

RE: PETITION FOR RECLASSIFICATION
Beginning '47.84' E of Grierston
Road on the N & S sides of Southall
Road - 2nd District
Charles F. Sandusky - Petitioner
NO. 72-208-R (Rev. No. 36)

BEFORE THE
DEPUTY ZONING
COMMISSIONER
OF
BALTIMORE COUNTY

This Petition represents a request for a Reclassification from a D.R. 3.5 Zone to a D.R. 16 Zone for a parcel of ground situated at the end of Branchleigh Road and the proposed Live Oak Road, containing 26.09 acres of land, more or less, in the Second District of Baltimore County.

Mr. Jacob Morrow, contract purchaser of the subject property, testified in his own behalf. Mr. Morrow, an extensive developer in this area, is presently constructing the Woodbridge Apartments, Sections 1, 2, and 3 on an adjoining tract of land and has also contracted with Ryland Homes to construct one hundred and fifty (150) individual homes in this neighborhood. The occupancy rate in his completed apartments, as well as other apartments in the vicinity, is very high, and vacancies in the existing apartments are practically nil. He felt that there is a definite trend towards apartment living and that a need for apartments exist at the present time.

Insofar as the development of the site in question is concerned, Mr. Morrow felt that it is not suited in any way for individual homes. He gave the following reasons. The site is very irregular in shape and is traversed and/or bisected by Scotts Level Stream, the Transcontinental Gas Pipe Line, and three (3) public roads - Branchleigh, Live Oak, and Southall Roads, whose alignments through the site has been, more or less, pre-determined.

These features do not allow the flexibility needed to develop the site for the number of individual homes that would be required, to support the cost of improvements. It was his contention that an apartment development would allow the needed design flexibility and that sixteen (16) units to

the acre would allow the number of units required to balance the cost of developing the property. If granted, the subject property would be developed as an extension of the existing apartment site and would consist of all one (1) and two (2) bedroom units.

Mr. Charles Fick, a civil engineer with G. W. Stevens and Associates, testified in effect as follows. The site is presently zoned D.R. 3.5 and contains 26.09 acres. It is partially wooded and partially clear. The main access will be by way of Branchleigh and Southall Roads via Tiverton Road. Southall Road will eventually extend through the site and intersect with the proposed Metropolitan Boulevard which traverses the site at a point just east of the easternmost boundary. This boulevard was originally planned as a one hundred and twenty foot (120') right of way. However, as of January, this year, its width has been reduced to a seventy foot (70') right of way.

Mr. Fick also pointed out that the site is irregular in shape and is traversed by the Transcontinental Pipe Line, Scotts Level Branch, and three (3) public roads. It was his expert opinion that a density of 3.5 units to the acre could not be accomplished here with a single family development. He also indicated that the cost of all improvements would be basically the same for a single family development as it would be for a development at sixteen (16) units to the acre.

A study of the flood plain through the subject property has not been made by his engineering firm. However, the cost of improving one (1) lot on the adjoining property has been as high as Forty-five Hundred Dollars (\$4,500). Under cross-examination, Mr. Fick indicated that it would be impossible to tabulate an average cost of all lots developed in the area because of the number of years that the property has been under construction.

Mr. John W. Erdman, a traffic engineer whose qualifications include ten (10) years experience with both Baltimore County and Baltimore

City, testified in behalf of Mr. Morrow. Mr. Erdman visited the site on Sunday, August 3, 1969, and this morning prior to the hearing. His objective was to determine the effect of the traffic that would be generated by the proposed apartments on the surrounding roads. If the tract is to be developed in a D.R. 3.5 density, eight hundred and sixty-five (865) trips per day would be generated from the site. If the tract is to be developed at a D.R. 16 density, three thousand two hundred and forty (3,240) trips per day would be generated from the site, two hundred and sixty-nine (269) vehicles in a peak hour, and about one hundred and eighty (180) in or out at P. M. and A. M. peak hours. This increased traffic load would not take place immediately but would be spread out over the three (3) to four (4) years that the total development of the tract would require. The State Highway Administration's twenty (20) year need study has placed a "B" priority on improvements to Liberty Road in this area. Basically a "B" priority is the highest priority possible without money actually being appropriated - improvements usually follow need.

Capacities of roads are classified into levels of service that they provide. These levels are designated from "A" to "F" with the ideal level being at level "C". Under present conditions, the "C" level of Liberty Road should be one thousand (1,000) vehicles per hour during the peak hours. The present actual operating capacity of Liberty Road is eleven hundred and fifty (1,150) vehicles per hour which is above a "C" service level. With the proposed widening, the capacity of Liberty Road would increase to twenty thousand (20,000) vehicles a day.

The granting of the subject reclassification would have the effect of increasing the Liberty Road capacity to fourteen hundred (1,400) vehicles per hour while a development of 3.5 units to the acre would have the effect of increasing its capacity to eleven hundred and forty (1,140) vehicles per hour. Tiverton Road has a designed capacity of three hundred and sixty (360) vehicles per hour and is presently carrying two hundred and sixty-six

(266) vehicles during the peak hour.

Mr. Bernard Willenrain, a planning expert with over twenty-five (25) years experience in the Baltimore County area, testified in behalf of the contract purchaser. His testimony was essentially as follows. The D.R. 3.5 zoning is in error and is improper in that it does not permit a reasonable use of the property, and the property should be reclassified to a D.R. 16 Zone. The subject tract is located in a rapidly growing area of Baltimore County. Public facilities are not provided in advance of the demand and should not be a detriment to the proper zoning of the site. The reverse of this is more often true, i.e., public facilities are provided when the demand indicates a need for them.

All area schools are new. The County recognizes that apartment development of one (1) and two (2) bedroom apartments will yield less children than a single family development at D.R. 3.5 units to the acre. One (1) and two (2) bedroom apartments on a site of this size would yield approximately twenty-seven (27) elementary school students. While a development of D.R. 3.5 to the acre on the same site would yield forty-four (44) students, it should also be noted, that the drop in the birth rate has not been considered by the school board in the computation of their figures.

Traffic problems do exist, however, traffic controls are catching up with this area. Metropolitan Boulevard was designed as a one hundred and twenty foot (120') right of way to be linked up with the Northwestern Expressway. The major purpose of this boulevard was to give relief to the traffic situation in this area. The reduction of the right of way width from one hundred and twenty feet (120') to seventy feet (70') is more reasonable and will bring it about faster because the County can now build it.

It is true that Liberty Road is and probably will be congested for some time to come, however, a developer must look and plan ahead for a number of years. Mr. Morrow's present Woodbridge Apartment will

probably be under construction for one and one-half (1 1/2) to two (2) years. If the subject property should be reclassified, it would represent an extension of the Woodbridge Apartments and would permit Mr. Morrow to keep a good job going. Construction on the subject site would take place over a number of years allowing County and State to catch up with improvements to Liberty Road.

Insofar as the development of the site is concerned, Scotts Level Branch is, in fact, a stream and becomes a river with a heavy rain. This is due to the tremendous water shed area that it serves. These problems must be dealt with economically as well as physically. Other development items to be considered are the irregular shape of the tract, the street patterns that block the development of the site, and the Transcontinental Gas Line that bisects the property and presents a grading problem to the developer. In some instances, only a three foot (3') cover exists over the Transcontinental Gas Line which seriously restricts the amount of grading that can be done in the immediate vicinity of this line.

The above development problems that are unique to the Sandusky tract, and the high occupancy rating of the completed apartments in the area establishes a need and clearly indicates that the property should have been classified D.R. 16.

Several area residents were present in protest of the subject reclassification. Mr. John Dale Cochran acted as spokesman for the group and presented a petition which approximately forty-five (45) area residents had signed in protest of the reclassification. The petition set forth several reasons as the basis for their objections to the reclassification. The area in question has an abundance of existing apartments and many undeveloped areas are zoned and available for new apartment construction. The serious surface water problems that exist in the Briarwood development, which adjoins the subject tract, could be expanded by improper or careless treatment of drain-

age facilities in the proposed D.R. 16 area.

They felt that the proposed increased density could place a burden on the public services in the area to an extent that the services would be inadequate. Since most schools in the area are presently operating near or above their desired capacity, an increase in residential density would place added burdens on the area school system. Mr. Cochran also pointed out that the present traffic loading of Liberty Road is such that this main artery is over-taxed most of the time. Severe problems confront the motorist attempting to gain access to Liberty Road from Tiverton Road. The increased population density can only mean additional problems for motorists in this area.

In general, Mr. Cochran and the other Protestants felt that the Sandusky tract should be developed with single family homes similar to those presently existing on Branchleigh Road west of the subject tract. Mr. Cochran also pointed out that Planning Board recommendations for this property also recommended that the subject property not be reclassified. Lastly, Mr. Cochran contended that the Petitioner had not proven error and the subject property should remain in its present classification of D.R. 3.5.

After reviewing the above testimony in detail, it is the opinion of the Deputy Zoning Commissioner that an error was made and that the subject property should at least, in part, be reclassified to a higher density. This error has to do with the physical features of the site and is not revealed by map review alone. The recommendations of the Baltimore County Planning Council and, as such, was apparently not one of the cases that received an individual review and field inspection during the map process. Therefore, one must assume that the Council had no knowledge of the actual physical problems that are unique with the development with this site.

Based on the above testimony there is no doubt in the mind of the Deputy Zoning Commissioner that the subject site will be difficult to develop both cost wise and site planning wise.

Approximately one-half the total boundary of the site is presently bounded by apartment or D.R. 16 zoning. Apartments are being constructed along a small portion of the overall boundary, otherwise the surrounding properties are undeveloped. The area north and west of Branchleigh Road, which provides the main access to the subject site, is zoned D.R. 3.5 and is developed in part with single family dwellings. The property adjacent to the northern boundary is also zoned D.R. 3.5. This area, i.e., the area north of Branchleigh Road and/or Branchleigh Road Extended in an easterly direction to a point on the easternmost tract boundary should remain in a D.R. 3.5 classification.

The granting of only a portion of the requested reclassification should provide the developer with an increased number of units to help defray the cost land development, permit more flexibility in design, establish a more appropriate zoning boundary, and at the same time reduce the amount of traffic that will be generated by the subject tract. It is also important to note that the developer plans to build only one (1) and two (2) bedroom apartment units which will produce less school children than would be produced by a D.R. 3.5 single family development.

Therefore, IT IS ORDERED by the Deputy Zoning Commissioner of Baltimore County this 11 day of August, 1972, that the subject property be Reclassified from a D.R. 3.5 Zone to a D.R. 16 Zone saving and excepting therefrom that portion of the property that lies north of the north right of way of Branchleigh Road, and/or the projection of said right of way line in an easterly direction to a point on the easternmost tract boundary, subject to the approval of a site plan by the Bureau of Public Services and the Office of Planning and Zoning.

James E. Roper
Deputy Zoning Commissioner of
Baltimore County

FROM THE OFFICE OF
GEORGE WILLIAM STEPHENS, JR., & ASSOCIATES, INC.
ENGINEERS
P.O. BOX #6828, TOWSON, MD. 21204

October 8, 1971

Description to Accompany Zoning
Petition for Reclassification from
Existing DR 3.5 Zone to DR 16 Zone
Part of Sandusky Property.

Beginning for the same at the end of the two following distances from the center line of the intersection of Grierston Road, 50 feet wide, and Southall Road, 60 feet wide, first easterly along the center line of said Southall Road 547.84 feet, and second along part of the outline North 2° 15' 17" West 404.44 feet to the said point of beginning, running thence the six following courses, viz: (1) North 62° 28' 38" East 569.12 feet (2) North 34° 10' 53" East 210.92 feet (3) South 74° 54' 46" East 645.91 feet (4) South 18° 03' 26" West 696.62 feet (5) South 49° 15' 17" West 1395.25 feet (6) North 2° 15' 17" West 1239.09 feet to the place of beginning.

Containing 26.09 acres of land more or less.



APR 27 1973

**POINTS OF ERROR COMMITTED
BY THE COUNTY COUNCIL IN CLASSIFYING
THE SUBJECT TRACT D.R. 3.5**

The Petitioners state that the County Council committed at least the following errors in classifying the subject 26.90 acre parcel D.R. 3.5:

1. As can be seen on the plats submitted herewith and on the Zoning Map in issue, Liberty Dam Area 1C, the Council erroneously created an irregularly-shaped salient of D.R. 3.5 zoning jutting into the existing D.R. 16 area owned by the Petitioner; and which adjoining area is attractively and properly developed in garden apartments known as the Woodridge Apartments, which apartments enjoy a very high occupancy rate indicative of a considerable public need in the area.
2. That as can be seen on the zoning plats, the right of way for Metropolitan Boulevard will pass but a very short distance to the east of this parcel, and it was and is erroneous of the Council to create this pocket of D.R. 3.5 wedged between the existing apartments, the D.R. 16 zone, and this new major traffic artery, Metropolitan Boulevard.
3. That the area utilities are more than adequate to serve the requested D.R. 16 density; and it was and is error to downgrade or restrict this property to anything less than a D.R. 16 category on the basis of utility avail. ity and adequacy.
4. That placing the area between the existing apartments and the bed of Metropolitan Boulevard in a D.R. 3.5 zone is completely illogical, erroneous, and poor planning by any and all planning and zoning criteria

since all modern planners would agree that a proper treatment of this wedge of land would be to place it in a D.R. 16 or greater density zone.

5. That the Council's error in placing this subject tract in a D.R. 3.5 zone is readily understood when viewed against the background under which the Council labored during 1970-1971; including, but not only, a hostile press, an emotional and misinformed public, improper pressures, including even physical threats, from every quarter, not to mention the magnitude of the task versus the time and resources available to the Council.

6. Southall Road is a county road cutting across the Sandusky tract. Southall Road has all utilities installed in a bed of the street. Therefore, there is no hardship upon the County to construct utilities. In addition, there are new elementary, junior high, and high schools being built on Winands Road, just two blocks away.

7. That the Council, in addition to its other handicaps, did not have the benefit of an adequate, adopted Master Plan as required by Section 22.12 et seq. of the Baltimore County Code (1968 Edition); and, thus, the Council was like a ship without a rudder trying to navigate a typhoon.

8. That the Council hearing of March 24, 1971, was not a proper, legally conducted legislative hearing, and this subject property and many other properties were not adequately or properly considered at that meeting, constituting further error by the Council.

9. For such other and further reasons as may be disclosed upon minute study throughout this case, and further error by the Council is hereby assigned and will be noted when and as found.

Respectfully submitted,

James D. Nolan
James D. Nolan
Attorney for Property Owners

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BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO: Mr. Eric Blumens, Zoning Commissioner
FROM: Mr. Oliver L. Myers
SUBJECT: Item #36 (Cycle October 1971 - April 1972)
Property Owner: Charles F. and Helen G. Sandusky
Location: Vicinity Live Oak Rd. between Southall and Branchleigh Roads
Present Zoning: D.R. 3.5
Proposed Zoning: Reclass. to D.R. 16
District: 2nd Sector: Northwestern
No. Acres: 26.90

The following comments are furnished in regard to the plat submitted to this office for review by the Zoning Advisory Committee in connection with the subject item.

Highways:

Live Oak Road, Branchleigh Road and Southall Road are proposed roads to be extended through this property and are planned to be constructed as 40-foot curbed paving sections on 60-foot rights-of-ways. Improvements, consisting of curb and gutter, flexible paving, entrances and sidewalks will be required in connection with the development of this property.

The alignments of Southall Road and Live Oak Road are not concurrent with those which have been established by the Bureau of Engineering; therefore, the plan should be revised in accordance with the established alignments.

Storm Drain:

The Petitioner will be required to submit a drainage study for the establishment of a 50-year flood plain and design of the box culvert for the stream traversing this property.

No provisions for accommodating storm water have been indicated on the plan; however, storm drain facilities and utility easements will be required in connection with the development of this property.

The Petitioner must provide necessary drainage facilities (temporary or permanent) to prevent creating any nuisances or damages to adjacent properties, especially by the concentration of surface waters. Correction of any problem which may result, due to improper grading or improper installation of drainage facilities, would be the full responsibility of the Petitioner.

Sediment Control:

Development of this property through striping, grading and stabilization could result in a sediment pollution problem, damaging private and public holdings downstream of the property. A grading permit is, therefore, necessary for all grading, including the stripping of top soil.

TO: S. Eric Blumens, Zoning Commissioner
FROM: Fire Prevention Bureau
SUBJECT: Property Owner: Charles F. & Helen G. Sandusky
LOCATION: Vicinity Live Oak Rd., bet. Southall and Branchleigh Rds.
ITEM # 36
Zoning Agenda: Cycle for October '71

1. Fire hydrants for the proposed site (are required and) shall be in accordance with Baltimore County Standards.
The hydrants shall be located at intervals of _____ feet along an approved road.
2. A second means of access is required for the site.
3. The "dead-end condition shown at _____ exceeds the maximum allowed by the Fire Department."
4. The site shall be made to comply with all applicable requirements of the National Fire Protection Association Standard No. 101, "The Life Safety Code", 1967 Edition, and the Fire Prevention Code prior to occupancy or commencement of operations.
5. The owner shall comply with all applicable requirements of the National Fire Protection Association Standard No. 101, "The Life Safety Code", 1967 Edition, and the Fire Prevention Code when construction plans are submitted for approval.
6. The Fire Department has no comment on the proposed site.

Eric Blumens
Planning Division
Fire Prevention Bureau

Note: Above comments indicated with a check apply.

mb

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO: Mr. Oliver Myers
FROM: Hoyt V. Banner
SUBJECT: Item #6 - Zoning Advisory Committee Meeting, October 22, 1971

36. Property Owner: Charles F. & Helen G. Sandusky
Location: Vicinity Live Oak Rd., between Southall and Branchleigh Roads.
Present Zoning: D.R. 3.5
Proposed Zoning: Reclass. to D.R. 16
District: 2
Sector: Northwestern
No. Acres: 26.90

Metropolitan water and sewer must be extended to the site before a building permit can be approved.

Air Pollution Comments: The building or buildings on this site may be subject to registration and compliance with the Maryland State Health Air Pollution Control Regulations. Additional information may be obtained from the Division of Air Pollution, Baltimore County Department of Health.

Hoyt V. Banner
Sanitarian II
Water and Sewer Section
BUREAU OF ENVIRONMENTAL HEALTH

HVB/klr

BALTIMORE COUNTY, MARYLAND

ZONING ADVISORY COMMITTEE MEETING

OF PERIOD OF OCT 71 - APRIL 72

Petitioner: CHARLES F. & HELEN G. SANDUSKY
Location: VIC. LIVE OAK RD. bet. SOUTHALL & BRANCHLEIGH RD.
District: 2
Present Zoning: D.R. 3.5
Proposed Zoning: D.R. 16
No. of Acres: 26.9

Comments: THE SCHOOLS SERVING THIS AREA ARE:

DEER PARK ELE.	CAPACITY	ENROLL.	%
FRANKLIN JR.	517	528	-57
BRANCHLEIGH JR.	1178	1421	+291
BRANCHLEIGH JR.	1400	1467	+67

THE AREA IS CURRENTLY ZONED COULD YIELD APPROXIMATELY 44 POTENTIAL ELEMENTARY STUDENT WHILE A CHANGE TO 14 1/2 BEDROOM APARTMENTS COULD YIELD APPROXIMATELY 27 POTENTIAL ELEMENTARY STUDENTS. A CHANGE TO 3 BEDROOM APARTMENTS WOULD NATURALLY INCREASE THIS ESTIMATE A GREAT DEAL.

Item #36 (Cycle October 1971 - April 1972)
Property Owner: Charles F. and Helen G. Sandusky
Page 2
October 2, 1971

Sediment Control: (Cont'd)

Drainage studies and sediment control drawings will be necessary to be reviewed and approved prior to the recording of any record plat or the issuance of any grading or building permits.

Water:

Public water can be made available by the construction of public water main extensions in Southall Road, Branchleigh Road and Live Oak Road.

Sanitary Sewer:

Public sanitary sewerage can be made available to serve this property by construction of a public sanitary sewer extension in Live Oak Road.

Improvements to the public system may be required for adequate service.

The Petitioner is entirely responsible for the construction of all additional sewerage required to serve the proposed development. Such additional sewerage is to be constructed onsite, that is, not within any public road, right-of-way, or easement, except for connection to the public sewer located therein. All private and/or onsite sewerage must conform with the Baltimore County Plumbing Code and standards as adopted by the Baltimore County Department of Public Works.

The plan for development of this property is subject to approval of the State Department of Health prior to acceptance of a preliminary or final plat for recordation.

William W. Myers, P.E.
WILLIAM W. MYERS, P.E.
Chief, Bureau of Engineering

END:ZAN:WAK:es

2-1/2 Key Sheet
31 & 32 1/2" Position Sheets
1/4" & 1/2" Top

BALTIMORE COUNTY, MARYLAND

DEPARTMENT OF TRAFFIC ENGINEERING
JEFFERSON BUILDING
TOWSON, MARYLAND 21204
INTER-OFFICE CORRESPONDENCE

TO: S. Eric Blumens
FROM: C. Richard Moore
SUBJECT: Item #36 - Cycle Zoning II
Property Owner: Charles F. & Helen G. Sandusky
Live Oak Road bet. Southall & Branchleigh Roads
Reclass. to DR 16

The subject petition is requesting a change from Dr 3.5 to DR 16 of 26.9 acres. This should increase the trip density of the subject site from 950 trips to 3100 trips a day. Liberty Road can not be expected to handle this increased trip density, due to its existing capacity problems.

C. Richard Moore
C. Richard Moore
Assistant Traffic Engineer

CRM:nr



Woodridge Apartments

ANOTHER DEVELOPMENT BY COUNTRY RIDGE REALTY CO.

3901 Noyes Circle (off 9700 Liberty Road, turn right at Tiverton Road)
Randallstown, Maryland 21133 / Phone 655-7777

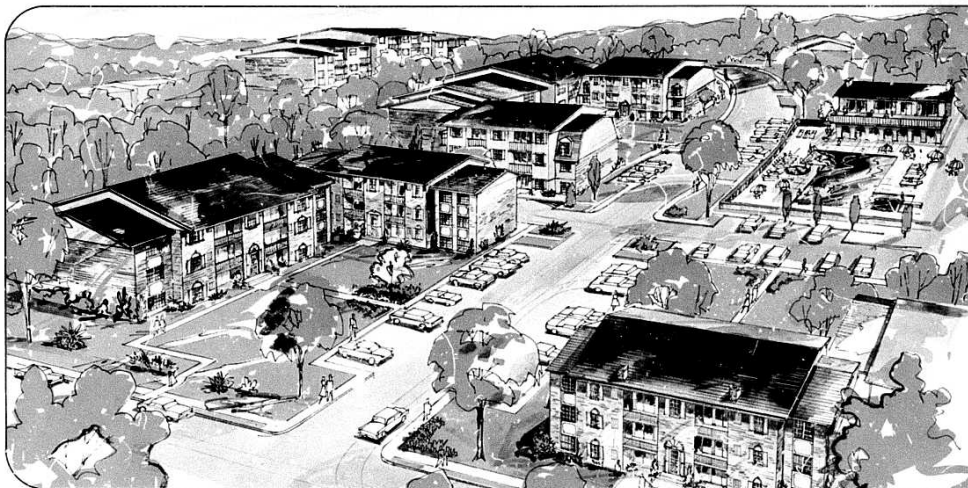
The
beauties
of
Nature
Unspoiled



Woodridge Apartments

in picturesque Randallstown

PA or #2



Apartments as exciting as their wooded setting

The terrain, the apartments, the amenities: everything about Woodridge Apartments reflects the good life! Here, on a scenic wooded tract that stretches over 32 acres of unspoiled natural beauty, imaginatively designed garden apartments have been carefully set to take full advantage of the park-like surroundings. Dotting the landscape are the gently rolling foothills of Scotts Level Park, a permanent natural reserve that provides an ideal site for playgrounds, barbecue and picnic areas. Under the trees, apartments offer a breath-taking view of the landscape. Interiors are exceptionally spacious, provide abundant storage space and a world of convenience features that make apartment living so desirable! Amenities include: private recreation facilities including swimming pool and community building. Schools, shopping, theatres, houses of worship are just moments from your Woodridge Apartment door... offering every city convenience while providing suburban living at its best!

Among
the trees:

*Recreation
facilities
for
residents only*



Giant-size pool

Maintained for the free and exclusive use of tenants and attended by a qualified lifeguard. Swim, frolic in the huge pool or sun and relax at poolside. Separate tots' pool, too.

Dressing pavilion and community hall

Locker rooms and shower facilities. Billiard, table tennis, card rooms as well as banquet-size rooms with well-equipped kitchen facilities for meetings and parties.

Fun-equipped playground areas

Private tot lots completely equipped for year round fun.

Under
the trees:



*Luxurious 1 and 2 bedroom
apartments, offering a world of
privacy and deluxe
features for carefree living*

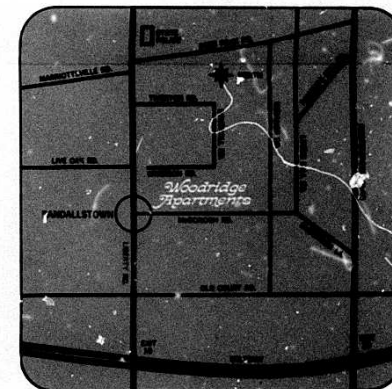
-  Efficiently-planned kitchens, completely equipped with color-matched, work-saving major appliances by  General Electric!
-  Separate dining area highlighted by dramatic wood paneled wall!
-  Sliding glass doors to your own private terrace or balcony provide a breathtaking view of a lush, scenic wooded wonderland!
-  Fully equipped laundry and individual storage facilities on every floor!
-  Central heat and air-conditioning by  Fedders. Individual controls in every apartment permit regulation of temperature to personal preference.
-  Decorated and fully carpeted public halls and entrance ways!
-  Gas for heating and hot water are included--furnished at no extra cost!
-  Luxury bathrooms with mar-proof-top decorator styled vanities!

plus these important extra features

- Kitchens include 15 cu. ft. self-defrosting double-door refrigerator, 4-burner electric range with automatic timing center and see-through window oven, dishwasher, disposer and easy-clean cabinets and counter tops.
- Family-size breakfast room. Strategically placed window captures sun and light to provide for a bright, cheerful eating area.
- Sound-proofing for maximum privacy
- Fireproof apartment entrances
- One way see-through door interviewers
- Walk-in closets with built-in racks to hold shoes, handbags, boxes, etc.
- Pre-wired telephone outlets
- Built-in panel for kitchen wall phone
- Underground telephone and electrical wiring eliminates unsightly poles.
- Master TV antenna connections in every apartment for better picture reception on color and black-and-white sets.
- Pre-finished oak parquet flooring.
- Convenient parking at your door.

Beyond
the trees:

*Every
convenience
moments
from your door*



Schools

Woodridge is close by excellent schools. Two elementary schools, two junior high schools and a senior high school are only minutes from your door.

Houses of worship

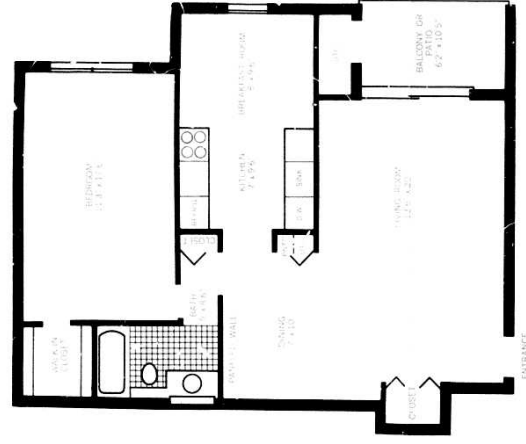
are also close at hand — situated within a 5-minute drive from Woodridge Apartments.

Randallstown and Liberty Road shopping

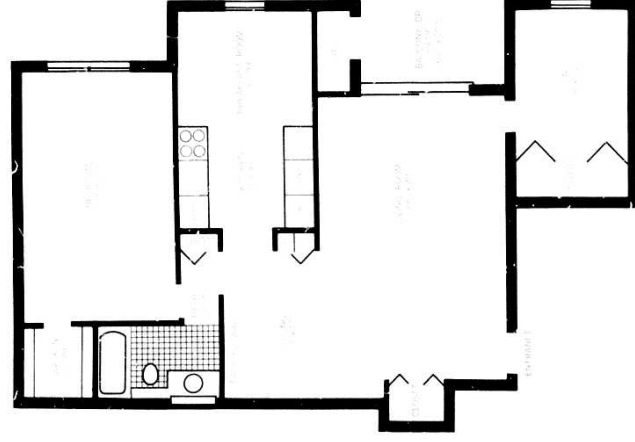
are moments near with supermarkets, theatres, retail shops, service stores and specialty shops.

Major thoroughfares...

the broad Liberty Road provides quick and ready access to other major thoroughfares including arteries direct to the downtown area and the Baltimore Beltway.

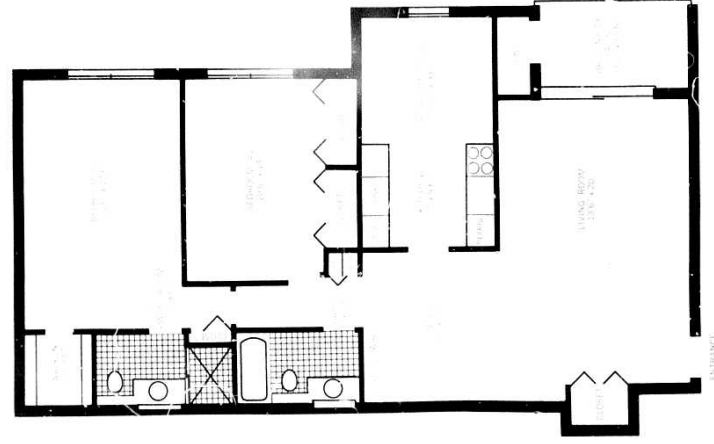


one bedroom / one bath

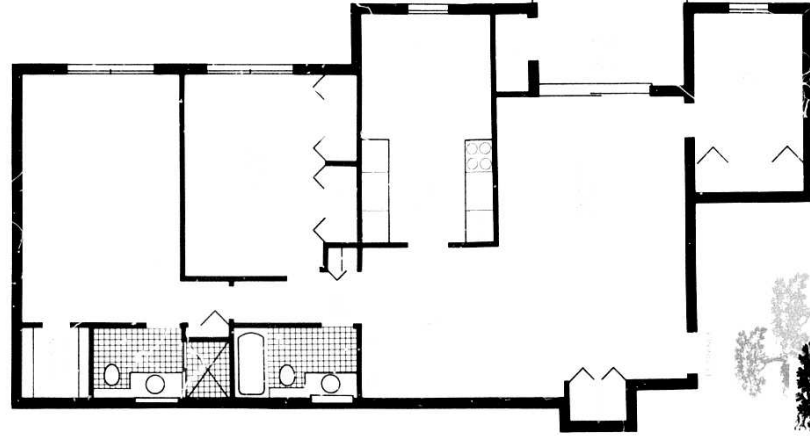


one bedroom / den / one bath

NOTE: All dimensions approximate. Inquire at leasing



two bedrooms, two baths



two bedrooms, den, two baths

