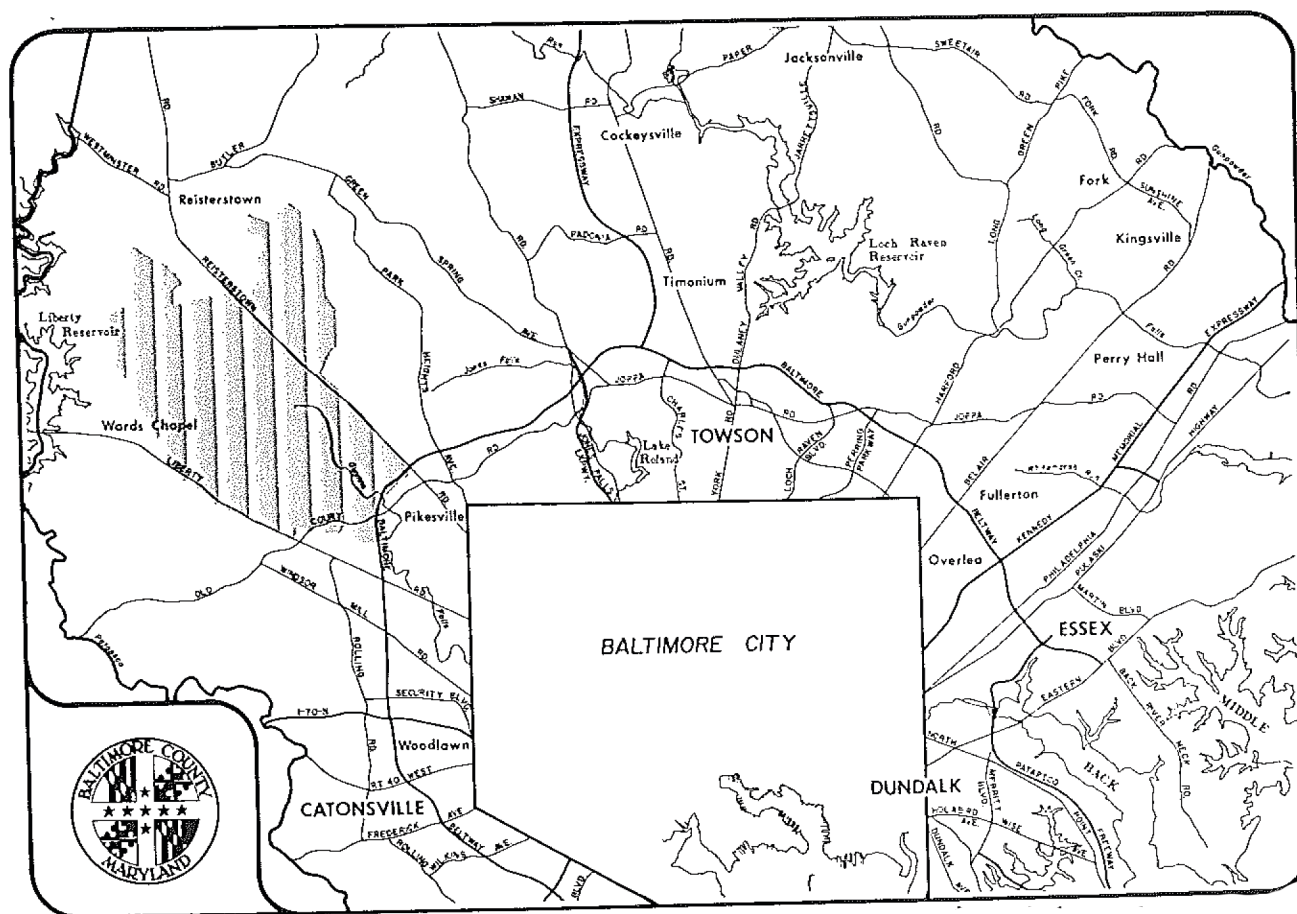


PLAN FOR OWINGS MILLS MARYLAND

Adopted by the Baltimore County Council
May 21, 1984





MASTER PLAN FOR
OWINGS MILLS NEW DEVELOPMENT AREA

COUNTY EXECUTIVE OF BALTIMORE COUNTY
Donald P. Hutchinson

COUNTY ADMINISTRATIVE OFFICER
B. Melvin Cole



COUNTY COUNCIL OF BALTIMORE COUNTY

| | |
|--|--------------------------------------|
| Ronald B. Hickernell, Chairman, First District | |
| Gary Huddles, Second District | Norman W. Lauenstein, Fifth District |
| James T. Smith, Jr. Third District | Eugene W. Gallagher, Sixth District |
| Barbara F. Bachur, Fourth District | John W. O'Rourke, Seventh District |
| Thomas Toporovich, Secretary-Administrator | |

This report was prepared with the assistance of Community Development
Block Grant Funds.

Adopted by Resolution No. 46-84,
County Council of Baltimore County, Maryland
May 21, 1984.

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND

Legislative Session 1985, Legislative Day No. 20

RESOLUTION NO. 97-85

Mr. James T. Smith, Jr., Councilman
By Request of County Executive

By the County Council, October 21, 1985

A RESOLUTION to adopt amendments to the Master Plan for Owings Mills.

WHEREAS, the County Council adopted the Master Plan for Owings Mills by Resolution No. 46-84 passed by the County Council May 21, 1984; and

WHEREAS, the Office of Planning and Zoning and the Department of Recreation and Parks have recommended certain amendments to the Owings Mills Plan which will change the location of the proposed area park and which will also change the recommended land uses of the former area park location.

NOW THEREFORE, BE IT RESOLVED by the County Council of Baltimore County, Maryland, that the Master Plan for Owings Mills as adopted by Resolution No. 46-84 be and the same is hereby amended in the manner indicated by the overlay to the Owings Mills Plan which is marked as "1985 Proposed Amendments to the Owings Mills Plan" and such amended Plan is hereby incorporated in the Baltimore County Master Plan 1979-1990, all subject to such further modifications as deemed advisable by the Baltimore County Council.

BE IT FURTHER RESOLVED, that this Resolution be submitted to the County Executive for his approval.

AND BE IT FURTHER RESOLVED, that this Resolution shall take effect from the date of its approval by the County Executive

Read and Passed by the County Council of Baltimore County, Maryland, this 21st day of October, 1985.

James T. Smith, Jr.
James T. Smith, Jr., Chairman
Baltimore County Council

Thomas Toporovich
Thomas Toporovich, Secretary
Baltimore County Council

Approved by the County Executive this 10th day of October, 1985.

Donald P. Hutchinson
Donald P. Hutchinson
County Executive

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND
Legislative Session 1984, Legislative Day No. 10
RESOLUTION NO. 46-84

Mr. Smith, Councilman

By the County Council, May 21, 1984

A Resolution of the Baltimore County Council to adopt the Recommended Master Plan for Owings Mills.

WHEREAS, on November 19, 1979 the County Council of Baltimore County, Maryland adopted the Baltimore County Master Plan 1979-1990; and

WHEREAS, pursuant to provisions of the Charter and of the Baltimore County Code, the County is responsible for planning for the future growth and development of the County, including preparation of a Master Plan; and

WHEREAS, the Baltimore County Planning Board passed a Resolution on January 5, 1984 requesting that the Baltimore County Council adopt the Recommended Master Plan for Owings Mills containing objectives, policies and standards, and a composite of mapped and written proposals to serve as a guide for the development of Owings Mills; and

WHEREAS, the County Council has held a public hearing on the Recommended Master Plan for Owings Mills on February 23, 1984; and

WHEREAS, the County Council of Baltimore County, Maryland has thoroughly reviewed the Recommended Master Plan for Owings Mills.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Baltimore County, Maryland that the Master Plan for Owings Mills be and it is hereby adopted and incorporated in the Baltimore County Master Plan 1979-1990 which will be a guide for the development of Owings Mills, and which may be subject to such further modifications as deemed advisable by the Baltimore County Council.

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I. INTRODUCTION

Regional and County Master Plans, Goals, Objectives and Policies

The County, in close cooperation with the Regional Planning Council, has established Growth Areas which conform to the regional development plan. Two Growth Areas where intensive development is planned have been designated in Baltimore County: White Marsh and Owings Mills.

The concept behind the Growth Area designation is relatively simple: provide incentives for private development in those specific areas in the County which are best suited to accept growth, construct roads and utilities together with development and encourage an intensification of land uses in these areas. These actions should reduce the rate of conversion of agricultural land to urban uses in the County while increasing the cost effectiveness of the public improvements in the Growth Areas.

The 1979-1990 Master Plan¹ identifies the following goals for Growth Areas:

"To direct a substantial portion of new residential growth into areas in which major transportation improvements and utility extensions either exist or are planned, which are capable of serving major development areas;

"To stage development within these New Development Areas in relation to the staging of major transportation and utilities improvements;

"To balance incentives, designed to induce development to occur within New Development Areas, against controls, designed to assure a high standard of development and to require provision by the developer of amenities such as landscaping;

"To prevent the loss of the urban resources, which these New Development Areas represent, through being developed at a lower density than that for which they are suited by their relationship to existing and planned major transportation arteries, by environmental conditions and the character of surrounding development, and by other major public and private investments that have already occurred within or adjacent to the area."

Successful Growth Area implementation will have several desirable County-wide effects.

¹Volume 1, Baltimore County Master Plan, 1979-1990, page 14.

- o Within the Growth Area the per capita costs of providing roads, utilities and public services should decrease because of the overall increase in density.
- o Energy savings should occur due to the shorter distances between home, work, and shopping and the increased probability of providing efficient public transit. Higher housing densities generally also result in more efficient buildings which reduce space heating requirements.
- o Increases in density will support a greater variety of public and private services in a given area.
- o The general intensification of land uses also can generate a larger tax base per unit of land area.
- o The reduction of land area per dwelling may improve the affordability of housing thus increasing the prospects of home ownership for many families who might otherwise be excluded from the new housing market.

Benefits which would accrue to other areas in the County are basically a result of diminished suburban development pressure. In the past, extensive low density suburbanization has reduced the inventory of prime agricultural land, adversely affected environmental systems, and created a high demand for utility extensions. Agricultural and woodlands which are generally irretrievably lost in the process of urban expansion are indirectly protected by the Growth Area concept because Growth Areas should act as a magnet for development, reducing the loss of agricultural land elsewhere. Higher density development in the Growth Areas will require less land overall and therefore result in a slower rate of conversion from farm to urban use. The increase in density and rate of development in the Growth Areas is expected to correspondingly diminish the rate of development in other areas of the County. Some amount of development from nearby counties may also be attracted so that overall County growth may be marginally increased. Costs savings to the County for roads and utilities will be realized as the area grows although initial costs will be higher than normal because some improvements will be made in advance of development. The eventual higher density of population will yield significant savings in terms of the ratio of population served to dollars expended in the long run.

Growth Area Development Strategy

Implementation of the Growth Area concept as expressed in the Master Plan assumes the fashioning of integrated controls and incentives to produce the desired land use organization and intensity of development as follows:

- o Through the process of anticipating and directing development trends and providing infrastructure together with actual development, the

County can provide a positive influence in private development.

- o In Growth Areas, it is also important to prevent premature development which might compromise future development objectives or plans for public improvements. Developers should be encouraged to cooperate with the County in locating and staging projects in the Growth Area. For instance, if roads are constructed without sewer or water service available at the time, low density development could occur contrary to the intentions of the Master Plan.
- o The objective of providing the public improvements in coordination with development is to accelerate the pace of development and provide service for the maximum permitted intensity of land use. Internal coordination between County departments is extremely important in carrying out Growth Area improvements.

Priority of County Capital Improvements

Based on the importance of the Growth Area concept to the overall County planning efforts, the 1979-1990 Master Plan emphasizes the necessity of providing adequate access and public services for the designated Growth Areas. County-wide priorities for transportation improvements as stated in the Master Plan are:

1. Provision of adequate access to designated Growth Areas;
2. Elimination of system inadequacies in existing neighborhoods;
3. Alleviation of transportation-related safety problems; and
4. Provision of access improvements to promote employment growth and economic development.

The first, third, and fourth priorities apply directly to Growth Areas while the second priority applies primarily to other areas in the County. The Master Plan encourages construction of the primary elements of the road and utility systems in advance of private development activity.

Generalized Land Use Organization

The following principles for land use organization, intended to insure that the structure of land development will be consistent with the program and policy goals, are drawn from the Master Plan.

- Allow new residential areas to achieve gross densities of 8-12 dwelling units per acre by designating ample high density acreage;

- Locate employment generators such as industrial, business and office uses close to highway interchanges;
- Protect environmentally sensitive areas by acquisition for parkland or by regulation;
- Minimize strip commercial development in favor of nodal development at locations of high accessibility;
- Use a hierarchical circulation system to reinforce community identification and protect residential areas from unnecessary through traffic; and
- Distribute open space in relationship to residential density so that open space is concentrated close to areas of high density housing.

In addition, existing development in the designated Growth Area must be respected and incorporated into the new plan so that present communities are protected from any adverse effects of new development. Where possible, the existing communities should be buffered by similar development or by open space.

Objectives of the Plans

The following objectives distilled from previous plans, existing planning documents, and through consultation with County officials and local citizens, were used to shape the recommended plans.

- Encourage and accelerate the rate of growth in designated Growth Areas.

The basic objectives of the Growth Areas concept focus on encouraging high residential density and intensive land uses in selected locations. Permitting low intensity land use in Growth Areas will reduce the overall average density and discourage plans for later intensive development. Other areas in the County outside the Growth Areas offer ample opportunity for low density and low intensity development. The Growth Areas have been specifically targeted for an infrastructure of roads and utilities designed to support high density development which might be inappropriate elsewhere.

- Minimize adverse impacts on the natural environment by designating conservation areas.
- Assign a high priority to the road, public service and utility improvements intended for Growth areas.

The County must demonstrate its commitment to Growth Areas in a clear and direct manner. Early construction of roads, utilities, and other public improvements planned for the Growth Area will give the County credibility with developers. The public improvements for Growth Areas must therefore be assigned a high funding and construction priority.

- Promote an accelerated pace of development in Growth Areas.

Because the County will have spent large amounts of money on public improvements in advance of actual need, it is important to attract development to these areas at a higher rate in order to justify the expenditure. The County should, therefore, set up a marketing-oriented program to identify and attract developers and should be flexible and cooperative with interested developers to facilitate an accelerated rate of growth within the designated area.

- Strongly emphasize high quality design of the public improvement in Growth Areas.

Increased attention should be paid to the design of the public environment because Growth Areas will have a much higher proportion of residents and users than other areas of comparable size in the County. While high standards are sought for all areas of the County, the public environment in Growth Areas must be an example of the best that the County has to offer in order to elicit a similar response from developers.

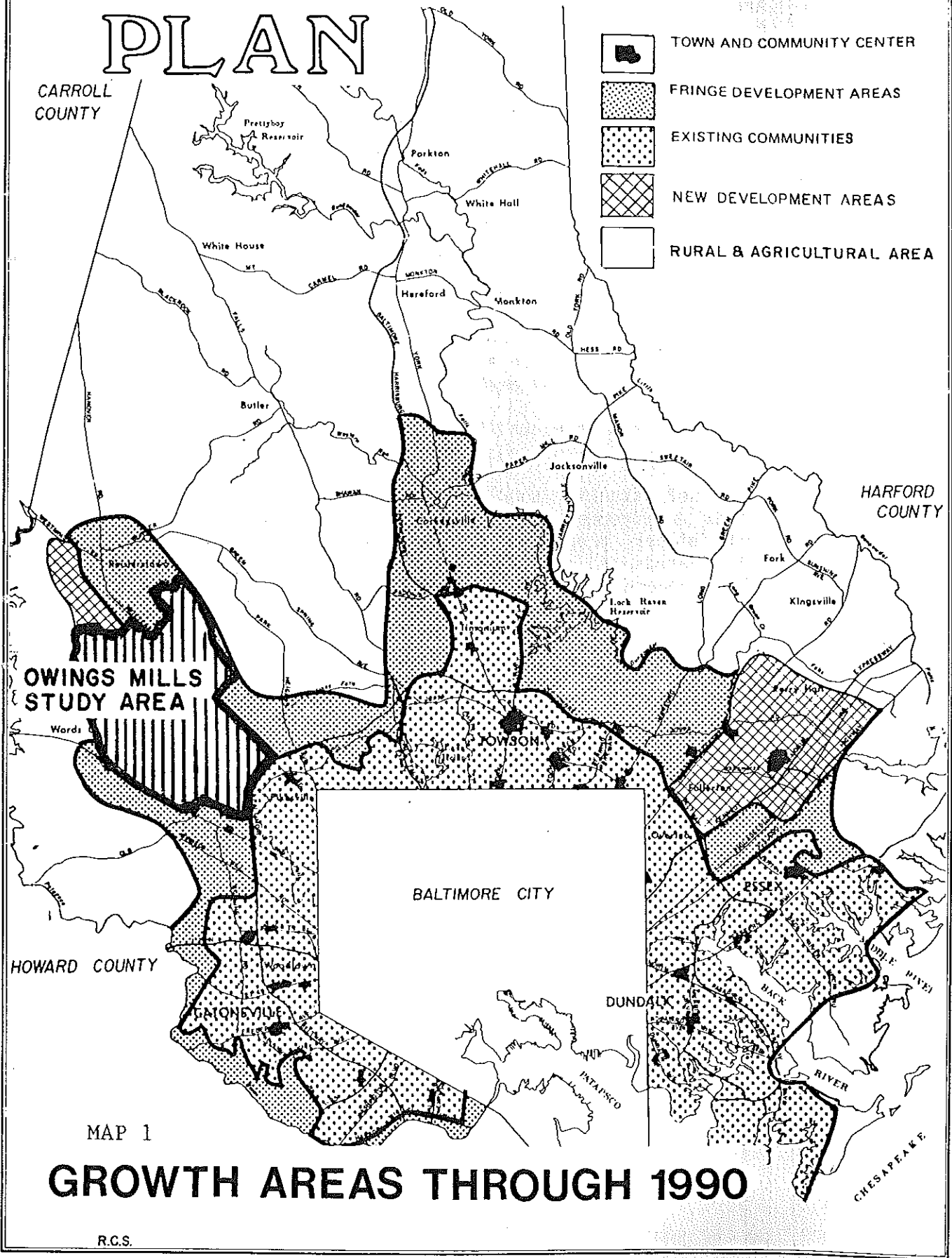
- Minimize changes of land use adjacent to existing communities and buffer existing development with similar land use wherever possible.

Recommended General Development Policies

The following development policies for growth areas are recommended for adoption by the County:

- Encourage land development to occur at the highest density and intensity allowed by zoning.
- Create a variety of residential, employment, recreation, and service opportunities.
- Stage public improvements in a coordinated manner to encourage orderly development.
- Design utilities and roads for full capacity development.
- Relieve existing circulation problems.

OWINGS MILLS PLAN



MAP 1

GROWTH AREAS THROUGH 1990

R.C.S.

- Maximize transit use.
- Prevent premature development.
- Require high quality design.
- Design circulation to minimize nonresidential through traffic in residential areas.

The Study Area

The Owings Mills Study Area is located in N.W. Baltimore County and includes the largely undeveloped lands between Liberty and Reisterstown Roads northwest of the Beltway and southeast of Reisterstown itself. It also includes the bulk of the undeveloped industrial land along Bonita Avenue (See Map 1), north of Reisterstown Road.

Owings Mills was selected as one of the County's growth areas for several reasons:

1. The terminal transit station of the Baltimore Metro northwest line plus two interchanges on the new Northwest Expressway are under construction and will provide Owings Mills with convenient access to both the Metro Center and the Interstate Highway System.
2. A regional shopping and office center will open immediately following the opening of the first interchange of the Northwest Expressway in late 1985; the Metro transit station will open shortly thereafter.
3. Public services can be readily extended to create a dense core of development which can lend a focal point to the area.
4. Preliminary market evaluation indicated that Owings Mills would be received as a desirable location by the development industry.

The Study Process

The 1979 Master Plan required the Office of Planning and Zoning to study the designated growth areas and to propose detailed plans for their development. Such studies were begun in the spring of 1982, and include a preliminary consultant master plan proposal, a detailed consultant-prepared market analysis, and a large commitment of staff time by the Office of Planning and Zoning. The following plan incorporates material from these three sources.

II. EXISTING CONDITIONS

This section describes the Owings Mills Area in terms of natural features and existing urban development, including major proposed private sector development. Public improvements, both existing facilities and those currently in the Capital Improvement Program, are described.

The material is organized as follows:

- Natural Features
- Land Use
- Transportation
- Utilities
- Community Facilities

Natural Features

The topography of the Owings Mills Area is gently rolling and consists of flat ridge tops sloping gradually to stream valleys. Elevations range from 440 to 737 feet above sea level, but are predominantly 500 to 600 feet. The lowest elevations are found along the Gwynns Falls in the southern portion of the study area, while the highest elevations are located near Nicodemus Road in the north.

Flooding has been a problem in the lower reaches of the Gwynns Falls and Patapsco Rivers, due to the urbanized character of the downstream watershed. As a result, the County has established an acquisition program for flood-prone properties below Owings Mills.

The areas of Owings Mills in soil constraint categories are shown on Map 2, and, in general, cluster along the stream valleys and drainageways.

The development pattern suggested by soil suitabilities--clusters of development fringed by natural buffers--should enhance the development potential of the Owings Mills area.

There are no known rare or endangered species of either flora or fauna in the Owings Mills Growth Area. However, there are both rare and endangered flora and fauna in the Soldiers Delight Natural Environmental Area immediately adjacent to the study area.

Red Run is a trout water with a native population of brown trout.



Land Use

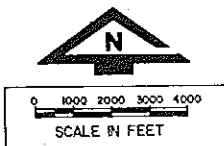
The Owings Mills Growth Area encompasses a total of about 13,285 acres. Of that total, approximately 5,349 acres are developed, and another 1,385 acres are committed to public or private open space.

OWINGS MILLS PLAN

MAP 2
SOILS AND
NATURAL CONSTRAINTS

LEGEND

-  SEVERE SOIL CONSTRAINTS
-  MODERATE SOIL CONSTRAINTS



OFFICE OF PLANNING AND ZONING
BALTIMORE COUNTY, MARYLAND 21204

(RCS) 4-19-83

There remain 6,551 undeveloped acres, or 49.3% of the Owings Mills Area. One to five hundred additional acres may become available from the release of surplus facilities. Figure 1 indicates acreage distribution for the major categories of land use and the amount of land currently zoned for the same purpose. Map 3 shows the geographic distribution of existing land uses, while Map 4 indicates the current zoning.

The land use pattern can be described as follows:

1. Residential. At the time the study was begun, there were approximately 2,750* acres of land used for single family detached dwellings, most of which are located near Liberty Road or the northern portion of Reisterstown Road. Approximately 110 acres of land have been used for attached housing, predominantly townhouses and "plexes", with typical densities ranging between 5.5 and 10.5 units to the acre. There were approximately 270 acres of low-rise apartments.
2. Commercial. Commercial uses are all scattered along Reisterstown and Liberty Roads. There are nearly a dozen distinct shopping centers of varying sizes as well as extensive strip commercial development.
3. Office-Industrial. There are currently 198 acres developed for light industrial uses along the railroad tracks between McDonogh School and Dolfield Road. A portion of these properties is used for offices.
4. Parks and Public Facilities. Existing State and County parks comprise 980 acres. The largest of these are the Soldiers Delight Natural Area and the Gwynnbrook Game Farm--both State owned properties. Other types of County owned public facilities, such as schools, fire, and police stations, etc., occupy 381 additional acres. The State has two major public facilities: Mount Wilson and the Rosewood Training Center which occupy 200 acres and 362 acres respectively. The amount of land used for roads and quasi-public facilities, such as power and gas transmission lines, has not been calculated. Parks and public facilities are dispersed throughout Owings Mills.
5. Private Institutions/Recreational Facilities. There are several large private properties that are currently committed to institutions or recreational uses. The largest of these are McDonogh School, Woodholme County Club, Pikesville Sportman's Club, Beth Tfiloh Camp, and Ner Israel Rabbinical College. Together, these comprise approximately 1,179 acres.
6. Undeveloped and Uncommitted Lands. Undeveloped and uncommitted land occupy 6,551 acres or about 49.3% of the Owings Mills area. However, some additional land currently owned by the McDonogh School, Rosewood

* P. 9, Preliminary Master Plan for Owings Mills, Marsha S. McLaughlin, Planning Consultant.

Training Center, the Colts, the Pikesville Sportman's Club, and possibly the Mt. Wilson Sanitorium may be released for development in the near future.

7. Town Center. The current County Master Plan has identified an Owings Mills Town Center at this location. The Rouse Company has acquired approximately 126 acres west of the proposed transit station in the location, part of which is currently zoned Business-Major, Commercial-Town Center. It proposes to build a regional shopping center, office space, and a 200-room hotel. Current plans of the owner are to develop the property in four phases by:

| <u>Phase</u> | <u>Year</u> | <u>Development</u> |
|--------------|-------------|--|
| 1 | 1985-86 | °800,000-1,000,000 sq. ft.-regional shopping center |
| 2 | 1990 | °Shopping center expansion to 1,300,000 sq. ft. °300,000 sq. ft. office space |
| 3 | 1995-2010 | °Addition of 300,000 sq. ft. of office space |
| 4 | 2005-2010 | °Addition of 400,000 sq. ft. of office space °Hotel |

Planning and marketing are currently underway for the first phase of the shopping center in hopes of opening in close conjunction with the completion of Phase I of the Northwest Expressway.

8. Metro Station and Parking Lot. The State of Maryland, in conjunction with the construction of the Northwest Expressway, has acquired a 34-acre parking lot at the terminus of the metroline. This parcel will be available for more intensive development with parking structures replacing surface parking as justified by market conditions.

9. Historic Sites. The following historic sites are located in the Owings Mills Growth Area. Those marked by an asterisk (*) should be considered for placement on the National Register.

| | |
|-----------------------------|--------------------------------------|
| 1 Cherry Hill | 16 McDonogh Station |
| 2 Morrow House | 17 Wester-Ogle |
| 3 Dolfield Barn Site | 18 Forest View Site |
| 4 Hibline House | 19 A. E. Groff Mill Site |
| 5 Berry Hill Site | 20 Elias Livezey Horse Farm Complex |
| 6 Ulm* | 21 Mt. Wilson Sanitarium |
| 7 Seldom-Come-By | 22 Choate House* |
| 8 Shoemaker House | 23 Harrison Inn Site |
| 9 Old Victorian frame house | 24 Harrisonville Public School |
| 10 The Meadows* | 25 Groff House |
| 11 McDonogh Pump House | 26 Windswept Gardens |
| 12 Ten-Mile House | 27 Old Owings Mills Station |
| 13 McDonogh School* | 28 St. Thomas Church: Rectory |
| 14 Dr. Mace House | 29 St. Thomas Church: Sexton's house |
| 15 Victorian frame house | |

FIGURE 1

EXISTING LAND USE (As Shown On Map 3)

| | |
|---------------------------------|------------------------|
| Commercial Uses | 257 acres |
| Industrial Uses | 198 acres |
| Residential: Low Density | 2,746 |
| Medium Density | 106 |
| High Density | <u>273</u> 3,125 acres |
| Public Institutions | 943 acres |
| Private Institutions | 826 acres |
| Parks | 980 acres |
| Private Recreational Facilities | 453 acres |
| Undeveloped and Uncommitted* | 6,503 acres |
| Total | <u>13,285</u> acres |

*49.3% of the Owings Mills Planning Area

OWINGS MILLS PLAN

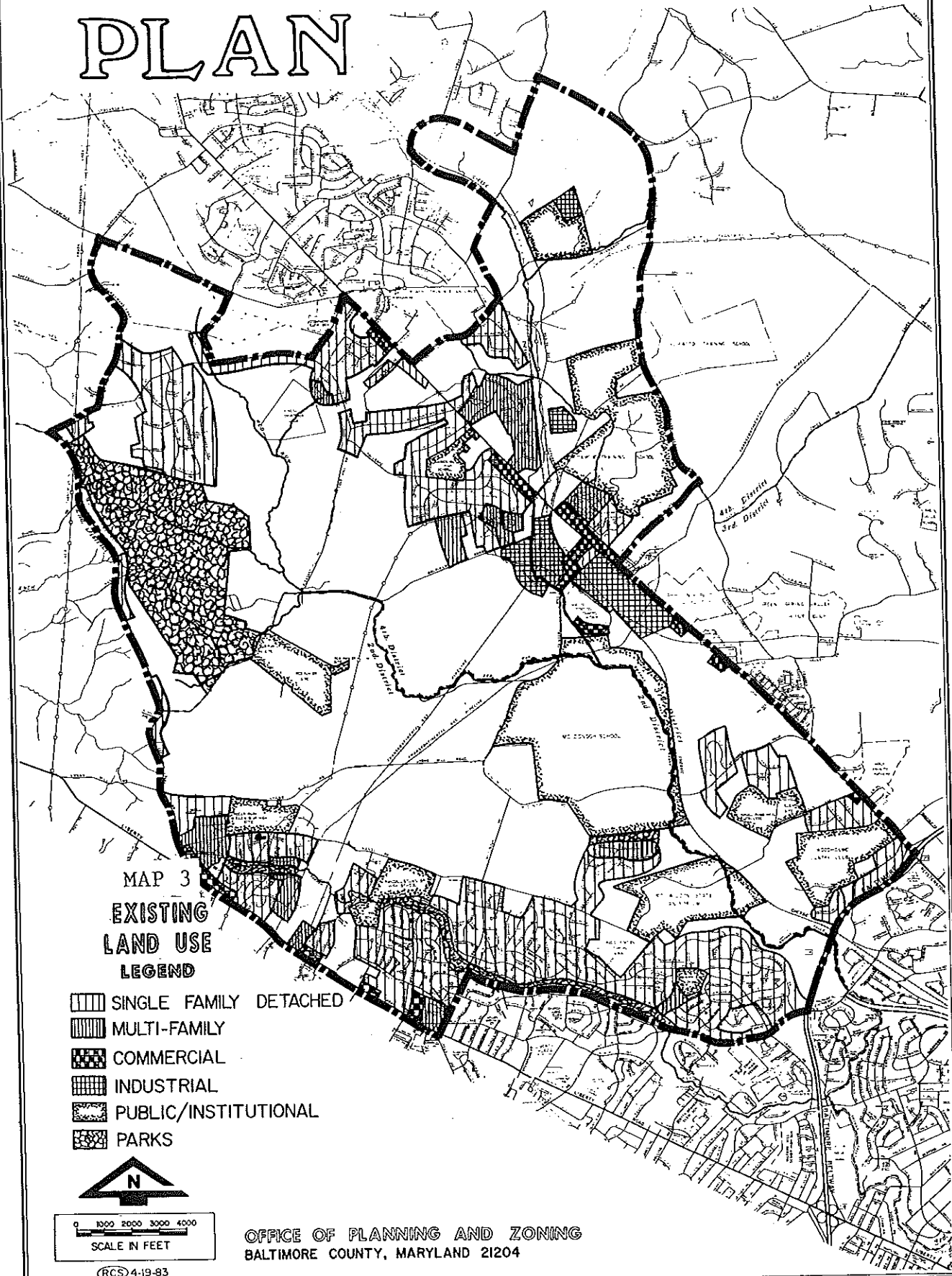
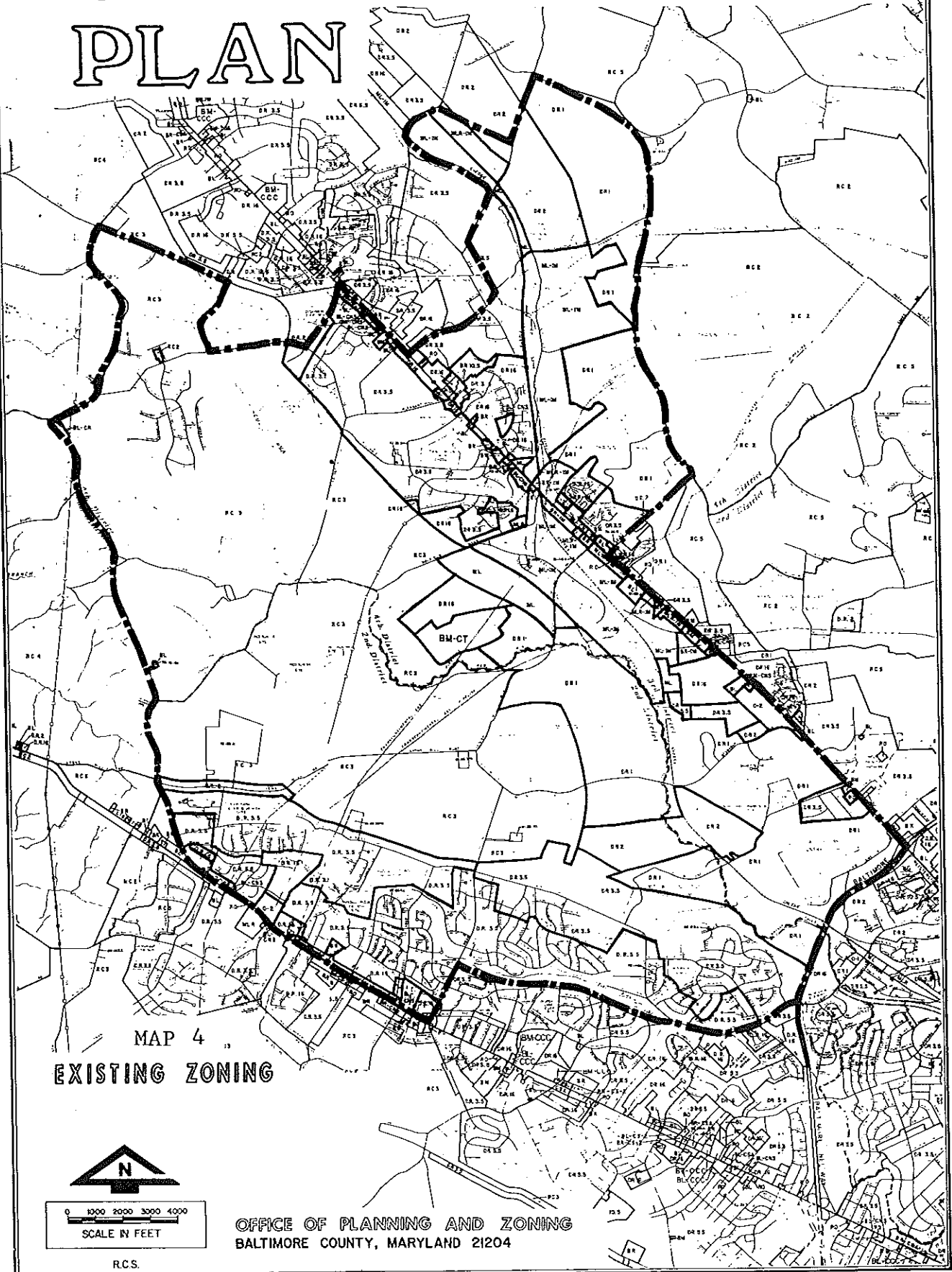


FIGURE 2--1980 ZONING FOR OWINGS MILLS (As Shown On Map 4)

| | <u>ACRES</u> | |
|---------|-----------------|-----------------------|
| BL | 41.7 | |
| BL-CCC | 13.8 | |
| BL-CNS | 69.9 | |
| BM | 23.0 | |
| BM-CNS | 4.6 | |
| BM-CT | 97.4 | |
| BR | 47.1 | |
| BR-CNS | 4.6 | |
| BR-CS-1 | 4.6 | |
| BR-CS-2 | 13.8 | |
| BR-IM | 6.2 | |
| | <u>375.9</u> | Commercial |
| O-2 | 51.0 | |
| RO | 9.2 | |
| | <u>60.2</u> | Office |
| ML | 154.0 | |
| ML-IM | 811.5 | |
| MLR | 4.7 | |
| MLR-IM | 115.0 | |
| | <u>1,085.2</u> | Industrial |
| DR-1 | 2,445.0 | |
| DR-2 | 586.8 | |
| DR-3.5 | 2,153.9 | |
| DR-5.5 | 923.7 | |
| DR-10.5 | 23.9 | |
| DR-16 | 627.5 | |
| | <u>6,760.8</u> | Residential |
| RC-2 | 41.3 | |
| RC-3 | 4,952.8 | |
| RC-4 | 9.2 | |
| | <u>5,003.3</u> | Resource Conservation |
| TOTAL | <u>13,285.4</u> | |

OWINGS MILLS PLAN



Transportation

1. The Existing Freeway System

The Owings Mills Growth Area is bounded on the southeast by I-695, the Beltway, which encircles the Baltimore Metropolitan Area and links it to the Interstate Highway System. Currently, access to I-695 is via two interchanges with Reisterstown and Liberty Roads (See Map 8). Access to I-695 from Owings Mills is currently restricted due to traffic congestion along Liberty and Reisterstown Roads. To improve accessibility, a new highway, the Northwest Expressway, is being constructed to an interchange with Westminster Pike.

2. Northwest Expressway

Phase I of the Northwest Expressway will be a six-lane, limited-access highway connecting Owings Mills Town Center with a new interchange on I-695 (See Map 8). The Expressway will parallel the Western Maryland Railroad right-of-way up to the Town Center, but will then diverge to parallel Reisterstown Road, terminating in an interchange at Cherry Hill Road. Phase I is scheduled for completion in late 1985* and will be constructed in conjunction with the Metro transit line to Owings Mills Town Center. The expressway will be subsequently extended to link with Westminster Pike and Hanover Pike at Butler Road.

3. Other Major Road Improvements

A variety of major road improvements will be needed both to improve access to Owings Mills from adjacent areas and to provide adequate internal circulation. Those currently proposed in Capital Improvement Programs and scheduled for construction in the immediate future may be summarized as follows:**

- 1985 - NW Expressway (Phase I to Cherry Hill Road)
 - Owings Mills Blvd. (Red Run Blvd. to Reisterstown Road)
 - Painters Mill Road (McDonogh Road to Reisterstown Road)
 - Lakeside Drive (Dolfield Road to Red Run Blvd.)
- 1986 - NW Expressway (Phase II to Westminster and Hanover Pikes)
 - Red Run Blvd. (Owings Mills Blvd. to Painters Mill Road)
 - Owings Mills Blvd. (Reisterstown Rd. to Gwynnbrook Ave., and from Red Run Blvd. to Lyons Mill Road)
 - Cherry Hill Road (Church Road to Reisterstown Road)
 - Winands Road (connect and widen)

*Statement by Slade Caltrider, State Highway Administration, April 12, 1984, at groundbreaking for Phase II of Northwest Expressway.

**See Figure 3 for a complete listing of all proposed improvements.

4. Mass Transit

Owings Mills is going to be the terminus of the first line in the new Metro Transit System. The northwest line is being built in two phases. Section A, an eight-mile line from Charles Center to Reisterstown Plaza, is operational. Section B, a six-mile extension of the line from Reisterstown Plaza to Owings Mills, is being constructed at-grade within the median of the N.W. Expressway and is scheduled to open in 1987. Section B should eliminate approximately 235,000 vehicle miles of travel (equivalent to roughly 12,000 vehicles) per day from the congested Northwest Corridor.

Auto access to the Owings Mills transit station from surrounding areas will be primarily via the new Northwest Expressway, Owings Mills Boulevard, Red Run Boulevard, and Painters Mill Road. Parking will be provided at the transit station for 3,800 cars. An estimated 5,800 patrons will use the station each day.

Bus service to the transit station will also be provided. Owings Mills will be included in the feeder bus system being established for other stations along the northwest line. The intent of the feeder bus system is to eliminate most long-haul buses connecting Baltimore's Central Business District with outlying areas and replace them with buses that deliver passengers to the nearest transit station, where they can connect with rapid rail service into or out of the city. It is anticipated that this will bolster rapid rail ridership and reduce bus traffic in the congested Northwest Corridor. If properly designed, the Owings Mills feeder bus system can also serve as an important internal transportation system, linking the transit station and town center with the major activity centers and residential areas in Owings Mills. The MTA has not yet begun the Feeder Bus Study of Owings Mills. Thus, the opportunity exists to work closely with the MTA on system design, and high priority should be given to finalizing a feeder bus system plan.

Utilities

Two major elements needed to implement a growth plan are adequate water and sewer services. Because Owings Mills is intended to be a Town Center, not just a regional shopping mall with a transit station, the County will have to open up additional land for immediate development. Zoning alone is not enough; major trunk lines providing water and sewer services must be extended. The County should develop a policy to enable the preconstruction of the necessary infrastructure with recapture of the investment as development proceeds. Discussions are now underway to establish an appropriate mechanism to achieve this policy.

Water Supply

Owings Mills is divided between two water distribution zones. The Fourth Zone (Pikesville) serves the southern portion, up to and including the proposed Town Center (See Map 5). The northern portion which is at higher elevations will be served by the Fifth Zone (Reisterstown). It is anticipated that the Town Center and environs, new development south of McDonogh Road, east of Reisterstown, or infill close to either Liberty or Reisterstown Roads, can be served immediately due to excess capacity in a 42-inch diameter water main along McDonogh Road. However, to serve the central undeveloped portion of Owings Mills, distribution lines will have to be installed.

Increasing demand within the Owings Mills area will also require additional elevated storage capacity. At the present time, a storage tank is proposed for the Deer Park/Lyons Mills area and has been included in the 1984-89 Capital Program for construction.

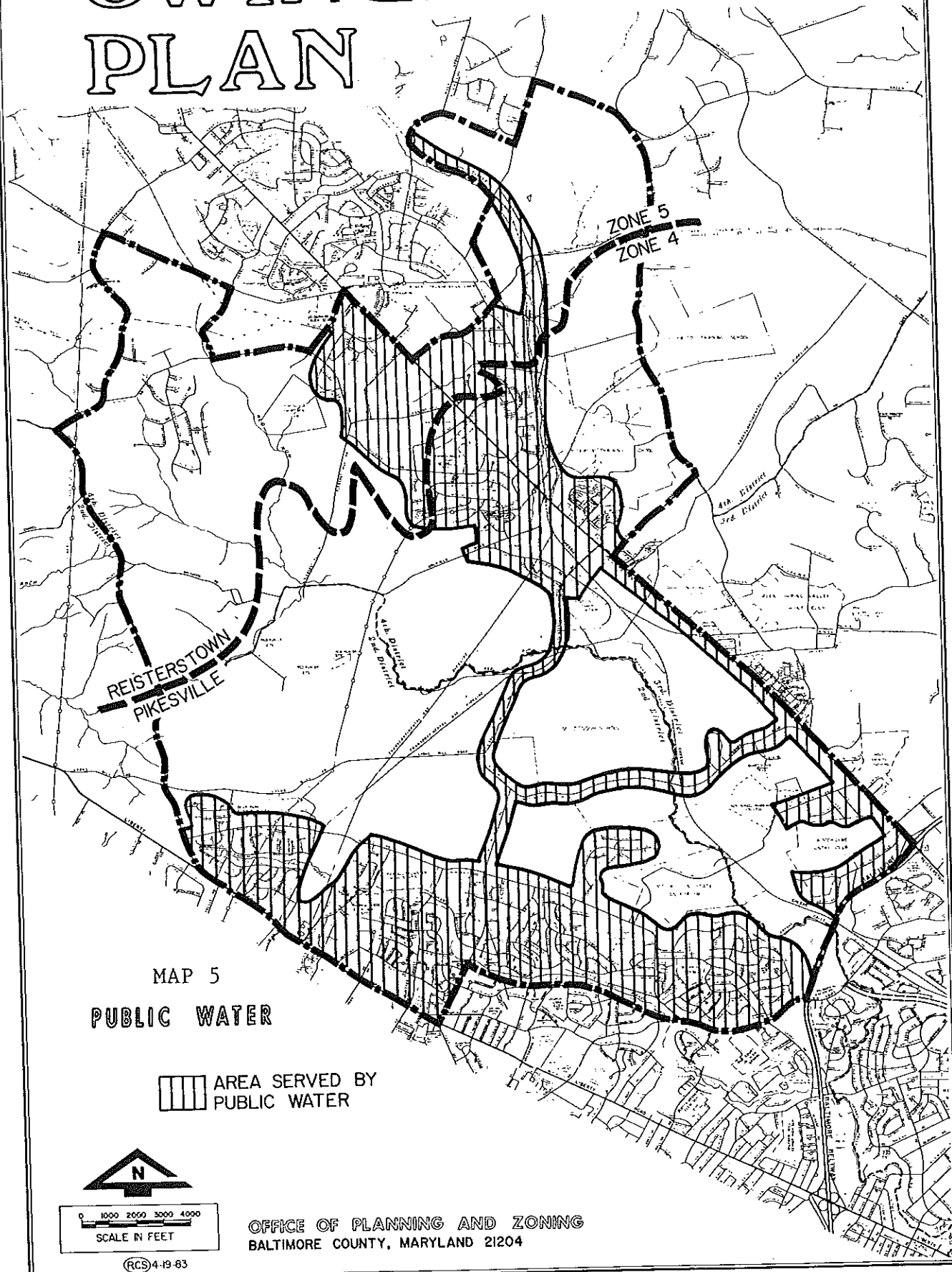
Sewerage Service

Map 6 indicates the areas currently sewered. The County's sewer system is divided into service areas, which are divided again into sewersheds on the basis of major interceptor lines. Owings Mills is in the Gwynns Falls service area and falls into parts of four sewersheds: Scott's Level, Middle Gwynns Falls, Red Run, and Upper Gwynns Falls (See Map 6). The Scott's Level and Upper Gwynns Falls sewersheds serve the predominately developed Liberty and northern Reisterstown Road corridors. The other two sewersheds are largely undeveloped. Neither Red Run nor the northern portion of the Middle Gwynns Falls sewersheds have sewerage facilities at this time. Extensions of the Gwynns Falls interceptor into both areas will be needed to service future development.

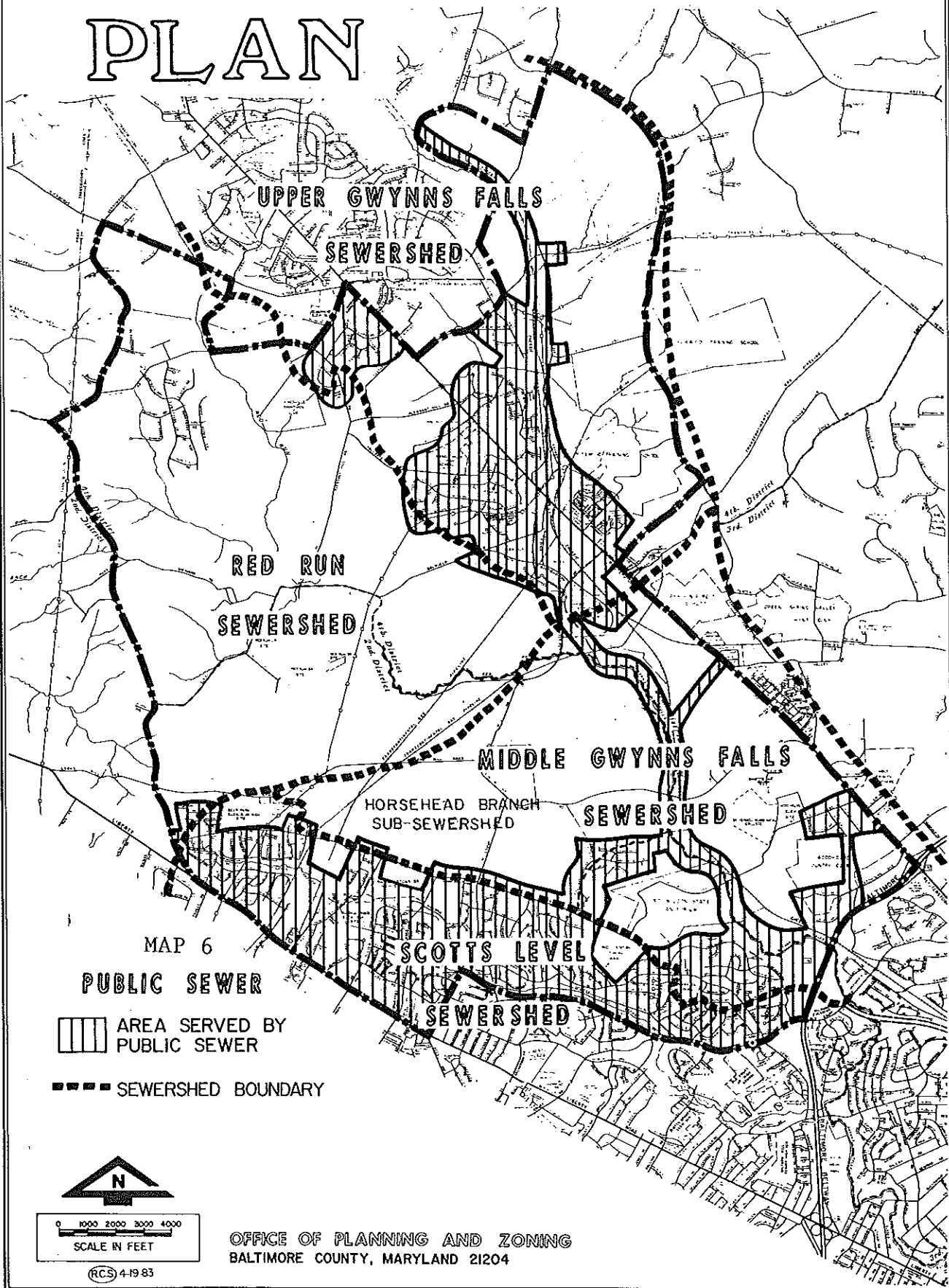
At the present time the capacity of the Gwynns Falls interceptor is limited by constrictions downstream in Baltimore City and the entire area is subject to a sewer moratorium. Baltimore City is expected to complete relief improvements by mid-1984, at which time the moratorium will be lifted. The interceptor, which accepts sewage from four sewersheds (as well as two others outside the study area), will then have a total capacity of 89 mgd. It was designed on the basis of certain assumptions about future development. These were:

1. Full buildout of the Scott's Level and Upper Gwynns Falls sewersheds according to existing zoning.

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2. Projections of ultimate populations using the Red Run and Horsehead Branch facilities of 11,400 and 2,650 persons respectively. To accommodate these populations, capacities of 5.20 mgd on the Red Run sub-interceptor and of 1.44 mgd in the Horsehead Branch sub-interceptor were anticipated.

These assumptions about future population and the necessary capacity of the Gwynns Falls interceptor were also built into the design of the Baltimore City relief improvements.

At this time the County's portion of the interceptor conveys 20 mgd average flow and 35.9 mgd peak flow. These volumes were generated by a total of 103,971 people. At this rate the service area population could double and still be well within interceptor capacity.

Stormwater Management

In order to reduce stormwater runoff and the associated problems of downstream flooding, erosion, and siltation, the County has adopted a policy that all new subdivisions and commercial, industrial and institutional developments provide on-site control of increased stormwater runoff.

However, the County's recent experience with poor maintenance of individual facilities suggests that stormwater impoundments may be more efficiently managed on a regional rather than individual site basis. A 1975 consultant's study examined the desirability of using regional impoundments, and the County is currently studying the feasibility of constructing the recommended regional impoundment of Red Run. The lake would also provide a unique amenity adjacent to the Owings Mills Town Center.

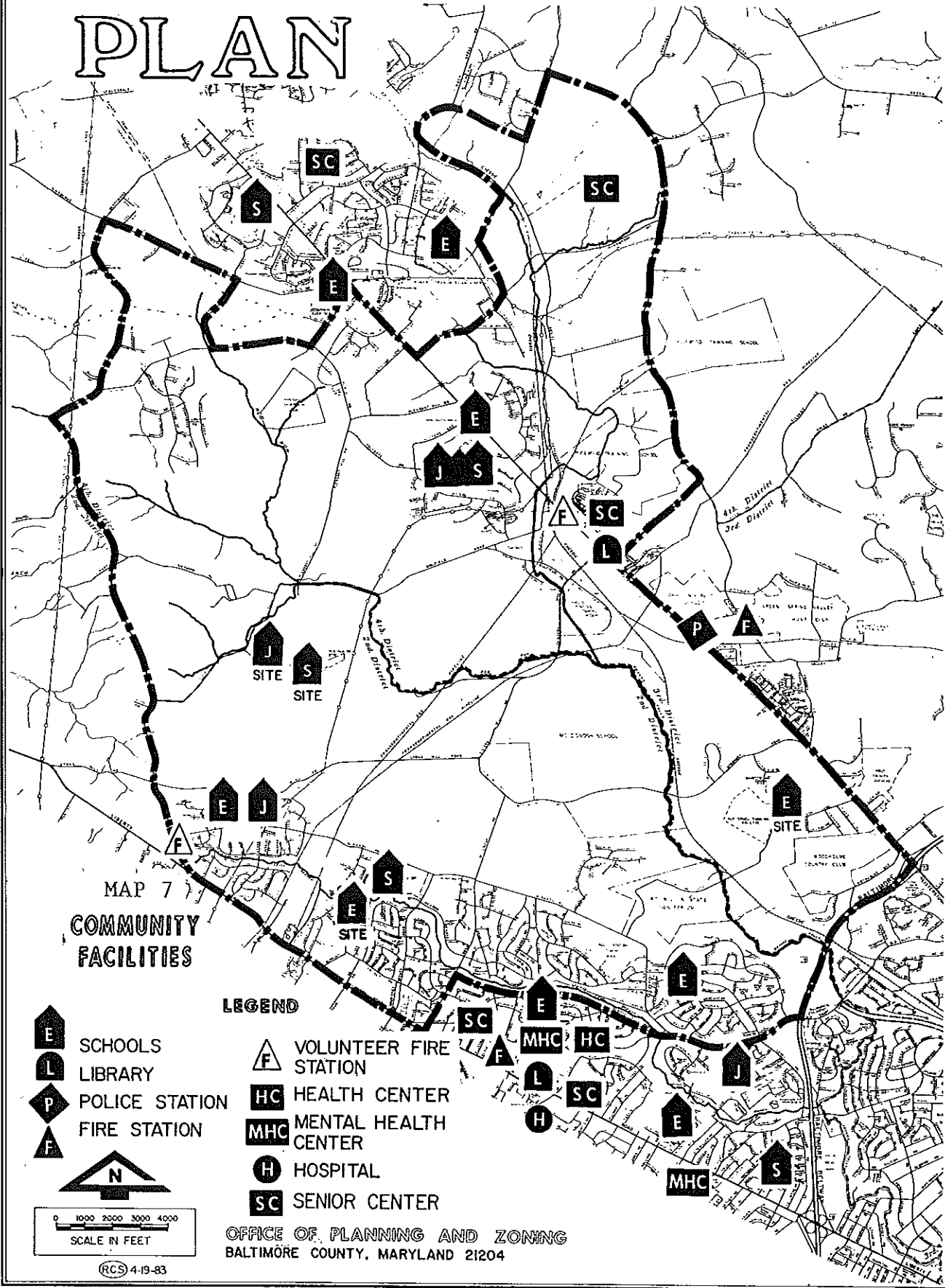
Solid Waste Management

Solid waste from Owings Mills is now taken to the Southwest Transfer Station, then transported to the new Southwest Resource Recovery facility for processing. The present administration has successfully addressed the long-range solid-waste disposal problems for the next ten to fifteen years.

Community Facilities

There is a wide variety of community services which the County provides. The most important public services are: fire, police, schools, recreation, libraries, social services, services for the aging, health and mental health services, and courts. In addition, the volunteer fire and ambulance companies provide significant services to the community.

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Fire Service

The northwest area is currently served by a variety of paid and volunteer stations. Paid stations are located at Pikesville, Garrison, and at Church Lane; in Randallstown at Brenbrook and Liberty Roads; and in Woodlawn, west of Timanus Lane on Windsor Mill Road. Volunteer stations are located in Pikesville on Sudbrook Lane (this station provides support services only); Liberty Road at Liberty and Deer Park Roads; Owings Mills on Reisterstown Road, north of Rosewood Lane; and Reisterstown at Reisterstown Road at Chatsworth Avenue (See Map 7).

Police Service

The study area is served by two police precincts, Garrison and Woodlawn.

The Garrison station is located on Reisterstown Road, just north of Greenspring Valley Road. It has an authorized contingent of 110 sworn personnel although it is not always up to full force. The precinct has experienced a 9% increase in population, a 31% increase in calls for service, and a 28% increase in reported crimes between 1970-80.

The Woodlawn station is located on Windsor Mill Road, west of Timanus Lane. It has an authorized contingent of 83 sworn personnel; Woodlawn also is not always fully staffed. This precinct has seen an increase in population of 9%, a 31% increase in calls for service and a 22% increase in reported crime between 1970-80.

Schools

The Owings Mills growth area is served by 18 public schools and a variety of private and parochial schools.

Public Elementary Schools. There are ten elementary schools: Reisterstown, Franklin, Cedarmere, Owings Mills, Timbergrove, Scotts Branch, Church Lane, Winands, Deer Park, and Randallstown. Sites for two more are available at Woodholme and Randall Ridge.

Public Middle Schools. There are three middle schools: Franklin, Old Court, and Deer Park. Two sites for future schools are Red Run and Windsor Mill.

Public Senior High Schools. There are three senior high schools: Franklin, Milford Mill, and Randallstown. One site for an additional school exists at Red Run.

Public Junior-Senior High School. There is a junior-senior high school: Owings Mills.

Virtually all schools in the study area, as of September 1983, were under capacity, some significantly so.

Library Services

The Baltimore County Library System has one of the highest circulation rates in the entire country, indicating not only a high level of demand, but also a high level of service.

There are currently four facilities in the northwest area: Randallstown, Pikesville, Reisterstown, and a mini-library in Owings Mills.

The Randallstown Library, located at Liberty and Old Court Roads, is an "area" library, which provides central services for the entire northwest. Patronage is heaviest by people in the Liberty Road corridor, but the breadth of its materials attracts many Reisterstown and Pikesville residents.

The Pikesville Library is a "branch" library which was recently relocated to new and upgraded facilities in a multipurpose center in the core of Pikesville.

The Reisterstown Branch Library, located on Cockeysmill Road, serving residents of Reisterstown, Glydon, and parts of Owings Mills, is overcrowded, with poor parking and access, and is experiencing difficulty in meeting current library demand.

The Owings Mills mini-library is leasing space in Garrison Forest Shopping Center on Rosewood Lane.

Social Services

Social services include aid to families with dependent children, foster care, protective care, and homemaker services. Offices are in Catonsville, Dundalk, and Reisterstown at Hannah More. No expansion of branches is proposed.

Services for the Aging

The Owings Mills Growth Area is currently being served by the Department of Aging's Northwest Service Area, which includes the recently opened facilities at the former Hannah More Academy. In 1980, the 60 and over age group in the service area accounted for 20,646 people, or approximately 14% of the total population. This represents about 21% of the County's senior population. The 1985 population projection for this age group is approximately 25,000. The 1990 projection is approximately 27,500, or an increase of 33% in ten years.

The Owings Mills area is currently served by five senior facilities with an average daily attendance at each facility of from 35 to 90 members.

Health and Mental Health Services

The health and mental health needs of the northwest area are currently being served by several different facilities.

The Pikesville area is served by the recently opened multi-service center in the heart of the commercial district on Reisterstown Road. This center includes general health and mental health facilities. It is anticipated that this facility will be able to meet the needs of its service area for quite some time and that no additional construction will be required.

The Reisterstown community's health needs are served by the Hannah More facility on Reisterstown Road. This facility should be able to meet the future health and social service requirements of the Reisterstown area.

The health needs of the Liberty Road corridor are currently provided by a Community Mental Health Center at Langrehr Road and the Randallstown Health Center on Liberty Road. A new Western Regional Health Center is scheduled for construction in the mid-80s. Services to be provided will include diagnosis and treatment of general health problems and other preventive services. This facility is expected to accommodate the service requirements of the area for many years. It is the Department of Health's first priority for capital improvements.

Court Facilities

Residents of the Owings Mills area are currently served by the County's court facilities in Towson and a State court located in leased space in the Owings Mills Industrial Park. The State Legislature recently mandated the creation of a new court facility in the Northwest area. The State Department of Planning is currently studying alternate sites, primarily in the Pikesville and Owings Mills areas. It is anticipated that a three-court facility will be needed. Accessibility by road and mass transit is a major siting criterion as is the number of people who will be conveniently served.

Community College

Catonsville Community College operates a small but well-attended branch in leased space in the same building as the District Court on Painters Mill Road.

III. ECONOMIC AND DEMOGRAPHIC PROJECTIONS

Introduction

In the fall and winter of 1982-83, the Cannon Planning and Development Company undertook a market analysis of the Owings Mills area including demand for residential, retail-commercial, office and industrial uses. The Cannon Company also examined the impact of joint development of the transit-station site to be located southeast of the Mall and investigated the impact of the Mall itself on retail business elsewhere in the County. The results of the Cannon Company analysis are summarized in the following section.

Basic Concepts

Most recent projections of household growth for Baltimore County show a slowing rate of household growth, from an average annual growth of 5,250 households during the 1970s to 2,727 in 1980, a recession year, and projected 3,400 households per year in 1995.

Owings Mills growth projections are based primarily on the opening of the expressway and transit system in 1985/1986. Given the probable pace of development, the provision of public utilities and facilities is not seen as a development constraint. Normal economic conditions are assumed by 1985 and no major transit station area joint development is hypothesized prior to 1995.

In order for these projections to take place, three conditions must be satisfied: 1) Sufficient land must be rezoned to offer future residents adequate choice and to maintain competitive land prices. Marketing and development needs and consumer choices will require that an available developable residential land inventory in excess of the required absorption rate be maintained. With the requirements for such an inventory and flexible density zoning, it may be difficult, without additional incentives or controls, to obtain the desired master plan residential mix. 2) Higher density residential uses in particular may require strong transit linkages (probably shuttle bus) and possible developer incentives. 3) Attainment of projected development at both White Marsh and Owings Mills and continued revitalization of established County urban centers will require continued land use and development controls in other areas of the County.

1980 Census Information

According to 1980 Census data, the population of the study area was 29,069, which was 4.4 percent of the total population of Baltimore

County and 1.4 percent of the Baltimore regional population. The 1980 population of the study area represented an increase of 5,733 people, or 24.5 percent during the period from 1970 to 1980. Population growth in the study area during the past ten years represented 16.4 percent of the County's total population growth and 5.7 percent of Baltimore SMSA population growth during the same time period.

Study Area Projections

Residential Demand

Based upon the regionally approved Round 2 projections* and the additional housing unit demand which can be attracted because of improved accessibility and an expanded infrastructure, the Owings Mills study area is projected to experience an increased share of County housing unit growth, with this share increasing significantly in the early 1990s after the transit system is open and development momentum is created.

During the 1980 to 1985 time period, very limited growth of 167 units per year or 6.1 percent of County demand is expected to occur in the Owings Mills study area. This growth rate is projected to rise to 519 units per year from 1985 to 1990 (15.37% of County demand), reaching 826 units per year after 1990 (29.5% of the reduced County growth).

Given the continued development of White Marsh and other competitive opportunities within the County, it is unlikely that the Owings Mills area could achieve a higher capture rate. Over the entire 1980 to 1995 period the number of such area housing units is projected to increase by 7,559 units from 9,557 to 17,055.

Based upon transit and highway access, existing development character, and basic planning concepts estimates have been made of housing unit types by subarea. Assuming no joint development of residential units within the Town Center Mall or the transit station site prior to 1995, and no lake**, it is projected that 73 to 81% of the new development will be single family (detached, semi-detached and townhouse) and 19 to 27% multi-family, mostly garden apartments.

Office Demand

Office development within the study area is expected to occur both to serve the area population and to meet regional office market demand. The projected 17,000 increase in population should create demand

*Round 2 refers to the first revision (1983) of projections mutually agreed upon by Baltimore City, Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties.

**See Section IV, for discussion of lake.

for 125,000 to 175,000 square feet of population-serving office space. This space could be predominantly located in scattered low-density (2 to 4 story) buildings and within major regional-serving office complexes.

Regional-serving office space could be attracted to the Town Center, the transit station, and office parks in proximity to these two activity centers. The effective capture rate of office space demand would be dependent upon the creation of the proper quality and amenity image/package and the strength of the physical linkage to transit.

Regional office space demand is estimated at 1.0 to 1.5 million square feet per year with one-half to two-thirds of the demand occurring outside the Central Business District (600,000 to 800,000). During the 1985 to 1990 period, barring a major joint development project or single purpose office user, from 3 to 5 percent of suburban demand or 200,000 to 350,000 square feet could occur in the study area, and with suburban demand over the 1990 to 1995 period, an additional 350,000 to 700,000 square feet. Office density could vary greatly, from 0.5 floor area ratio office campuses to 3.0 floor/area ratio mid/high rise buildings at the Town Center and transit station. Acreage requirements could thus range from 60 to 30 acres.

Retail Demand

The proposed 0.8 to 1.2 million square feet Owings Mills Mall is supportable by the regional retail market and will meet study area high order retail demand needs for the foreseeable future. Two community sized shopping centers recently opened in the study area and vicinity. These centers meet the general convenience goods needs for a residential population of 10 to 12,000 people each, and will thus meet the bulk of the need of the 17,000 additional persons projected to reside within the study area through the 1995 projection period.

Industrial Demand

Location of new industrial firms and expansion of existing County business has continued at a brisk pace through the 1980s. Net employment has continued to rise despite structural changes in the traditional heavy durable good manufacturer categories. Much of this development has been captured in the north-central corridor of the County, along the parallel I-83--York Road axis. Other industrial development opportunities are being attracted to the strong Baltimore-Washington corridor.

Current surveys of industrial acreage show that less than 13% of available industrial land is located in the northwest and southwest areas of the County. Escalation of land cost in the central area and

the rapidly diminishing supply of land within that corridor underscore the need for additional industrial land in the Owings Mills Growth Area Plan.

Additional land product in the northwest area will create a strong market opportunity that will supplement existing industrial activity throughout the County. Its proximity to the Baltimore-Washington corridor will enhance the competitive position of Baltimore County, enabling the capture of additional job creating potential.

Industrial development at Owings Mills will represent a predominantly regional orientation, with high-tech uses in the Owings Mills area competing with other major development areas within the entire Baltimore/Washington corridor. The development of a mixed-use activity center in Owings Mills improves the County's competitive advantage within the Baltimore/Washington region. Since the County competes on a regional basis for most office and "high-tech" industrial uses, the creation of a "competitive advantage" at Owings Mills will only marginally affect other areas within the County. A substantial proportion of employment-generated uses in the Owings Mills study area will represent net new job opportunities within the County.

Industrial land demand in the County is projected at 100 to 150 acres per year under baseline forecasts and increases to 145 to 180 acres per year under an "opportunity" forecast. The opportunity forecast assumes 20 to 25 acres per year of demand in the Northwest portion of the County.

Assuming land availability, these 20 to 25 acres per year would be the equivalent of the successful concurrent marketing of 2 to 3 industrial parks. Due to topographic and access problems, the study area currently contains only 137 immediately developable industrial acres.

Impact on the Pikesville Revitalization Area

The primary impact of the proposed Owings Mills Town Center commercial component will be upon fashion-oriented apparel stores within the Pikesville area. In the worst case, this could result in approximately a 10 percent decline in apparel goods sales and a relative stabilization of overall retail sales (1.8 percent increase).

In order to make sure that this narrowly focused high-fashion apparel goods negative impact does not adversely affect other commercial uses, the County must work with area merchants to maintain and enhance the commercial core and assist selected merchants and owners in adapting to changed market circumstances. The County must continue to work with the Pikesville Community Growth Corporation to improve accessibility and parking availability within the Pikesville retail core. Furthermore, the County must continue to demonstrate its commitment to the Pikesville area through on-going market, merchandising, development coordination

and assistance, along with necessary public sector investments to maintain and enhance public facilities and services within the Pikesville area.

Residential uses in Pikesville are in good physical condition, and have maintained value and have experienced high occupancy rates. These residential uses should not be adversely affected by development of the growth area.

Office development in the Pikesville area consists predominantly of medical, legal, accounting, finance, insurance, and real estate uses primarily serving the local population base. This office development is not related to major regional office demands occurring in Owings Mills, Hunt Valley, Towson, and other locations within Baltimore County. Population-serving offices in Pikesville are related to the immediate area population and unrelated to similar population-oriented office uses which will develop at Owings Mills.

The Pikesville area contains a limited amount of industrial land and virtually no uncommitted vacant land available for industrial development. Industrial uses within the Owings Mills study area will represent a capturing of Baltimore/Washington regionally oriented industrial use demand, and will have little or no effect upon the Pikesville area. No major community-oriented services and facilities are proposed to be transferred from Pikesville to Owings Mills and no impact with regard to public sector uses should be experienced.

Impact on Reisterstown

Unlike Pikesville, the community of Reisterstown is not likely to undergo any major negative shift in commercial development but, in fact, may accrue significant advantages. The Owings Mills Town Center is expected to service an entirely different market than exists along Reisterstown Road and in the community of Reisterstown.

Reisterstown has developed its own special character by capitalizing on its neo-colonial homes, its historic significance and its Main Street atmosphere. It is clearly the antique row of Baltimore County.

Probably the most significant impact to Reisterstown will be the opening of the Northwest Expressway. This new highway construction should relieve Reisterstown of both commuter and truck traffic and thus significantly reduce existing traffic problems. This in turn may create new opportunities for parking in old Reisterstown.

The residential demand in Reisterstown has always been strong and this also is expected to continue. Property values are also expected to appreciate.

It is anticipated that some modest demand for office space will continue to surface in the form of community service facilities such as

doctors, dentists, legal, insurance, and real estate offices. These will continue to take advantage of the conversion of existing Main Street houses. Through innovative marketing techniques, the business community can play a significant role in the future expansion of Reisterstown.

Impact on Other Areas

Owings Mills commercial uses will also have a limited impact upon other Baltimore County retail activities, particularly those along Liberty and Reisterstown Roads. Neighborhood or convenience-type retail facilities will not be directly competitive with the proposed regional mall, and, thus, will not be affected by the Owings Mills Mall, and indeed, additional customers will be generated by the concurrent residential development. The high-fashion oriented character of the Owings Mills Mall with its six high-fashion anchor stores, its high accessibility, positive market image, and integrated activity center, will, however, have an impact upon adjacent regional retail facilities.

The Security Square Mall to the west should continue to maintain its economic viability; however, future expansion prospects will be limited by the increased competition presented by the mall. The more popularly priced shoppers goods of the Security Square complex, however, will not be directly affected by the more fashion-oriented facility at Owings Mills. Likewise, Reisterstown Road Plaza with its increasingly popular priced and community focused marketing will experience a limited impact from the Owings Mills Town Center retail establishment. Long-term expansion potential at the Hunt Valley facility to the east could be somewhat limited by the competition presented at the Owings Mills Town Center.

The main development impact, however, of the Owings Mills fashion oriented mall will be to limit the ultimate size of additional Towson retail development. The six fashion-oriented department stores to be developed as a part of the Owings Mills Town Center may affect the final phase expansion of the Towsontown Center.

Summary

Residential housing demand is projected to be relatively low until 1990. The bulk of this demand will be met through the development of land in the present urban fringe adjacent to Reisterstown and Liberty Roads.

Contrarily, a strong market exists for office and industrial uses in Owings Mills. These uses could become a significant new employment generator for Baltimore County if the necessary public improvements are made.

Additional long-term office and residential demand can be attracted to the Owings Mills area if steps to provide for joint use of the transit station site are initiated now.

Public sector policies to reinforce and service older established commercial and residential areas such as Pikesville or Reisters-town can do much to limit any negative impact which may result from development in the Owings Mills area. The prime impact of the Owings Mills area, however, will be to create a major activity center within Baltimore County allowing the County to better compete for office and industrial uses within the Baltimore/Washington region. The major negative effect from development in Owings Mills stems from the traditional implications of a new regional retail mall upon older less competitive regional oriented shoppers goods uses.

IV. RECOMMENDED PLAN

Introduction

Planning for the Owings Mills Town Center originated in 1970 when it was decided that the site would be the logical terminus of the northwest transit line. This decision was further reinforced by the location of the Owings Mills Boulevard interchange and the network of roads designed to connect with the interchange and the transit station parking lot. While the Mall location is recognized and given the necessary zoning, most of the remaining acreage surrounding the Mall, and extending throughout the watershed area between Liberty and Reisters-town Roads, was placed in the RC-3 holding zone. The recommended plan, therefore, deals primarily with the pattern of uses that will surround the commercial core, and the public infrastructure necessary to support them.

The recommended plan is organized in terms of four sections:

Goals, objectives and policies to be specifically sought in terms of the development of the Owings Mills Area.

Program alternatives considered as part of the study process.

The plan concept--the general organization of projected land use and public infrastructure.

Plan elements--a more detailed discussion of the arrangement of separate urban elements within the general framework of the plan concept.

Goals, Objectives and Policies

The following goals, objectives and policies are specifically applicable to Owings Mills and are consistent with the existing Master Plan policies identified in the introduction:

1. Goal-Maintain as far as possible the exceptional environmental quality of the undeveloped Owings Mills Area.

Objectives and Policies:

- a. Maintain the visual integrity of the Red Run and Gwynns Falls Stream Valleys as a linear park accenting and running through the future urban area.
- b. Acquire areas of mature forest.
- c. Acquire broad areas of land for a regional park to be located as closely as possible to the Town Center.

- d. Encourage the construction of a lake for water-oriented recreation, visual impact, stormwater management, and flood control.
- e. Protect sensitive environmental areas in Soldiers Delight Park from the effects of increased urbanization.
- f. Limit urban development to the Gwynns Falls Watershed to avoid impacts to Liberty Reservoir.

2. Goal-Avoid adverse impacts on existing development.

Objectives and Policies:

- a. Utilize zoning and the development review process to ensure that new development in or adjacent to existing communities will be compatible in terms of land use, density, and character.
- b. Minimize the impact of new traffic routes through existing communities.
- c. Maintain the vitality of existing Reisterstown and Liberty Road businesses by providing assistance/incentives to upgrade the quality and competitiveness of their current facilities.
- d. Create transition areas between existing residential development and other new uses.

3. Goal-Ensure that the highest quality living environment is developed to attract and retain desired population growth.

Objectives and Policies:

- a. Create a development pattern which provides a variety of living, working, and leisure opportunities for people of diverse ages, incomes, and interests, including the disadvantaged.
- b. Create a high-density, high-intensity town area focused on the mall, the expressway interchange, and the transit station.
- c. Ensure that the transit station area is developed as a high-intensity, joint-use center.
- d. Emphasize the natural buffer areas of steep slopes, streams, and stream valleys to divide the development area into neighborhoods, each with a distinctive character and sense of place.
- e. Ensure that homes have ready access to the linear stream-valley parks and the total recreational system.
- f. The landscape and other development manuals should be expanded to include provisions applicable to high land use intensity areas.
- g. Offer incentives for developers to provide extra open space, amenities, and good design as defined by special standards applicable to growth areas.
- h. Encourage clustered mixed-use development patterns to conserve energy.
- i. Provide planted earthen noise buffers on the Northwest Expressway and other highly traveled routes.

4. Goal-Provide employment opportunities as an integral part of the plan.

Objectives and Policies:

- a. Promote industrial, office, and commercial development in Owings Mills to provide as many jobs for residents as possible.
 - b. Provide feeder bus systems and vanpools to link the growth area with the transit station and employment opportunities elsewhere in the County.
 - c. Create new zoning tools to maximize employment and prevent under-utilization of land.
5. Goal-Provide a balanced transportation system for both internal circulation and to link the new community to regional destinations.

Objectives and Policies:

- a. Encourage transportation modes and routes which conserve energy.
- b. Provide modal choice, especially alternatives to the auto. Use minibuses and pedestrian paths to link the town center, transit station, major activity areas, and public open spaces.
- c. Emphasize the transit station and the transit facility in terms of the proposed land use intensity.
 - 1) Use of air-rights over the station and the associated parking lots is to be encouraged.
 - 2) High-intensity zoning is to be applied in the station vicinity.
 - 3) Mixed uses are to be sought to encourage shared parking and off peak transit use.
 - 4) A bonus system to allow additional intensity based on provision of special facilities such as interconnections to the station itself should be developed.
 - 5) A "pedestrian access" area should be defined for high-intensity uses.
 - 6) High intensity uses should link the mall and any other major facility to the station.
- d. Emphasize the transit station in terms of accessibility for patrons.
 - 1) Metrobus
 - a) Routes are to be identified in town-center plan.
 - b) Buildings are to be sited to afford ready access to system.
 - c) Shelters are to be provided.
 - 2) Pedestrian and bicycle
 - a) Pedestrian and bicycle accessways are to be provided throughout the "pedestrian access" area.
 - b) Bicycle and storage lockers are to be provided at the station.
 - c) Park system is to be used as an integral part of the access pattern.

6. Goal-Encourage educational, cultural, and social opportunities in the Owings Mills area.

Objectives and Policies:

- a. Encourage the location of special facilities for social, cultural, educational, fire, police, and other activities within the Town Center or growth area.
- b. Encourage an eventual local government presence in the Town Center through a branch office similar to those in Dundalk, Essex, and Catonsville.
- c. Encourage the use of mass-transit to major cultural, educational, and government facilities in the metropolitan region.

Plan Concept

The Owings Mills Plan consists of a series of growth policies, generalized, diagrammatic, land use designations and a series of related public improvements. Since sewer and water are available, only the incremental staging of sewer services will affect the plan. Sewer will be made available to successive properties in the Red Run area beginning at the proposed mall and at the junction of Horsehead Branch and Gwynns Falls. Sewer is now available along the full length of Gwynns Falls up to Glyndon. Transportation improvements are particularly significant in terms of the form of the plan, and the parks system following natural features will be visually significant. Other public facilities are discussed but are not considered to determine the form or character of the proposed development.

Program Alternatives

For purposes of comparison three different development programs were examined. These varied greatly in terms of the land use mix, density, and amount of land consumed. Attention was given to public infrastructure costs, impacts on existing neighborhoods, and proximity of users to the new MTA station and Town Center.

The first was essentially the "do nothing" alternative with development proceeding according to the existing zoning pattern but with RC 3 zoning revised to RC 5. This approach, however, fails to take advantage of development opportunities related to the new Town Center, MTA station, or the NW Expressway. Accommodating new growth at low densities is inefficient in terms of both land and public infrastructure.

The second program involved retaining existing zoning for urban areas, and rezoning RC 3 land with the existing ratios of industrial, commercial, and high, medium, and low density residential development. However, extension of the current pattern of single-family dwellings on individual lots again would not take advantage of Town Center development

and opportunities and is not very efficient in terms of land use or the provision of roads, sewer, water, and utility lines.

The alternative selected involves high densities at the Town Center and in the area of Red Run Lake or the impoundment closely surrounded by some moderate densities and lower densities further away. The intent is to accommodate most growth in a compact urban core of high-density residential units with single-family detached units infilling and adjacent to existing partially developed areas. Some outlying land is left undeveloped pending future demand.

Increased industrial development, increased parkland, and the Red Run impoundment are called for to enhance the area's growth potential. The alternative selected is efficient and flexible and takes advantage of the enormous investment in public infrastructure roads, transit and sewer. It is most desirable that high intensity land uses be placed in the vicinity of the transit station, mall and expressway interchange.

While the overall densities are in keeping with metropolitan and County growth trends, the alternative offers a better balance between high-density and low-density units in terms of the expected trends of the 80s and 90s. It also offers a great deal of flexibility regarding the population to be accommodated. The size of the core can be expanded or contracted. Outlying rural land will retain existing zoning (RC 3 or DR 1) until needed for urban development.

Land Use

The primary determinant of the land use pattern is the location of the Owings Mills Boulevard interchange with the Northwest Expressway and the terminal Metro station at Painters Mill Boulevard. The proposed Painters Mill Mall is to be constructed midway between these two facilities. In the Land Use Plan (insert in back cover) the large red circle, representing the high intensity town-centered core, is shown centered on these facilities. Within this area an overall floor area ratio (F.A.R.) of as much as 2 would be the target, although a much higher F.A.R. would be permitted on individual sites. Offices, shopping, high-rise residential and public facilities would be sought as preferred uses in the development of this area.

A belt of high-density residential use is recommended to surround the core on the south and west. Densities here could range from 10/acre to 80/acre. Outside this belt again to the south and west, a belt of medium density residential uses, with densities ranging from 5/acre to 11/acre is shown extending northwest between Red Run and the industrial land along the expressway. The remainder of the area to be developed is recommended for lower density residential.

The emphasis of the Cannon Report on the potential employment opportunities manifest in Owings Mills is recognized in terms of recommended office-industrial and industrial land use designations. Closely related to the town center, an area of office and high-technology uses has been proposed southeast of Painters Mill Boulevard. A linear area of industrial land has been designated along the southern side of

the expressway beyond Owings Mills. This land will also buffer residential uses from expressway noise and environmental impact.

An area of industrial land also has been identified north of Reisterstown Road on the northern extension of Owings Mills Boulevard. This proposed industrial area will thus be closely tied to the town center and the expressway interchange, and can be served by feeder buses from the transit station.

A key determinant of urban form will be the parks system, shown diagrammatically as winding through the Soldiers Delight State Park, the lake, the County Regional Park directly with the Town Center and the Metro Station. The County should accelerate its acquisition of park properties in the Owings Mills area.

Transportation

Diagrammatically, the proposed transportation pattern may be expressed as a grid of major roads oriented to the town center.

The essentially new elements of the road network are Owings Mills Boulevard, Painters Mill Boulevard (improved Painters Mill Road), and Red Run Boulevard. Owings Mills Boulevard must be extended to the North to serve the proposed industrial area north of Reisterstown Road. All of these elements are not in the Capital Improvement Program. Every effort should be made to ensure that these roads are as conflict free and attractive as possible. Driveways should open to collector streets, rather than to arterials, and landscaping should be considered an integral part of the design. The total system including the minor collectors is discussed in the following section in Plan Elements.

The key to the unique character of this proposed Baltimore County Town Center is regarded to be the terminal Metro station. Feeder bus and pedestrian ways are to be oriented to the station providing an opportunity to achieve a higher density in this area than in the other designated town centers in Baltimore County with the possible exception of Towson.

Summary

The recommended scheme takes advantage of the unique opportunity afforded Baltimore County for planned growth and development in the Owings Mills area. Residential development in moderate to high densities is concentrated around the Town Center and the transportation facilities. The Town Center itself should include high- and mid-rise residential units and provide for intensive, mixed-use commercial, residential and office development. Within existing residential neighborhoods, infill at existing densities is recommended, except adjacent to commercial centers and major roads where townhouses and garden apartments are concentrated around four existing commercial concentrations (Garrison Forest, Cherry Hill, Deer Park, Randallstown). The plan should provide for the strong office and industrial development market projected by recommending industrial use and adequate infrastructure necessary to create jobs.

Plan Elements

Transportation--Additional Roads

Additional roads required to serve the ultimate buildout population, but not included in the current capital program, include the Lyons Mill realignment from Liberty to McDonogh Road, Lakeside Drive, and the extension of Allenswood Road to Kings Point Road. The total recommended system is shown on Map 8.

Owings Mills Boulevard is clearly needed in order to accommodate traffic from the Northwest Expressway and to facilitate access to the Town Center. The consultant for the Owings Mills Boulevard Traffic Study, JHK & Associates, has recommended a connection between Owings Mills Boulevard and Liberty Road by 1990. Major road improvements recommended include the westward extension of Red Run Boulevard to Pleasant Hill Road. The early construction of Lakeside Drive to Church Lane is important in order to serve the designated industrial land west of the Northwest Expressway.

Owings Mills Boulevard will be constructed as an initial four-lane section to the intersection with Lyons Mill Road. Lyons Mill Road will be improved to an adequate two-lane road on the existing alignment to a western terminus at Liberty Road. An alternate, direct right-of-way to Liberty Road shall be reserved insofar as is feasible so that in the event that future traffic volumes should lead the community to support such a future connection to relieve congestion on existing neighborhood streets, it will be possible. Before any such actions could be taken, a full study and community review must take place. Tulsmere and Offutt Roads are not to be extended as major collector streets.

Owings Mills Boulevard north of Reisterstown Road will be designed to serve the proposed industrial area. Local industrial service roads will not be connected to adjacent residential streets.

Pedestrian Paths

The County's proposed stream valley park system offers excellent opportunities for creating a separate, non-vehicular path system. The proposed park system will be linear, extending fingers of open space into many areas of Owings Mills. The cost of a parkland path system need not be great. The land will already be available and paths can be constructed in conjunction with the development of other park facilities. A well designed system of paths would serve not only a recreational function, but could link the Town Center and other major activity centers to residential areas and schools.

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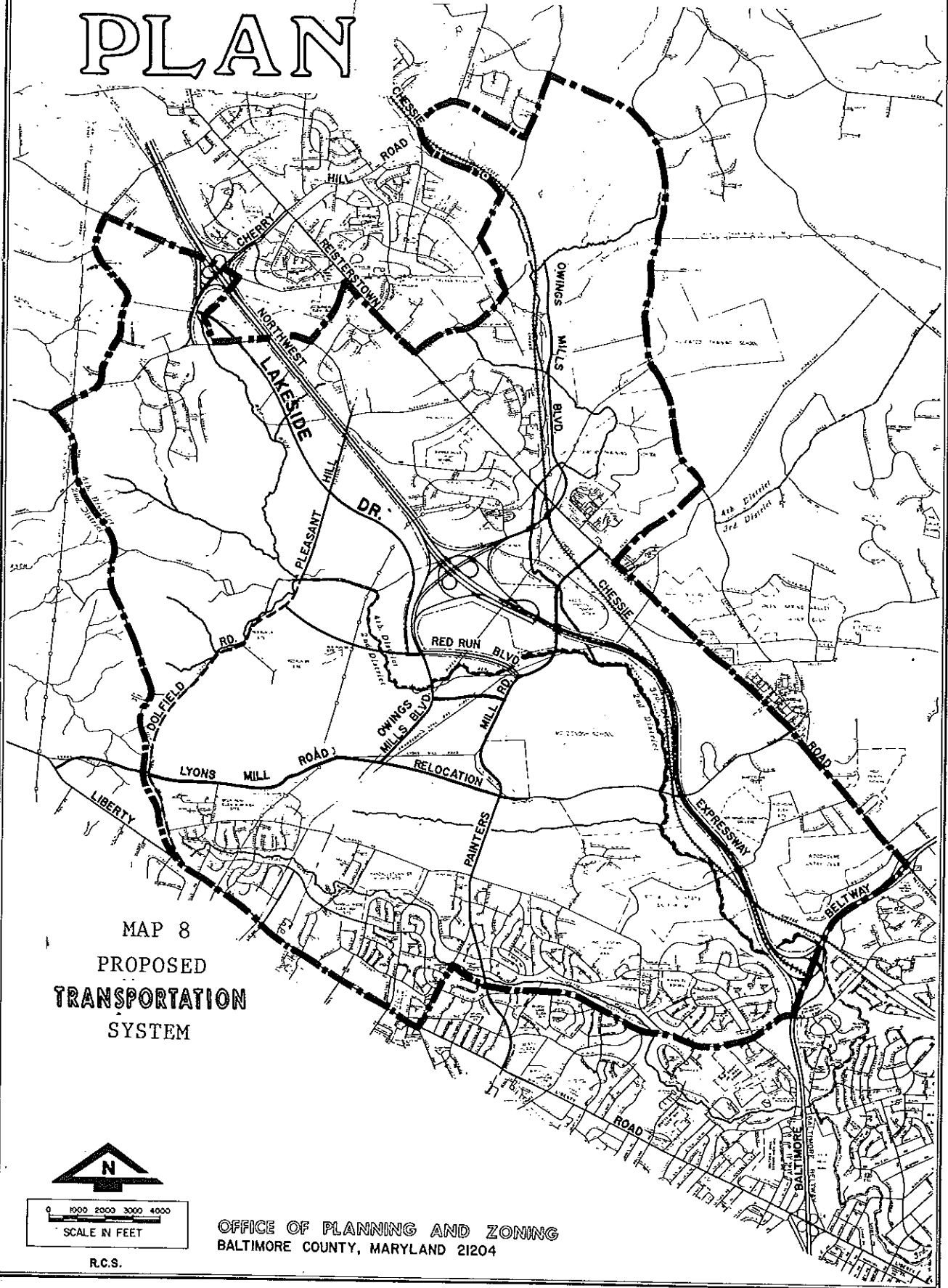


FIGURE 3--RECOMMENDATIONS REGARDING PLANNED ROAD IMPROVEMENTS

| PROJECT NAME | | SCHEDULE | RECOMMENDATION |
|--------------------|--|-------------------------------|--|
| NW Expressway | Phase I: I-695 to Cherry Hill Road Phase II: Cherry Hill Road to Westminster Pike & Hanover Pike | Late 1985 1986 | High priority as scheduled. |
| Owings Mills Blvd. | Phase I: Reisterstown Road to Red Run Blvd. Phase II: Reisterstown Road to Gwynnbrook Ave. Phase III: Red Run Blvd. to Lyons Mill Road | Late 1985 1987 1987 | High priority as scheduled. Will provide the major connection bet. NW Expressway & Town Center. Will provide access to new industrial corridor. Needed to accommodate traffic between Liberty Rd. Corridor, NW Expwy. & Town Center. |
| Red Run Blvd. | Phase I: Owings Mills Blvd. to Painters Mill Road Phase II: Owings Mills Blvd. to Pleasant Hill Road | 1986 1990 | High priority as scheduled. Provides direct access to Town Center. Access betw. DSA 7 and Town Center will be needed around 1990. Alternate alignment connecting Owings Mills Blvd. south of Red Run might be considered. |
| Painters Mill Road | Reisterstown Road to McDonogh Road at Brenbrook Drive | 1987 | High priority as scheduled. Will provide primary access to the Metro Transit Station and function as the major arterial connection betw. Town Center & Liberty Road corridor. |
| Lyons Mill Road | Phase I: Owings Mills Blvd. to Liberty Road Phase II: Realignment from McDonogh Road to Owings Mills Blvd. | 1987 As needed | Reconstruction of 2-lane roadway. As needed, but right-of-way changes should be clarified prior to development of DSA 24 |
| Lakeside Drive | From Dolfield Road to Church Lane | 1988 | Will spur residential and industrial development. |
| Winands Road | Connect betw. Deer Park Road and Randallstown Sr. H.S. Widen betw. Rouen Road and Scotts Level Road | 1984 1986 | As scheduled. As scheduled. |
| Allenswood Road | Extend to Kings Point Road | As needed | As needed. |
| Cherry Hill Road | Phase I: NW Expwy. to Reisterstown Road Phase II: Extension east to Timber Grove Road | 1986 As needed | High priority. Will function as collector at end of first phase of NW Expwy. Low priority. Developer road. |

Sewer System Facilities

Map No. 6 indicates sewer shed boundaries and the areas currently served by collector lines. Sewer system improvements will involve collector lines and possibly pump stations, but not treatment facilities which will be more than adequate.

Construction of the Red Run Collector will be initiated in 1985 to serve the Town Center and can be relatively easily extended to serve all of the proposed urban core. The County should extend this line to the area north of Owings Mills Boulevard to accommodate the plan.

The Department of Public Works' staff indicated that at least 15,000 new residents can be served without overloading the collector system. Capacity beyond 15,000 new residents is unclear.

No information is available regarding the types of industries or volume of waste water likely to be generated by industrial development of areas adjacent to the existing Upper Gwynns Falls Collector. Preliminary discussions with the Department of Public Works' staff have not indicated that industrial usage will pose sewerage problems.

When the NW Expressway is constructed in 1985 to Cherry Hill, this interchange location may create strong demand for industrial and/or office development.

Proposed Park System

Baltimore County has prepared a series of master plans for the Stream Valley Park System including the six stream valleys in the Owings Mills area: Red Run, Horsehead Branch, Scotts Level Branch, Upper Gwynns Falls, Gwynnbrook Run, and Roaches Run. (See Map 9).

The sites which are proposed for inclusion in the park system include areas of floodplain, ponds, high water table, poor drainage, instability, subsoil shrinkage, and slopes greater than 25%. Some areas of productive woodlands, a few historic sites, and existing school sites have also been included. These are the most environmentally sensitive and least developable lands within the growth area. Conservation of these lands as permanent open space will serve many functions: reduction of flooding problems; protection of area ecology and hydrology; provision of open space and vegetated buffers to balance increased densities in other areas of Owings Mills; provision of recreational opportunities; protection of scenic, historic, and natural features; maintenance of wildlife habitat; and enhancement of property values. The form of the proposed park system is essentially linear, with fingers extending throughout the growth area. This form will influence the plan for Owings Mills in two significant ways. First, it will divide Owings

Mills into various neighborhoods. Parkland can be helpful in buffering areas with differing densities or uses and can help give each neighborhood its own identity and character. Conversely, a linear park system can also help link the various neighborhoods to each other and to the Town Center. Physical linkage can be achieved via a trail system and by siting recreational facilities to serve several adjacent areas.

Approximately 2,579 acres have been proposed for inclusion in the Owings Mills portion of the Park System. Approximately 458 of these acres are publicly owned by the public schools, the Rosewood School, and the Gwynnbrook Wildlife Sanctuary, while about 2,121 acres are currently undeveloped, uncommitted lands. Some of this land will be purchased, but a large percentage is expected to be obtained via subdivision dedications, easements, or gifts.

As indicated below, Baltimore County may elect to construct a regional stormwater management lake on Red Run. Such a facility would be a major feature of the linear park system described above.

When the lake is constructed, the County should retain public access land on the perimeter to ensure a continuous pedestrian and walking path and an adequate acreage at a number of locations for parking, boating facilities, picnic areas, and other recreational uses.

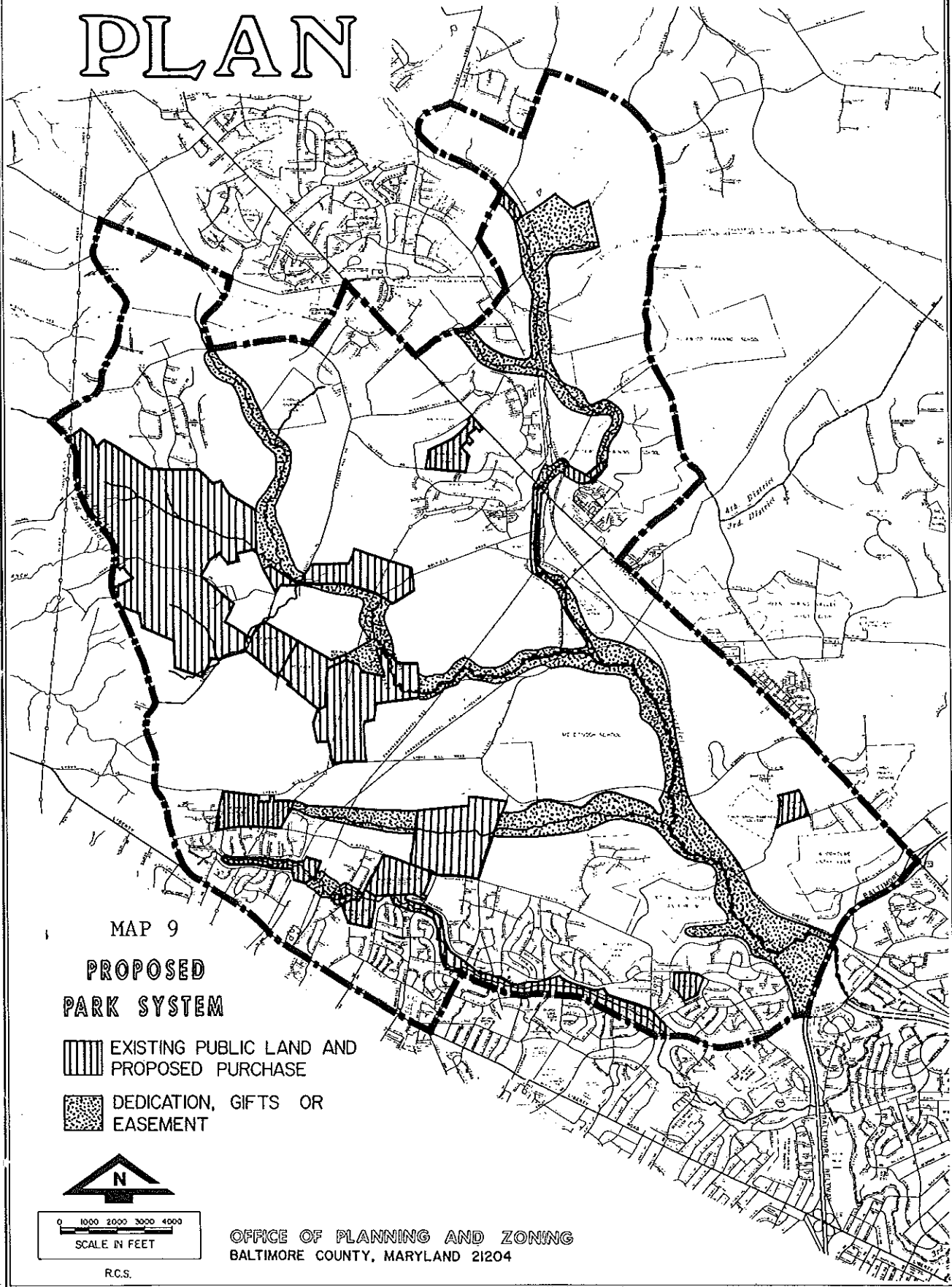
Stormwater Management Facilities

Construction of stormwater management structures is normally handled on-site at the developer's expense. However, the difficulty of maintaining a multitude of small ponds has led the County to consider the establishment of a regional stormwater management facility by impounding Red Run. The concept has been endorsed, not only as a means of resolving stormwater management problems, but also in terms of enhancing recreational, scenic, wildlife, and property values near the urban core. A thorough study of the feasibility and desirability of such a facility is currently underway and will be acted on promptly. Properly and attractively designed, Red Run Lake will greatly enhance the growth potential of the urban core. Cost to the County need not be excessive if the developers' cost of on-site facilities is assigned to the County facility instead.

Community Facilities

Planning for public services is quite different from planning for sewer, water, and transportation facilities, in that the latter

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facilities are planned and constructed prior to extensive development of an area. Planning to extend community services to a new area tends to follow rather than precede development. Once population concentrations reach a certain level, it becomes more efficient to open a new facility than serve new populations from a distant location. For this reason, the construction (or leasing) of community facilities to serve the growing Owings Mills population will in many instances occur at a later phase of the area's development.

Even though establishment of community facilities will be delayed until appropriate population levels are reached, it is important to anticipate the eventual need for such facilities and ensure that suitable sites are reserved until needed. Each of the major categories of community service is considered below.

Schools

Board of Education representatives have indicated that they project fewer school-age children countywide by the year 1990; however, it is expected that because of growth in Owings Mills, the school-age population will increase somewhat in the study area. To accommodate this increase, while avoiding the need for additional construction, the Board will revise existing school districts and bring all schools up to capacity. This policy should be satisfactory at the junior and senior high school levels. It may conflict, however, with the Board's policy that elementary schools should be within reasonable walking distances from homes.

While due to the difficulty of projecting growth and birth rates it is extremely difficult to project growth in the school age population, the Board does not currently anticipate the need for any new school construction in the area before 1988. When new construction does become necessary, the sites for junior and senior high schools should be adequate. Some additional elementary sites in the interior portions of Owings Mills will probably be needed. However, the Red Run Jr./Sr. site is large enough to accommodate an elementary school as well.

Library Services

Even with the recently expanded Pikesville Branch, increased services provided by the Randallstown and Reisterstown libraries, and the Owings Mills Mini Library, there is some community pressure for construction of a full-branch library in the Owings Mills area.

The most important siting criteria is user accessibility. Library officials have found that shopping centers are generally good locations for their facilities. The best centers provide high visibility, are centrally located relative to population and have adequate trans-

portation access. The library also benefits from the other services found in the shopping centers.

Senior Facilities

An Owings Mills Senior Center will be needed in the future and appropriate consideration should be given to selection of a site.

Health and Mental Health Facilities

At this point in time there are no plans to provide general or mental health facilities within the Owings Mills Growth Area. With the fluctuation of population projections and growth patterns that have occurred generally in Baltimore County, it is difficult to project the needs of a population whose size and service requirements have yet to be determined. It is expected that as development of Owings Mills gets underway and the growth rate clarifies, a more accurate health service needs assessment will be made.

Fire and Ambulance Services

Fire Department officials have indicated that with the expected growth in the Owings Mills area in the future, they anticipate the need for an additional paid station in the Delight area. At this time, the County should initiate a formal site selection process to service the anticipated Owings Mills growth.

The Woodlawn paid station, at the perimeter of the growth area, is currently scheduled for expansion in fiscal years 1986-1987.

Police Service

An Owings Mills police precinct station will be required and the site selection process should be started to allow for timely construction.

V. DEVELOPABLE SUB-AREA RECOMMENDATIONS

Natural features defined basic development capabilities of different portions of the growth area. Suitability for development was then evaluated in light of the Plan Concept, public infrastructure characteristics, and projected demographic and economic conditions.

Twenty-three subareas with differing development potentials were identified. These are located on Map 10.

A relatively small amount of land along major drainageways was excluded from the developable subareas (DSA), and should be left as natural, vegetated buffers between adjacent uses. (Small, isolated areas of unsuitable soils exist within the various DSAs, but can be avoided through careful project siting.)

Land Use and Density Alternatives for Each DSA

In assessing land use and density alternatives for each development subarea, proximity to the Town Center; access to adequate public roads; availability/cost of water and sewer service; proximity to schools and other community facilities; and finally, the character of adjacent land uses were considered. Since the major areas of soil and slope constraints have been excluded from the DSAs, site construction costs were not treated as a significant factor.

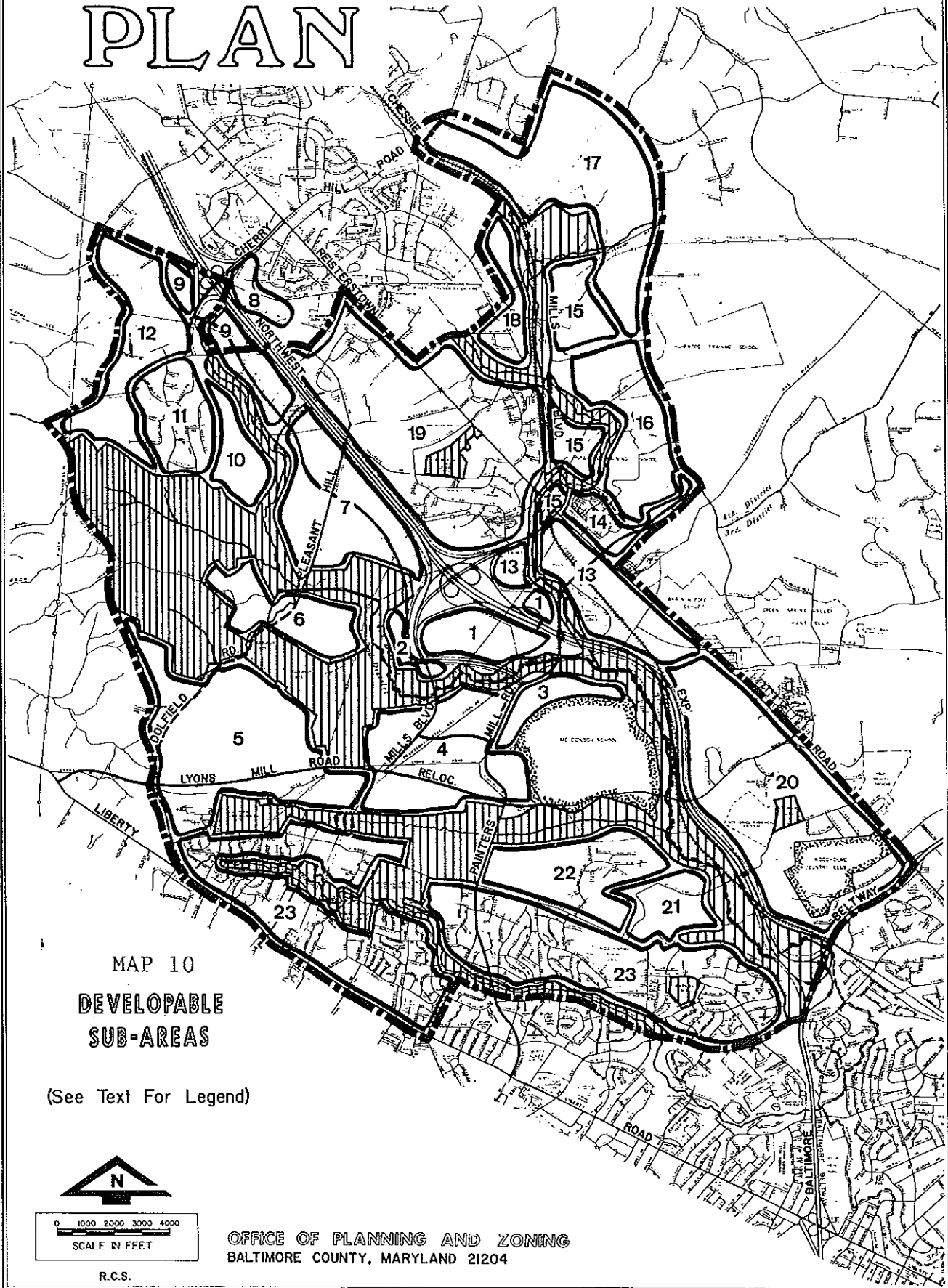
DSA #1

The Town Center will have sewer and water service when the Mall opens in mid-1986. Both vehicular and transit access will be superior. While the size of the proposed Mall is quite large, its scope is rather narrow in that only retail stores and offices are to be provided. No convenience retail, housing, recreational, or public uses are proposed. The developer should be encouraged to include space for such uses, particularly housing. High-rise apartments are already permitted under the CT designation. However, incentives for housing may be necessary or none of the land may be used for high-density residential development. Joint use of the transit station site and a strong pedestrian tie to the Mall is essential in achieving the construction of a true town center.

DSA #2

This area has a prime location adjacent to the Town Center, the proposed Red Run Lake, parkland, and the NW Expressway Interchange. It is suitable for high density residential development, offices, or a combination of both as allowed in the proposed OT Zone. The Town Center could be expanded into this area.

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DSA #3

This area is part of the McDonogh property, which the school wants to develop. Its proximity to the Town Center and good access make it attractive for high density residential, industrial, or office use. While access and topography may be problems, the Cannon Market Analysis indicates that this location is suitable for office and the research, high-tech uses for which Owings Mills is considered the optimum Baltimore County location. The proposed OT Zone would also be applicable in this subarea.

DSA #4

Proximity to the Town Center and parkland, plus good access upon extension of Owings Mills Boulevard, make this area attractive for high and medium density residential development. Office uses are better located in DSA #3 where they are less visually prominent. Commercial uses are sufficiently provided for elsewhere.

The northern portion of this DSA (north of Lyons Mills Road) can be served by sewer, water, and roads soon after the Town Center, MTA, and Expressway open. It can accommodate considerable high and medium density residential demand, and conceivably could become part of the Town Center.

The southern portion of this DSA lies within the Horsehead Branch sub-sewershed and its development will depend on the timing of the interceptor. If market and sewerage projections indicate that development will be delayed past 1992, then deferred development zoning could be retained for the southern portion.

DSA #5

This area is further from the Town Center and may lack the "lakeside" amenity of the DSAs #6 and #7. Moderate-density residential use is appropriate and would serve to buffer the existing developed communities to the south.

DSA #6

This area is very close to the Town Center and entirely surrounded by proposed parkland. It is topographically elevated with good views for homesites, and construction of the Red Run impoundment would further enhance its desirability. The extension of Red Run Boulevard providing southerly access to the Town Center will be needed prior to development. High and medium density residential development is desirable to take advantage of this prime location.

DSA #7

The southern portion of this area is quite close to the Town Center, sewer facilities, and the Northwest Expressway Interchange with Owings Mills Boulevard. Desirability of high density residential

development nearest the Town Center would be greatly enhanced by the construction of the Red Run Impoundment. Construction has already begun on the State Highway Administration Maintenance Facility on land nearest the interchange setting a pattern for non-residential use in this DSA. In addition, the State is constructing a portion of the Lakeside Drive. Further extension of Lakeside Drive parallel to the Northwest Expressway to a connection with Church Road in the vicinity of Cherry Hill Road could provide good access for restricted industrial use west of the Expressway along Lakeside Drive. Adequate screening with earthen berms or plants should be used to buffer the existing residential community of ReistersWood.

DSA #8

Although this area is outside the study area, it will be directly impacted by the transportation improvements. Since sewer is available through the Upper Gwynns Falls system and interchange access will be available in 1986, office or medium-density residential use should be considered.

DSA #9

This area contains an active quarry and a few existing residences and will be a prime interchange site when the Cherry Hill segment of the Northwest Expressway is complete. Located at the end of the Red Run Sewershed, Baltimore County is currently reviewing the feasibility of extending the Red Run Sewer to serve the area along the proposed Lakeside Drive west of the Northwest Expressway north to Church Road. Extension of both the sewer and Lakeside Drive would provide the basic services necessary for restricted industrial development west of the Expressway along Lakeside Drive south of the area which borders Church Road with some office and medium density residential uses to provide adequate buffers for the existing residential communities of Delight Meadows, Sunnybrook Farms, and Sun Valley Estates.

DSA #10

This area lacks roads, water, and sewerage. Extension of the latter will probably be the critical factor regarding the timing of development. Located between the development concentrations near the Town Center and the Cherry Hill Interchange, the area is best suited for low density, residential development.

DSA #11

This area includes the Sunnybrook Farms and Delight Meadows subdivisions and should be infilled compatibly.

DSA #12

Most of this area will be accessible via the Cherry Hill interchange of the NW Expressway. Moderate density residential development is appropriate nearest the interchange grading towards moderately low

densities further south. Until the extension of the Red Run sewer interceptor is completed, deferred development should be retained.

DSA #13

These are existing industrial areas. A limited amount of infill potential remains. Proximity to the town-center and the Metro station makes possible a more intensive eventual reuse of these sites.

DSA #14

An existing community lies behind roadside and retail center commercial uses. Infill should be compatible with existing uses.

DSA #15

These areas have services, but poor access. The construction of Owings Mills Boulevard north of Reisterstown Road has been programmed in order to make this area of industrial land available for development. Every effort should be made to ensure that these lands are held for industrial use.

DSA #16

This area includes the large tract owned by Rosewood. Property adjacent to the proposed Owings Mills Boulevard and its connector to Painters Mill extension has industrial potential. The County is investigating the desirability of a surplus land declaration.

DSA #17

This area of prime land is served by water and sewer. It is bounded by residential and parklands and is suitable for low or medium density residential use. A zoning change from industrial to residential use would be required for part of the DSA.

DSA #18

Much of this area is owned by Rosewood Training School, and could be declared surplus.

DSA #19

This area includes existing residential neighborhoods along Reisterstown Road north of the Town Center. Infill at existing densities and rezoning of vacant commercial properties to accommodate medium density residential use is desirable.

DSA #20

This area's proximity to Woodholme Country Club, the Ner Israel Rabbinical College, and the beltway make it attractive for residential development. Due to its distance from the Town Center, the character of

existing development, and its many areas of constraining soils, low densities are appropriate except on land adjacent to Reisterstown Road where medium or high density residential uses might be appropriate.

DSA #21

The State of Maryland has declared Mt. Wilson to be surplus property and is considering alternative proposals for its use. It appears likely that it will be converted to another institutional use. No recommendation will be made until the State's plans are finalized.

DSA #22

This area is considerably removed from the Town Center and should provide a transition between the moderately low densities of existing neighborhoods and the higher densities around the proposed urban core. Sewer service will be delayed until the Horsehead Branch Interceptor is extended. Market and sewerage projections indicate development could be delayed beyond 1995.

DSA #23

This large area includes all of the existing residential neighborhoods along the Liberty Road edge of the growth area. A full range of public services exists. Infill at existing densities is generally appropriate, although higher densities may be preferable near commercial facilities and along major roads. Commercial or office infill along Liberty Road should be strongly discouraged except at commercial centers (Deer Park and Randallstown). Other vacant commercial or office districts should be designated for high density residential use depending on the area's proximity to the centers.

VI. IMPLEMENTATION

The following section discusses those steps which should be taken in the immediate or near future in order to facilitate the development of the Owings Mills area in accordance with the recommended plan.

Zoning

The results of the Cannon Planning and Development Co. market study indicated an outstanding market for employment generating uses. Office and industrial development will occur as soon as the road and transit facilities are completed, i.e. 1986. While industrial zoning is in place in that part of the area northeast of Reisterstown Road, it is necessary to zone for offices and for those lands that are expected to be developed in the "high tech" office park in 1984 in order to provide adequate lead time for post 1986 and pre-1990 construction. It is important to move ahead vigorously in this direction in order that these potential jobs not be lost permanently to Baltimore County.

The study indicated that major new residential development is to be expected in the Town Center environs after 1990.

Regarding commercial zoning, the Cannon Report indicated that the Mall and the existing retail commercial development along Liberty and Reisterstown Roads should supply sufficient commercial square footage to adequately serve the community through 1990.

In addition to the zoning changes, a zoning category is required that will encourage the high-tech, high employment office, and high density residential uses for which the market consultant feels there is immediate demand.

New Zones

The Office of Planning and Zoning is currently developing two new zones to be primarily applied in growth areas. The O.T. Zone is proposed to encourage high intensity office, residential, and technology-related employment. The zone would be applied in the immediate vicinity of the Town Center and in areas of high accessibility.

An overlay zone is also being considered. The goal of the zone is to ensure proper staging of development and encourage the maximum

utilization of key parcels in growth areas. Again, the proposed zone would be consistent with the findings of the Cannon study regarding the pace of market demand over the next ten years. The zone could prevent the underutilization of parcels near the town center until market demand grows to the point where high-intensity development can be supported.

Capital Improvements

It is clear that the County is faced by an immediate demand for road, sewer, and water improvements in the Owings Mills Growth Area. The effort to establish basic infrastructure will occur between 1984 and 1990, with the 1984-87 period being the most intensive. While start up costs may appear high, the compact efficiency of the proposed development scheme should be highly cost-effective in the longer term. System efficiency will be enhanced by establishing a critical mass or growth momentum which will draw the desired number of residents. A tremendous boost will be provided by the coincident opening of the NW Expressway, MTA station, and Rouse Company Mall. This momentum should not be dissipated by delays in providing supporting infrastructure. These are tight budgetary times, but it is strongly recommended that every effort be made to provide the funding necessary for timely construction of basic infrastructure.

Highway improvements are regarded as most critical for the development of the area. Particularly, the improvements to Painters Mill Boulevard, the construction of Owings Mills Boulevard, and Lakeside Drive are regarded as essential to the development of the Growth Area.

Red Run Lake

Red Run Lake will be an outstanding feature of the development area. Not only will the lake serve to manage stormwater, it will be a recreational resource at the heart of the new community, establishing a character and potential for high-quality growth that will be consistent with the public infrastructure investment. The County is moving ahead to determine the technical feasibility of the lake, and to provide the mechanisms for financing the investment. A decision will be reached as soon as possible.

Joint Site Development with MTA

The Cannon study has indicated the positive economic advantages to be secured through joint development of the 34 acre MTA parking lot to be constructed at the terminus of the Metro line. In addition to the immediate economic advantages, however, the whole character of the Owings Mills area is involved. A transit station linked through related, space-sharing uses to the Mall and a focal point of a group of significant institutions and activities is going to be far different from the typical station, isolated from its surroundings by acres of parked cars. Therefore, every effort should be made for both reasons to work with MTA and to actively seek the kind of mixed use recommended in the Cannon study.

Industrial Land Use Projections

The County should provide access and sewer service to the industrial area along the Northwest expressway at the earliest possible date through the construction of Lakeside Drive and the extension of Red Run sewer. Projections on industrial land use by the Cannon study and by the Baltimore County Economic Development Commission indicate that the supply of available, developable industrial land in the Bonita Avenue corridor is seriously constricted. The County should, therefore, make every effort to secure the release of surplus State land south of Gwynnbrook Road for future industrial development.

CONCLUSIONS

Baltimore County possesses a unique opportunity in the Owings Mills development area. An enormous public investment has been committed to bring transportation and other services to what is at the present time a relatively pristine and beautiful environment. In the proposed Rouse Shopping Mall, together with the possibility of creating a major complex of business and public activities in conjunction with the mall and transit station, the County has the nucleus of a town center as first envisaged by the 1975 Master Plan. In addition, the extensive Stream Valley Park System projected for the area and the possibility of having a major amenity in the form of the proposed lake, all in the immediate vicinity of the Town Center, can serve to foster a residential environment second to none in the country. The possibility of vigorous industrial and employment growth, particularly the high-tech industries proposed for the vicinity of the Town Center and transit-station stop, can create a desirable balance between employment, residential, and retail commercial uses. It is imperative that the County move rapidly to capture this opportunity. It is necessary at the earliest possible time to adopt the plan, amend the zoning, and institute the public works program.