for the propagation of wildlife and be a source of human enjoyment.

As a part of the Comprehensive Plan, an analysis of our development problems in coastal areas has been performed and the plan dictates a number of changes in the land use pattern. A more exhaustive study is now under way and may result in a revised land use plan for the area. The recommendations of this study may make necessary and comprehensive plan amendment.

Stream valleys, consisting of flood plains and adjacent steep slopes of more than 20 percent, serve as easements to accommodate the overflow from the streams and provide storage for excess water, reducing downstream and upstream flooding. The floodplain portions of stream valleys are deposition areas for a significant amount of the sediment load in flood water, preventing the sedimentation of downstream surface ponds or other bodies of water. Stream valley parks also serve as important wildlife habitats, allow for continuous walks and paths along the streams, and may link homes with schools, shopping and other destinations. For these reasons, the natural functions of stream valleys should not be impaired in any way by either public or private projects. Baltimore County should make strong recommendations along these lines to the State in regard to all applications which require a State permit to fill or otherwise change the area contained within the 100-year floodplain. The County itself should establish a stream valley or flood protection zoning classification to protect the integrity of these areas and should continue to implement stream-valley parks in suitable areas.

## 5. Air Quality

The quality of the air is one of the most important natural resources and the one most vulnerable to pollution. In order to protect this vital resource, the County should control emissions from both stationary and mobile uses. One way to accomplish this is by reducing the total miles traveled by automobiles through improving the mass transit systems; revising parking requirements to manage the supply of parking; introducing incentives to use carpools and mass transit; and providing a system of bikeways and paths to permit bicycle and pedestrian circulation. The County should also make use of zoning regulations and land use policies to control the development of indirect sources of pollution which encourage vehicle activity, such as highways, parking facilities and office buildings. Emissions from stationary sources should continue to be regulated in order to prevent deterioration of the air quality.

## 6. Mineral Resources

Baltimore County contains a number of economically valuable mineral resources, such as sand and gravel deposits and the serpentine and Cockeysville marble formations, which provide the aggregates basic to the construction industry. While such geologic formations are extensive in nature, only specific locations are suitable for actual extraction, from a practical standpoint. These locations in particular must be preserved, especially since the cost of transporting such materials from outside the County or region is extremely high. They should be protected from urban encroachment through the planning process, and the land use element of the Comprehensive Plan should reflect areas of commercially important mineral resources.

## 7. Scenic and Recreational Resources

There are nearly 36,000 acres of open space and recreation land in Baltimore County, including State parks, conservation areas and regional parks, school community recreation centers, local parks and playgrounds and stream valley parks. However, as our remaining undeveloped land is continually converted to urban uses it is important to provide now for future recreation and open space needs. Baltimore County should create a system of activity areas close to where people live, where the natural features offer opportunities to relate to natural life processes and accommodate a wide variety of recreation activities, including a system of trails and bikeways which could serve as an important adjunct of the overall County transportation system. The County also should provide neighborhood facilities for education and recreation and a local open space network in residential area. Baltimore County should acquire public access points and activity areas on the Chesapeake Bay and impoundment areas along stream valleys for multiple use, including water supply and water oriented recreational activities.

The two primary objectives of our recreational policy are to create a system of active recreational areas close to where people live and to combine

individual recreational spaces and parks into continuous networks forming a significant part of the urban environment. Such networks will contribute to the control of urban sprawl, provide green buffers and belts to separate adverse mixes of land use, and enhance the effective use of the individual spaces through the systematic linking of them by pathways. A detailed description of policies relating to different types of active recreation areas follows:

a) Local Parks. In September 1963, Baltimore County passed a law under which private developers would set aside a percentage of their subdivision land for small parks. Since the passage of the local open space legislation, the new zoning classifications have further expanded the scope of the open space provisions. By clustering buildings and building multi-family structures on land zoned for relatively low densities, considerable additional amounts of open area may be available for recreation. For areas of the County developed before the passage of the local open space law, steps are being taken by the Department of Recreation and Parks to acquire local parks.

b) Elementary school-recreation centers. The elementary school-recreation center should be established to satisfy needs for indoor as well as outdoor recreation activities for all people in a neighborhood. The elementary school itself will be used for adult education as well as after-school recreation and will serve people living within the 1/2 mile radius. Pedestrian walkways should link the school recreation center with residential areas. The school-recreation center is best located adjacent to local shopping facilities.

c) Middle and senior high school-recreation centers. The center should consist of an integrated middle school and high school on a single or a combined site. The service areas of the school and of the center should be limited by a radius of one mile. Riding time by public transportation or car should be no more than 10 minutes. The center should be designed to serve about 30,000 people, based on present enrollment yield projections. Pedestrian walkways would link the community school-recreation center with residential areas. This center would offer specialized activities not available in the neighborhood recreation center; e.g. gymnastics, swimming, handball, etc.

d) "Town" parks. In highly developed centers such as Towson, landscaped walkways separated from vehicular traffic, accented by fountains and squares, will link various areas.

e) County parks (previously referred to as area parks). The number of acres estimated for a county park ranges from 150 to 450. These parks provide a variety of recreation activities: swimming, picnicking, golfing, hiking, camping, boating, horseback riding, etc. In some instances, these parks help to structure and define town areas.

f) Special features parks. Special features parks are designed primarily to preserve unique natural features such as stream valleys and shorelines. Stream valley parks are particularly valuable in that their linear configuration serves to link larger recreational areas and define and limit population areas. Since the stream valleys themselves traverse considerable areas of urban development they constitute a particularly valuable recreation resource in that so many people may reach them by walking relatively short distances from their homes.

Service Area	Park Type	Number of People Served	Average		Recreation Type		Possible Special Features and Uses				
			Park Size in Acres	Total Town Acreage	Active	Passive	Trails	Stream Valley	Waterfront	Con-servation	His-torical
Local Area	Local Park (Local Open Space) 9% of 350 net residential acreage.	148	.5 to 3	504	x	x	x	x	x	x	x
	Local Playground (Locality Park) 3 to 5 ac.	Serves two or more subdivisions in partially developed areas where l.o.s. is not feasible or where other recreation areas are not accessible.			x	x				x	
Neighborhood Area	School Recreation Center	Average 8,000	15	240	x		x	x			
	Community Park (Special Feature Park)	12,000 to 20,000	15	15	x	x	x	x	x	x	x
	School Recreation Center	24,000 to 40,000	60	250	x			x	x		
Town Area	Area (County) Park	100,000 to 150,000	250	250	x	x	x	x	x	x	x
	Town Center Malls - Plazas	Not Determined	-	-		x	x	x			x



g) Linear Parks, The Plan recommends that the County establish a system of linear parks—consisting of trails, stream-bank easements, and small local park holdings for picnicking and day-use recreation throughout scenic valleys and that the County seek, in cooperation with the land owners, scenic easements over the remainder of the agricultural landscape visible from the parks.

h) State parks, located along major river valleys, Soldier's Delight, and waterfront areas such as Hart-Miller Islands serve not only the Baltimore County population but the population of the region as well. The County is particularly fortunate in having the river valleys of the Patapsco and Gunpowder systems remain so close to their natural state. The plan recommends that the State Parks system for these valleys be expanded beyond what is now projected by the State to include the valleys along their entire length.

i) Natural Areas are those parts of the county which should be set aside and excluded from development. They include biotic areas which should be preserved in order to maintain and encourage the forest, fish and wildlife in the county; physical areas which because of slope, soil, drainage, or unique natural conditions are unsuited to development; areas which are recognized to have particular value as places of beauty and interest to the whole citizenry.

j) Cultural Areas include significant areas of the county which are in public and private ownership for purposes other than recreation and which may be developed at such densities and in such ways that they remain largely open. Cultural areas include public and private institutional uses which occupy relatively large tracts of predominately open land. Additionally, cultural areas include all of those uses, most of which are private, not otherwise categorized and which have a general atmosphere of openness and green.

Some implementation methods are already at the County's disposal, some may require new legislation and, some, the broadening of existing legislation. Methods include purchase by public agencies in fee; large-lot, reservoir or low-density zoning; highway and parkway rights-of-way and access controls; purchase of development rights for scenic easements; tax incentives to both farmers and the operators of private outdoor recreational facilities; and lastly, cooperative agreements with large landholders for use of their land for outdoor recreational purposes, whereby owners would be compensated in some form for allowing public use of their land for hunting, fishing, and other recreational activities.

Besides acquiring land for recreation and parks, the County, in cooperation with the State, should be responsible for the conservation and/or the acquisition of large, undeveloped open-space areas. Baltimore County recognizes that biotic resources and scenic easements located close to major population concentrations can simply, by their existence, serve the aesthetic and educational needs of many people as well as provide for certain uses such as hiking, fishing, and hunting.

While Baltimore County has a generally enviable record of past achievement in acquiring open space, recently the program has fallen behind and more

intense action is required to establish an adequate system and prevent an irrevocable loss of desirable open space as urban development spreads. The following steps should be taken now:

A. Funds should be made available to complete a Comprehensive Plan for Open Space and Recreation.

B. Ten Thousand acres of stream valleys should be acquired. Though acquisition has been recommended by the Department of Recreation and Parks for many years, the monetary commitment has been insufficient to accomplish the goal. In order for the proposed stream-valley park system to be acquired within twenty years, the funding level must be raised from the present \$200,000 to \$1.5 million annually. This 50% increase in the total Department of Recreation and Parks Capital Budget would have to be financed through an increased share of the County tax dollar. The recreation areas include hiking trails, bicycle trails, nature study areas, picnic areas, horseback riding, playfields and tot lots. The conservation areas include scenic vistas, buffer areas between nodes of urban development, retention of natural open space, protection for floodplains, steep slopes, forest covering, geological features, wetlands, wildlife habitats and historical sites.

The following stream valley parks are recommended to become a part of the County system.

- |                  |                  |
|------------------|------------------|
| 1. Gwynn's Falls | 4. Stemmers Run  |
| 2. Jones Falls   | 5. Towson Run    |
| 3. Roland Run    | 6. Whitmarsh Run |

The additional stream valleys indicated below should be studied for possible inclusion in the system.

- |                           |                       |
|---------------------------|-----------------------|
| 1. Beaver Dam Run         | 13. Scott's Level     |
| 2. Bens Run               | 14. Western Run       |
| 3. Bread and Cheese Creek | 15. Baisman Run       |
| 4. Gwynnbrook Run         | 16. Beetree Run       |
| 5. Herring Run            | 17. Blackrock Run     |
| 6. Honeygo Run            | 18. Minebank Run      |
| 7. Horsehead Branch       | 19. Oregon Branch     |
| 8. Redhouse Run           | 20. Piney Run         |
| 9. Brice Run              | 21. Red Run           |
| 10. Georges Run           | 22. Third Mine Branch |
| 11. Herbert Run           | 23. Windlass Run      |
| 12. Long Green Run        |                       |

The following will be a part of permanent County policy:

- C. The County's open space land donation program should be intensified.
- D. The County will cooperate with citizen groups such as the Valleys Planning Council to secure a system of linear parks and scenic easements.
- E. The Department of Natural Resources should include the following proposals in the State Park Plan:

- 1. Patapsco State Park be expanded to form one continuous linear park on both banks of the Patapsco River from Liberty Reservoir down to Baltimore Harbor.

2. Gunpowder State Park be expanded to form one continuous linear park on both banks of the Little Gunpowder Falls from Troyer, Maryland, down to Day Island.
3. Gunpowder State Park be expanded to include all of the Gunpowder Falls between Prettyboy and Loch Raven Reservoirs.
4. The Hammerman section of the Gunpowder State Park be expanded to include Sandy Point Peninsula.
5. The State should acquire Hart and Miller Islands and study the possible acquisition of Black Marsh and Old Bay Shore Park as state parks.

F. The Country Club of Maryland, Sparrows Point Country Club, Rolling Road Country Club, Hillendale Country Club, and Woodholme Country Club have all been identified as valuable resources and Baltimore County should be prepared to take action if they are ever threatened.

#### 8. Historical Preservation

The areas of historical interest in the County also should be protected in order to safeguard and foster pride in the County's heritage, stabilize property values in designated historic districts, strengthen the economy promote the use of historic districts and structures for the benefit of County citizens. These areas could be provided for best by the creation of a Landmarks Preservation Commission which would designate historic districts and maintain a landmarks list. Such a commission would also oversee alterations to designated landmarks or structures in historic districts.

#### 9. Natural Resource Inventory

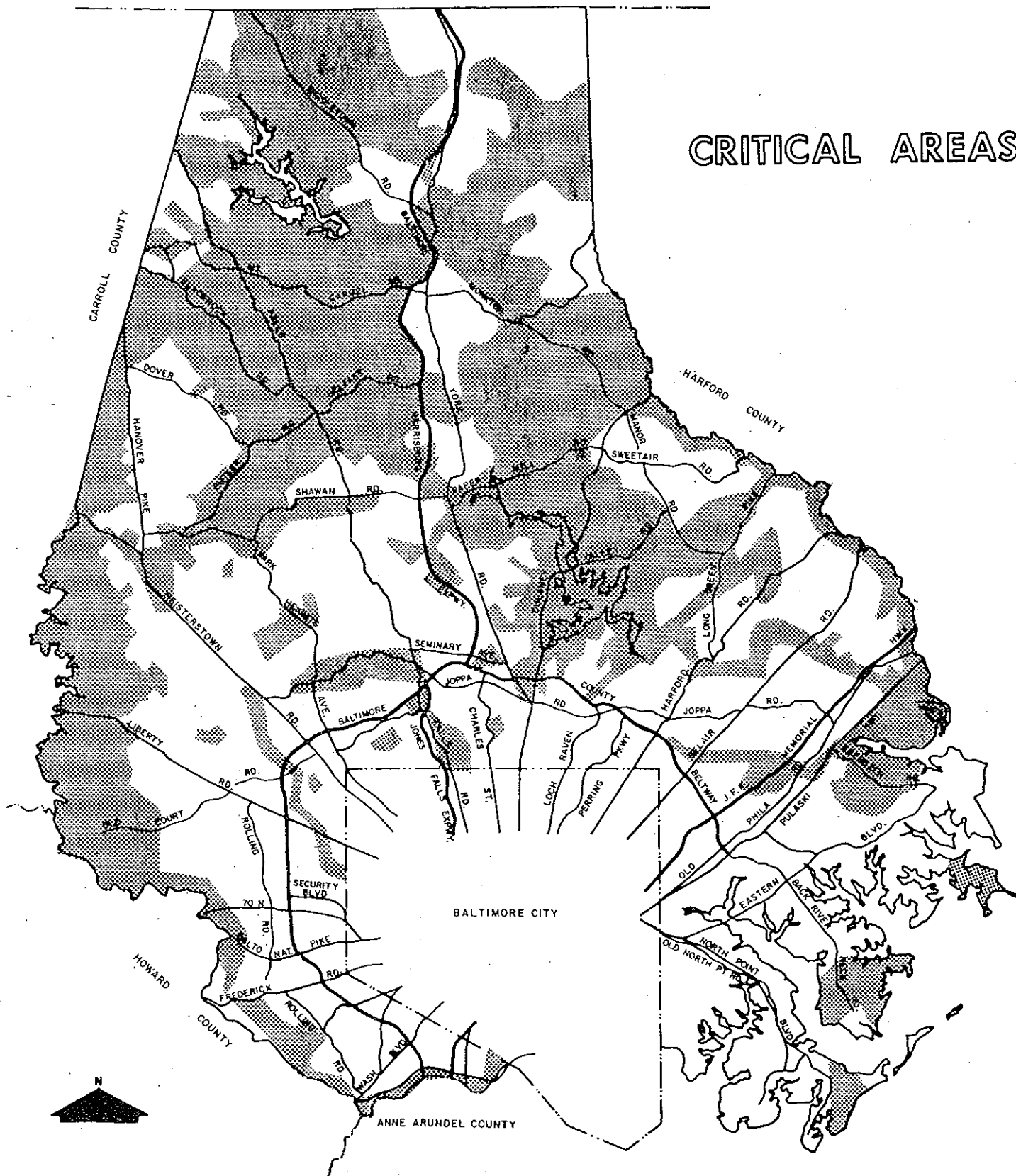
The primary emphasis of the Comprehensive Plan is to respect the natural environment. New development should take place in such areas and under such circumstances to avoid or to minimize environmental degradation.

The Office of Planning and Zoning has completed most of the work on an unpublished inventory of the County's natural resources and environmental phenomena (the "Natural Resources Inventory") which could possibly serve as a basis for environmental-impact analyses by developers, County agencies, and public-interest groups. Sufficient funds to complete and publish this study should be made available.

#### 10. Critical Areas

Based on information in the natural resources inventory and other studies, the staff must designate natural areas as "critical areas of state concern" under Article 88C of the Annotated Code of Maryland and these areas should be protected from encroachment. Some of these areas are already protected by State legislation or by government ownership, but additional action is needed to protect others. Public hearings must be held on these areas and the steps to be taken protect them. Subsequent to designating specific areas the State may intervene as an interested party if development proposals incompatible with their

# CRITICAL AREAS



These designated "Critical Areas" may be modified when the State of Maryland critical area guidelines are published

preservation are considered. A map of potential critical areas is on page 26.

## 11. Coastal Zone Management

A task force of citizens and County officials should be set up to examine the specialized needs of Baltimore County's waterfront. A coastal zone planning program is now underway and will yield a plan and management program. The program may require modifications to the Comprehensive Plan.

### B. DISTINCTION BETWEEN URBAN AND NON-URBAN LAND

Certain portions of the County should be set aside as permanent non-urban land, not to be served with sewer, water or other public facilities either at present or in the future, in order to preserve the values of their rural character. Some of these are important natural resource areas, such as the prime and productive agricultural soils, watershed protection areas and wetlands, including both marshes and flood-prone areas. Other non-urban areas have valuable mineral resources which should not be lost, and many have scenic and recreational worth and therefore should be preserved intact. In addition, there are some areas which are actually of little inherent resource value but which ought nevertheless to be allowed to remain vacant and to which public facilities should not be extended. In this way a clear separation can be maintained between the urban and rural systems, to the economic and social benefit of all the County's citizens.

Some portions of the County, however, are anomalous in nature, neither precisely urban nor precisely non-urban. Low-density rural residential areas, for example, have urban economic bases but quite rural characters. These areas should be provided with necessary facilities but not with a full range of services. Provision of full services to these segments of the County could be accomplished only at excessive cost and would disrupt the essentially non-urban character of these areas.

There are areas within the County which have been designated for possible future urban development, such as Granite and the area east of the Whitemarsh Expressway—Pulaski Highway Interchange. Although urban development in these areas might be sanctioned at some future time, they are primarily non-urban. Therefore, any urban development in these areas should be very carefully staged and should at no time prohibit the farm use of the areas.

Urban growth should be accommodated by development within the Urban-Rural Demarcation Line. This line is to establish a demarcation between rural and urban land protecting the non-urban character of the rural areas and preventing urban encroachment.

Development should be encouraged only in those areas where the range of public and commercial facilities can readily be made complete. Leap-frogging development should be discouraged as economically and socially

wasteful. Presently existing gaps in the urban system created by past leap-frogging should be filled in order to reduce the financial waste of extending services to outlying urban pockets. One of the most urgent needs in Baltimore County is to provide adequate public facilities for all of the County's citizens. The tremendous growth experienced by the County over the past 20 years has outrun the construction of sewers, roads, schools, fire stations, libraries and a host of other necessary facilities and services that must be supplied by the County government. Just as it is necessary to eliminate present deficiencies, the County must continue providing for new development.

The recently proposed adequate-public-facilities legislation would require the County do so. It would insure that sewers, roads and other public facilities be present—or their construction scheduled for the near future—before a permit for new development could be issued. It would require that the County Council annually adopt a development-staging map that is consistent with the comprehensive plan and the capital program. The adoption of the legislation will require a major effort in terms of the planning and implementation of staged development.

New zoning classifications should be enacted in order to protect the natural resources of non-urban land:

a. An agricultural zoning classification has been designed to foster and protect agriculture; only agricultural and related uses would be permitted. A sliding scale would determine the allowable number of dwellings per tract of land, such dwellings to be placed on lots of a 1-acre minimum size. The boundaries of this zone would be based on the occurrence of prime or productive agricultural soils and on existing land uses.

b. A new deferred-planning zoning classification has been designed which would encompass those areas that are expected to be served with water and sewer within a ten-year period. In order to effectively develop a plan based on the availability of sewer and water when they become available, it is necessary in the interim to encourage clustered development based on a density factor designed to preserve open areas for future, more intense development.

c. A watershed protection zoning classification has been enacted to safeguard the critical areas of the reservoir watersheds, in which only those uses compatible with its intent would be allowed. The regulations in this zone include provisions for minimum lot coverage and maximum vegetation retention. The delineation of this zone is based on distance to reservoirs or their tributaries, the 100-year floodplains of such tributaries, and slopes of 20 percent or more adjacent to 100-year floodplains.

d. A rural-residential zoning classification would permit residential development in rural areas where public water and sewer services are not anticipated. The delineation of this zone would be determined by existing land uses and the accessibility of local commercial facilities.

A statewide agricultural land preservation bill, adequately defined, funded and intended to preserve and protect agricultural land, should be enacted. The legislation should fit with existing legal procedures and the traditional responsibilities and prerogatives of local government bodies.

Assessment and taxation policies that would encourage the preservation of rural areas should be instituted. A study commission with citizen membership and technical advisors should be established to examine tax policy, utilizing the assistance of land use specialists. Land assessments for taxation purposes should be used to direct land use patterns and guide development.

Revisions in Public Works policy should be instituted so that the extension of public facilities may direct rather than follow development. Sewer and water lines should be extended only where they will contribute to orderly, staged development or where necessary to correct existing health hazards. The proposed adequate-public-facilities legislation would require such services to be already present or scheduled for early installation in order for a development permit to be issued. This legislation should be enacted. Moreover, no public utilities should be extended for non-agricultural development in agricultural districts.

The County should institute policies to provide for a system of scenic easements by reserving open space. The County should also establish a linear park system. Linear parks can give the appearance of a great deal of open space while actually requiring the reservation of a relatively small amount of land acreage.

Policies should be instituted to control subdivisions in areas which are unsuited for development. Such policies should take the form of legal and economic sanctions against subdivision in undevelopable areas.

Areas reserved for possible future urban development should be located as far as possible in vacant land areas of slight natural resource value in order to protect the resources of the County. At the same time, future development areas should be located, if possible, in proximity to already developed areas in order to minimize the cost of extending public facilities to new development.

## C. PATTERN OF URBAN GROWTH

In order to guide the pattern of urban growth for the future, it is necessary to provide policies to govern two distinct sets of circumstances.

The first of these is the development of new land; that is, land which is beyond the limits of presently committed urban development. Such new land constitutes a field where new and different kinds of communities may be developed. Columbia, Nottingham and Chestnut Ridge are examples of this type of "new town" development.

The second of these is the presently developed areas, where the pattern of development has already been set; concern for the developed areas should not end at this stage. In some areas, policies are needed to ensure that underutilized segments of the areas will be developed to their full potential in the most advantageous way. This situation requires policies which will promote "infilling" of the underdeveloped segments, which have resulted from leapfrog development in the past. In areas which are essentially fully developed, policy concerns should be with inadequate public services, with the rehabilitation of older structures and with the conversion of existing land uses to more intensive uses.

Certain basic objectives should control the formulation of policies relating to the pattern of urban growth under both circumstances. In the first place, policies should be designed to make it easy for people to get together socially.

Development policies also should help give identity to separate residential areas by establishing limits to neighborhoods, communities and towns, in the form of such boundaries as open space or arterial highways. Residential areas with such boundaries can best promote social interaction.

### 1. New Areas

In order to achieve these basic objectives, the overall design approach to the development of the "new areas" is to encourage the maximum densities that the market will support. In line with this approach, the highest densities should be close to the central facilities. This will permit the largest number of people to move on foot. The neighborhood, the smallest social service unit, particularly should be oriented to the highest possible degree of pedestrian and bicycle circulation. Very high residential densities should be grouped about the other service-unit levels—community and town centers. The result of this approach to the "new areas", with their comparatively low overall densities and pedestrian organization, will be a pattern of scattered centers, each local center nested within the area of the next higher service unit. The accompanying tables summarize the major land uses in neighborhoods, communities and towns and the acreages associated with those uses. (pages 33, 34, and 35.)

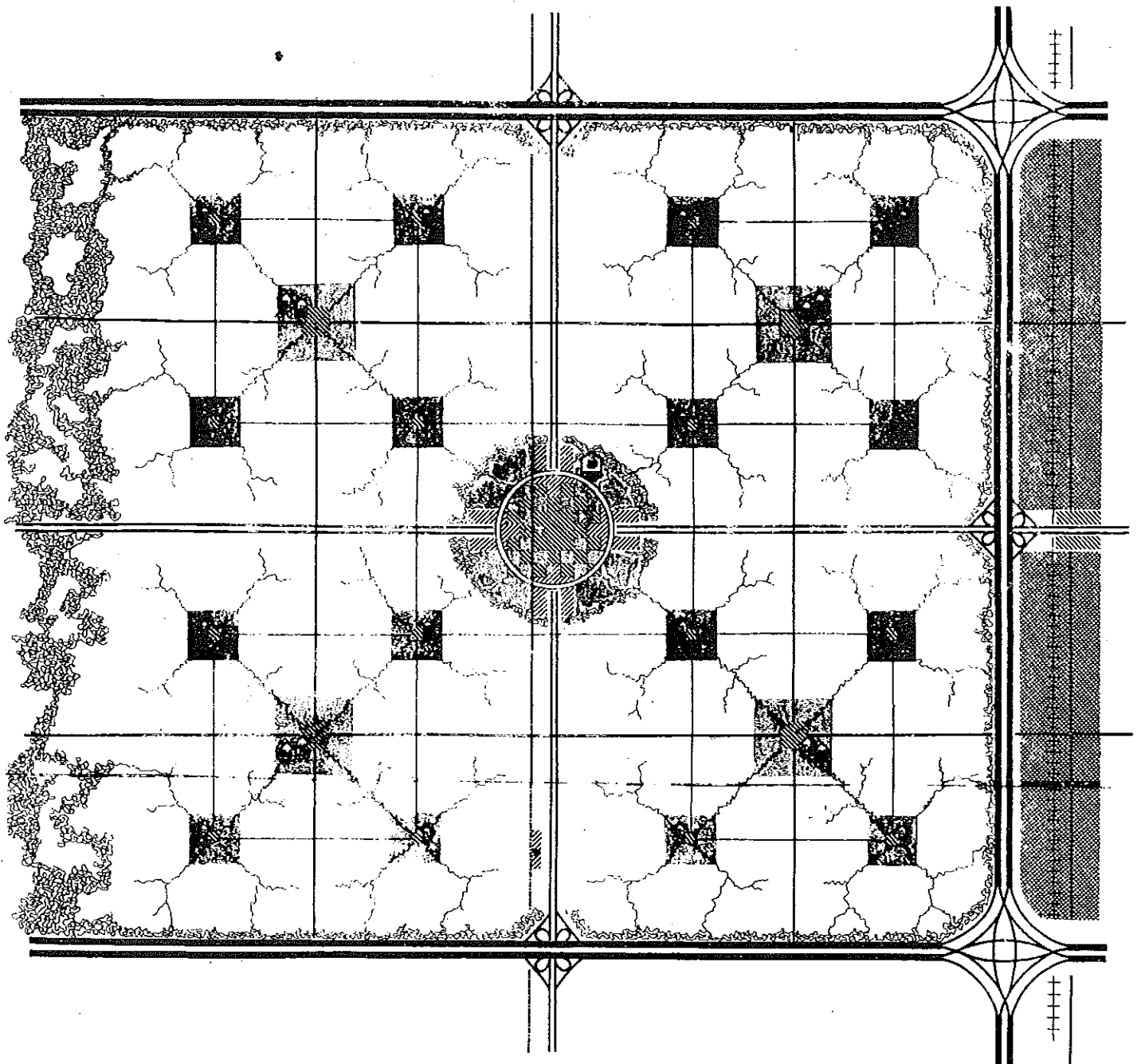
The neighborhood is the foundation of this design approach. The elementary school is used as the major central facility, so that the area of a neighborhood is based on the practical walking distance from home to school. The commercial facilities of the neighborhood are to serve the daily needs of its residents. Motorways



in the neighborhood consist of cul-de-sacs, local streets and minor collectors. The neighborhood contains local open space in close physical relationship to the homes which forms a comprehensive network of pathways linking the homes with the neighborhood center, the community center and the larger network of regional pathways. Higher residential densities, in the form of garden apartments, town houses or group homes, are located near the neighborhood center. The neighborhood as a whole is delimited by such clear spatial boundaries as major roads, major parks and open space, industrial and institutional uses or community centers.

The community provides the next higher level of services and public facilities in the new areas; it contains three to five neighborhoods as well as a fairly high-density residential complex located near its center. This central portion of the community is the site of such public facilities as the junior-senior high school-recreation center, police and fire substation, post office and library, in addition to a shopping core large enough to accommodate commercial services, such as a branch bank, doctors' offices and specialty shops, which would not be found in the neighborhood center. Motorways in the community include major collectors supplementing the local and collector streets of the residential areas. The community's parks and open space include small formal parks, linear parkland containing pathways leading to the neighborhoods, the community center and major recreational and open space areas. Like the neighborhood, the community has clear spatial limits. These are marked by such bounds as boulevards and expressways, regional parks and open space, industrial or agricultural areas or town centers.

The town is composed of three to six communities and a high-density residential complex of high-rise, medium-rise and garden apartments and townhouses closely associated with its central public and private facilities. Therefore, it is able to provide a higher order of services than the community. Such public services may include a community college, regional library, central police and fire stations, a large post office and governmental facilities. Commercial services available in the town are also of a higher order than those in the community, such as large department stores, a variety of specialty stores, automotive sales, professional offices and motels or hotels. In addition to the types of streets found in its component neighborhoods and communities, the town also contains boulevards which link each town center to the others. The town's system of pathways forms a complete network throughout the commercial and high-density residential complex, leading to community centers, neighborhood centers and to larger regional open-space areas. A system of small formal parks and recreation areas exists throughout the town center, with major parks, open space or other "greenbelt" uses helping to define the perimeters of the town as they do for the communities and neighborhoods. The town is also bounded by expressways and freeways serving inter-regional travel or the metropolis or satellite city to which the town relates.



## DEVELOPMENT MODEL

### LEGEND

	ACTIVITY CENTER		FREEWAY-EXPRESSWAY
	BUSINESS ROADSIDE		BOULEVARD
	HIGHER DENSITY AREA		MAJOR COLLECTOR
	OPEN SPACE		MINOR COLLECTOR
	ELEMENTARY SCHOOL		RAILROAD
	JUNIOR HIGH SCHOOL		INDUSTRY-EMPLOYMENT CENTERS
	SENIOR HIGH SCHOOL		MASS TRANSIT
	COMMUNITY COLLEGE		

SCALE: 1" = 100'

## TABULAR SUMMARIES OF USE AND ASSOCIATED ACREAGE

### NEIGHBORHOOD AREA

GROSS NEIGHBORHOOD AREA 620 acres

Less bounding streets	Expressway	30 acres	
Less collector streets	Boulevard	7 acres	
Less collector streets		<u>25 acres</u>	62 acres
Less commercial facilities		4 acres	
Less elementary schools		<u>20 acres</u>	24 acres
Undeveloped areas, 5%			36 acres

GROSS RESIDENTIAL AREA 498 acres

Less area for local streets and rights-of-way 105 acres

NET RESIDENTIAL AREA 393 acres

Residential Units	<u>Acres</u>	<u>No. of Units</u>	<u>Net Density</u>
Garden	40	725	
Townhouse	<u>12</u>	<u>125</u>	
Multifamily Units	52	850	16
Group	40	400 10 DU/A	
Single Family	<u>300</u>	<u>800</u>	
	340	1200	3.5
TOTAL	392 acres	2050 units	
	Gross Residential Density		4.1

TABULAR SUMMARIES OF USE AND ASSOCIATED ACREAGE cont'd

COMMUNITY AREA

4 Neighborhood Areas	2480 acres	
Community Center	<u>244 acres</u>	
TOTAL		2724 acres

GROSS COMMUNITY AREA

Less bounding streets	Expressway	120 acres	
	Boulevard	28 acres	
Less collector streets	Neighborhood	100 acres	
	Community Center	<u>30 acres</u>	278 acres
Less commercial neighborhood		16 acres	
Less community		30 acres	
Less elementary schools		80 acres	
Less middle-senior high school		<u>80 acres</u>	206 acres
Less undeveloped area			138 acres

GROSS RESIDENTIAL AREA 2102 acres

Less area for local streets and rights-of-way 453 acres

NET RESIDENTIAL AREA 1649 acres

Residential Units	<u>Acres</u>	<u>No. of Units</u>	<u>Density</u>
Neighborhood			
Single Family	1360	4800	
Neighborhood			
Multifamily	212	3400	
Community area			
Mid-rise	7	200	
Garden apartments	2053	960	
Townhouse.	17	235	
	<u>3649 acres</u>	<u>9595 units</u>	

Gross Residential Density 4.4

TABULAR SUMMARIES OF USE AND ASSOCIATED ACREAGE cont'd

TOWN AREA

4 Community Areas	10,896 acres	
Towson Center	<u>640 acres</u>	11,536 acres

GROSS TOWN AREA

Less bounding streets	Expressways	480 acres	
	Boulevards	112 acres	
Collector streets			
Neighborhood-Community		520 acres	
Town Center		<u>120 acres</u>	1,232 acres
Less commercial community area		184 acres	
Less town center		150 acres	
Less public education		640 acres	
Less public, semipublic facility TC		<u>200 acres</u>	1,174 acres
Less undeveloped land		584 acres plus	
		<u>63 acres</u>	647 acres

GROSS RESIDENTIAL AREA

8,483 acres

Less area for streets and right-of-way

1,883 acres

NET RESIDENTIAL AREA

6,600 acres

Residential Units	<u>Acres</u>	<u>No. of Units</u>
Community area	6,549	38,400
Town center		
High-rise	17	1,043
Mid-rise	8	250
Garden apartments	11	200
Townhouse	<u>14</u>	<u>200</u>
TOTAL	6,599	40,093

Gross Residential Density 4.8

## 2. Areas with Existing Development

The existing pattern of urban uses in the developed areas is haphazard and wasteful, based as it is on the speculative judgments of private developers. The problems involved in this type of development have been discussed in greater detail in Chapter Two.

One of the major concerns regarding partly developed areas is the full utilization of land which is already served by public facilities. At present Baltimore County contains a total of 29,028 acres of vacant land which are served with sewer and therefore can be available for development. By 1985 there can be a total of 47,395.2 acres of land sewered and available for development.

This vacant but readily developable land should be used to accommodate needed urban growth. Leapfrog development has created many pockets of land which, although provided with sewerage, water lines, schools, roads and other services at considerable public expense, have nevertheless remained idle. Full utilization of these areas for development would result in a more economical and efficient pattern of growth. Areas which have been bypassed by the extension of public facilities to more outlying regions should be supplied with sewerage and water in order to encourage their utilization, also. Such "infilling" of underused and vacant land should be directed in such a way as to fulfill the basic objectives of developing the "new areas".

The County should require commercial facilities be located, as far as possible, so as to encourage pedestrian circulation and promote the neighborhood community and town hierarchy of streets and roads. New commercial centers at more advantageous locations in relation to new highways and mass transit facilities than older centers should not be constructed if they will take over the functions and thereby destroy the economic viability of the established centers. Such a process has occurred in Essex with the building of Middlesex, Eastpoint and Golden Ring Mall. It could also happen elsewhere in the County and result in failing businesses and rows of abandoned stores. New commercial zoning, therefore, should reflect only well-documented and justified additional needs and should be provided only in the locations indicated on the plan.

In both fully and partly developed areas the provision of public facilities should conform to standards established by adequate-public-facilities legislation. That is, such facilities as sewage disposal and water supply should be capable of supporting proposed development before that development is approved. Other amenities, such as pedestrian systems, local parks and new modernized schools, should be provided in the older areas in such a way as to encourage the evolution of those areas into the arrangement of neighborhoods, communities and towns which has been recommended for the newer urban areas.

New housing in developed or partially developed areas should be compatible with both type and intensity of existing residential use. For example, small tracts of land surrounded by single-family houses should not be zoned to permit apartment buildings. In this way, the character of established neighborhoods would be preserved. In addition, major rebuilding, such as that presently occurring in central Towson, should be required to conform to the County's detailed area plans.

In order to preserve the integrity of existing neighborhoods, road patterns should be routed, wherever possible, so that motorways carrying high traffic volumes will not split neighborhoods. Where existing traffic patterns split neighborhoods all possible means of diverting traffic flows should be used to establish neighborhood integrity.

While the County's overall planning function belongs to the Planning Board and the Office of Planning and Zoning, the responsibility for the final planning of a given public project must lie with the agency executing the project. Baltimore County recognizes that cooperation between planning and "line" agencies is essential to properly implementing the Comprehensive Plan. In the past, establishment of interagency committees—both standing and ad hoc—has proved to be an effective way to foster interagency coordination. It has been recognized that another approach to coordination is needed, an approach that will involve most of the County government structure on a continuing basis. This need was recognized through establishment of the Interagency Coordinating Council.

The accomplishment of these substantial goals requires that close contact be maintained between County agencies and local community groups. Some of the ways in which these agencies and groups have cooperated in the framing of the Comprehensive Plan should become a formal part of the County's overall political structure. By this means, the public and local organizations could continue to work together to monitor the progressive development of older areas and the provision of new community facilities.

#### D. PROVISION OF PUBLIC SERVICES & BASIC AMENITIES

The provision of public services is an extremely important part of the development of both the existing and planned urban areas of Baltimore County. Community input concerning the extension of public facilities should be sought at an early stage of planning. The public notification and hearings process should be utilized to obtain citizen reaction on such matters as the location and desirability of a particular facility. In this way citizens could be involved in the actual development process.

##### 1. Energy Transmission

A forecast of electric power needs in the Baltimore load area projects a growth in requirements from 2,650 megawatts in 1970 to 8,730 megawatts in 1990.

Three key areas of planning regarding energy transmission are underground placement of electric power lines, environmentally deleterious taxation policies and comprehensive route design.

The Maryland Public Service Commission requires that in new residential, commercial and industrial areas distribution lines be placed underground. This requirement should be extended to include all lower-voltage transmission facilities which normally are constructed along major highways. All transmission facilities requiring new rights-of-way within urban areas and in conservation areas where overhead lines would be incompatible should be constructed underground. However, exceptions should be made for ultra-high voltage facilities, since their construction underground appears to be prohibitively expensive—5 to 20 times the cost of overhead construction. The added costs of this policy should be absorbed by customers through the total rate structure of the electric utility.

At present, governments impose taxes on the added undergrounding investment, a policy which discourages the general undergrounding of transmission lines. The State should eliminate such utility taxation policies which are counterproductive to the achievement of environmental objectives.

Environmental impact should be determined in advance of route approval for transmission facilities. Selective clearance of rights-of-way through forested areas, clearing only damaged trees and preserving low trees; leaving wooded cover screens along roadsides and other high visibility areas; implementing sediment control plans; and eliminating the use of herbicides for vegetation control are ways of minimizing the blighting effect of transmission corridors on their environments. Baltimore County should investigate the possibility of using transmission rights-of-way for recreational trails and other multiple-use endeavors.

Structural design factors also should be taken into account in route determinations. The visual scale of transmission structures and their relationship to man-made and natural features should be evaluated, and consideration should be given to the use of transmission line rights-of-way for farming, recreation and park uses.

## 2. Solid Waste Disposal

Historically, Baltimore County has disposed of its solid waste either in open dumps or in sanitary landfills. At the present time virtually all of the County's solid waste is disposed of in one of four sanitary landfills located within Baltimore County. Three of these landfills are County-owned and operated and include the Reliable, Hemwood and Texas landfills. In addition, a privately owned and operated landfill facility is located in the eastern area of Baltimore County.



The current trend in the thinking and planning of those responsible for the disposal of solid waste in Baltimore County is to rely significantly less on the landfill method of disposal and more on a recycling method. Alternative methods of recycling are being studied. While there will still be reliance for the interim on sanitary landfills, it is hoped that the County can phase out or reduce its reliance on the sanitary landfill method of solid waste disposal. Recycling offers a double advantage, being less wasteful with respect to recyclable materials and reducing the need for existing landfills or establishing new ones.

### 3. Water Supply and Sewage Disposal

New subdivisions or additions to existing construction which will depend on public sewer and water systems should be required to be located in areas in which adequate facilities are presently available, under construction or designated by the County Council for construction within the first two years of the approved Master Water and Sewerage Plan.

The public water system of a particular area should be considered adequate for the proposed development of that area only if the Baltimore County Department of Public Works certifies that water pressures in the system will continue to be satisfactory after the construction is completed. Nor should subdivision of an area be permitted to reduce the water pressure below the minimum level required for adequate fire protection.

In the case of public sewer service, the system should be considered adequate only if the Department of Public Works certifies that the new development will not cause the sanitary sewer system to operate at more than its design capacity. In making this determination, the design capacity should be reduced to take account of possible special situations which might lead to failures.

For subdivisions which will use private water and sewage disposal systems, the developer is required to demonstrate that each and every lot can be provided with individual sewer systems in accordance with the regulations or policies of the Department of Health of Baltimore County and with the requirements of the State Department of Health. The developer must be required to satisfy the County Department of Health that he can meet the water supply requirements for each and every lot before subdivision permission is granted.

### 4. Storm Drainage

Developers of new subdivisions or of additions to existing buildings should be required to locate their construction in areas where the storm drainage system is adequate to accommodate their development.

Storm drainage systems should be considered adequate if the added runoff created by a proposed subdivision would not exceed the capacity of those systems, including bridges and culverts, or cause damage to improved properties as determined by County storm drain design standards. An area could be deemed adequately

served by storm drainage facilities if it has a relief facility scheduled for construction within the first five years of the Capital Program.

## 5. Transportation

When one thinks of transportation systems one usually thinks of roads. Roads are but one part, and not always the most important part, of the total transportation system. There are railways and rail rapid-transit systems, pedestrian and bicycle ways and the complex of bus and rail networks that we call mass transit.

No transportation plan can be devised without carefully relating complementary circulation modes. Highways alone are not able to bear the burden of large-scale movement of persons and goods characteristic of modern metropolitan areas. Railways, waterways and airways are responsible for the long-range movement of persons and goods; the combination of roads, mass-transit facilities, pedestrian ways and bikeways comprises the basic local circulation network.

Responsibility for transportation planning in recent years has been shifting more and more from local jurisdictions to the State government. In the process, locally elected officials—and, therefore, local residents—have been given a smaller voice in making final decisions on road location and design. At the same time, the total transportation problem, in view of ecological and energy concerns, has become more complex.

1) State legislation should be enacted to require that plans for state roads be subject to approval by locally elected officials. (Such legislation is pending before the General Assembly.)

2) More resources should be made available to County transportation planning so that it may adequately respond to the scope of the problem.

3) A plan should be developed for future energy/gasoline shortages.

In the design of transportation systems the matter of scale must be considered. Scale consists of the immediate relationship of human beings to their environment. Also to be considered are such factors as speed, danger and the size and scope of the technological systems responsible for movement. Transportation modes operating at widely divergent scales are incompatible. This has been recognized in many instances where such systems are made entirely separate from each other. Examples are the typical railway crossings, the growing use of pedestrian malls and overpasses and grade separation where minor motorway routes cross freeways or expressways. A basic principle of transportation system design should be the design of modes which are incompatible in scale as essentially separate systems, interconnecting only at clearly defined and carefully designated points. For example, pedestrian systems and highway or railway systems should be mutually exclusive. Walkways and roads, for instance, may parallel each other or even occupy the same rights of way,

but should remain clearly separate except at carefully defined points. Such systems may avoid conflicting with each other through such devices as grade separation and topographic or landscaping barriers. Of particular significance are the points at which systems interconnect. Generally such interconnections occur at natural destinations. These include, for example, parking areas associated with homes, department stores and offices, where one leaves the car and walks, and the parking areas of rail transit facilities, where cars are left and the traveler gets on the train which takes him to a destination in the city.

The pedestrian/bikeway system is used for a variety of short distance trips; between neighboring homes; between homes and nearby school and shopping centers; for visits to local open spaces; and for recreational walking or cycling. In our preoccupation with speed and the automobile, we have largely neglected the needs of pedestrian and bicycle traffic. Baltimore County has not provided adequate sidewalks, paths, or trails for citizens to use for either short trips or recreational purposes. Ideally, every house or apartment should have immediate access to a pedestrian/bikeway system and, through that system, to any nearby significant destination—residential, commercial or public. Such a local system might consist in part of sidewalks, graded sidewalk areas, in part of paths through local open spaces or storm drainage reservations, and in part of access ways at the rear of dwelling units. It should be designed to fit with the needs and desires of the local residents. The local pedestrian/bikeway system, for maximum opportunity for pedestrian and cycle movement, should be linked to a comprehensive and interconnected network of pedestrian and bicycle ways, grade-separated at major roads and interconnected over the metropolitan region. In particular, grade separations between pedestrian ways and roads should be sought in the vicinity of elementary school-recreation centers.

The bicycle is recognized by State and Federal law as a legitimate vehicle on most roads; however, in Baltimore County no improvements have yet been made to encourage this responsible mode of transportation. What is needed is the design and implementation of improvements to the road system specifically for the bicyclist including: a wide curb-lane policy when striping traffic lanes, replacement and/or modification of existing bike-trap sewer grates, installation of bike-safe grates in all new storm sewer systems, establishment of painted or protected "bike lanes" on new or improved roads and on existing roads of sufficient width, establishment of a system of scenic-recreational "bike routes" on low traffic volume roads where the bicyclist is given preference over motor vehicle traffic, establishment of safe "school bike routes" in the vicinity of public and private schools, and a public education program designed to improve the understanding and cooperation between the bicyclist and motorist. Although on-road bikeways will be complemented by the "path system" described above, it must be recognized that roads will have to provide the primary method of access for the bicyclist to common destinations such as home, job, shops, school, etc. for some time to come. A basic principle whenever transportation policies or facilities are designed should be to design them so as to encourage the increased use of the bicycle as a method of transportation.

Because of the importance of the private automobile, passenger bus and truck, the road system has been the most significant determinant of the form which communities have taken. Whether roads are organized into gridiron or radial patterns does not seem to be as important as whether they are sized and located according to the traffic which they will bear (including both the numbers and types of vehicles). Roads should be organized not only in terms of traffic, but also in terms of their origins and destinations. Roads serving centers should terminate at centers; roads extending beyond centers should bypass centers and their residential service areas. At the level of the individual unit the cul-de-sac or closed parking court are favored devices for avoiding through traffic. Where pedestrian ways cross roads carrying significant amounts of traffic, grade separation devices should be utilized. Within the road system as a whole, an attempt should be made to identify types of vehicular use. Generally, movement of heavy vehicles should be directed to the outskirts of residential complexes. Furthermore, certain roads or certain lanes of roads ought to be designated exclusively for public bus transportation. It may be desirable, for example, to have separate bus ways occupying certain lanes of the Baltimore Beltway.

A program to discourage the use of the large car should be initiated with the active program to encourage the use of alternate modes of transportation. We will have to face the fact that it will take some time to change ingrained habits so that a heavy dependency by the public on the automobile as a means of transportation will be with us for a while. A greater use of small cars will reduce consumption of gasoline and increase the vehicle capacity of current highways and parking facilities. Taxation is one possible consideration, a dual rate system for parking vehicles is another, and a reduction in the size of parking spaces can also be considered as a means of discouraging the use of large vehicles.

Current Baltimore County Zoning Regulations call for 8 1/2 x 18' long parking spaces. The required width should be reduced to 7'8" to 8' for compact and sub-compact cars. Operators of parking facilities should be required to provide choice locations for the parking of compact and sub-compact cars.

There is a need for a public transit system which is fast, dependable, convenient, comfortable and relatively inexpensive—one that is able to compete with the automobile. Since public transit consumes less energy per user, it has less adverse effects on the environment and its potential in reducing pollution must be considered. Public transit is for some persons the only means of mobility—for those without a car, the poor, the elderly, the handicapped, and those too young to drive. Therefore particular emphasis should be given to transit service to medical centers, to health clinics and to other special institutions. Circumferential bus service needs to be expanded between outlying developed areas of the County. Jitneys or mini-bus services should be considered for major employment centers such as Towson.

The establishment of a rapid-transit system capable of accommodating high volumes at high speeds, serving commuter traffic and promoting the use of public transit over cars may be costly, and such a system may operate at a

considerable deficit. New sources of revenue to finance the transportation system will be needed; the convenience of the automobile in light of its effects on man's relationship to his environment must be reconsidered. No rational transportation plan can be accepted in the absence of detailed and sophisticated cost-benefit analysis. Such analysis must consider social and esthetic values as well as purely economic ones. The safest and best systems may initially be far more expensive than the present systems but may ultimately prove to be more economical.

## 6. Education

The locations of schools at each level of the educational system should be keyed to the populations which they are to serve. Thus, elementary schools should be located in the centers of neighborhoods so that they may best fill the needs of families through their highly accessible locations within practical walking distance of homes. Middle and senior high schools should be located in community centers in order to serve their populations most efficiently; community colleges and vocational centers should be located in town centers.

In addition to being located at the centers of their respective areas, the schools should also be spatially associated with other public facilities, such as the library, police and fire stations and the post office. The efficiency of these different facilities, in terms of the provision of services to citizens, can be considerably enhanced by their location adjacent to each other. Therefore, wherever possible, public facilities should share common sites in order to maximize their convenience and efficiency for area residents.

Schools should continue to be used as recreation centers for their areas, as well as be associated with other public services. For example, the elementary school-recreation center should include a gymnasium-auditorium, an adult meeting room, play fields and perhaps a swimming pool. In this way the elementary school could become a true neighborhood center, the effective focus of its neighborhood. If associated with other public facilities, the school could become the public service center and site of the functioning of grass-roots democracy in the neighborhood. In a similar fashion, the middle and senior high school-recreation center should include a gymnasium and play field, auditorium and recreation hall, swimming pool, shop and laboratory facilities and adult education centers in order to best serve its larger population. All schools should be provided with abundant bicycle parking.

Because school enrollments have been falling rapidly in the 1970's, the need for new school construction is less pressing than it has been in the past. It should now be possible to use more funds for the renovation of older schools, which were neglected while the need to expand the school system was urgent. The effort to modernize these older facilities to provide the same services available in the newer schools can be supported by maximum use of State funds. Some replacement and expansion of facilities might be most economically accomplished through the purchase of parochial school facilities if they are dropped from that system.

## 7. Recreation

Provision of adequate open space and recreational facilities has been dealt with in a section beginning on page 18.

## 8. Libraries •

The present policy in Baltimore County organizes libraries into three types, each type providing a different level of service.

Small store-front book centers have been planned for neighborhoods. Their book collection will concentrate on popular reading, best sellers, mysteries, children's books, magazines and a collection for young adults. Reference materials would be kept to a minimum, an encyclopedia and one or two general reference volumes.

This kind of center would serve up to 10,000 persons. A series of such neighborhood book centers would be related to local activities and neighborhood functions.

Some community libraries now exist. These serve a larger population of 20,000 to 60,000 and were located, when possible, in or close to community shopping centers. The area served by a community library embraces three or four neighborhood book centers.

Area or "regional" libraries embrace three or four community libraries and nine to twelve book centers. These serve the greatest population, as reflected in their size, number of books, depth of the reference collection, and the additional facilities to serve community needs: small auditoria and meeting rooms. The maximum distance for traffic to the library other than by automobile has been set at one and a quarter miles.

Library service will be facilitated by placing book centers in neighborhood shopping centers; community libraries near schools and adjacent to commercial and governmental facilities; and area libraries in major shopping complexes, tentatively identified as "town" centers. Regional health services, police stations and community colleges could share this common site, and, in some cases, even a common structure.

## 9. Police Department

The Baltimore County Police Force now suffers a serious lack of manpower and equipment. The present ratio of police manpower to population per 1,000 is equivalent to the National Average for rural communities rather than the per 1,000 average for metropolitan areas in the South Atlantic States. Also, since 1966, requests for police service have more than doubled, while manpower has only increased by 33%. More alarmingly, serious crime has increased by 107% since 1966. It seems clear that more police are needed and that they must be furnished with the most modern equipment available.

The present sociological trend toward estrangement of police and citizen must be avoided in Baltimore County. Present programs plus new and innovative programs must be continued and expanded in order to bring citizens, junior citizens and police together.

New and modern facilities are required to replace outmoded buildings and to provide a more efficient operational base. replacement facilities are required for North Point, Perry Hall and Headquarters in Towson.

A training facility within the department is required, since expanded training is essential in order to cope with the complexities of modern law enforcement.

Finally, the present Baltimore County Jail, originally intended to be a minimum detention institution, has emerged as an extremely overcrowded institution with a mixed population of young, minor offenders and hardened criminals, all integrated with no means of recreation or rehabilitation at their disposal. A new expanded facility is urgently required to insure safe and proper prisoner care.

#### 10. Fire Department

The location of fire stations is governed by two major considerations: first, the time-distance factor to the periphery of a service area; and, second, the characteristics of the area in terms of value and hazard. The recommended distance in miles from a pumper-hose or pumper-ladder company to high-value commercial and industrial institutions is  $3/4$  of a mile, to residential areas,  $1\ 1/2$  miles, and to scattered developments, 3 miles. The distance from a ladder company to high-value commercial and industrial institutions is 1 mile, to residential areas 2 miles, and to scattered development, 3 miles.

Existing paid fire stations in Baltimore County at  $1\ 1/2$  mile radius coverage blanket the built-up areas and the spacing seems to be close to that of present town and community centers and of existing middle schools. Such a radius would also seem to imply locations at community centers. Since the Fire Station is generally an emergency service, social considerations involved in their location are not so significant as they are in the location of Police facilities; however, the fire-spacing criteria above dictate placing sites at or near central places, where densities are highest and access optimal. Additional locations may be required at industrial areas, but, in general, town and community center location seems clearly desirable.

access and centrality are good and land is available. Present medical practice emphasizes the need for close spatial relationship between the private doctor's offices and clinics with hospital facilities they commonly use. Again, this indicates that a hospital at the town center periphery would complement individual doctor's offices in the center itself.

Diagnostic clinics with out-patient services are based on the "community care concept," which states that a patient should remain with his family and his community as much as possible to avoid psychological debilitation. Therefore, the out-patient services must be located close to residential, central places. Individual clinics and out-patient services, where justified by needs, would seem to be properly placed in community centers. Such clinics could, with some additional equipment and personnel, perform many of the complex diagnostic services now scattered in offices of different types of specialists, or inadequately performed by individual general practitioners.

Trends indicate that the general practitioner will largely disappear. that medicine will increasingly become a publicly supported activity, and that diagnosis will intensify in its technical complexity. Based in part on this information, the health department has recommended an expansion of their facilities as follows:

a) Regional Health Centers. These centers are planned for ambulatory and comprehensive mental health care and provide initial diagnosis and treatment, health supervision, management of chronic diseases and preventive services. Two will be needed within the ten-year period and two additional regional centers within the twenty-year period.

b) Community Health Clinics. These are small facilities located in community centers and possibly combined with other uses, such as libraries, in a single public building complex. They provide diagnostic and out-patient services both for general health (primarily preventive) and comprehensive mental health and also house the community health workers. Three of these centers are needed within the ten-year period and an additional three within the twenty-year period.

c) Neighborhood Public and Mental Health Centers. The Health Department is renting at the present time space for seven health centers and three mental health centers. These are small facilities, averaging 5,000 square feet, and could be housed jointly with the facilities of other public agencies.

## 11. Health and Medical Services

The present intent is to have three major and a number of minor public health facilities in Baltimore County. General hospitals and mental health hospitals have generally been located with no relation to central placing except for Towson which has a major medical center on its periphery. It is desirable to locate hospitals at the periphery of town centers where 150,000 persons per hospital



## 12. Churches

Due to the wide diversity in membership between religious groups, no universal, applicable policy for location can be established. The needs of each sect or denomination must be examined separately to determine its proper location. Common considerations do exist: churches should be located at centers rather than scattered through a residential community; churches associated with centers can have the advantages of shared parking, access to school-recreation centers, and adequate roads.

Statistical data would seem to indicate that Catholic and United Protestant Churches would be properly located at either neighborhood or community levels depending upon specific circumstances. All other denominations would be properly located in community or larger centers, although specialized institutions require individual location studies.

## 13. Governmental Facilities

Offices for local governmental services such as elections and political functions are needed in each locality. A precinct, the basic political unit, is determined by the acceptable size of the block in which the voters' names are registered, usually about 1,200 persons. For convenience, a number of precincts are often polled in combination due to the shortage of suitable locations for voting machines. Suitable space could be provided in elementary schools so that the neighborhood would become the basic political unit. This might further reinforce the social identity of the neighborhood.

There are now a large number of decisions made by the central county government that are purely local concerns. As the county grows in population and in governmental complexity it will become progressively more difficult for the system to be responsive to local concerns. The need for people to have control and say in actions which deeply affect their local groups is becoming evident. Certain decision-making powers could be delegated by the County Council and Executive to locally elected officials functioning on a volunteer basis. These powers would be strictly limited to the control of local issues only and the County Council would serve as the court of appeals for aggrieved citizens. The delegation of such powers could serve to relieve discontent with the present system and defuse any future move to incorporate towns as politically distinct entities.

## E. DEVELOPMENT CONTROL

The development of Baltimore County should be guided carefully in order that the greatest benefits will accrue to all of the County's residents. Some form of adequate-public-facilities legislation should be enacted to ensure that the full range of all public services—transportation, schools, sewer and water services, storm drainage systems and solid waste disposal—will be properly supplied to all citizens. The subdivision and zoning controls available to the County should be fully utilized in order to assure the best distribution of facilities and land uses. Zoning should conform to the Comprehensive Plan and be supplemented by other types of development controls, in much the same way that floodplains and tidal areas are protected by both State and County controls.

While it is generally agreed that the last major amendment to the County development-control legislation (Bill No. 100, 1970, amending the Zoning Regulations) is and will continue to be beneficial to Baltimore County, that amendment has also presented problems. It has, for example, rendered most of the County's subdivision regulations obsolete. Also, the legislation was not actually "finished" at the time of its adoption—and the supplemental, corrective amendments proposed by the Planning Board in 1971 were never acted upon. Further, the legislation was fitted into a zoning code whose simple format could not gracefully accept new complexities.

There are many other development-control problems that were not even contemplated under the 1970 amendment. Some of these—historic preservation, development staging, floodplain regulation, scenic easements—are discussed in other parts of this plan. Additional pressing needs are for up-dating mobile-home zoning regulations and strong office-zoning provisions. All of the County's commercial zoning regulations need to be replaced.

The basic goals of the County's housing policies are to sustain and increase the quality and availability of residences for all County citizens. Therefore, the County should institute a program of annual inspections of all rental and multi-family condominium buildings. Consideration should be given to the possibility of combining all housing code enforcement functions into one agency and to training multi-discipline safety and sanitation inspectors in order to provide more efficient, economical inspections. The County should also consider enacting a rent-receivership law which would allow the County to hold rents until code violations have been corrected or permit the County to use them to remedy the violations. Non-profit housing projects could be extremely helpful in meeting the special needs of both the elderly and the larger family.

Because industrial growth in the County will provide convenient employment for a higher proportion of the County's workers and increase tax revenues, the County should encourage a diversified industrial development program which will keep pace with the growth of the labor force and accommodate the changes in its structure as more young people and women enter the job market and the trend toward white-collar occupations continues.

Baltimore County, like Baltimore City, imposes a 60 percent inventory tax assessment rate on warehousing and distribution industries; however, Anne Arundel, Carroll, Harford and Howard Counties do not tax the inventories of such industries. Baltimore County should eliminate its inventory tax in order to become more competitive with surrounding counties in attracting new wholesale industries.

Public facilities should be provided to areas where industrial development is desirable. The County should "stage" the provision of public facilities to other selected areas in proximity to major rail, highway and port access systems and reserve that land for industrial use in order to encourage long-term industrial development. These areas should be carefully chosen in order to minimize the nuisance or deleterious impact of industrial uses on other land uses and the natural environment, and to locate industries in clusters, rather than in scattered locations.

Strip commercial uses in Baltimore County blight the landscape, increase dependence on the automobile, waste land, and reduce the efficiency of the highway system. No additional commercial zoning, therefore, should be provided outside designated town, community and neighborhood centers in order to confine commercial uses to those centers. Studies should be undertaken to furnish adequate public transportation to districted centers. Wherever an alternative viable zone can be applied strip commercial zoning should be removed where no major commitment to development has been made, and commercial activity in industrial zones should be discouraged by revision of the Zoning Regulations.

#### F. FISCAL AND ECONOMIC POLICY

In order to establish new fiscal and economic policies which will aid the implementation of the plan's stated objectives, the County must make a careful and detailed analysis of its systems of public facilities. This analysis should first identify the systems as they presently exist in education, sewerage and water supply, storm drainage, transportation, solid waste, libraries, fire and police protection, and recreation and open space facilities. Secondly, the County should investigate these existing systems to determine where and in what ways they are inadequate. Such an investigation should analyze the current inadequacies by category and by planning area, determine the value of the present investment in facilities, estimate the costs of the improvements necessary to achieve adequacy of service, and estimate the maintenance costs of both the existing systems and the proposed improvements.

The County should define as clearly as possible the best distribution of expenditures for capital improvements between the existing developed areas and the new growth areas. The selection of this best apportionment of spending will depend on a determination of the County's financial capabilities, based on the existing tax systems and the present schedule of State and Federal assistance for capital expenditures. To extend its financial capability the County should not overlook the broad powers of the Baltimore County Revenue Authority.

It will also be necessary to discern possible alternative requirements for new growth capacity, based on alternate population growth projections by area and on program limitations due to time, environmental and technical feasibility constraints. It will, of course, be necessary for the County to work out a political resolution of the formulas for revenue distribution.

Baltimore County's tax programs have a major impact on the achievement of its policy objectives. For this reason, the County should undertake a comprehensive evaluation of programs at the County, State, and Federal levels to discover which tax policies are productive and which are likely to be counter productive in terms of attaining County development goals. Such an evaluation should be used to identify the tax programs which could and should be altered in order to implement the County's policies. In particular, ways should be found to ensure that a developer would bear a greater share of the cost burden of his development.

Present-day taxation practices have reinforced real-estate market trends that frustrate the implementation of plans and that work against the public interest. It would appear that alternative taxation practices could, among other things, rechannel market forces in such a manner as to result in reversal of the trends towards urban sprawl, deterioration in older centers and disproportionate taxation of the owners of residential properties—and, in general, to support implementing the plan.

The County should support and participate in studies of taxation practices. If adequate studies are not undertaken at the State or regional level, a citizens task force appointed by the County Executive should be provided with the financial and technical resources necessary to study the effects of taxation on real-estate market forces.

In consequence of reordering its tax programs, the County would be able to identify the financial resources available to meet County objectives. Additional financial resources would be made available for capital improvements by reforming tax programs to eliminate the inequities which they presently contain. The County would then be able to reevaluate its public improvements programs and its formulas for the distribution of improvements between already developed and new development areas in terms of the reordered tax structures.

The above program is necessary for the adoption of a "Development Staging Map" and for legal validation of adequate-public-facilities legislation. The County must know what its commitments are to the existing public facilities systems in terms of their maintenance costs and the costs of required improvements based on the existing population. In addition, the County must determine its long-term spending rates in order to project development staging as part of the Five-Year Capital Budget and Program. Finally, the County must be able to demonstrate that its new growth programs are realistic in terms of the County's fiscal capacity in order to be able to validate the adequate-public-facilities legislation in the courts.

## G. COMMUNITY PLANNING

Presently, Towson is the only place for which detailed plans have been formulated. However, many of the procedures, concepts, and standards developed for the Towson center can be utilized in the formulation of plans for the other areas of the County. For Towson, planning staff with input from an advisory group representatives of civic, business, and community organizations drafted a preliminary report and presented it to the Planning Board. A public hearing on this report was held on March 5, 1975, and the Planning Board evaluated the report and the comments submitted at the public hearing. Final adoption took place in April, 1975. The Policy Plan for Towson is therefore included as part of the Baltimore County Comprehensive Plan.

Plans such as the one prepared for Towson should be prepared for many parts of the County; older communities in need of revitalization, rapidly growing areas, areas with special development limitations and rural areas with heavy pressure for urbanization.

Since immediate issues and legally required activities absorb so much of the planning office's work effort, little time has been left to devote to other activities. The County Executive and County Council should consider establishing a substantial, ongoing community design program.

## H. EFFECT OF THE PLAN

This is a plan that, after revision, may become law. But even enactment into law does not give the plan substantial legal effect; specific provisions securing that effect are required.

- 1) The Planning Board will propose enactment of legal provisions requiring the capital program, the Countywide zoning map, decisions on zoning petitions, and official decisions of other kinds to be consistent with the enacted comprehensive plan. These provisions may be amendments to the County Code and/or contained within the Comprehensive Plan itself.
- 2) An adequate-public facilities ordinance should be enacted with its provision for a development staging map to tie development to the specifications of the Comprehensive Plan.
- 3) The zoning reclassification petition process should be amended to enable citizens to obtain more complete information on petitions and participate more fully in the zoning process.
- 4) Zoning petitions should be considered once a year at hearings of record before the Zoning Commissioner, and no developer should be allowed to reapply before the zoning maps are comprehensively revised by the County Council. By County law the maps must be revised every four years.

## CHAPTER IV. THE LONG RANGE COMPREHENSIVE PLAN

### A. LAND USE

The long-range Comprehensive Plan represents the 20-30 year land-use objectives of Baltimore County. This plan does not distinguish between what exists and what will come into existence in the next thirty years. The plan maps reflect the implementation of the policies that are a part of the plan text.

The urban residential areas indicated on the map are those areas in which provision of a full range of public services, including municipal sewer and water services, is anticipated. The intensity of development permitted in rural-residential areas is to be controlled through zoning.

Public lands, as indicated on the long-range plan, include both State and County buildings and public institutions as well as open space. The recommendations in the draft of the Comprehensive Open Space Plan have been incorporated to show information on a generalized map. Realization of the open space plan will require a reordering of Program Open Space funding by the State of Maryland, a change which is long overdue.

Easement areas are those which the plan recommends be established by the conclusion of agreements to protect the area's scenic recreational values. These are areas in which little or no change in existing land uses is anticipated. Institutional land use is also shown on the plan as a land use in which little change is foreseen. Since portions of Baltimore County's land use pattern are so critical to the safety of the water supply, the plan shows their land use in a "watershed protection" category. The criteria and rationale for watershed protection are discussed on page 26.

Agriculture is increasingly recognized as an important resource in an urban region. Baltimore County is active in recommending protection of this resource and the prime agricultural areas are reflected in the plan. The criteria and rationale for agriculture are discussed on page 26.

The plan reflects predictions for a reduced rate of population increase and long-term major urban growth is anticipated only in the areas of Windlass, Liberty and Owings Mills. The County will continue to monitor population trends in relation to the need for new growth in these areas. Adequate public facilities legislation would determine the timing of development in these areas. Zoning and other land use controls will implement the detailed planning that will have to be done prior to construction of urban facilities in these areas.

### B. TRANSPORTATION

Transportation is a vital public service. The comprehensive plan represents a recommended long-range transport system for Baltimore County.

In an attempt to attain a balanced, multi-modal system, the comprehensive plan recommends a shift in emphasis toward transit, complemented by an improved highway network and expanded rail service.

The change in accent from highway construction to mass transit is imperative. Utilization of mass transit reduces total vehicle miles traveled, thereby conserving energy and minimizing adverse effects on the environment. Implementation of this shift toward transit must originate in a reordering of budgetary priorities. Reallocation of funds is necessary to improve and expand regular and express bus service, establish bus lanes and busways, and develop alternate modes of transit.

A decrease in the public's dependence on the private automobile can only be attained with a competitive public transit system. Mass transit must provide fast, dependable, convenient and relatively inexpensive service, as well as transporting people to their desired destinations. This includes service to major employment centers, commercial centers and recreation areas.

The recommended mass transit system includes expanded local and express bus service, Phase I rail rapid transit, commuter rail service on the North Central Railroad line and a rail rapid transit system between major activity centers and residential areas.

The Phase I rapid transit line, a heavy-rail facility currently under construction, will provide service between Owings Mills, Baltimore City, the Baltimore-Washington International Airport and Marley in Anne Arundel County. The Maryland Department of Transportation (MDOT) has proposed stations at the Owings Mills Town Center, McDonogh Road, Milford Mill Road and Old Court Road. A proposed station at Patapsco Avenue, on the southern line, could serve the communities of southwest Baltimore County. The McDonogh Road station is not recommended in the Comprehensive Plan. A station at McDonogh Road would disrupt the character of the surrounding land which is presently devoted to institutional use and open space.

The Phase II Transit Study should be oriented to recommend service for a maximum number of urbanized areas. Baltimore County recommends maximum use existing rights-of-way, use of a light rail (street car) vehicle and an improved bus system. A light rail system should be developed on the Northern Central Railroad between Baltimore City and Cockeysville. The county stations should include Hunt Valley, Warren Road, Timonium Fairgrounds, a minor station at Lutherville (Bellona Avenue near Charles Street) and a minor station at Ruxton. The recommended light rail service should be instituted to Catonsville on the abandoned Catonsville short line and to Towson via a connection either from the North Central utilizing the old Maryland-Pennsylvania Railroad right-of-way or via Kenilworth Avenue. Rail service should include lines to the Social Security Administration, Dundalk, Sparrows Point, the Wilkens Avenue corridor to Columbia and the northeast corridor between Belair Road and I-95 to the Whitemarsh Town Center. A fuel shortage contingency plan must be developed and it should include emergency bus service and use of school buses by the MTA, if necessary.

The Mass Transit Administration should provide bus service to areas of the county that have a high rate of transit dependency and are not presently served. The recommended bus system includes an expanded park'n'ride program and increased linkage between major activity nodes of the County, including bus service from the Randallstown-Pikesville Corridor to Towson and from Overlea to the Essex Community College and Franklin Square Hospital. The plan recommends that Baltimore County establish busways and lanes for exclusive bus and carpool traffic. The Beltway, Edmonson Avenue, Charles Street and Loch Raven Boulevard should be specifically examined. The County further recommends that major employers permit a four-day work week on a voluntary basis and that employers place emphasis on carpooling and subsidized fares for bus patrons. In terms of physical planning the County will advocate restriction of parking in centers with adequate transit service.

Freight and passenger transport by rail would continue on the Penn Central Amtrak line connecting Baltimore with Washington, Philadelphia and New York. Amtrak should establish terminals near the Beltway in the Eastern and Southwestern areas. The United States Railway Association has recently recommended, as a part of its system plan, that the Baltimore and Ohio main-line (to Philadelphia) be improved so that it can handle all freight service now on the Penn Central's parallel right-of-way. If rail reorganization takes place as the U.S.R.A. plan proposes, Baltimore County will support the use of separate trackage for heavy-duty freight traffic and high-speed passenger movements. The Baltimore and Ohio Railroad service to Washington and the Western Maryland Railroad service from Owings Mills to Carroll County would accommodate both types of traffic on single lines. An additional single rail line for passenger and freight service to Dundalk and Sparrows Point should be provided through the Broening Highway corridor. Exclusive rail-freight transport would be provided through the Northpoint Road corridor to Sparrows Point and the Baltimore and Ohio Railroad lines to the north and west.

On the long-range Comprehensive Plan existing and proposed freeways and major arterials are mapped. Collectors and local streets are not represented. In using this plan, bear in mind that highways are classified functionally and not by size. This means that what is shown as an arterial in the rural area could be a two-lane country road while an arterial in an urban area could be a four-lane boulevard.

A number of projects previously proposed by the Maryland Department of Transportation (MDOT) or Baltimore County are not shown, indicating that these projects are not recommended as part of the transportation network. In other cases, additions or changes to projects in the State Highway program or the County Capital program have been recommended and are indicated on the map. Note that project recommendations which will require state cooperation are indicated by M.D.O.T. at the end of the project description.



## HIGHWAY PROJECT

Northwest Freeway (MDOT)

Broening Highway extension to  
Outer Harbor Crossing (MDOT)

Whitemarsh Freeway (MDOT)  
Eastern Boulevard to U.S. 1

Whitemarsh Freeway (MDOT)  
U.S. 1 to Perring Freeway

Metropolitan Boulevard (MDOT)  
Rolling Road to U.S. 40

Metropolitan Boulevard (MDOT)  
U.S. 40 to Security Boulevard

Metropolitan Boulevard (MDOT)  
Security Boulevard to Bonita Blvd.

Perring Freeway (MDOT)  
Joppa Road to Proctor Lane

Perring Freeway (MDOT)  
Proctor Lane to Harford County

Cockeysville Bypass (MDOT)

Old Pimlico Road and interchange  
with I-83 (Joint MDOT & County)

Beaver Dam Road extension (County)

Walther Boulevard (MDOT)

## STAFF RECOMMENDATIONS AS A PART OF THE COMPREHENSIVE PLAN

Downgrade portion south of Beltway to expressway. Request State to accelerate construction of project in 5-year period.

Request State to include in Highway Needs Study and 5-year improvement program.

Grade separation with Eastern Blvd. as southern terminus. Identify as a State critical need.

Reroute segment westward to connect with Proctor Lane instead of Perring Freeway. Include in State 5-year program.

Delete from all programs. Rolling Road relocated will occupy a similar alignment and be a county project.

Delete from all programs.

Delete from all programs.

Grade-separated interchange with Joppa Road and tight diamond interchange at Waltham Woods Road. Request State accelerate project in 5-year program.

Identify as a State 20-year critical need.

Prefer as alternative to York Road improvement from Industry Lane to Shawan Road. Request State to advance in 5-year program.

Request State program interchange construction within 5-year period to coincide with County construction of Pimlico Road.

Accelerate in County 5-year program.

Delete portion between city line and Putty Hill Road. Maintain portion from Putty Hill to Whitemarsh Freeway. Include in State 5-year program.

## HIGHWAY PROJECT

## STAFF RECOMMENDATIONS AS A PART OF THE COMPREHENSIVE PLAN

Bonita Boulevard (MDOT)

Include in Federal Aid Highway System,  
State 20-year needs study

Padonia Road extension to Bonita  
Boulevard (County)

Program when cross-county access is needed

Windsor Boulevard with interchange  
at Beltway (Joint MDOT & County)

Identify as a 20-year critical need

Lansdowne Industrial Access Roads

Extend Vero Road to Able Avenue  
Extend Able Avenue through I-95 underpass  
to Gittings Road.  
Extend Gittings Road from Joh Avenue to  
Washington Boulevard north of Beltway and  
south of Lansdowne Road

Lansdowne Boulevard, Baltimore  
Washington Expressway to  
Annapolis Road (County)

Delete from all programs

Stevenson Lane extension (County)

Delete from all programs

Jones Falls Expressway extension  
(MDOT)

Request State to program project in early 1980's

Warren Road extension (MDOT)

Interchange with I-83 at Jones Falls extension.  
Program to coincide with Jones Falls Express-  
way extension

Riverside Drive (County)

Accelerate in 5-year program.

Lillian Holt Drive (County)

Delete portion south of Kenwood Avenue.  
Maintain proposed road north of Rossville  
Blvd and accelerate in 5-year program.

Charles Street extension (MDOT)

Delete from all programs

Rossville Boulevard (County)  
Stemmers Run Rd. to Eastern Blvd.

Delete from all programs

Southeastern Blvd, Old Eastern Ave.  
to Marlyn Avenue (MDOT)

Request State to accelerate program

Jarrettsville Pike realignment (MDOT) Identify as State 20-year non-critical need

## HIGHWAY PROJECT

## STAFF RECOMMENDATIONS AS A PART OF THE COMPREHENSIVE PLAN

Sherwood Road extension (County)

Delete from all programs.

Crosby Road extension to  
Metropolitan Boulevard (County)

Program project to coincide with Metropoli-  
tan Boulevard construction.

Grade separations on Baltimore  
National Pike at Ingleside Avenue  
and at Rolling Road (MDOT)

Identify as State critical need.

Piedmont Highway (MDOT)

Delete from all programs.

Gunpowder Freeway (MDOT)

Delete from all programs.

Back River Crossing (MDOT)

Delete from all programs.

Riverview Freeway (MDOT)

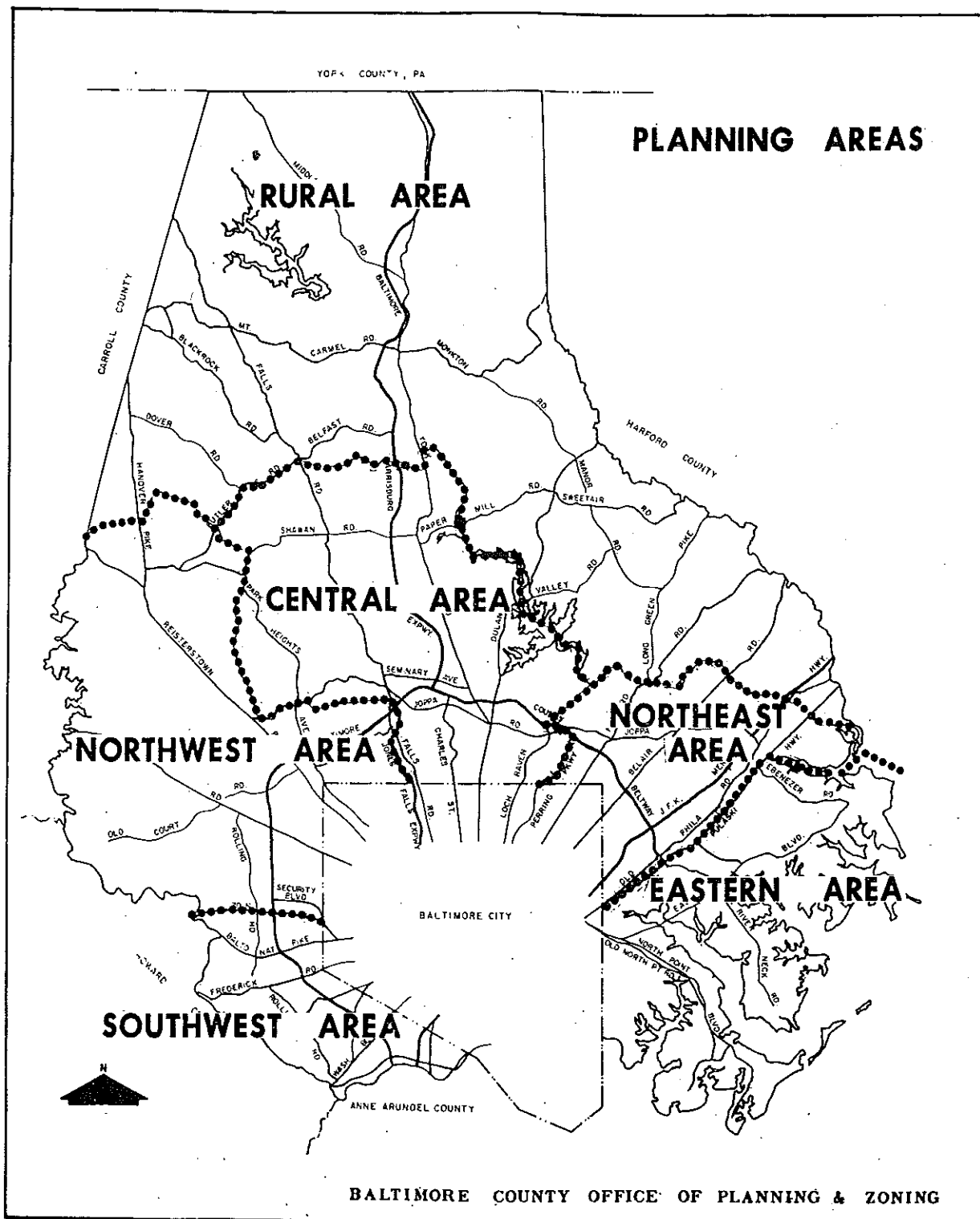
Delete from all programs.

Outer-Outer Beltway (MDOT)  
(Md. 27 & Md. 136 extended)

Delete from all programs.

Upper Bay Crossing (MDOT)

Delete from all programs.



THE SHORT RANGE COMPREHENSIVE PLANS APPEAR IN THE FOLLOWING CHAPTER OF THE TEXT. THE RESIDENTIAL DENSITIES INDICATED ON THE PLAN SHOULD BE INTERPRETED AS FOLLOWS:

LOW DENSITY - 1 TO 4 DWELLINGS PER ACRE  
 MEDIUM DENSITY - 2 TO 11 DWELLINGS PER ACRE  
 HIGH DENSITY - 10 TO 16 DWELLINGS PER ACRE  
 HIGHER DENSITIES MAY BE LOCATED IN OR NEAR  
 DESIGNATED TOWN OR COMMUNITY DISTRICTS

## CHAPTER V. THE SHORT RANGE COMPREHENSIVE PLAN

The Comprehensive Plan has indicated land uses on tracts that are larger than twenty acres in area with the following exceptions: non-strip commercial uses on tracts larger than ten acres have been shown and all recommended industrial sites have been shown in the rural areas.

### A. Southwest Area

The Southwestern Planning Area is bounded by I-70 on the north, the Patapsco River on the west and south, and the City Line on the east.

The terrain in the Southwestern Area is relatively low and flat, except along the periphery of the Patapsco River where the topography descends steeply to the river. In one particular stretch of the Patapsco River, known as the Patapsco Gorge, steep slopes evolve into a deep ravine which extends for a distance of about ten miles. Another natural feature within this sector is an area referred to as "the mud flats", a shallow wetland fed by the Patapsco River. This area sustains many different kinds of grasses, bullrushes and marsh plants capable of attracting waterfowl and wildlife.

Within the quadrant between Southwestern Boulevard and Hammonds Ferry Road there are 1,000 acres of industrially zoned land. This is an excellent location for industrial sites because its Baltimore-Washington orientation gives industry an opportunity to serve two large metropolitan markets by rail. A network of major thoroughfares including the Beltway, the Baltimore-Washington Parkway, the Harbor Tunnel Throughway and I-95 also provide easy access for truck transport. Because of these favorable elements many warehousing and distribution industries are in this area.

An almost continuous corridor of strip commercial development extends along Baltimore National Pike; Westview Shopping Center, 40 West Shopping Center, Pike Park Mall, Charing Cross Shopping Center, E. J. Korvette Shopping Center and Ingleside Shopping Center. Other smaller concentrations of commercial services are found along Frederick Road, Annapolis Road and adjacent to Southwestern Boulevard.

Some of the more prominent institutional holdings located within this sector include: Spring Grove Hospital, University of Maryland, Baltimore County Campus, Catonsville Community College and St. Mary's Seminary.

The communities of Lansdowne and Arbutus form a high-density residential area with two primary clusters of concentrated development. In the vicinity of the Baltimore-Washington Parkway, apartments and group homes are the prevalent residential type; between Wilkens Avenue and Southwestern Boulevard there is another large group of apartments. In 1974, these two communities had a population of 41,000. Little additional growth will occur by 1980 because of the already dense residential pattern. The communities of Catonsville-Westview will experience more growth by 1980 because of the availability of vacant develop-

able land. In 1974 these communities had a population of 52,000. Inside the Beltway the land is highly suburbanized, particularly between Frederick Avenue and 70-N, where many apartment complexes have developed. Outside the Beltway the land is aparsely developed and is available for urban growth when public utilities become available.

Metropolitan Boulevard has been removed from both the long-range plan and the short-range plan. However, Rolling Road, south of U.S. 40, will be relocated on the long-range plan to an alignment to be determined by a comprehensive transportation study and eventually constructed as a two-lane County road, relieving congestion on Igleside, Bloomsbury, and South Rolling Road.

Additional property is recommended to be committed to the Patapsco State Park System.

An access road will be constructed to the proposed Southwest Area Park. This road will not go through the Baltimore Highlands neighborhood.

Additional local parks to serve existing developed neighborhoods will be acquired in the Lansdowne-Baltimore Highlands area.

Industrial land East of I-695 at the I-95 intersection is to be served by a road from Joh Avenue to Washington Boulevard near the Beltway. the new road will be linked to Benson Avenue by means of the I-95 underpass. No additonal public or private vehicular connection will be allowed between the industrial service road and Washington Boulevard. In addition, the County will ban through truck traffic on portions of Hammonds Ferry Road, Hollins Ferry Road, and Lansdowne Road.

Grade separated interchanges should be built at Route 40 intersections with Rolling Road and with Ingleside Avenue.

## B. NORTHWEST AREA

Roughly, the boundary of the Northwest Planning Area approximates a line following the Howard and Carroll County Line on the west, 70-N on the south, the City Line, Jones Falls Expressway and Garrison Forest on the east, and Glen Falls Road and Piney Grove Road on the north.

The irregular topography of the area is most prominent adjacent to the Patapsco River and Liberty Reservoir where steep terrain drops toward the bodies of water. Also, a steep vertical ridge parallels Hillside Road and abruptly plummets down into Greenspring Valley, a narrow-bottomed valley having scenic appeal. Soldier's Delight is an area of unusual physiography; it is underlain by serpentine rock, resulting in extensive barren areas and stunted vegetation, dominated by scrub pine and oak and meager grass. Small deposits of chromite are found here and were commercially mined during the 1800's.

The majority of the industrial use within this sector is concentrated in two communities: Owings Mills, which has direct access to the Western

Maryland Railroad and is only three miles from the Beltway, and Woodlawn, immediately accessible to the Beltway. Also, the Social Security Administration complex is located here, one of the largest employers in Baltimore County. The three major industrial parks in the sector: Owings Mills Industrial Park, Security Industrial Park, and Meadows Industrial Park account for approximately 800 acres of industrial land.

Extending radially along Reisterstown Road and Liberty Road are a multitude of shopping facilities. Interspersed along these thoroughfares are many shopping centers, such as Chartley, Reisterstown and Pikesville Plaza Shopping Centers located along Reisterstown Road and Milford Mill Road, and Liberty Plaza and Liberty Court Shopping Centers located along Liberty Road. Security Square Mall, located at the Beltway and Security Boulevard, also serves as the Town Center for the area.

The large public and institutional tracts of land include: Patapsco State Park, Mt. Wilson and Rosewood State Hospitals, Montrose School for Girls, McDonogh School and several golf courses.

Moderate density housing developments are scattered throughout the sector, whereas high density apartment complexes tend to cluster essentially in three locations. In Reisterstown, there are about 2,700 apartment units; along Liberty Road, just beyond the Beltway, there are over 3,000 apartment units and numerous units exist in the vicinity of Old Court Road and the Beltway. Fundamentally, the outer fringe of this sector is rural in character, with a divergent mixture of residential enclaves including rural hamlets, such as Woodensburg and Granite, small farms and large horse farms in the Worthington Valley, including the renowned Sagamore Farm, sparse residential development along rural roads and exclusive residential units in Stevenson.

Figures from the State Department of Health and Mental Hygiene indicate the total population of the Northwestern Planning Area was estimated to be 138,100 in 1974. The population by communities in 1974 was: Stevenson 15,400, McDonogh 2,100, Reisterstown 16,200, Owings Mills 12,300, Pikesville 8,200, Randallstown 11,300, Diamond Ridge 5,200, Milford Mill 16,500, Lochearn 15,700, Woodlawn 18,500 and Old Court 13,300.

The Northwest Expressway is to be built as a boulevard from Wabash Avenue, at the City Line, to the Beltway with a cut-and-cover tunnel through Sudbrook Park. Northwest from the Beltway, the road will be built as a freeway with interchanges at the Beltway, Dolfield Road, and in the vicinity of Reisterstown.

Bonita Boulevard will be constructed from the Dolfield Road—Reisterstown Road intersection to Hanover Pike in order to accelerate the development of industrial areas along Gwynns Falls.

Painters Mill Road is to be extended across Reisterstown Road to St. Thomas Lane and linked, as development proceeds, to Caves Road. Caves Road is to be linked with Broadway Road and Padonia Road to establish a continuous two-lane route.

The proposed mass-transit line should be built parallel to the Northwest Expressway with station stops at Patterson Avenue, Old Court Road, and Milford Mill Road within the Beltway. Outside the Beltway, one stop is proposed at Owings Mills where planned town-center commercial and high-density-residential land use is shown. A transfer station at this location will provide bus service to the Bonita Boulevard industrial area, and park 'n' ride facilities are also to be constructed here.

A separate access drive is to be constructed to the Campbell Quarry in the Hernwood area.

A community center is designated on the site of the Arundel Quarry on Greenspring Avenue. The proper zoning classification will be recommended when quarrying operations cease.

Pimlico Road is to be realigned with an interchange at the Jones Falls Expressway. Development zoning should be provided on the Johnson tract only when the interchange is constructed.

A direct access interchange is recommended between I-70N and the Social Security Complex. This interchange will make the proposed parallel access road from the complex to the Ingleside Avenue—I-70N interchange unnecessary. The need for additional roads, such as Metropolitan Boulevard north of U.S. 40, will be evaluated as part of a general transportation study.

No additional growth is recommended for this area until problems involving sewers, storm drains and roads can be resolved. Some subsequent growth can be accommodated in the Granite Area. The Liberty Reservoir watershed is to be protected from major residential expansion through the designations of the proposed watershed protection and agricultural zones.

### C. Central Area

The Central Planning Area is bounded by the City Line on the south, Perring Parkway and Loch Raven Reservoir on the east, Quaker Bottom and Butler Roads on the north and the western edge of the Jones Falls Watershed (near Bonita Avenue) on the west.

The northern portion of this sector, including the land surface paralleling the Harrisburg Expressway, is marked by steep vertical ridges, some higher than 600 feet. In the east, steep, heavily wooded slopes descend toward Loch Raven Reservoir. A geological formation called Cockeysville Marble underlies some sections of this sector. This formation is a recognized ground water source and also contains deposits used commercially as building stone, crushed stone, aggregate, and as a source of lime in cement and concrete.



Towson is highly urbanized, with a downtown core characterized by high-rise office and apartment buildings; a commercial complex and diverse types of residences; highrise apartment and condominium buildings; detached houses on large lots; row homes and some sub-standard housing in East Towson.

The Central Area also has strip commercial sites located extensively along York Road and many shopping centers such as York Road Shopping Center, Towson Plaza Shopping Center, Dulaney Shopping Center, Hutzler's, Hampton Plaza and Eudowood Gardens Shopping Center. Large tracts of land in Towson are occupied by institutional uses such as the complex containing Towson State College, St. Joseph's Hospital, Sheppard-Pratt Hospital and the greater Baltimore Medical Center. Goucher College and Peabody Conservatory share another large tract.

Loch Raven, the most highly concentrated community in the vicinity of Towson, is dominated by several apartment and group housing developments, with many areas at densities of ten persons per acre.

Extending northward from Towson are the communities of Lutherville, Timonium and Cockeysville, three of the primary growth areas of the past decade. Construction of the Harrisburg Expressway provided the initial impetus for the emergence of tremendous amounts of residential, commercial and industrial development. The Penn Central Railroad and the Harrisburg Expressway form a major transportation network for goods, and much of the land in this corridor is occupied by industrial parks, such as Hunt Valley, Kilmarnock and Metropolitan. Also, the Harrisburg Expressway and York Road provide easy access for commuting between home and various employment centers; consequently, over 4,000 apartment units have been constructed in Cockeysville in addition to many medium-density developments in other locations along York Road. In the area contiguous to Loch Raven Reservoir, there are enclaves of expensive housing.

The rapid development has attracted numerous businesses to accommodate consumer demand. Dispersed along York Road are many commercial centers: Yorkridge Shopping Center, Timonium Shopping Center, Padonia Plaza, Yorktowne Plaza, Seminary Shopping Center and Ridgely Shopping Center.

Figures derived from the State Department of Health and Mental Hygiene indicate that the total population of the Central Planning Area was 124,300 in 1974; Towson had a population of about 70,000 and the combined communities of Lutherville, Timonium and Cockeysville had about 50,000 inhabitants.

No connection is planned between Knollwood and Sherwood Roads. Stevenson Lane is not to be extended through the Maryland Country Club property. Compensatory improvements to York Road are to be made in the vicinity of Register Avenue. The County should attempt to obtain the Maryland Country Club property as a much-needed area park should the country club be offered for sale.

Charles Street will terminate permanently at the Beltway interchange. The Department of Traffic Engineering will test a proposal for limiting access from the Charles Street interchange into Bellona Avenue to buses and emergency vehicles.

A cul-de-sac will be constructed at the termination of Greenspring Road at the southern edge of the industrial park and no further extension to Ridgely Road or the Stewart's center will be made.

Chestnut Ridge is no longer planned as a future urban area and is designated as an area for rural residential growth.

The approved Towson Master Plan is incorporated in the 1975 Comprehensive Plan.

An elevated bypass will be constructed around Cockeysville and the existing elementary school will be rehabilitated.

The Greenspring Trail is to be acquired and developed in a manner acceptable to the local residents.

Land uses near Loch Raven Reservoir have been redesignated for the lowest possible intensity of use commensurate with the existing provision of public facilities. No additional public facilities are to be extended into this area.

#### D. Northeast Area

The Northeastern Planning Area is bounded on the east by Pulaski Highway, White Marsh Run, Bird River and the County Line along the Gunpowder Falls. It is bounded on the west by Cromwell Bridge Road, the Beltway, Perring Freeway, and the City Line. The topography within this sector is flat to the southeast, becoming slightly rolling to the north. Steep slopes along Gunpowder Falls are covered by heavy vegetation in a narrow strip of land between Belair Road and Pulaski Highway. Within this corridor there are many deposits of Coastal Plain sediments. Sand, clay and gravel are currently being worked.

Pulaski Highway and the Baltimore and Ohio Railroad are part of a major transportation corridor which forms the southern boundary of this planning sector. Interspersed along Pulaski Highway are substantial acreages of industrial and commercially-zoned land. This particular thoroughfare handles a great deal of industrial and commercial traffic due to its accessibility to the port and the markets of Philadelphia and Washington. Throughout the remainder of the area,

there is very little industrially zoned land; however, extensive amounts of commercially zoned land exist along Harford, Belair and Philadelphia Roads, serving the communities of Parkville, Overlea and Rosedale, respectively. Many large tracts of commercially zoned land are also scattered throughout the area in shopping centers, such as, Golden Ring Mall, Perring Plaza, Perry Hall Shopping Center, Kenwood Shopping Center, Rosedale Center, Carney Village and Cedonia Mall.

Population is concentrated south and west of the Beltway in Parkville, Overlea and Rosedale; land is less urbanized beyond the Beltway, although there are three areas of significant residential development outside the Beltway in Perry Hall, Carney and Rossville. The dominant housing type within the Beltway is the single-family dwelling on a quarter-acre lot. Many apartment and townhouse complexes are proposed or under construction beyond the Beltway in such areas as Harford Road at Carney, Philadelphia Road and Golden Ring Road, Belair and Joppa Roads, and in the Rossville area.

The total population of the Northeastern Planning Area in 1974 was approximately 95,000; this population can be expected to increase to 120,000 by 1980. The communities of Parkville, Overlea and Rosedale will experience little growth, whereas the Perry Hall-White Marsh area will expand, especially with the development of the Nottingham Village property and the Universal Housing Subdivision. The construction of several additional major roads, such as Whitmarsh Freeway, Perring Freeway, Lillian Holt Drive, and Perry Hall Boulevard will also facilitate growth.

The former Belmont town center has been redesignated as a community center. This change will result in a reduction in the amount of commercial and high density residential development.

Lillian Holt Drive from Hazelwood Avenue to Kenwood Road has been deleted from the plan. The right-of-way is to be used as a linear park. Lillian Holt Drive is to be constructed north from Kenwood Avenue.

Industrially zoned land on the east side of Pulaski Highway north of Bird River is redesignated as agricultural land with recommended interim excavation of mineral deposits.

Proposed Whitmarsh Boulevard has been realigned to extend from the White Marsh town center to Perring Parkway at Proctor Lane. There will be a grade-separated interchange at Belair Road. Movement from the Magledts Road area, where planned-unit-development is encouraged, will be provided by the Walther Boulevard extension, utilizing the right-of-way obtained by the previous alignment of Whitmarsh Boulevard west of Belair Road.

On the short-range plan Perring Parkway is to be extended north to Proctor Lane, with grade-separated interchanges at Joppa Road, Waltham Woods Road and Proctor Lane. The design of the road should take full consideration of the residential character of the area.

## E. EASTERN AREA

The Eastern Planning Area generally encompasses the communities of Dundalk, Edgemere, Essex, Middle River and Chase. Its boundaries run from the city line easterly along Pulaski Highway to White Marsh Run and the Bird River; from this point, the boundary follows the Bay shoreline to the city boundary at the Dundalk Marine Terminal.

This area is characterized by a gently sloping plain descending from approximately Belair Road to an area paralleling the Baltimore and Ohio Railroad tracks. From that point on, the land becomes predominantly flat with intermittent tidal marshes, beaches and dense lowland vegetation.

The Eastern Planning Area is marked by major thoroughfares and rail access lines paralleling the northern boundary of Pulaski Highway and using these access lines are many manufacturing firms and warehousing establishments. The southern portion of the area is separated into three principal peninsulas: Patapsco Neck, Back River Neck and Middle River Neck. Estimates derived from work done by the State Department of Health and Mental Hygiene indicate that the total population of the Eastern area was about 175,800 in 1974.

Patapsco Neck Peninsula, surrounded by the Patapsco River, Chesapeake Bay and Back River, is typified by concentrations of heavy manufacturing, high-density residential and intensive commercial uses. Approximately 6,000 acres of land are zoned industrial and many of the County's largest employers are located here. Dundalk contains about 51,000 residents, with many of its census tracts having more than 15 persons per acre. Since the existing land area has almost reached holding capacity and there is little vacant developable land, population growth will be slight, with some residential development occurring in the Edgemere area. Although individual shopping centers are stripped along Merritt Boulevard, the old Dundalk and the Eastpoint Center emerge as the major nodes of commercial activity to meet the consumer demands.

Back River Neck Peninsula contrasts sharply with Patapsco Neck; bordering the shoreline of this peninsula are many small-lot waterfront cottages and major recreational facilities such as marinas, large beaches and a golf course. The land use pattern of the peninsula ranges from waterfront cottages in the southern portion, to high-density apartment and group housing in the northern portion. In developments such as Glenmar, Aero Acres, Victory Villa and Edgewater, the Essex-Middle River area retains the character of employee housing built during World War II. The combined population of Essex and Middle River in 1974 was approximately 70,000 and little additional growth can be anticipated before 1980.

The lower portions of the Back River Neck and Bowley's Quarters peninsulas are to be developed as low-density rural-residential areas.

Sewer service is to be extended only where it will correct existing health problems without opening significant undeveloped areas for urban uses. Alternate methods of correcting existing health problems will be explored.

Rossville Boulevard between Stemmers Run Road and Eastern Boulevard is deleted from all plans.

Whitemarsh Boulevard between Pulaski Highway and Eastern Boulevard will be an expressway with a grade-separated interchange at Eastern Boulevard.

#### F. RURAL AREA

The Rural Area encompasses that portion of Baltimore County located between the Big and Little Gunpowder Falls and the area generally north of Cockeysville and Reisterstown to the Pennsylvania Line. It includes the communities of Kingsville, Jacksonville, Hereford, Parkton and Maryland Line as well as numerous smaller communities.

Except for a small portion of Coastal Plain topography generally south of the John F. Kennedy Highway, the Rural Area is characterized by typical Piedmont Province topography. Dominant features of the landscape are the numerous streams, some with narrow steep-walled, wooded valleys. The Big and Little Gunpowder Valleys, Little Falls, Bee Tree and Blackrock Run are a few examples of these. The upland areas can be characterized as gently rolling. A major portion of the Rural Area is located within the watersheds of Loch Raven and Prettyboy Reservoirs which provide water to the Baltimore Metropolitan Area.

In the Rural Planning Area, land use can be characterized as a mixture of farmland and large-lot residential subdivisions. Shopping centers and major industrial concentrations are non-existent. Most commercial services and communities are located along roads and rail lines prominent in the history and development of Baltimore County. Many roads and villages are named for the mill owners and mills which dominated this rural portion of Baltimore County in the late 1800's.

The Kingsville area is located south of Harford Road between the Big and Little Gunpowder Falls. The community of Kingsville is centered around the intersection of Belair Road, Bradshaw Road and Sunshine Avenue. Located here is the local pharmacy, bank, post office, and other services. The local food market and the Kingsville Elementary School are in close proximity.

Once away from the center and the busy Belair Road, one finds well-kept homes, numerous churches and farming areas. The area south of Belair Road is noted for its small vegetable farms, but other types of farming such as nurseries and greenhouses, horse and cattle farms can be found too. The Pulaski Highway corridor on the extreme southeast edge of the community is a typical commercial corridor with motels and truck stops.

Soils generally poor for septic systems and uncertain availability of sufficient well water have prevented Kingsville from experiencing any great degree of development which would otherwise have been expected because of its position between Belair Road and Perry Hall, both growing urbanized areas. The decline in the rate of population growth has eliminated the need for urban development in this area.

Jacksonville, bounded by My Lady's Manor on the north, Loch Raven Reservoir on the west, the Long Green Valley on the south and the Little Gunpowder Falls on the east, is the most populated of the rural areas. The area is characterized by large, expensive homes, large farms and country clubs. The commercial center is located at the intersection of the Jarrettsville Pike, Paper Mill and Sweet Air Roads. The area is readily accessible via Dulaney Valley Road and Jarrettsville Pike and few constraints to development exist, making this area one of the most desirable for development. Nearness to the Loch Raven Reservoir has also increased the area's desirability, as is evident from the high land values. The degree and intensity of development in the area has been a major concern since much of the development has taken place in the Loch Raven watershed.

The Hereford area is generally the area east and west of York Road from Sparks Road to the Big Gunpowder Falls. The commercial center is not well defined. It is divided between a newer area north and south of Mt. Carmel Road at the I-83 interchange and an older area of strip commercial uses from Everett Road to just north of Mt. Carmel Road. Much of the strip commercial is still in residential use.

Hereford is the site of the only secondary school in the northern portion of the County. A middle-school site is planned for purchase just south of Hereford center to relieve overcrowding at the present combined school facility.

The Parkton area is generally defined as the commercial and industrial area at York Road and the Penn Central Railroad and the residential development along Middletown Road south of Prettyboy Elementary School. At the commercial center on the east side of I-83 are several businesses and the Thomas Manufacturing Company. Additional land, both commercial and industrial, is available to expand the center. The land along Middletown Road was once a prime agricultural area. However, because of easy access from I-83, the lower portion of Middletown Road has been in a state of transition from agricultural use to residential subdivisions.

Maryland Line is a small rural village which mainly serves the surrounding farming areas. The past few years have seen several large subdivisions in the vicinity of the Seventh District Elementary School. Except for these subdivisions and one industry located at the interchange of I-83 and Old York Road, the character of this area is still large, diversified farms. It is expected that the farmland will remain with subdivision activity confined to the area adjacent to the elementary school.

There are numerous other commercial businesses scattered throughout the rural county. Most of the businesses are locally oriented, and consist of such services as grocery stores, gas stations, fuel oil suppliers, post offices, and taverns.

Since the approval of the 1980 Guideplan by the Baltimore County Planning Board in June, 1972, development changes and new planning policies have been formulated that affect the entire rural area. The effects of new development and new planning policies are reflected on the proposed 1976 Comprehensive Plan.

As a change from the past practice of designating the majority of the rural area as future development, specific areas have been established for permanent low-density residential use, agricultural use, watershed protection and future urban development.

The intensity and extent of development within the watersheds of Loch Raven, Prettyboy, and Liberty Reservoirs jeopardize the preservation of water quality in these reservoirs. As a result, specific standards have been utilized to establish a watershed protection area whose primary purpose is to maintain the highest quality of water in these three reservoirs. Other uses, including residential, are permitted on a limited basis.

As a result of the scattered subdivision of land in the rural county and the accompanying results - poor land use and high cost of services - specific areas have been designated for low-density residential land use. The designations were based on existing land use, availability of services (schools, fire, etc.) and a commercial center.

Commercial growth should be confined to designated rural centers and provide needed services within defined and limited areas. Such centers have been designated at Kingsville, Jacksonville, Hereford, Parkton, and Maryland Line.

Specific areas have been established for permanent low-density residential use, for agricultural use, for watershed protection, and for future urban development. The watershed protection area is established to maintain the highest quality of water in the Loch Raven, Prettyboy, and Liberty Reservoirs. Areas have been designated for agricultural use so that farming can remain a viable part of the Baltimore County economy. Residential use of these areas is necessarily limited since agricultural land use and residential subdivisions are not compatible.

Rural bridge design should reflect the character of the rural setting with considerations for safety and traffic loads. Citizen input should be included as part of the bridge design process.

While new industries should not be located in the rural areas, valuable existing industries should be allowed to remain and be provided with reasonable zoning for necessary expansion.

Some of the valleys recommended for study and possible inclusion in the stream-valley park system have been designated for permanent agricultural or watershed protection uses. Such possible parks should, however, be protected by acquisition of necessary lands within tracts that are to be subdivided.



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