



**Baltimore County
Department of Permits and
Development Management**

**Development Processing
County Office Building
111 West Chesapeake Avenue
Towson, Maryland 21204
pmlandccq@co.ba.md.us**

77-230-XA

September 11, 1998

**NationaBank, N.A., a national banking association
c/o NationaBank Montgomery Securities, LLC
NationaBank Corporate Center - 11th Floor
100 North Tryon Street
Charlotte, NC 28255**

Attention: Conduit Program Manager

Ladies and Gentlemen:

**RE: Towson Place (AKA Towson Marketplace), 1238 Putty Hill Avenue, Towson, MD
21286, 9th Election District**

The zoning of this 43.12-acre site, per the 1" = 200' scale zoning map numbers NE 9 & 10-B is B.L.-C.C.C. (Business, Local - Commercial, community core), M.L.-I.M. (Manufacturing, Light - Industrial, major), and D.R.-10.5 (Density Residential). Enclosed are copies of zoning case number 96-245-SPH, in which the deputy zoning commissioner granted a special hearing which sought clarification and revisions, if necessary, of restrictions in prior approved zoning case numbers DX-388 and 96-95-XA and an amendment to the site plan approved in case numbers DX-388 and 97-89-SPHX.

Also see attached sheet summarizing all prior zoning hearings held on this site. In accordance with the zoning classification and granted zoning hearings, the use of a retail shopping center, including an automotive service garage ancillary to the Montgomery Ward Department Store, complies with the Baltimore County Zoning Regulations (BCZR). Also enclosed are copies of the appropriate sections of the BCZR. A review of files in the Code Enforcement office found no current violations.

I trust that the information set forth in this letter is sufficiently detailed and responsive to the request. If you need further information or have any questions, please do not hesitate to contact me at 410-987-3391.

Very truly yours,

**John J. Sullivan, Jr.
Planner II, Zoning Review**

c: zoning case numbers 96-245-SPH, 97-89-SPHX, 96-95-XA, 93-380-SPHA, 96-130-SPH, 79-125-X, 77-230-XA, 74-143-R, 68-83-R, and 6900

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PETITION FOR ZONING RE-CLASSIFICATION AND/OR SPECIAL EXCEPTION

TO THE ZONING COMMISSIONER OF BALTIMORE COUNTY

Eudowood Shopping Plaza, legal owner of the property situate in Baltimore County and which is described in the description and plat attached hereto and made a part hereof, hereby petition for a Variance from Section 409.2b of the Zoning Law of Baltimore County, Maryland, for parking spaces in lieu of the required parking spaces.

The addition of a theatre would broaden the services available in the center and provide the community a needed recreational facility at a centrally located site easily accessible to a large area. The Shopping Center is well suited for the location of such use for which the Special Exception is sought.

See attached descriptions for a Special Exception under the said Zoning Law and Zoning Regulations of Baltimore County to use the herein described property for a movie theatre, pursuant to the provisions of Secs. 230-13 and 270 of said Regulations.

Property is to be posted and advertised as prescribed by Zoning Regulations. We agree to pay expenses of above mentioned posting, etc. upon filing of the petition and further agree to and are to be bound by the zoning regulations and restrictions of Baltimore County adopted pursuant to the Zoning Law of Baltimore County.

Contract purchaser: **Eudowood Shopping Plaza, Inc.**
By: *[Signature]* Agent
c/o Amerex Management, Inc.
Address: 700 Bala Cynwyd Plaza
Bala Cynwyd, Pa. 19004

Marvin I. Singer, Protestant's Attorney
10 East Eager Street
Baltimore, Md. 21202
Address: 752-1122

ORDERED By the Zoning Commissioner of Baltimore County this 1st day of April 1977, that the subject matter of this petition be advertised as required by the Zoning Law of Baltimore County in two newspapers of general circulation throughout Baltimore County, that property be posted, and that the public hearing be held before the Zoning Commission of Baltimore County in Room 106, County Office Building in Towson, Baltimore County, on the 23rd day of May 1977 at 1:00 o'clock P.M.

[Signature]
Zoning Commissioner of Baltimore County

PETITION FOR ZONING VARIANCE FROM AREA AND HEIGHT REGULATIONS

TO THE ZONING COMMISSIONER OF BALTIMORE COUNTY

Eudowood Shopping Plaza, legal owner of the property situate in Baltimore County and which is described in the description and plat attached hereto and made a part hereof, hereby petition for a Variance from Section 409.2b of the Zoning Law of Baltimore County, Maryland, for parking spaces in lieu of the required parking spaces.

The variance is necessary in order to permit the planned expansion of the shopping center, providing for a major department store, theatre and additional shops, as well as enclosing the mall area within the center. To provide the required number of parking spaces would impose a hardship. The number of spaces provided is sufficient to meet the actual requirements of the center, as proposed, and the granting of the variance will allow significant improvement to the entire shopping center.

See attached description

Property is to be posted and advertised as prescribed by Zoning Regulations. We agree to pay expenses of above mentioned posting, etc. upon filing of the petition and further agree to and are to be bound by the zoning regulations and restrictions of Baltimore County adopted pursuant to the Zoning Law of Baltimore County.

Contract purchaser: **EUDOWOOD SHOPPING PLAZA, INC.**
By: *[Signature]* Agent
c/o Amerex Management, Inc.
Address: 700 Bala Cynwyd Plaza
Bala Cynwyd, Pa. 19004
Protestant's Attorney
Marvin I. Singer, Protestant's Attorney
10 East Eager Street
Baltimore, Md. 21202
Address: 752-1122

ORDERED By the Zoning Commissioner of Baltimore County this 1st day of April 1977, that the subject matter of this petition be advertised as required by the Zoning Law of Baltimore County in two newspapers of general circulation throughout Baltimore County, that property be posted, and that the public hearing be held before the Zoning Commission of Baltimore County in Room 106, County Office Building in Towson, Baltimore County, on the 23rd day of May 1977 at 1:00 o'clock P.M.

[Signature]
Zoning Commissioner of Baltimore County

FROM THE OFFICE OF
GEORGE WILLIAM STEPHENS, JR. AND ASSOCIATES, INC.
ENGINEERS
P.O. BOX 6828, TOWSON, MARYLAND 21204

Description to Accompany Zoning Petition for Special Exception for Theatre in Existing R2-CC Zone Eudowood Shopping Plaza

Beginning for the same at the end of the two following courses, viz:
commencing at the intersection formed by the center lines of Joppa Road of variable width, and Prince Road 70 feet wide and running thence first, binding on the center line of said Prince Road South 23° 38' 33" West 452 feet more or less and second, leaving said center line South 64° 56' 08" East running parallel and 18 feet more or less southerly from the existing zoning line separating the R2-CC Zone and the DR S-5 Zone 475 feet more or less to the point of beginning, said point being the corner face of wall of the proposed theatre, running thence the fourteen following courses, viz: (1) binding along the face of wall of said proposed theatre South 64° 56' 08" East 98 feet (2) leaving said face of wall North 25° 03' 52" East 321 feet, (3) South 64° 56' 08" East 42 feet, (4) South 25° 03' 52" West 7 feet, (5) South 64° 56' 08" East 194 feet, (6) South 25° 03' 52" West 120 feet, (7) North 64° 56' 08" West 42 feet, (8) South 25° 03' 52" West 177 feet, (9) North 24° 56' 08" West 60 feet, (10) South 25° 03' 52" West 15 feet, (11) North 64° 56' 08" West 36 feet, (12) South 25° 03' 52" West for part of the distance 4 feet to the corner face of wall of said proposed theatre and for the remainder of the distance binding on said face of wall 14 ft., 140 feet, (13) binding along said face of wall North 64° 56' 08" West 180 feet and (14) binding along said face of wall North 25° 03' 52" East 100 feet to the place of beginning

Containing 76,654 square feet or 1.829 acres, more or less.



RE: PETITION FOR SPECIAL EXCEPTION BEFORE THE ZONING AND PETITION FOR VARIANCE COMMISSIONER OF BALTIMORE COUNTY
EUDOWOOD SHOPPING PLAZA, INC. Case No. 77-230-XA
Petitioners

ORDER TO APPEAR

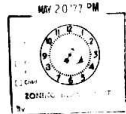
Mr. Commissioners:
Pursuant to the authority contained in Section 524.1 of the Baltimore County Charter, I hereby enter my appearance in this proceeding. You are requested to notify me of any hearing date or dates which may be now or hereafter designated therefore, and of the passage of any preliminary or final Order in connection therewith.

Charles E. Counts, Jr.
Deputy People's Counsel

John W. Heslian, III
People's Counsel
County Office Building
Towson, Maryland 21204
494-2168

I HEREBY CERTIFY that on this 19th day of May, 1977, a copy of the aforesaid Order was mailed to **Marvin I. Singer, Esquire**, 10 East Eager Street, Baltimore, Maryland 21202, Attorney for Petitioners.

John W. Heslian, III



BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

ERIC DENNEN, Zoning Commissioner
Office of Planning and Zoning
Date: May 20, 1977
Norman S. Garber, Director of Planning
Southeast corner of Joppa and Prince Roads
SUBJECT: **Callion 477-230-XA**, Petition for Special Exception for a Movie Theatre and variance to permit 3044 parking spaces in lieu of the required 3645 spaces.
Petitioner: **Eudowood Shopping Plaza, Inc.**
9th District

HEARING: Monday, May 23, 1977 (1:00 P.M.)

This office is not opposed to the requested special exception; a movie theater would be an appropriate use here. However, this office reserves its comments noted by the Department of Traffic Engineering's representative to the Zoning Advisory Committee.

[Signature]
Norman S. Garber
Director of Planning

STENOGRAPHER

Baltimore County
Office of Planning and Zoning
TOWSON, MARYLAND 21286
(410) 386-2300
ERIC DENNEN
ZONING COMMISSIONER

October 24, 1977

Marvin I. Singer, Esquire
10 East Eager Street
Baltimore, Maryland 21202

RE: Petitions for Special Exception and Variance for corner of Joppa and Prince Roads - 9th Election District - Eudowood Shopping Plaza, Inc. - Petitioner
NO. 77-230-XA (Item No. 200)

Dear Mr. Singer:

I have this date passed my Amended Order in the above captioned matter in accordance with the attached.

Very truly yours,

[Signature]
ERIC DENNEN
Zoning Commissioner

SED/af

Attachment

cc: **Christian M. Kahl, Esquire**
504 Baltimore Avenue
Towson, Maryland 21204

Mr. William G. Wood, President
Towson-Lock Haven Community Council, Inc.
591 Dogwood Lane
Towson, Maryland 21204

Mr. Harvey C. Byrd, III, President
Association of Lock Raven Village, Inc.
8124 Glen Gary Road
Baltimore, Maryland 21234

CERTIFICATE OF POSTING
ZONING DEPARTMENT OF BALTIMORE COUNTY #77-230-XA
Towson, Maryland

Contract: *94*
Date of Posting: *5-5-77*
Hearing: *Hearing Monday May 23rd 1977 @ 1:00 P.M.*
Petitioner: *Eudowood Shopping Plaza, Inc.*
Address of property: *SE corner of Joppa Rd. & Prince Rd.*
Name of Signer: *Eric Dennen & Patricia Ann Joppa Rd. 21286*
Remarks: *Post & Return on 5-12-77*

DATE: *05/20/77*
[Signature]

[Signature]

Pursuant to the advertisement, posting of property, and public hearing on the above petition and it appearing that by reason of

the above Reclassification should be had, and it further appearing that by reason of

a Special Exception for a should be granted

IT IS ORDERED by the Zoning Commissioner of Baltimore County this day of 1967 that the herein described property or area should be and the same is hereby reclassified, from a zone to a zone, and/or a Special Exception for a should be and the same is granted, from and after the date of this order.

Zoning Commissioner of Baltimore County

Pursuant to the advertisement, posting of property and public hearing on the above petition and it appearing that by reason of

the above re-classification should NOT BE HAD and/or the Special Exception should NOT BE GRANTED

IT IS ORDERED by the Zoning Commissioner of Baltimore County this day of 1967 that the above re-classification be and the same is hereby DENIED and that the above described property or area be and the same is hereby continued as and to remain a zone, and/or the Special Exception for a be and the same is hereby DENIED

Zoning Commissioner of Baltimore County

Pursuant to the advertisement, posting of property, and public hearing on the above petition and it appearing that by reason of the following finding of facts

the above Variance should be had, and it further appearing that by reason of

a Variance should be granted

IT IS ORDERED by the Zoning Commissioner of Baltimore County this day of 1967 that the herein Petition for a Variance should be and the same is granted, from and after the date of this order.

Zoning Commissioner of Baltimore County

Pursuant to the advertisement, posting of property and public hearing on the above petition and it appearing that by reason of

the above Variance should NOT BE GRANTED

IT IS ORDERED by the Zoning Commissioner of Baltimore County this day of 1967 that the above Variance be and the same is hereby DENIED

Zoning Commissioner of Baltimore County

Baltimore County Office of Planning and Zoning TOWSON, MARYLAND 21286 (301) 954-2381

October 20, 1977

Marvin I. Singer, Esquire 10 East Eager Street Baltimore, Maryland 21202

RE: Petitions for Special Exception and Variance SE/ corners of Joppa and Prince Roads - 9th Election District Edgewood Shopping Plaza, Inc. - Petitioner NO. 77-230-XA (Item No. 200)

Dear Mr. Singer:

I have this date passed my Order in the above captioned matter in accordance with the attached.

Very truly yours,

ERIC DI NENNA Zoning Commissioner

SED/as

Attachment

cc: Christian M. Kahl, Esquire 504 Baltimore Avenue Towson, Maryland 21204

Mr. William C. Wood, President Towson Loch Raven Community Council, Inc. 501 Dogwood Lane Towson, Maryland 21204

Mr. Harvey C. Byrd, III, President Association of Loch Raven Village, Inc. 8124 Glen Gary Road Baltimore, Maryland 21234

FROM THE OFFICE OF GEORGE WILLIAM STEPHENS, JR. AND ASSOCIATES, INC. ENGINEERS P.O. BOX 6829, TOWSON, MARYLAND 21204 Description of Entire Edgewood Shopping Plaza to Accompany Zoning Petition for Partial Variance July 6, 1976

Beginning for the same at the end of a line drawn South 30° 06' 08" East 74 feet more or less from the center line intersection of Joppa Road and Prince Road; said place of beginning being at the northern end of the cut-off leading from the east side of Prince Road, 70 feet wide, and on the south side of Joppa Road, of variable width, thence from said place of beginning, binding on the outline of the entire tract and binding on the south side of Joppa Road, of variable width, the eight following lines: (1) South 64° 56' 08" East 148.69 feet, (2) North 50° 41' 08" East 36.53 feet, (3) South 64° 56' 08" East 338.58 feet, (4) North 25° 03' 52" East 9.00 feet, (5) South 64° 56' 08" East 303.19 feet, (6) westerly by a curve to the right having a radius of 4062.49 feet for a distance of 19.99 feet, said arc being subtended by a chord bearing South 65° 04' 36" East 19.99 feet, (7) South 51° 41' 51" East 37.79 feet, (8) westerly by a curve to the left having a radius of 4071.49 feet for a distance of 344.34 feet, said arc being subtended by a chord bearing South 68° 09' 27" East 344.24 feet, thence leaving said Joppa Road and binding on the outline of said tract, (9) South 13° 56' 50" West 1332.50 feet to intersect the north side of Putty Hill Road, thence binding on the north side of Putty Hill Road, 94 feet wide, the two following lines: (10) westerly by a line curving to the left having a radius of 1637.00 feet for a distance of 434.63 feet, said arc being subtended by a chord bearing North 86° 41' 01" West 433.16 feet and (11) South 85° 40' 50" West 800.11 feet to the cut-off leading to the east side of Goucher Boulevard, thence binding on said cut-off (12) North 49° 19' 10" West 106.07 feet to the east side of said Goucher Boulevard, 110 feet wide, thence binding on said east side of Goucher Boulevard the two following lines: (13) North 4° 19' 10" West 279.68 feet and (14) northerly by a curve to the left having a radius of 1965.00 feet for a distance of 132.50 feet, said arc being subtended by a chord bearing North 6° 15' 04" West 132.47 feet, thence leaving

Marvin I. Singer, Esquire Page 2 October 24, 1977

cc: Mr. Fred G. Schmill 1201 Glen Ridge Road Baltimore, Maryland 21234 John W. Hession, III, Esquire People's Council

BRUCE S. KAHL THE BALTIMORE COUNTY ZONING COMMISSIONER TOWSON, MARYLAND 21204 April 25, 1977

Office of the Zoning Commissioner County Office Building Towson, Maryland 21204 Attention: Mrs. Bea Anderson

re: Petitions for Special Exception and Variance Edgewood Shopping Plaza, Inc.

Dear Mrs. Anderson: Would you kindly enter my appearance in opposition to the above described Petitions filed on behalf of Edgewood Shopping Plaza, Inc., and see that I am kept informed concerning hearing schedules etc. Thank you very much for your attention to this matter.

Yours very truly, Christian M. Kahl

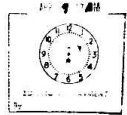
BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING County Office Building 111 W. Chesapeake Avenue Towson, Maryland 21204 Your Petition has been received * this day of 1977. Item #

ERIC DI NENNA, Zoning Commissioner

Petitioner Submitted by Petitioner's Attorney Reviewed by * This is not to be interpreted as acceptance of the Petition for assignment of a hearing date.

BALTIMORE COUNTY, MARYLAND No. 51680 OFFICE OF REVENUE DIVISION MISCELLANEOUS CASH RECEIPT DATE: May 2, 1977 AMOUNT: \$50.00

July 6, 1976 Description of Entire Edgewood Shopping Plaza to Accompany Zoning Petition for Partial Variance Containing 43,133 acres of land, more or less.



RE: PETITIONS FOR SPECIAL EXCEPTION AND VARIANCE
 SE/corner of Joppa and Prince Roads :
 9th Election District
 Edwood Shopping Plaza, Inc. :
 Petitioner :
 NO. 77-230-XA (Rem No. 200) :

BEFORE THE
 ZONING
 COMMISSIONER
 OF
 BALTIMORE COUNTY

This matter comes before the Zoning Commissioner as a result of a Petition for a Special Exception for a movie theatre on property containing 1.829 acres of land, more or less, and a Variance to permit 3,047 parking spaces in lieu of the required 3,648 parking spaces on the overall total tract containing 41.133 acres of land, more or less. The subject property is located on the southeast corner of Joppa and Prince Roads, in the Ninth Election District of Baltimore County.

Testimony presented at the hearing indicated that the subject property is improved with a shopping center, which was constructed in 1962. The property owner and operator of the shopping center intend to revitalize and modernize the center with a mall and additional retail stores, as well as the petitioned movie theatre. The movie theatre would have 1,400 seats and would be divided into four separate mini theatres, varying in size and showing different movies to the public.

Mr. Jake Britwar, associated with United Artists Theatres and testifying on behalf of the Petitioner, indicated that most theatres today are being built with several screens. United Artists Theatres is an experienced movie theatre operator in the United States, controlling and operating approximately 400 movie theatres and screens. It was indicated by Mr. Britwar that there would be an attempt made to show top-rated films at this theatre.

The request for the parking variance is necessitated by the proposed mall over existing outdoor walkways and additional retail space.

Testimony was offered with reference to traffic generated from the subject property, wherein it was indicated that there would be parking spaces

available to the general public for use at the shopping center during the course of a total year, except during a period of approximately 30 hours when the parking needs would exceed the required parking. A study conducted nationally by Barton-Aschman Associates, Inc., indicated that basically the only time when parking exceeds that which is required is on the Saturday preceding Christmas, with the multitude of shoppers going to shopping centers and stores throughout not only this area but the whole country. Basically, testimony indicated that parking would be available to the public, as provided for in the plans, and that the only time there might be a lack of parking spaces would be immediately preceding the Christmas holiday.

A traffic expert thoroughly described the area, indicating that the property is bounded on the south by Putty Hill Avenue, on the west by Goucher Boulevard, on the north by Joppa Road, and on the east by an improved industrial park. Testimony indicated that the 1980 peak hour traffic projection indicated a six percent increase on Goucher Boulevard, an eight and one-half percent increase on Putty Hill Avenue, and a three percent increase on Joppa Road, if the property were developed as proposed.

The conclusion was that this increase would not have a detrimental effect upon the neighboring area and would not over congest the roads, as they were constructed for the purpose of handling such an increase.

Area residents, in protest to the subject Petition, indicated that they were fearful that such an expansion of the Edwood Shopping Center would cause undue concentration of automobiles and congestion on the roads in their neighboring communities. It was also indicated that they were in favor and agreeable with an improved shopping center for the convenience and usage of residents of the general area. However, they did question to what extent the shopping center should be improved and what amount of square footage should be allowed.

There was further concern as to the type of motion pictures to be shown at the proposed theatre. Testimony by a representative of the motion picture

industry indicated that theatres attempt to show the best and first class type motion pictures, but that there are so few available for viewing by the general public that the theatres must, in effect, show what is being made by the motion picture industry. In many instances, this reduces the quality of motion pictures being shown to the general public.

Mr. William G. Wood, President of the Towson-Loch Raven Community Council, Inc., testified that they would be in favor of the request if there were certain stipulations.

Without reviewing the evidence further in detail but based on all the evidence presented at the hearing, in the judgment of the Zoning Commissioner and in the instant case, the prerequisites of Section 502.1 of the Baltimore County Regulations have not been met, and the Special Exception for a movie theatre should not be granted.

With reference to the Variance, the Zoning Commissioner is concerned with the proposed revitalization of the shopping center, which would make the center a viable, successful means of shopping for the vicinity. It is the desire of government to improve areas that have been blighted by abandonment or deterioration. In addition, the Petitioner has an absolute right to expand his facilities, in accordance with the plan submitted, if he wishes to do so, said property being classified B. L. But, in order to expand, he must provide parking facilities per the Baltimore County Zoning Regulations, said parking to be in proportion to the square footage of the proposed use. Because the property owner is not able to obtain additional land to meet the parking requirements, he would probably have no other alternative than to second deck the parking. This could cause an economic hardship and void any improvement to the center, which could result in further deterioration. In addition, this may not be aesthetically desirable.

In the instant case, it is obvious that there is practical hardship and unreasonable difficulty upon the strict enforcement of the Baltimore County Zoning Regulations and that the requested Variance would not be detrimental

to the health, safety, or general welfare of the community. There may be some inconvenience with regard to the lack of on-site parking spaces during the period immediately following the Christmas holiday, but, in the opinion of the Zoning Commissioner, this would not have a detrimental effect upon the community as such.

It should be noted that this Zoning Commission has interpreted the Baltimore County Zoning Regulations as requiring parking spaces for mall areas in shopping centers, even though retail sales are not conducted therein. If the area is open and outdoors, as presently exists on the subject site, spaces are not required. All square footage of retail space in a building and under a roof requires parking spaces, as per the aforementioned Regulations.

Inasmuch as the Zoning Commissioner is denying the request for the Special Exception, the amount of spaces will be deducted from the overall calculation of necessary parking at the ratio of one space per six seats, amounting to 233 spaces.

Therefore, IT IS ORDERED by the Zoning Commissioner of Baltimore County, this 20th day of October, 1977, that a Variance to permit 3,280 off-street parking spaces in lieu of the required 3,648 spaces should be GRANTED, from and after the date of this Order, subject to the stipulations attached hereto and made a part hereof, and the approval of a site plan by the Department of Public Works and the Office of Planning and Zoning.

It is further ORDERED that the Special Exception for a movie theatre and the same is hereby DENIED, and the Variance to permit 3,047 off-street parking spaces in lieu of the required 3,648 spaces be and the same is hereby DENIED.

John R. ...
 Zoning Commissioner
 Baltimore County

ORDER RECEIVED FROM HEARING

DATE October 20, 1977
 BY John R. ...

ORDER RECEIVED FROM HEARING

DATE October 20, 1977
 BY John R. ...

ORDER RECEIVED FROM HEARING

DATE October 20, 1977
 BY John R. ...

STIPULATION

1. That Edwood will adhere to all applicable regulations, statutes and laws concerning the subject property. Within one year of the order of the Zoning Commissioner in the presently pending case, or prior to the opening of the expanded leaseable area (assuming that the petition of Edwood is granted, in whole or in part), whichever shall come first, Edwood shall take all such action necessary to seek to correct existing zoning violations with respect to the property.
2. That the written covenants executed at the time of the sale of the property for development, as recorded among the Land Records of Baltimore County, are hereby reaffirmed.
3. That the north and east parking lots, which are residentially zoned and have a special exception or use permit for parking, shall be maintained in good repair. Further, with respect to these parking areas, Edwood will not permit the parking of trucks or other commercial vehicles overnight, or for any other purpose other than for loading or unloading of merchandise for the center's tenants. Edwood shall also not permit, within this residentially zoned parking area, the sale of merchandise or services as carried out in such manner as tent sales, carnivals, truckload sales using a vehicle as sales space, etc.

4. That all costs relating to public works, including but not limited to traffic signalization, road construction, renovation, water and sewer connections or services shall be borne entirely by Edwood to the extent that such may be required by Baltimore County.
5. That in accordance with the Baltimore County Fire Code, all fire lanes shall be properly posted with enforceable signs, at the cost of Edwood, and that regular enforcement shall take place at the request of Edwood.
6. That in the proposed remodeling or reconstruction of the subject property, all parking lot lights shall be erected and constructed in such a manner as to eliminate spillover into the surrounding neighborhood, to the extent that such may be reasonably possible. Further, that the lighting in the center shall be extinguished or reduced to a level that will not make the property unsafe, at a reasonable time after the operation of the center has ceased for that particular day.
7. That all lighted signs on the exterior of any building or as part of a theater marquee not shine into the surrounding neighborhood residential area, to the extent reasonably possible. Any theater sign indicating shows and times that may be located at the monumental entrance on Joppa Road shall be placed so that its sides face east and west.

8. Edwood shall support community efforts in obtaining approval of the Traffic Department of Baltimore County to prohibit parking on public streets in the area, such as Joppa Road between York Road and Loch Raven Boulevard, and along Goucher Boulevard between Loch Raven Boulevard and Fairmount Avenue, with a view toward encouraging maximum access to the center from Joppa Road and Goucher Boulevard.
9. That Edwood shall bear the sole cost of signalization at not more than two of the entrances to the center, upon approval and designation of such signalization by the Traffic Department of Baltimore County. In addition, in the event Baltimore County has not provided one within ninety (90) days of opening of the reconstructed center, Edwood agrees to bear the cost of a left turn signal for the eastbound traffic on Putty Hill Road at Goucher, upon approval by the Traffic Department of Baltimore County.
10. That appropriate landscape screening shall be established along the perimeter of the shopping center, including specifically trees of adequate height and density along the parking area of the post office and the southwest corner of the property (Putty Hill Road and Goucher Boulevard), at the cost of Edwood. Further, that provision be made for replacement of the dead or diseased trees along the north wall (Joppa Road side), with an appropriate type of tree (but not necessarily the same

- type), to be located approximately at the same intervals as the original planting. Also to be specifically included is the removal of the existing conditions along the east boundary (Executive Park side) and West Prince Road boundary (Prince Road entrance to Joppa Road, all to be replaced with appropriate landscape material which is to be maintained by Edwood.
11. That all non-tenant areas, including but not limited to the parking lot surface and lines, building exteriors, landscape maintenance and floor area of the mall, shall be maintained by Edwood on a continuing basis, at its cost and expense.

RE: PETITIONS FOR SPECIAL EXCEPTION : BEFORE THE
AND VARIANCE : ZONING COMMISSIONER
SE/Corner of Topps and Prince Roads : 9th Election District
Eudwood Shopping Plaza, Inc. : OF
Petitioner : BALTIMORE COUNTY
NO. 77-230-XA (Item No. 200)

AMENDED ORDER
NUNC PRO TUNC

It is hereby ORDERED by the Zoning Commissioner of Baltimore County, this 24th day of October, 1977, that the Order, dated October 20, 1977, passed in this matter, should be and the same is hereby amended, "Nunc Pro Tunc", to read:

That a Variance to permit 3,647 off-street parking spaces in lieu of the required 3,415 spaces should be GRANTED.

[Signature]
Zoning Commissioner
of Baltimore County

OFFICE OF
THE TIMES
NEWSPAPERS

TOWSON, MD. 21204 May 10 19 77

PET. FOR SPECIAL EXCEPTION - Stephens

THIS IS TO CERTIFY, that the annexed advertisement of was inserted in the following:

- | | |
|--|--|
| <input type="checkbox"/> Catonsville Times | <input checked="" type="checkbox"/> Towson Times |
| <input type="checkbox"/> Dundalk Times | <input type="checkbox"/> Arbutus Times |
| <input type="checkbox"/> Essex Times | <input type="checkbox"/> Community Times |
| <input type="checkbox"/> Suburban Times East | <input type="checkbox"/> Suburban Times West |

weekly newspapers published in Baltimore County, Maryland, once a week for one successive weeks before the 23 day of MAY 1977, that is to say, the same was inserted in the issues of

5/18/77

STROMBERG PUBLICATIONS, INC.

BY *[Signature]*

CERTIFICATE OF PUBLICATION

TOWSON, MD. Nov. 5 1977.

THIS IS TO CERTIFY, that the annexed advertisement was published in THE JEFFERSONIAN, a weekly newspaper printed and published in Towson, Baltimore County, Md. on Nov. 5 1977, at 10:00 a.m. on Nov. 5 1977, the 5th day of Nov. 1977, the 5th publication appearing on the 5th day of Nov. 1977.

[Signature]
THE JEFFERSONIAN

Cost of Advertisement, \$

GEORGE H. EISHWER, VICE PRESIDENT
TRANSPORTATION, ENVIRONMENTAL ENGINEERING, AND PROJECT ADMINISTRATION

EDUCATION:

The Johns Hopkins University, B.S. in C.E., 1948

REGISTRATION:

Professional Engineer in Maryland, Pennsylvania, Delaware, West Virginia, Georgia, Florida, North Carolina, New Jersey, and Massachusetts

Holds National Council of Engineering Examiners NCEC Certificate No. 4803

EXPERIENCE WITH ENGINEERS:

1950-Present: Mr. Eishwer has headed both the Civil Engineering and Environmental Engineering Departments. His experience includes management of major transportation and environmental engineering projects through the study and statement and the design and construction phases. Engineering study and design projects include airports, highways, railroads, mass transit systems, hydrology and drainage, water and sewer systems, solid waste disposal, and industrial waste treatment.

Mr. Eishwer has been a planner in the preparation of environmental impact statements and engineering studies. His reports have been well received and accepted by GSA, NASA, FHWA, FAA, EPA, and HUD. The environmental impact statements include traffic studies, air pollution and dispersion modeling and analysis; noise monitoring and prediction; hydrology, water quality, and soils investigation; and socioeconomic analyses.

Mr. Eishwer has been involved in over 30 environmental impact studies and statements. He has personally managed over a dozen major impact studies, including such projects as the Urban Tollway and Interstates 485 through the heart of Atlanta in DeKalb and Fulton Counties, Georgia; I-49 in Baltimore; the Tampa-Hillsborough Cross-town Expressway; the Blue Line and Commuter Rail System extension on Boston's North Shore; the GSA-Hover Social Security Administration Headquarters Expansion in Baltimore City and Baltimore County, Maryland; NASA's Space Shuttle Landing Facility, Cape Kennedy, Florida; the Raleigh-Durham Airport, North Carolina; the Harry S. Truman Airport, St. Thomas, Virgin Islands; regional shopping centers in Florida, Georgia, New Jersey, and Maryland; residential developments in Michigan, Florida, and Maryland; and regional entertainment centers in Illinois and Virginia.

Projects for which Mr. Eishwer has been responsible include both location and feasibility studies and detailed design and inspection management for all types of heavy civil engineering construction. These include airports, highways, transportation systems, drainage systems, and water and sewerage treatment and transmission systems.

GEORGE H. EISHWER

Highway projects on which he has worked encompass rural roadways and city streets as well as major interstates and toll highways and tunnels in Maryland, Delaware, West Virginia, North Carolina, New Jersey, Pennsylvania, Ohio, Indiana, Wisconsin, Nebraska, Washington, Georgia, and Florida. Location study and engineering design projects encompass, include major expressways through over a dozen metropolitan areas, including Baltimore, Wilmington, Philadelphia, Atlanta, Tampa, Omaha, Milwaukee, and Seattle.

Traffic experience includes work on both the Boston, Massachusetts, and Washington, D.C., systems.

Sanitary projects included water supply, treatment, pumping and distribution systems, and sewage collection and treatment systems in Maryland, Massachusetts, West Virginia, Ohio, and Indiana. Hydrology and drainage studies and designs included systems and criteria establishment for major interstates, highway, tollway, arterial, airport, and transit projects, rural area drainage systems, reservoir hydrograph computations, and river drainage basin investigations.

EXPERIENCE WITH OTHERS:

1951-1955: As a Sanitary Engineering Officer with the U.S. Army, Europe, Mr. Eishwer served as one of two sanitary engineers assigned to the Southern Area Command. His duties included the preparation of detailed surveys and reports for existing and proposed water supply and sewage systems, including recommendations for corrective actions and detailed design analysis. Consulting services were provided to various Army and German civilian engineers on design and construction of water supplies, sewers, sewage treatment facilities, and drainage systems.

1960-1961: Mr. Eishwer was with the Maryland State Roads Commission, performing location studies and highway design as well as storm and sanitary sewer hydraulics for major rural and urban expressways and reconstructed streets and roads.

PROFESSIONAL AFFILIATIONS:

American Society of Civil Engineers
Engineering Society of Baltimore
American Public Works Association
Conferees of Federal Environmental Engineers
National Trust for Historic Preservation

BALTIMORE COUNTY, MARYLAND
OFFICE OF THE TAX REVENUE DIVISION
MISCELLANEOUS CASH RECEIPT

No. 51765

DATE: Nov. 30, 1977 ACCOUNT NO. 662

AMOUNT: \$127.00

RECEIVED FROM: Archives Div., The Eudwood Plaza, Inc.

FOR: State Street, High, Advertising and Parking of property for Eudwood Shopping Plaza, 77-230-XA

NOV 30 1977 1 127.00 MC

VALIDATION BY SIGNATURE OF CASHIER



BALTIMORE COUNTY ZONING ADVISORY COMMITTEE

COUNTY OFFICE BLDG
115 N. CHARLES ST.
TOWSON, MARYLAND 21284
NICHOLAS, B.
Commander

Acting Chairman

MEMBERS
BUREAU OF ENGINEERING
DEPARTMENT OF TRAFFIC ENGINEERING
STATE ROADS COMMISSION
BUREAU OF PUBLIC UTILITIES
HEALTH DEPARTMENT
PROJECT PLANNING
BUILDING DEPARTMENT
BOARD OF EDUCATION
ZONING ADMINISTRATION
INDUSTRIAL DEVELOPMENT

May 16, 1977

Marvin I. Singer, Esquire
10 East Eager Street
Baltimore, Maryland 21202

RE: Special Exception and Variance Petition
Item No. 200
Eudowood Shopping Plaza, Inc.

Dear Mr. Singer:

The Zoning Plans Advisory Committee has reviewed the plans submitted with the above referenced petition and has made an on site field inspection of the property. The following comments are a result of this review and inspection.

These comments are not intended to indicate the appropriateness of the zoning action requested, but to assure that all parties are made aware of plans or problems with regard to the development plans that may have a bearing on this case. The Director of Planning may file a written report with the Zoning Commissioner with recommendations as to the appropriateness of the requested zoning.

This site, currently improved with the Eudowood Shopping Center complex and accessory parking area, is located on the southeast corner of Joppa and Prince Roads, in the 9th Election District. Surrounding this site are commercial uses to the south and west, residential development to the north and southeast, the Maryland Executive Park to the east, and Calvert Hall College to the south.

Both a Special Exception, to construct a movie theatre in the present B.L. classification, and a Variance to permit 3047 parking spaces in lieu of the required 3648 spaces is being requested. (as per our conversation, the petition forms have been altered accordingly). The Variance is necessitated by the

Marvin I. Singer, Esquire
Page 2
Item No. 200
May 16, 1977

proposal to construct an addition to the existing Pantry Pride store, and convert the existing shopping center to an enclosed mall. As indicated on the submitted site plan, the majority of construction will delete existing parking spaces, and combined with the parking necessary for the proposed uses, will result in an inadequate number of available parking spaces. Of the total number of spaces required, if the open area within the mall, excluding specific locations for sales within this area.

An allowance of 25 spaces for "use changes in the projected construction area" has been made however, all parking calculations have been based on retail sales without indication of any proposed restaurant.

This petition is accepted for filing on the date of the enclosed filing certificate. Notice of the hearing date and time, which will be held not less than 30 nor more than 90 days after the date on the filing certificate, will be forwarded to you in the near future.

Very truly yours,

Nicholas B. Comodari
NICHOLAS B. COMODARI,
Chairman
Zoning Plans Advisory Committee

NBC:rf

cc: Christian H. Kahl, Esquire
504 Baltimore Avenue
Towson, Maryland 21284

George William Stephens, Jr. & Associates, Inc.
303 Allegheny Avenue
Towson, Maryland 21204



THOMNTON M. MOURNELL, P.E.
DIRECTOR

May 6, 1977

Mr. S. Eric DiNenna,
Zoning Commissioner
County Office Building
Towson, Maryland 21284

Re: Item #200 (1976-1977)
Property Owner: Eudowood Shopping Plaza, Inc.
S/E cor. Joppa Rd. & Prince Rd.
Existing Zoning: B.L.-C.C.C.
Proposed Zoning: Special Exception for a movie theater and variance to permit 3047 parking spaces in lieu of the required 3648 spaces.
Acres: 43.133 District: 9th

Dear Mr. DiNenna:

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:

Comments:

The comments supplied in connection with the Zoning Advisory Committee review of this site for Item #201 (1972-1973) and Item #23 (1976-1977) are referred to for your consideration.

Very truly yours,

Donald W. Tucker
DONALD W. TUCKER, P.E.
Acting Chief, Bureau of Engineering

DWT:EMM;PWR:as

8-1/2" x 11" sheet
25-37 NE 6-11 Pw. Sheets
NE 9 & 10 & Page
70 Tax Map



STEPHENE COLLINS
DIRECTOR

March 21, 1977

Mr. Eric S. DiNenna, Zoning Commissioner
Zoning Advisory Committee
Office of Planning and Zoning
Baltimore County Office Building
Towson, Maryland 21204

Dear Mr. DiNenna:

Comments on Item #200, Zoning Advisory Committee Meeting, March 15, 1977, are as follows:

Property Owner: Eudowood Shopping Plaza, Inc.
Location: SE/C Joppa Road and Prince Road
Existing Zoning: B.L.-C.C.C.
Proposed Zoning: Special Exception for a movie theater and variance to permit 3047 parking spaces in lieu of the required 3648 spaces
Acres: 43.133
District: 9th

This office has reviewed the subject petition and offers the following comments. These comments are not intended to indicate the appropriateness of the zoning in question, but are to assure that all parties are made aware of plans or problems with regard to development plans that may have a bearing on this petition.

This plat has been reviewed and there are no site-planning factors requiring comment.

Very truly yours,

John L. Wimbley
John L. Wimbley
Planner III
Project and Development Planning



STEPHENE COLLINS
DIRECTOR

April 14, 1977

Mr. Eric S. DiNenna,
Zoning Commissioner
2nd Floor, Courthouse
Towson, Maryland 21204

Re: Item 200 -SAC- March 15, 1977
Property Owner: Eudowood Shopping Plaza, Inc.
Location: SE/C Joppa Rd. & Prince Rd.
Existing Zoning: B.L.-C.C.C.
Proposed Zoning: Special Exception for theater and variance to permit 3047 parking spaces in lieu of the required 3648 spaces.
Acres: 43.133
District: 9th

Dear Mr. DiNenna:

This department has reviewed the plans for Eudowood Shopping Center and has the following comments:

- The internal circulation around the site is extremely bad and cannot be improved.
- The proposed mall and department store can be expected to be a major traffic generator, but both are separated from the majority of the parking by the rest of the shopping center.
- This department believes that parking is a necessary part of any development and any reduction to the required parking should be advised.

Very truly yours,

Michael S. Flanigan
Michael S. Flanigan
Traffic Engineer Associate

MWF:JLF



DONALD J. BOO, M.D., M.P.H.
DEPUTY STATE AND COUNTY HEALTH OFFICER

March 23, 1977

Mr. S. Eric DiNenna, Zoning Commissioner
Office of Planning and Zoning
County Office Building
Towson, Maryland 21204

Dear Mr. DiNenna:

Comments on Item #200, Zoning Advisory Committee Meeting, March 15, 1977, are as follows:

Property Owner: Eudowood Shopping Plaza, Inc.
Location: SE/C Joppa Rd. & Prince Rd.
Existing Zoning: B.L.-C.C.C.
Proposed Zoning: Special Exception for a movie theater and variance to permit 3047 parking spaces in lieu of the required 3648 spaces.
Acres: 43.133
District: 9th

If a food service facility is proposed, complete plans and specifications must be submitted to the Division of Food Protection, Baltimore County Department of Health, for review and approval prior to construction.

Since metropolitan water and sewer are available, no health hazards are anticipated.

The building or buildings on this site may be subject to a permit to construct and a permit to operate any and all fuel burning and processing equipment. Additional information may be obtained from the Division of Air Pollution Control, Baltimore County Department of Health.

Very truly yours,

Thomas H. Davis
Thomas H. Davis, Director
BUREAU OF ENVIRONMENTAL SERVICES

HVB:mab
cc: Mr. Schuppert
Mr. Phillips

March 14, 1977

Mr. S. Eric Dilenna, Zoning Commissioner
Office of Planning and Zoning
County Office Building
Towson, Maryland 21286

Dear Mr. Dilenna:
Comments on Item # 900 Zoning Advisory Committee Meeting, March 14, 1977
are as follows:

Property Owner: Redwood Shopping Plaza, Inc.
Location: 5/2-C Joppa Road and Prince Road
Existing Zoning: R.L. - C.G.C.
Proposed Zoning: Special Exception for a service theater and variance to permit
X17 parking spaces in lieu of the required 3645 spaces.
Address: 43133
Maplot: 94

The items checked below are applicable:

- A. Structure shall conform to Baltimore County Building Code (B.C.C.A.) 1970 Edition and the 1971 Supplement and other applicable codes. Baltimore 1970 Edition and the 1971 Supplement and other applicable codes. Baltimore 1970 Edition and the 1971 Supplement and other applicable codes. Baltimore 1970 Edition and the 1971 Supplement and other applicable codes.
- B. All wall opening applications or whole center as well as other fire & alarm protection shall be required before construction can begin.
- C. Three sets of construction drawings will be required to file an application for a building permit.
- D. Three sets of construction drawings with a registered Maryland Architect or Engineer's original seal will be required to file an application for a building permit.
- E. Wood frame walls are not permitted within 3'0" of a property line. Contact Building Department if distance is between 3'0" and 6'0" of property line.
- F. Please advise the Professional Designer to contact us as to other requirements, such as exits.
- G. Requested setback variance conflicts with the Baltimore County Building Code. See Section _____.

Very truly yours,
Charles E. Burbanck CEB
Charles E. Burbanck
Plans Review Chief
CEB:rs

See Attachment Enclosed:
Mail Requirements
Kiosk Requirements
Temporary Mail use "Bill"

Baltimore County, Maryland
OFFICE OF THE BUILDINGS ENGINEER
DEPARTMENT OF PERMITS AND LICENSES
TOWSON, MARYLAND 21286

Edward J. Datta
Director

E. Darr Rappert, Jr.
Deputy Director

Each of the attached information may not be of use to you as a Department store owners/agents. However, being familiar with our mall requirements may make your designing of the project a bit easier.

1. In order to be unlimited under the BOCA Code, buildings of more than one story should be classified as type 1-A or 1-B construction under Table 5 and Table 6 and a Professional Engineer and/or Architect registered in the State of Maryland shall sign and seal all drawings.
 2. The building will be designed to the BOCA Code (1970 Edition) including the 1971 Supplement and the Baltimore County Supplement.
- It was determined that there are many "gray" areas in the building codes in reference to malls. The following points are some of the items which a determination has been made:
1. Provide separating walls between tenants of one hour noncombustible construction.
 2. Rear exits are to be capable of handling 1/2 of the store occupancy load and be maintained as primary exits. The other 1/2 of the occupancy shall exit thru the mall. All department store exits shall be capable of exiting occupancy load directly to the exterior.
 3. Completely sprinkle mall and stores (the mall and those stores ready to open for occupancy shall have sprinklers in operating condition before occupancy is granted).
 4. Travel distance shall be in accordance with the BOCA Code - (The 1972 Supplement has not been adopted as of this date by Baltimore County).
 5. Stores with less than 50'-0" travel distance may only require one exit.

5. Provide 2 hour fire corridors to supplement travel distances as required by code.
6. Consult with Fire Prevention Bureau as to locations types, etc., of sprinklers, standpipes, fire alarms and all other required fire systems.
7. Interior partitions, framing, etc., shall be in accordance with Table 5.
8. Flame spreads of 200 or less, will be accepted in the stores and 25 or less, for arching in end/or facing in the mall.
9. All temporary store front closures shall be noncombustible with a 25 flame spread.
10. See the "Hall Use Regulations" which are attached.
11. Each individual store will require a separate permit and a separate sprinkler permit.
12. It was suggested a tenant handbook be developed by the owner to list the requirements that the tenants will be expected to conform to, in the development of their stores and all plans should pass thru the developers Architect for preliminary approval.
13. A footing, foundation permit is provided for in the code, although we would prefer to see a complete shell, or complete project.
14. E. L. Designs or other approved assembly detail numbers are requested to be shown on the drawings.
15. Ceiling, floor and ceiling roof assemblies shall conform to H.F.P.A.-90-1 and section 913.1.
16. Smoke ventilation of the mall shall be as required by H.F.P.A. Plastic masonry skylights would be acceptable in lieu of glass.
17. All fireproofing of structural members shall be provided by owners and completed before any occupancy. (See Table 5)
18. The mall is required to be open any time that one of the stores is opened.
19. Passageway projections for the upper level shall be a minimum of 12'-0" wide with a distance of 30'-0" minimum between projections in the width of the mall.
20. All stores on a property line shall have a written agreement of consent between owners, filed with the Office of the Buildings Engineer, concerning the openings in the fire wall and also, who is to provide the opening protectives when required.
21. This is not intended to be the complete requirements for the construction of the mall, but only items which were discussed at the meeting. It is requested that at any future meetings, the parties involved be prepared to take down their own notes, as this type of letter will not occur at future meetings.

Have the project appoint a local Architect or Professional Engineer registered in the State of Maryland to coordinate the work with Baltimore County.

This representative would be expected to pass any and all necessary information back and forth in a "Hot Line Type" operation and to be available at any, and all preliminary, and to pass-on any applicable data. This will reduce the paper work with the County and help speed-up the permit from the Plans Review Department.

This representative would not be expected to make interpretations or do any County related work as for as the Building Code and/or its' enforcement is required. The representative would be asked to try to coordinate and keep to a minimum the following:

- 1. Inspection reports on soil, concrete, walling, steel erection, and quality control on fabricated members will be required.

Any interpretations of the above comments will be made by the office of the Building Engineer.

This does not waive or exempt the project from the requirements of other departments and/or their code requirements.

Please do not hesitate to call, if we can be of further help in reference to the above items.

Sincerely,

Charles E. Burbanck
Charles E. Burbanck
Plans Review Chief

THIS INFORMATION IS FOR YOUR MAIL USE ONLY

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

Inspectors - Counter Personnel
To: Plans Review Chief
Date: February 16, 1977

FROM: C. Peter Rappert, Jr.
"Building Engineer"
SUBJECT: Work in Enclosed Shopping Mall

This is intended as a guide for the requirements for the construction of Kiosk in enclosed mall, it is not intended to be the total building requirements.

1. Signifiers shall be required for the interior of each kiosk which is not completely open at the top.
2. The construction shall be of approved noncombustible materials thru-out.
3. All finish materials on the interior and exterior of the kiosk shall be of a 25 or less flame spread.
4. The minimum setback from any portion, projection or overhang shall be not less than 15'-0".
5. The maximum area of each kiosk shall not exceed 500 square feet with a maximum dimension of 25'-0" for any side. The height shall be limited to a one story ceiling - 10' - interior ceiling with the overall height to be determined by the Buildings Engineer's Office Individually.
6. When application is made for a permit, a floor plan of the complete mall shall be included; showing existing decorative fixtures and all approved kiosk to date.
7. Food cooking equipment will not be allowed in kiosk at the mall in the primary means of egress for the shopping center.

Charles E. Burbanck
Charles E. Burbanck
Plans Review Chief
CEB:rs

BALTIMORE COUNTY, MARYLAND
OFFICE OF THE BUILDINGS ENGINEER
DEPARTMENT OF PERMITS & LICENSES
TOWSON, MARYLAND 21286

TEMPORARY MAIL USE ENCOURAGED

1. A permit shall be required for any mall use and will be granted by the Department of Permits and Licenses upon approval of the Baltimore County Building Engineer, Health Department, Fire Department and Police Department.
2. A "Temporary Mail Use" request shall be submitted by the mall management 10 days prior to the intended use.
3. A complete floor plan of the mall showing all exits, accessories, and attachments shall be submitted along with the request to allow determination by the Buildings Engineer and Fire Dept of the allowable areas under their mall use requirements.
4. The time limit for each request shall be as stated in each request and not to exceed 30 days from time of issue.
5. No display or other area within the mall shall be leaseable area.
6. The maximum number of persons permitted within the mall space for the said permitted use will be established by the Baltimore County Building Engineer in accordance with the Building Code. A capacity certificate shall be issued and posted within the mall space by the Fire Department and shall be enforced by the management.
7. The mall shall not be used for merchandising, except for approved non-profit organizations when in accordance with requirements number 4 and 5 of this document.
8. No combustible or flammable liquids and/or gases shall be permitted in the mall.
9. The mall space shall not be used within 12 feet from any store front partition.
10. A minimum 3'0" wide unobstructed passageway shall be maintained between a exhibits and displays for each 100 linear feet.
11. No use within a 25 feet radius of any required exit for the mall.
12. The required degree of illumination for the signs of egress shall be maintained at all times.
13. All construction materials used for display or exhibits shall be classified noncombustible or be approved fire retardant and decorations shall have a flame 12' clearance in accordance with the Method of Surface Burning Characteristics of Building Materials, H.F.P.A. Standard No. 255; 1972 Ed. I.e.
14. Public facilities shall be available whenever permission is granted for use of the mall.

DATE SUBMITTED: _____ APPROVAL DATE: _____
I/We do, hereby, agree to the above listed "Mail Requirements" and violation of these agreement will give cause for revocation of the granted permission.
The following Organization (s) are to be covered under this agreement.

Mall Owner or Management (Mail) _____
APPROVED: Building Engineer's Office _____ File Dept. _____
Health Department _____ Police Dept. _____

April 13, 1977

Mr. S. Eric Dilenna, Zoning Commissioner
Office of Planning and Zoning
County Office Building
Towson, Maryland 21286

Dear Mr. Dilenna: REVISED
Comments on Item # 900 Zoning Advisory Committee Meeting,
are as follows:
Property Owner: Redwood Shopping Plaza, Inc.
Location: 5/2-C Joppa Road and Prince Road
Existing Zoning: R.L. - C.G.C.
Proposed Zoning: Special Exception for a service theater and variance to permit 307
parking spaces in lieu of the required 3645 spaces.

Address: 43133
Maplot: 94

The items checked below are applicable:

- A. Structure shall conform to Baltimore County Building Code (B.C.C.A.) 1970 Edition and the 1971 Supplement and other applicable codes.
- B. A building permit shall be required before construction can begin.
- C. Three sets of construction drawings will be required to file an application for a building permit.
- D. Three sets of construction drawings with a registered Maryland Architect or Engineer's original seal will be required to file an application for a building permit.
- E. Wood frame walls are not permitted within 3'0" of a property line. Contact Building Department if distance is between 3'0" and 6'0" of property line.
- F. See Attachment
- G. Requested setback variance conflicts with the Baltimore County Building Code. See Section _____.

Very truly yours,
Charles E. Burbanck CEB
Charles E. Burbanck
Plans Review Chief
CEB:rs

Comments on Item #900 Revised Zoning Advisory Committee Meeting

In order for this Department to give preliminary acceptance to this shopping center as an enclosed mall, the owner should be made aware of the following requirements.

1. A minimum mall width of 30'-0".
2. Building existing and new shall be of type IA or IB fireproof or be upgraded to this minimum.
3. All stores and the mall shall be sprinkled.
4. As the mall will serve as egress for 1/2 of the total occupancy load of the tenant stores, an obstruction in the mall will be allowed, such as kiosks, unless that it is designed to meet the required distances from store frontset width etc.
5. The remaining 50% of each store occupancy loading shall be exits from the rear or sides of each store to the exterior - independent of the mall.
6. Standpipes - Fire Department and Building Code requirements for standpipe alarms and other fire protection devices will be required.

It is suggested the owner have his architect contact the Plans Review Department, Mr. Charles E. Burbanck and Mr. Ted Tothornsen, the Fire Department Fire Protection Engineer for the other requirements for mall construction.

C. E. B.

BOARD OF EDUCATION
OF BALTIMORE COUNTY

TOWSON, MARYLAND - 21204

Date: March 15, 1977

Mr. S. Eric DiNenna
Zoning Commissioner
Baltimore County Office Building
Towson, Maryland 21204

Z.A.C. Meeting of: March 15, 1977

RE: Item No: 200
Property Owner: Eudowood Shopping Plaza, Inc.
Location: SE/C Joppa Rd. & Prince Rd.
Present Zoning: B.L. - C.C.C.
Proposed Zoning: Special Exception for a movie theater and variance to permit 3044 parking spaces in lieu of the required 3645 spaces.

District: 9th
No. Acres: 43.133

Dear Mr. DiNenna:

No bearing on student population.

Very truly yours,

W. Nick Petrovich

W. Nick Petrovich,
Field Representative

WNP/tp

JOSEPH H. MCGRAW, PRESIDENT
ALVIN LORICK
ROBERT L. PERDUE, SECRETARY
ALVIN LORICK
EDWARD W. TRACY, CLERK



BALTIMORE COUNTY ZONING ADVISORY COMMITTEE

September 16, 1976

COUNTY OFFICE BLDG.
10 E. EAGER STREET
TOWSON, MARYLAND 21204

Marvin I. Singer, Esq.
10 E. Eager Street
Baltimore, Maryland 21202

RE: Variance Petition
Item 23
Eudowood Shopping Plaza, Inc. -
Petitioner.

Dear Mr. Singer:

The Zoning Plans Advisory Committee has reviewed the plans submitted with the above referenced petition and has made an on site field inspection of the property. The following comments are a result of this review and inspection.

The comments are not intended to indicate the appropriateness of the zoning action requested, but to assure that all parties are made aware of plans or problems with regard to the development plans that may have a bearing on this case. The Director of Planning may file a written report with the Zoning Commissioner with recommendations as to the appropriateness of the requested zoning.

This site, currently improved with the Eudowood Shopping Center complex and accessory parking area, is located on the southeast corner of Joppa and Prince Roads, in the 9th Election District. Surrounding this site are commercial uses to the south and west, residential development to the north and southeast, the Maryland Executive Park to the east, and Calvert Hall College to the south.

Both a Special Exception, to construct a movie theatre in the present B.L. classification, and a Variance to permit 3044 parking spaces in lieu of the required 3645 spaces is being requested. The Variance is necessitated by the proposal to construct an addition to the existing Pantry Pride store, and convert the existing shopping center to an enclosed mall. As indicated on the submitted site plan, the majority of construction will delete existing parking spaces, and combined with the parking necessary for the proposed uses, will result in an inadequate

Marvin I. Singer, Esq.
Re: Item 23
September 16, 1976

number of available parking spaces. Of the total number of spaces required, it should be noted that 281 spaces are calculated for the open area within the mall, excluding specific locations for sales within this area.

An allowance of 25 spaces for "use changes in the protected construction area" has been made; however, all parking calculations have been based on retail sales without indication of any proposed restaurant. In light of this, and coupled with the changes in the site plan as required by the enclosed comments, it is possible that the variance request may have to be altered accordingly.

This petition is being withheld from a hearing date until such time as revised plans are received that reflect the comments above, and any comments from other departments as requested.

Very truly yours,

Richard S. Cowdery

RICHARD S. COWDERY,
Planning & Zoning
Associate III

MBC:JD
cc: George William Stephens, Jr.
and Associates, Inc.
P.O. Box 8812
Towson, Md. 21204



Baltimore County
Department of Public Works
TOWSON, MARYLAND 21204

September 9, 1976

Mr. S. Eric DiNenna
Zoning Commissioner
County Office Building
Towson, Maryland 21204

RE: Item #27 (1976-1977)
Property Owner: Eudowood Shopping Plaza, Inc.
Location: SE/C Joppa Rd. and Prince Rd.
Existing Zoning: B.L.-C.C.C.
Proposed Zoning: Special Exception for a movie theater and variance to permit 3044 parking spaces in lieu of the required 3645 spaces.
Area: 43.133 District: 9th

Dear Mr. DiNenna:

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

General:

The comments supplied in connection with the Zoning Advisory Committee review of this site for Item #201 (1972-1973) are referred to for your consideration.

The construction or reconstruction of sidewalks, curb and gutter, entrances, aprons, etc. as may be required will be the full responsibility of the petitioner.

The Joppa Road - Prince Road intersection requires additional illumination.

Very truly yours,

Edward M. Diver, P.E.

EDWARD M. DIVER, P.E.
Chief, Bureau of Engineering

END: EAM: PWR: ss
B-M Key Sheet
35 - 37 ME 6 - 8 Pos. Sheets
ME 9 & Typo
70 Tab Map



Baltimore County
Department of Health
TOWSON, MARYLAND 21204

August 25, 1976

DONALD J. HOOP, M.D., M.P.H.
DEPUTY STATE AND COUNTY HEALTH OFFICER

Mr. S. Eric DiNenna, Zoning Commissioner
Office of Planning and Zoning
County Office Building
Towson, Maryland 21204

Dear Mr. DiNenna:

Comments on Item #23, Zoning Advisory Committee Meeting, August 10, 1976, are as follows:

Property Owner: Eudowood Shopping Plaza, Inc.
Location: SE/C Joppa Rd. & Prince Rd.
Existing Zoning: B.L.-C.C.C.
Proposed Zoning: Special Exception for a movie theater and variance to permit 3044 parking spaces in lieu of the required 3645 spaces

Area: 43.133
District: 9th
Metropolitan water and sewer are available.

Very truly yours,

Thomas E. Davin

Thomas E. Davin, Director
BUREAU OF ENVIRONMENTAL SERVICES

BER:mab

BOARD OF EDUCATION
OF BALTIMORE COUNTY

TOWSON, MARYLAND - 21204

Date: August 5, 1976

Mr. S. Eric DiNenna
Zoning Commissioner
Baltimore County Office Building
Towson, Maryland 21204

Z.A.C. Meeting of: August 10, 1976

RE: Item 23
Property Owner: Eudowood Shopping Plaza, Inc.
Location: SE/C Joppa Rd. & Prince Rd.
Present Zoning: B.L. - C.C.C.
Proposed Zoning: Special Exception for a movie theater and variance to permit 3044 parking spaces in lieu of the required 3645 spaces.

District: 9th
No. Acres: 43.133

Dear Mr. DiNenna: No bearing on student population.

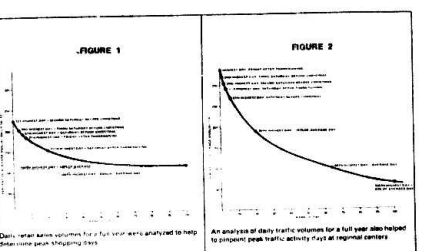
Very truly yours,

W. Nick Petrovich

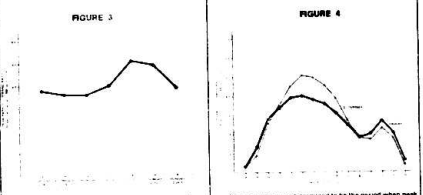
W. Nick Petrovich,
Field Representative.

WNP/ml

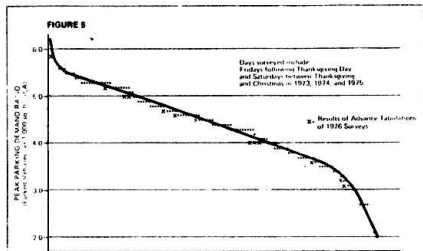
JOSEPH H. MCGRAW, PRESIDENT
ALVIN LORICK
ROBERT L. PERDUE, SECRETARY
ALVIN LORICK
EDWARD W. TRACY, CLERK



An analysis of daily traffic volumes for a full year also helped to project peak traffic activity at regional centers.



Multi-observation was determined to be the period when peak parking accumulation would occur.



Results of adverse conditions, such as weather, were analyzed to help determine peak shopping days.

...must continue to be devoted to parking. For the past 11 years, the shopping center industry has used a standard of 5.5 parking spaces per 1,000 square feet of gross leasable area (GLA), taken from *Parking Requirements for Shopping Centers*, 1965 Urban Land Institute, Washington, D.C.

Since the final survey of this standard, a number of significant changes have taken place in the evolution of shopping centers. Many more regional centers have been built since in the previous exclusive trade areas of existing centers. New land uses within centers, such as banks, auto service centers, health clubs, services, etc., have been developed which exhibit their own parking demand per unit of floor area or peak parking periods that do not conflict with retail activity peak parking demands.

Moreover, daily shopping patterns have changed because of the increased level of automobile use, the shift in the automobile fleet composition, the multi-day, afternoon trip made by a variety of shoppers, including shopping in more communities.

Basic changes are occurring that are likely to affect the long-term, and decrease of shopping centers' feet shortages and higher fuel prices, a decrease in per capita spending power, environmental Protection Agency (EPA) regulations, and the like.

Involved in the planning of over 300 shopping centers, Barton-Aud has been able to study existing centers in sufficient detail to predict the volume of vehicle trips to be made to and from proposed new centers on a daily and hourly basis. Also, over a period of composing nearly three decades, the organization has observed changes in shopping center-generated travel patterns which indicate that shopping center conditions are leaning to use the shopping centers, continue and parking facilities, more efficiently.

Moreover, daily shopping patterns have changed because of the increased level of automobile use, the shift in the automobile fleet composition, the multi-day, afternoon trip made by a variety of shoppers, including shopping in more communities.

A daily inbound shopper traffic volume in several regional shopping centers. The shopping and parking centers, a thorough analysis of parking accumulation at several regional shopping centers.

Figure 1 illustrates the results of daily retail sales surveys. An analysis of inbound shopper traffic volume shows a decrease in the peak volume of the curve shown in Figure 2.

The Friday following Thanksgiving Day and the Saturdays between that holiday and Christmas continue to represent the peak shopping and traffic activity days at regional shopping centers.

The retail sales curve was determined from daily sales data obtained from a major department store in each of four regional shopping centers. The inbound shopper traffic volume curve was determined from daily inbound shopper traffic volume counts taken throughout a full year and the months in which Thanksgiving, Christmas, and Christmas at three regional shopping centers.

As was the case in the early 1960's, shoppers still tend to concentrate their shopping trips on Fridays and the weekends (see Figure 3) even though many more regional centers are now open year-round. As shown in Figure 4, the peak parking accumulations are still occurring during mid-afternoon between 1:00 p.m. and 4:00 p.m. The parking accumulation curve was established from an analysis of hourly traffic movements to and from the centers for comparison with past traffic volume characteristics.

During 1973, 1974, and 1975, peak parking accumulation data was obtained on one or more of 21 different days at 32 regional shopping centers in the five metro areas covered on Washington, D.C., Chicago, Illinois, Minneapolis-St. Paul, Minn., and San Francisco-Oakland and Los Angeles, Calif. These data were available for 20 centers during the days including the two Saturdays preceding Christmas, allowing a daily peak parking accumulation comparison.

As a result of the aforementioned research study, it was determined that peak parking demands would more likely occur during the time period of 1:00 p.m. to 4:00 p.m. on weekdays, Saturdays, and Sundays, and during the days between Thanksgiving and Christmas. As one of the centers, hourly parking accumulations were available for 20 centers during the days including the two Saturdays preceding Christmas, allowing a daily peak parking accumulation comparison.

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TABLE 1
SUMMARY OF PARKING DEMAND SURVEY

CITY	SURVEY DATE	DEMAND PER 1,000 SQ. FT. GLA	OCCUPIED		DEMAND		OCCUPIED	
			GLA	DATE	PER 1,000 SQ. FT. GLA	DATE	PER 1,000 SQ. FT. GLA	DATE
LOS ANGELES	11-27-73	2.8	1,200	12-13-74	4.0	1,100	11-27-74	3.5
	11-28-73	2.8	1,100	12-13-74	4.0	1,100	11-27-74	3.5
	11-29-73	2.8	1,100	12-13-74	4.0	1,100	11-27-74	3.5
	11-30-73	2.8	1,100	12-13-74	4.0	1,100	11-27-74	3.5
	12-01-73	2.8	1,100	12-13-74	4.0	1,100	11-27-74	3.5
	12-02-73	2.8	1,100	12-13-74	4.0	1,100	11-27-74	3.5
	12-03-73	2.8	1,100	12-13-74	4.0	1,100	11-27-74	3.5
	12-04-73	2.8	1,100	12-13-74	4.0	1,100	11-27-74	3.5
	12-05-73	2.8	1,100	12-13-74	4.0	1,100	11-27-74	3.5
	12-06-73	2.8	1,100	12-13-74	4.0	1,100	11-27-74	3.5
CHICAGO	11-27-73	3.0	1,200	12-13-74	4.0	1,100	11-27-74	3.5
	11-28-73	3.0	1,200	12-13-74	4.0	1,100	11-27-74	3.5
	11-29-73	3.0	1,200	12-13-74	4.0	1,100	11-27-74	3.5
	11-30-73	3.0	1,200	12-13-74	4.0	1,100	11-27-74	3.5
	12-01-73	3.0	1,200	12-13-74	4.0	1,100	11-27-74	3.5
	12-02-73	3.0	1,200	12-13-74	4.0	1,100	11-27-74	3.5
	12-03-73	3.0	1,200	12-13-74	4.0	1,100	11-27-74	3.5
	12-04-73	3.0	1,200	12-13-74	4.0	1,100	11-27-74	3.5
	12-05-73	3.0	1,200	12-13-74	4.0	1,100	11-27-74	3.5
	12-06-73	3.0	1,200	12-13-74	4.0	1,100	11-27-74	3.5

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Is the old parking ratio obsolete?

(Continued from page 21)

...the old parking ratio of 5.5 spaces per 1,000 square feet of GLA is obsolete. The new ratio is 4.0 spaces per 1,000 square feet of GLA.

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RE: EDWOOD PETITION

Tract	Population in 1960	Population in 1970	Projected 1975
4901.02	2,757	2,855	
4902.02	3,104	2,885	
4903.02	4,967	10,090	9,371
4904.02	2,199	3,068	3,078
4905.02	3,091	3,394	3,985
4906.02	3,035	4,680	5,321
4907.02	Unknown	2,889	3,115
4908.02	5,006	4,521	4,215
4909.02	6,121	5,680	5,436
4910.02	5,430	1,671	1,852
4911.02	2,255	2,288	4,888

BALTIMORE COUNTY
POPULATION REPORT 1976

PREPARED BY

Baltimore County
Office of Planning & Zoning
Towson, Maryland 21204

BALTIMORE COUNTY POPULATION REPORT JANUARY 1, 1976
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PREFACE
BALTIMORE COUNTY POPULATION REPORT 1976

The Office of Planning and Zoning has revised its procedures for estimating population. In previous years, estimates have been developed by adding a population based on new houses constructed to the existing figures on population. While all available methods of population estimation make assumptions, the method used by Baltimore County had assumed that the existing household population remained constant, an assumption which is no longer valid.

One of the most dramatic national demographic trends of the 1970's has been the decrease in average household size. The 1976 Baltimore County population report takes steps to account for this trend by re-estimating household size for all households. This adjustment will be continued on an annual basis.

Please note that in this population report the estimated total population figure has been revised significantly downward. The planning staff believes that the new method is more accurate and corrects estimates that were unrealistically high in previous reports. This does not mean that the population is declining; it does mean that the population is not growing as fast as had been previously reported.

TRACT BOUNDARIES WERE ESTABLISHED COOPERATIVELY BY A LOCAL COMMITTEE AND THE BUREAU OF THE CENSUS. BOUNDARIES WERE ESTABLISHED WITH THE INTENTION OF MAINTAINING THEM OVER A LONG PERIOD OF TIME SO THAT COMPARISONS MAY BE MADE FROM CENSUS TO CENSUS. TRACTS WERE GENERALLY DESIGNED TO BE RELATIVELY UNIFORM WITH RESPECT TO POPULATION CHARACTERISTICS, ECONOMIC STATUS, AND LIVING CONDITIONS. THE AVERAGE TRACT HAS ABOUT 3,500 RESIDENTS.

- REGIONAL PLANNING DISTRICTS ARE AGGREGATES OF 1970 CENSUS TRACTS ESTABLISHED BY THE BALTIMORE REGIONAL PLANNING COUNCIL STAFF AS PLANNING AND ANALYSIS AREAS FOR MUCH OF THE COUNCIL'S WORK ACTIVITIES. THEY ARE USEFUL REPORTING UNITS BECAUSE THEY REDUCE THE NUMBER OF SEPARATE AREAS TO BE EXAMINED (31 PLANNING DISTRICTS AS COMPARED TO 191 CENSUS TRACTS IN BALTIMORE COUNTY), AND THEY ATTEMPT TO APPROXIMATE THE BOUNDARIES OF EXISTING COMMITTEES, THUS MAKING COMMUNITY LEVEL ANALYSIS AND COMPARISONS POSSIBLE. REGIONAL PLANNING DISTRICTS ARE ALSO THE BASIC GEOGRAPHIC UNIT FOR A SERIES OF LONG-RANGE POPULATION PROJECTIONS PREPARED BY THE REGIONAL PLANNING COUNCIL.
- ELECTION DISTRICTS ARE ALSO AGGREGATES OF CENSUS TRACTS. THEIR BOUNDARIES WERE ESTABLISHED BY THE COUNTY GOVERNMENT, AND THEIR PRIMARY FUNCTION IS THAT OF BEING A BASIC GEOGRAPHICAL UNIT IN WHICH VOTER REGISTRATION AND OTHER ADMINISTRATIVE DATA ARE MAINTAINED.
- COUNCILMANIC DISTRICTS ARE THE GEOGRAPHIC AREAS WHICH DEFINE THE AREAS OF LEGISLATIVE REPRESENTATION ON THE COUNTY COUNCIL. EACH OF THE SEVEN DISTRICTS IS REPRESENTED BY ONE COUNCILMAN.

PERSONS, OR A 2.6 PERCENT AVERAGE ANNUAL INCREASE. POPULATION GROWTH DURING 1970 AND 1971 AVERAGED A 1.46 PERCENT INCREASE, REFLECTING A DECLINE IN THE RATE OF THE COUNTY'S GROWTH AS COMPARED TO THE 1950'S AND 1960'S. A SHARP UPTURN IN GROWTH RATE TOOK PLACE IN 1972 AND 1973, WITH INCREASES OF 2.36 PERCENT AND 2.72 PERCENT, RESPECTIVELY. THE RATE OF INCREASE DURING THE FIRST HALF OF 1974 CONTINUED AT A HIGH RATE BUT DROPPED SHARPLY IN THE LAST PART OF 1974 AND LEVELLED OFF AT A LOWER RATE WHICH IS CONSISTENT WITH NATIONAL TRENDS.

The 1970 census identified a relatively low residential vacancy rate of 2.64 percent in 1960, it was 5.9 percent. The continuing volume of residential construction in the county is a result of general economic conditions, a low vacancy rate creating a strong demand for housing, and a substantial increase in money available for construction loans during 1972 and 1973. The strong upsurge in construction in 1972 and 1973 was not unique; it was a direct reflection of national totals in residential construction. Lower rates of construction since 1974 are also consistent with national trends.

For a graphic representation of the growth in Baltimore County as compared to other areas, see Figure 1.

POPULATION GROWTH 1900 - 1970

YEAR	BALTIMORE COUNTY	BALTIMORE REGION	MARYLAND	UNITED STATES
JUNE 1, 1900	90,755		1,188,044	75,994,575
APRIL 15, 1910	122,349		1,295,346	91,972,266
JAN. 1, 1920	74,817*	931,400	1,449,661	105,710,620
APRIL 1, 1930	124,565	1,068,000	1,631,526	122,775,046
APRIL 1, 1940	155,825	1,175,000	1,821,001	131,669,275
APRIL 1, 1950	270,273	1,457,000	2,343,001	150,697,361
APRIL 1, 1960	492,428	1,804,000	3,100,689	178,464,236
APRIL 1, 1970	620,409	2,069,041	3,922,399	203,235,298

*PORTION ANNEXED TO BALTIMORE CITY IN 1919

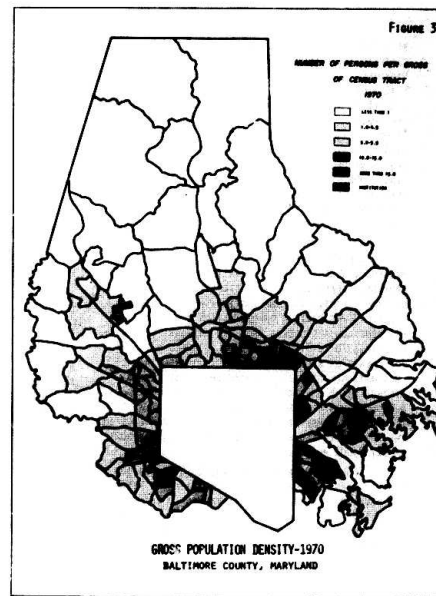
B. POPULATION DENSITY

POPULATION DENSITY REFERS TO THE NUMBER OF PERSONS OCCUPYING A GIVEN UNIT OF LAND AREA. ORDINARILY, POPULATION DENSITIES ARE EXPRESSED IN ONE OF TWO WAYS:

- RESIDENTIAL DENSITY - PERSONS PER UNIT AREA (USUALLY ACRES) OF RESIDENTIAL LAND
- GROSS DENSITY - PERSONS PER UNIT AREA (ACRES OR SQUARE MILES) OF TOTAL LAND.

IN THE DENSELY POPULATED URBAN AREA ADJOINING BALTIMORE CITY, SIGNIFICANT CHANGES IN DENSITY HAVE BEEN TAKING PLACE. THE PRIMARY FACTOR CONTRIBUTING TO THIS TREND HAS BEEN THE INCREASE IN THE CONSTRUCTION OF APARTMENTS. SINCE 1967, THE PERCENTAGE OF APARTMENT UNITS CONSTRUCTED HAS PROGRESSIVELY EXCEEDED THE PERCENTAGE OF NON-APARTMENT UNITS CONSTRUCTED ANNUALLY; IN 1975, 69.5 PERCENT OF ALL NEW UNITS CONSTRUCTED WERE APARTMENTS. AS A

FIGURE 3



GROSS POPULATION DENSITY-1970
BALTIMORE COUNTY, MARYLAND

ALTERATIONS WAS THE ADDITION OF A PARCEL OF VACANT OR NEAR-VACANT LAND TO A DENSELY POPULATED TRACT. HENCE, THE OVERALL DENSITIES CALCULATED FOR THESE NEWLY-FORMED 1970 TRACTS ARE LOWER THAN THE PREVIOUS-REPORTED DENSITIES. CAREFUL EXAMINATION OF THE SIZE AND SHAPE OF CENSUS TRACTS IN FIGURES 2 AND 3 WILL REVEAL THESE ALTERATIONS. IN ONLY ONE TRACT (NO. 4002 IN CATONSVILLE) DID POPULATION ACTUALLY SHOW A MEASURABLE DECLINE IN OVERALL DENSITY.

C. POPULATION DISTRIBUTION

FIGURE 4 INDICATES THE GENERAL DISTRIBUTION OF BALTIMORE COUNTY'S POPULATION IN 1970. IN 1960 THE GREATEST CONCENTRATION OF PERSONS EXISTED NEAR THE BOUNDARIES OF BALTIMORE CITY, WITH DISPERSION INCREASING RAPIDLY AS DISTANCE FROM THE CITY LINE INCREASED. NODULES OF HIGH CONCENTRATION EXISTED AT CATONSVILLE ON THE WEST, TOWSON AND LOCH RAVEN ON THE NORTH, AND DUNDALK AND ESSEX ON THE EAST. ALTHOUGH THE HIGHEST CONCENTRATIONS ARE STILL NEAR THE CITY LINE, NEW CONCENTRATIONS HAVE FORMED IN THE LIBERTY ROAD CORRIDOR (RANDALLSTOWN AND LOCHRAH) AND OUTSIDE THE BALTIMORE BELTWAY IN REISTERSTOWN, TINDIUM AND COCKEYSVILLE.

THE 1974 MORATORIUM IMPOSED BY THE STATE HEALTH DEPARTMENT ON SEWER CONNECTIONS WHICH INCLUDED THE GYVING FALLS, PATAPSCO, JONES FALLS, AND PORTIONS OF OTHER SEWER DISTRICTS, HAS DEFLECTED THE AREAS OF EMPHASIS IN DEVELOPMENT. BECAUSE OF SEWER CONSTRUCTION PROBLEMS, THE BAN WHICH WERE DUE TO BE LIFTED IN LATE 1976 WILL REMAIN IN EFFECT AT LEAST UNTIL SOMETIME IN 1978. SINCE THE MORATORIUM AREAS WERE PLACES OF CONCENTRATED NEW DEVELOPMENT IN THE COUNTY FROM 1968 TO

BALTIMORE COUNTY
POPULATION REPORT 1976

PREPARED BY

BALTIMORE COUNTY
OFFICE OF PLANNING & ZONING
TOWSON, MARYLAND 21204

BALTIMORE COUNTY POPULATION REPORT JANUARY 1, 1976
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I. INTRODUCTION

A. DESCRIPTION AND STATEMENT OF PURPOSE OF REPORT

THIS ANNUAL STATISTICAL REPORT IS PREPARED BY THE STAFF OF THE BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING. IT CONTAINS DATA OBTAINED FROM THE 1970 U.S. CENSUS OF POPULATION AND ESTIMATES OF CURRENT POPULATION. THE REPORT CONTAINS POPULATION INFORMATION MOST OFTEN REQUESTED BY GOVERNMENTAL AGENCIES, SCHOOLS, INDUSTRIES, CIVIC ORGANIZATIONS, AND INDIVIDUAL CITIZENS, I.E. -

1. EXISTING DISTRIBUTION AND DENSITY.
2. DATA ON PAST GROWTH PROJECTIONS OF ANTICIPATED FUTURE GROWTH.
3. CURRENT (1976) ESTIMATES OF TOTAL POPULATION BY CENSUS TRACTS, PLANNING DISTRICTS, ELECTION DISTRICTS, AND COUNCILMANIC DISTRICTS.

MORE SPECIFIC INFORMATION CONCERNING DEMOGRAPHIC CHARACTERISTICS OF THE POPULATION OF THE COUNTY, AVAILABLE FROM THE 1970 CENSUS, MAY ALSO BE OBTAINED FROM THE OFFICE OF PLANNING AND ZONING; E.G., SOCIAL, LABOR FORCE, INCOME, ECONOMIC, HOUSING AND GENERAL CHARACTERISTICS.

B. GEOGRAPHICAL UNITS USED FOR STATISTICAL REPORTING

THIS REPORT CONTAINS DATA PRESENTED ON FOUR DISTINCT GEOGRAPHIC LEVELS. FROM SMALLEST TO LARGEST, THEY ARE THE CENSUS TRACT, THE REGIONAL PLANNING DISTRICT, THE ELECTION DISTRICT, AND THE COUNCILMANIC DISTRICT.

1. CENSUS TRACTS ARE SMALL AREAS INTO WHICH LARGE CITIES AND ADJACENT AREAS HAVE BEEN DIVIDED FOR STATISTICAL PURPOSES.

II. HISTORICAL INFORMATION

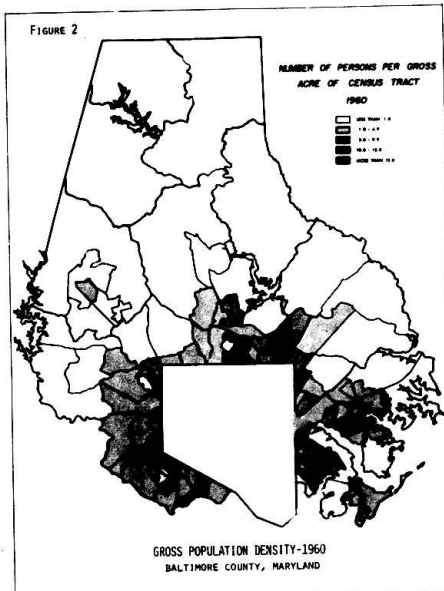
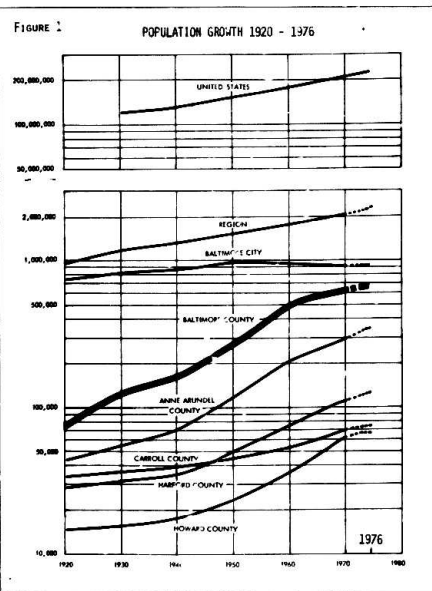
A. POPULATION GROWTH TO DATE

BALTIMORE COUNTY'S POPULATION INCREASED FROM LESS THAN 100,000 IN 1900 TO 270,273 IN 1950; BY 1960 THE POPULATION WAS 492,428, AN INCREASE IN THAT DECADE GREATER THAN THAT OF THE PREVIOUS FIFTEEN YEARS. THE 1950 TO 1960 GROWTH RATE OF 82.2 PERCENT WAS DUE TO RAPID IN-MIGRATION AND WAS GREATER THAN THAT OF ANY OTHER MARYLAND COUNTY EXCEPT MONTGOMERY, AND WAS FAR GREATER THAN THAT OF THE REGION, STATE, OR NATION. BY 1960 THE COUNTY ACCOUNTED FOR 15.9 PERCENT OF THE STATE'S POPULATION AND 27.3 PERCENT OF THE POPULATION OF THE BALTIMORE REGION.

FROM 1960 TO 1970 THE POPULATION OF BALTIMORE COUNTY INCREASED TO 620,409, A GROWTH RATE OF 26.1 PERCENT, SUBSTANTIALLY LOWER THAN THE 1950 TO 1960 GROWTH RATE. BY COMPARISON, THE GROWTH RATES FOR THE SAME PERIOD OF THE BALTIMORE REGION, THE STATE OF MARYLAND, AND THE NATION WERE 14.8, 26.5, AND 15.3 PERCENT, RESPECTIVELY. BY 1970 BALTIMORE COUNTY CONTINUED 15.8 PERCENT OF THE TOTAL STATE POPULATION AND 30 PERCENT OF THE POPULATION OF THE BALTIMORE REGION.

ALTHOUGH THE COUNTY HAS MAINTAINED A GROWTH RATE SUBSTANTIALLY HIGHER THAN THE REGION OR THE NATION, THE RATE HAS DECLINED TO A POINT ALMOST EQUAL TO THAT OF THE STATE. IN COMPARISON TO OTHER COUNTIES, BALTIMORE COUNTY RANKED NINTH IN RATE OF GROWTH BEHIND PRINCE GEORGES, HOWARD, MONTGOMERY, HANFORD, CHARLES, ANNE ARUNDEL, CALVERT, AND CARROLL COUNTIES.

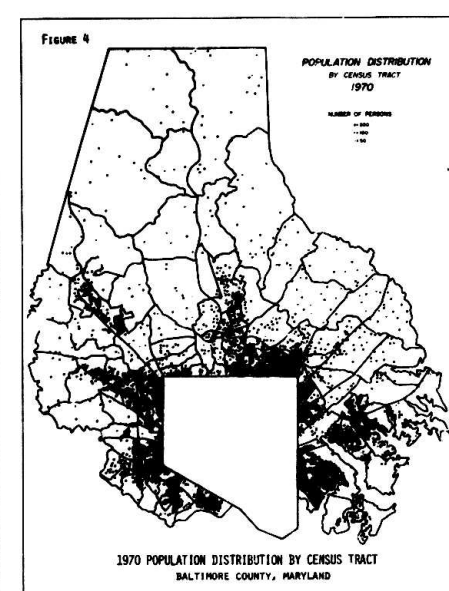
FROM 1960 TO 1970, THE AVERAGE ANNUAL POPULATION INCREASE IN BALTIMORE COUNTY WAS 12,798



RESULT, NOTICEABLE INCREASES IN DENSITY HAVE TAKEN PLACE IN THE COMMUNITIES OF CATONSVILLE, TOWSON, PARKVILLE, ESSEX, AND NORTH POINT, WHERE SIZEABLE TRACTS OF LAND NOW EXHIBIT A GROSS DENSITY OF GREATER THAN FIFTEEN PERSONS PER ACRE. HOWEVER, THE SUBURBAN AREAS OF REISTERSTOWN, RANDALLSTOWN, TIMONIUM, AND COCKEYSVILLE ARE ALSO EXHIBITING SIMILAR DENSITY CHARACTERISTICS DUE TO THE MANY APARTMENT DEVELOPMENTS CONSTRUCTED IN THOSE AREAS SINCE 1968. SOME AREAS WITH DENSITIES OF LESS THAN ONE PERSON PER ACRE IN 1960 HAD AS MANY AS 9.9 PERSONS PER ACRE IN 1970; THESE AREAS HAVE CONTINUED TO GROW RAPIDLY.

ONE OF THE MOST DRAMATIC DEMOGRAPHIC TRENDS IN THE SUBURBS HAS BEEN THE DECLINE OF THE AVERAGE HOUSEHOLD SIZE. CHANGES IN THIS CHARACTERISTIC HAVE BEEN SPECIFICALLY RESTUDIED FOR THE 1976 POPULATION REPORT. THE EXAMINATION, WHICH IS DETAILED IN THE SECTION ON ESTIMATION METHODOLOGY, HAS REVEALED A DECREASE FROM 3.2 PERSONS PER HOUSEHOLD IN 1970 TO 3.04 PERSONS PER HOUSEHOLD IN 1975, A DECREASE OF ABOUT 5 PERCENT. THIS TREND PARALLELS NATIONAL STATISTICS WHICH SHOW A DECLINING BIRTHRATE AND AN INCREASE IN ONE-PERSON HOUSEHOLDS. ALTHOUGH THIS APPEARS TO BE A SMALL CHANGE, IT IS A SIGNIFICANT NUMBER BECAUSE EVERY 0.01 DIFFERENCE IN THE PERSON PER HOUSEHOLD FIGURE REPRESENTS APPROXIMATELY 2,000 PEOPLE.

COMPARISON OF THE 1960 AND 1970 POPULATION DENSITY MAPS (FIGURES 2 AND 3) INDICATES AN APPARENT DECLINE IN DENSITY IN CERTAIN CENSUS TRACTS; ACTUALLY, THIS IS NOT THE CASE. 1960 CENSUS TRACT BOUNDARIES WERE ALTERED IN MANY AREAS BEFORE THE 1970 CENSUS WAS TAKEN; THE RESULT OF SOME OF THESE



1974, development patterns have been altered; growth which had been occurring in the communities of Lochearn, Randallstown, Woodlawn and Reisterstown has been shifting to communities like White Marsh, Perry Hall and Mays Chapel.

III. METHODOLOGY

RESULTS FROM FOUR BASIC STUDIES WERE USED IN ESTIMATING THE JANUARY 1, 1976 POPULATION OF BALTIMORE COUNTY. THE OVERALL PROCESS IS ILLUSTRATED IN THE CHART IMMEDIATELY FOLLOWING THIS PAGE.

A. STUDY OF HOUSING UNITS

PREVIOUS POPULATION STUDIES BY BALTIMORE COUNTY HAVE USED DATA FROM BUILDING PERMITS, INCLUDING DATA FROM BUILDING PERMITS ISSUED RATHER THAN BUILDING PERMITS COMPLETED. ANALYSIS INDICATES A LACK OF ACCURACY IN SOME OF THE DATA USED IN YEARS IMMEDIATELY FOLLOWING THE 1970 CENSUS. REEXAMINATION OF THE AVAILABLE PERMITS, TAX MAPS, AIR PHOTOS AND RECORDS FROM THE PROJECT AND DEVELOPMENT PLANNING DIVISION OF THE OFFICE OF PLANNING AND ZONING HAVE YIELDED A MORE ACCURATE RECORD OF OWNER AND RENTER HOUSING UNITS BY CENSUS TRACT. THE TOTALS COMPARE FAVORABLY WITH BALTIMORE GAS AND ELECTRIC COMPANY DATA FOR RESIDENTIAL ELECTRICITY CONNECTIONS. AS OF JANUARY 1, 1976, THERE WERE 139,621 OWNER UNITS AND 87,140 RENTAL UNITS IN THE COUNTY.

B. STUDY OF VACANCY RATES

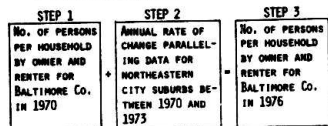
ESTIMATED VACANCY RATES WERE CALCULATED AFTER CONSULTING DATA IN THE 1970 CENSUS AND JULY 1975 AND JULY 1976 U.S. POSTAL SERVICE SURVEYS. THESE SURVEYS PROVIDE AN INDICATION OF BASIC TRENDS IN VACANCY BUT THE SAMPLING TECHNIQUES

CONTAIN A STRUCTURAL BIAS THAT LIMITS APPLICABILITY FOR THE PURPOSES OF THIS REPORT. THE FINAL ESTIMATES OF VACANCY WERE DERIVED FOLLOWING CONSULTATION WITH THE STAFF OF THE BALTIMORE REGIONAL PLANNING COUNCIL. A VACANCY RATE OF 1.0% WAS USED FOR OWNER UNITS AND 5.3% FOR RENTAL UNITS, YIELDING TOTALS OF 138,226 FOR OWNER-OCCUPIED UNITS AND 82,527 OCCUPIED RENTAL UNITS AS OF JANUARY 1, 1976.

C. STUDY OF HOUSEHOLDS

AS PREVIOUSLY STATED, ONE OF THE MOST DRAMATIC DEMOGRAPHIC TRENDS OF THE 1970'S HAS BEEN THE DECREASE IN AVERAGE HOUSEHOLD SIZE. BALTIMORE COUNTY HAS RECOGNIZED THIS TREND AND IN PAST POPULATION REPORTS HAS MADE ASSUMED DECREASES IN HOUSEHOLD SIZE. IN AN EFFORT TO IMPROVE THE ACCURACY OF HOUSEHOLD SIZE ESTIMATION, THIS REPORT UTILIZES A RATIO COMPARISON WITH A SIMILAR DEMOGRAPHIC UNIT FOR WHICH APPROPRIATE DATA HAS BEEN COMPILED. BETWEEN 1960 AND 1970, THERE WAS A MARKED SIMILARITY IN HOUSEHOLD SIZES AND HOUSEHOLD SIZE TRENDS FOR BALTIMORE COUNTY AND NORTHEASTERN CITY SUBURBS.

THE METHOD USED IN THIS STUDY IS ILLUSTRATED IN THE FOLLOWING DIAGRAM:



THIS WAS DONE BY TOTALLING THE NUMBER OF PERSONS BY TENURE AND UNITS BY TENURE AND DIVIDING THE TOTAL NUMBER OF PERSONS BY THE TOTAL UNITS.

SIMILAR CALCULATIONS HAD TO BE PERFORMED FOR NORTHEASTERN CITY SUBURBS (INSIDE S.M.S.A. AND OUTSIDE CENTRAL CITY) FROM 1970 AND 1975 DATA INCLUDED IN THE U.S. CENSUS ANNUAL HOUSING SURVEY (SERIES H-150-73A.).

STEP 2 USED THE NORTHEASTERN CITY SUBURBS RATES OF CHANGE FOR HOUSEHOLD SIZE TO ESTIMATE A 1976 NORTHEASTERN CITY SUBURBS HOUSEHOLD SIZE. COMPARABLE RATES OF CHANGE WERE THEN APPLIED TO BALTIMORE COUNTY TO YIELD THE OWNER AND RENTER HOUSEHOLD SIZE FOR BALTIMORE COUNTY (STEP 3).

PERSONS PER HOUSEHOLD NORTHEASTERN CITY SUBURBS, STRAIGHT LINE EXTRAPOLATION

	1970	1973	1974	1975	1976	1977
OWNER	3.522	3.457	3.435	3.413	3.391	3.369
RENTER	2.643	2.438	2.370	2.302	2.234	2.166

OWNER DIFFERENCE 1970-1973 (3 YEARS) = .065 or .022 DECREASE PER YEAR

RENTER DIFFERENCE 1970-1973 (3 YEARS) = .205 or .068 DECREASE PER YEAR

BALTIMORE COUNTY

	1970	1970 BALTO. CO. 1970 NE CITY SUBURBS	JAN. 1975	JAN. 1976	JAN. 1977
OWNER	3.522	1.000	3.413	3.391	3.369
RENTER	2.717	1.028	2.366	2.297	2.227

1970 COUNTY PERSONS PER OWNER-OCCUPIED HOUSEHOLD WAS THE SAME AS 1970 NORTHEASTERN CITY SUBURBS

IV. ESTIMATES OF TOTAL POPULATION

A. COUNTY-WIDE POPULATION PROJECTIONS TO 1995
VARIOUS PUBLIC AGENCIES IN THE BALTIMORE METROPOLITAN AREA HAVE MADE FORECASTS OF POPULATION GROWTH TO 1995.

SUMMARY OF FORECASTS OF FUTURE COUNTY POPULATION

FORECASTER	1975	1980	1985	1990	1995
BALTO. REG. PLNG. COUN.	653,800	692,600	740,600	797,900	864,400
MD. STATE DP. OF PLANNING	660,900	703,670	763,400	830,740	
MD. DP. OF HEALTH	653,800	677,200			

THE BALTIMORE REGIONAL PLANNING COUNCIL PROJECTED POPULATION BY PLANNING DISTRICTS - TABLE 2 IS A SUMMARY OF THESE PROJECTIONS.

ROUND 9 PROJECTIONS FOR THE 1977 REGIONAL DEVELOPMENT PLAN BY THE REGIONAL PLANNING COUNCIL (1977).

POPULATION BALTIMORE COUNTY, MARYLAND

BY CENSUS TRACTS AND ELECTION DISTRICTS
(Based on U.S. Census Data and new household units completed)

TRACT NUMBER	POPULATION BY 1950 CENSUS TRACT		POPULATION BY 1960 CENSUS TRACT		POPULATION BY 1970 CENSUS TRACT		Estimated as of Jan 1976
	1950	TRACT NUMBER	1960	TRACT NUMBER	1970		
(Election District #2) cont'd.							
B-14	5,304	02-14-10	12,253	4023.01 4023.02 4023.03 4023.04 4023.05	5,544 3,406 6,457 3,822 1,928	8,554 4,074 6,521 4,162 1,917	
				4024.01 4024.02 4024.03	895 7,030 2,595	2,232 8,001 3,395	
B-15	2,148	02-15-10	1,916	4025.01 4025.02 4025.03	5,345 6,824 5,868	7,722 6,824 3,489	
TOTALS	10,487		27,304		55,747	66,573	
(Election District #3)							
B-16	2,339	03-16-10 03-16-20	2,059 5,947	4031 4032.01 4032.02	3,299 3,539 2,779	3,119 3,225 2,814	
B-17	4,704	03-17-10 03-17-20	3,531 4,299	4033 4034.01 4034.02	3,664 1,009 6,933	3,725 2,912 7,498	
B-18	948	03-18-10 03-18-20	2,701 2,773	4035 4036.01 4036.02	5,326 1,588 1,493	5,252 2,352 3,364	
B-19	3,081	03-19-10 03-19-20	2,361 3,179	4037.01 4037.02 4038.01 4038.02 4038.03	1,568 891 1,174 2,791 1,848	2,700 1,387 1,209 2,463 2,136	
TOTALS	11,702		26,799		38,176	44,498	

POPULATION BALTIMORE COUNTY, MARYLAND

BY CENSUS TRACTS AND ELECTION DISTRICTS
(Based on U.S. Census Data and new household units completed)

TRACT NUMBER	POPULATION BY 1950 CENSUS TRACT		POPULATION BY 1960 CENSUS TRACT		POPULATION BY 1970 CENSUS TRACT		Estimated as of Jan 1976
	1950	TRACT NUMBER	1960	TRACT NUMBER	1970		
(Election District #8)							
B-26	2,062	08-26-10	3,295	4085.01 4085.02 4086.01 4086.02	9,974 2,882 5,255 2,898	16,166 4,521 4,977 2,903	
B-27	1,953	08-27-10	2,104	4087.01 4087.02 4088	3,883 2,930 3,008	3,321 2,830 3,011	
TOTALS	8,708		21,408		38,568	45,542	
(Election District #9)							
B-28	1,763	09-28-20 09-28-10 09-28-30	2,351 3,466 5,395	4901 4902 4903.01 4903.02	4,352 4,054 1,599 2,889	4,355 3,966 5,949 3,115	
B-29	3,227	09-29-10 09-29-20	1,575 3,123	4904 4905.01 4905.02	1,915 1,332 2,795	1,891 1,473 3,049	
B-30	4,839	09-30-20 09-30-10	6,440 2,408	4906.01 4906.02 4906.03	2,479 3,315 2,099	2,487 3,765 2,099	
B-31	518	09-31-00	390	4906.04	785	939	
B-32	3,354	09-32-00	4,309	4907.01 4907.02	916 3,700	1,376 5,005	
B-33	5,031	09-33-20 09-33-10	3,891 3,035	4908 4909	3,394 4,680	3,985 5,321	
B-34	5,491	09-34-10 09-34-20	2,115 3,871	4910 4911	2,729 3,714	2,965 4,186	
B-35	1,578	09-35-10 09-35-20	5,206 2,199	4912.01 4913	2,729 3,048	2,530 4,747	

POPULATION BALTIMORE COUNTY, MARYLAND

BY CENSUS TRACTS AND ELECTION DISTRICTS
(Based on U.S. Census Data and new household units completed)

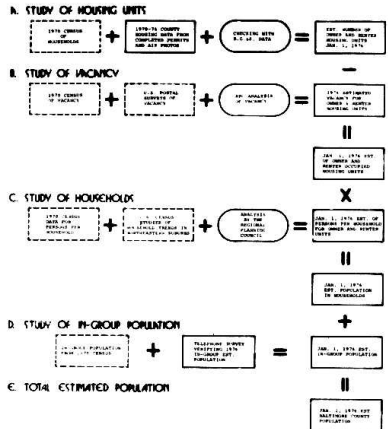
TRACT NUMBER	POPULATION BY 1950 CENSUS TRACT		POPULATION BY 1960 CENSUS TRACT		POPULATION BY 1970 CENSUS TRACT		Estimated as of Jan 1976
	1950	TRACT NUMBER	1960	TRACT NUMBER	1970		
(Election District #12)							
		12-61-40 12-61-30	3,872 5,422	4202 4203.01 4203.02 4203.03 4204.01 4204.02	3,343 2,872 4,044 2,045 8,254 2,845	3,324 2,616 3,340 1,872 4,973 2,399	
B-42	2,796	12-62-10 12-62-20 12-62-30	5,209 5,793	4205.01 4205.02 4206	3,399 1,513 5,393	3,437 1,410 4,468	
B-43	6,358	12-63-10 12-63-20	5,670 4,663	4207.01 4207.02 4208	3,277 2,818 4,066	3,698 2,875 4,026	
B-44	8,155	12-64-10 12-64-20	5,261 2,046	4209 4210	4,710 2,126	5,558 2,136	
B-45	6,115	12-65-00	8,298	4211.01 4211.02	4,020 3,248	4,423 3,103	
B-46	2,382	12-66-00	2,999	4212	2,787	2,650	
B-47	8,512	12-67-10 12-67-20	5,715 1,810	4213 4214	5,120 714	3,538 301	
TOTALS	40,155		70,659		72,561	66,892	
(Election District #13)							
B-1	5,043	13-01-20 13-01-10 13-01-30	4,780 2,788 5,844	4301.01 4302 4303	4,666 3,018 3,204	3,930 3,039 3,375	
B-2	4,100	13-02-20 13-02-10	3,161 1,487	4304 4305	3,248 1,256	3,295 1,256	
B-3	1,463	13-03-00	2,747	4306	2,777	2,578	

POPULATION BALTIMORE COUNTY, MARYLAND

BY CENSUS TRACTS AND ELECTION DISTRICTS
(Based on U.S. Census Data and new household units completed)

TRACT NUMBER	POPULATION BY 1950 CENSUS TRACT		POPULATION BY 1960 CENSUS TRACT		POPULATION BY 1970 CENSUS TRACT		Estimated as of Jan 1976
	1950	TRACT NUMBER	1960	TRACT NUMBER	1970		
(Election District #18)							
B-49	4,805	15-49-10 15-49-20	4,433 3,825	4806 4507	5,200 2,026	3,034 3,316	
B-50	4,478	15-50-00	5,107	4808.01 4808.02	1,298 4,173	1,417 4,249	
B-51	3,490	15-51-10 15-51-20 15-51-30	3,063 1,371 877	4509 4510 4511	3,146 1,822 1,069	3,179 1,879 988	
B-52	3,480	15-52-00	4,078	4512	4,018	4,106	
B-53	3,771	15-53-00	3,623	4713	3,299	3,616	
B-54	3,487	15-54-00	3,620	4514	4,173	3,287	
B-55	3,052	15-55-10 15-55-20	4,033 3,560	4515 4516	4,239 4,061	4,086 4,267	
B-56	4,436	15-56-10 15-56-20	3,132 4,261	4517.01 4517.02 4518.01 4518.02	2,086 1,577 2,244 4,670	1,853 1,688 4,146 6,832	
B-57	2,140	15-57-00	2,479	4519	2,520	2,798	
B-58	6,228	15-58-10 15-58-20	2,996 3,973	4520 4521	2,821 3,966	2,723 3,739	
B-59	4,291	15-59-00	2,768	4522	2,039	0	
B-60	4,405	15-60-10 15-60-20 15-60-30	4,942 5,175 5,969	4523 4524 4525	4,448 2,761 6,318	3,971 2,567 4,868	
TOTALS	64,178		94,283		101,191	105,785	
COUNTY TOTALS	270,273		492,428		630,409	675,172	

**FIGURE 5
METHODOLOGY FOR POPULATION ESTIMATION**



STEP 1 IN THE PROCESS WAS TO CALCULATE THE NUMBER OF PERSONS BY TENURE FOR 1970 FOR THE COUNTY. DATA IN NUMBER OF UNITS, WHICH MUST BE CONVERTED TO PERSONS, CAN BE FOUND ON THE 4TH COURT CENSUS TAPE, TABLE 37, UNITS BY PERSON BY TENURE.

APRIL 1, 1970
BALTIMORE COUNTY
TOTAL UNITS

PERSONS

ALL OCCUPIED UNITS 184,850

1 PERSON 20,177

2 PERSONS 52,239

3 PERSONS 37,326

4 PERSONS 35,638

5 PERSONS 21,362

6 PERSONS 10,564

7 PERSONS 4,939

8 PERSONS OR MORE 2,605

TO CONVERT THE DATA, THE NUMBER OF UNITS WAS MULTIPLIED BY THE NUMBER OF PERSONS LIVING IN EACH UNIT. A SPECIAL CALCULATION WAS REQUIRED FOR THE 7+ COLUMN. FOR THIS CALCULATION, THE NUMBER OF PERSONS IN THE 1 TO 6 CATEGORIES WERE TOTALLED. THIS NUMBER WAS SUBTRACTED FROM THE TOTAL NUMBER OF PERSONS LIVING IN HOUSING UNITS IN THE COUNTY, FOUND IN TABLE 60, HC(1), B22, DETAILED HOUSING CHARACTERISTICS FOR MARYLAND. THIS NUMBER WAS DIVIDED BY THE NUMBER OF SEVEN OR MORE PERSON UNITS FOR THE COUNTY. THE PROCESS YIELDED THE CORRECT MULTIPLIER FOR THE 7+ COLUMN.

THE NEXT PORTION OF THE CALCULATION WAS TO FIND THE NUMBER OF PERSONS PER UNIT BY TENURE.

PERSONS PER HOUSEHOLD.

1970 COUNTY PERSONS PER RENTER-OCCUPIED HOUSEHOLD WAS 1.028 OF 1970 NORTHEASTERN CITY SUBURBS PERSONS PER HOUSEHOLD.

D. STUDY OF IN-GROUP POPULATION

1970 IN-GROUP DATA IS AVAILABLE FROM THE U.S. CENSUS. THE CATEGORY INCLUDES INDIVIDUALS IN HOSPITALS, HOTELS, PRIVATE SCHOOLS, NURSING HOMES, COLLEGES, AND OTHER INSTITUTIONS. THE LIMITED NUMBER OF THESE IN-GROUP QUARTERS ENABLED THE STAFF TO INDIVIDUALLY COMMUNICATE WITH EACH OF THE MAJOR CONTRIBUTORS AND UPDATE THE TOTAL IN-GROUP POPULATION AS OF JANUARY 1, 1976.

E. TOTAL ESTIMATED POPULATION FOR BALTIMORE COUNTY

TOTAL NUMBERS OF OWNER AND RENTER UNITS BY CENSUS TRACT WERE CALCULATED IN THE STUDY OF HOUSING UNITS. ESTIMATED RATES OF VACANCY WERE APPLIED FOR OWNER AND FOR RENTER UNITS TO PROVIDE THE NUMBER OF OCCUPIED OWNER AND OCCUPIED RENTER UNITS BY CENSUS TRACT. BECAUSE OF THE LIMITED DATA AVAILABLE, IT WAS NECESSARY TO ASSUME A CONSTANT RATE OF VACANCY THROUGHOUT THE COUNTY, AN ASSUMPTION WHICH UNDOUBTEDLY INTRODUCED A LIMITED AMOUNT OF ERROR TO THE CENSUS TRACT FIGURES. THE TOTAL NUMBER OF OCCUPIED HOUSEHOLDS FOR OWNER AND RENTER UNITS AS MULTIPLIED BY THE RESPECTIVE HOUSEHOLD SIZE ESTIMATES TO COMPILE THE TOTAL POPULATION IN OWNER AND RENTER HOUSEHOLDS BY CENSUS TRACT. IN-GROUP POPULATION BY CENSUS TRACT WAS ADDED TO THE OTHER TOTALS TO CLIMATE IN THE TOTAL JANUARY 1, 1976 ESTIMATED POPULATION FOR BALTIMORE COUNTY. THE NUMERICAL DATA APPEARS ON THE PAGES THAT FOLLOW.

**V. POPULATION
BALTIMORE COUNTY, MARYLAND
BY CENSUS TRACTS AND ELECTION DISTRICTS**
(Based on U.S. Census Data and new household units completed)

TRACT NUMBER	POPULATION BY 1950 CENSUS TRACT		POPULATION BY 1960 CENSUS TRACT		POPULATION BY 1970 CENSUS TRACT	
	1950	TRACT NUMBER	1960	TRACT NUMBER	1970	Estimated as of Jan 1976
(Election District #1)						
B-7	4,775	01-07-20 01-07-10 01-07-30	1,222 3,484 1,295	4001 4002 4003	1,413 3,295 1,187	1,308 3,202 1,372
B-8	3,645	01-08-20 01-08-10	3,927 1,862	4004 4005	4,134 1,914	4,086 1,794
B-9	6,368	01-09-20 01-09-10	4,890 4,465	4006 4007.01 4007.02	3,409 2,420 1,718	4,798 3,202 1,894
B-10	4,732	01-10-20 01-10-10 01-10-30	2,091 1,928 2,712	4008 4009 4010	3,136 2,983 2,717	2,911 2,785 2,922
B-11	4,180	01-11-10 01-11-20 01-11-30	5,210 3,515 7,471	4011.01 4012 4013.01 4013.02	4,741 3,422 5,018 3,587	5,016 4,489 4,538 4,438
B-12	3,253	01-12-20 01-12-10	1,816 5,083	4014 4015.01 4015.02	1,718 3,340 4,991	1,744 3,724 6,180
B-4	2,678	01-06-00	2,836	4016.01 4016.02	2,380 135	1,808 935
TOTALS	29,461		53,809		63,775	69,435
(Election District #2)						
B-13	2,995	02-13-10 02-13-20	1,005 2,858	4021 4022.01 4022.02	1,086 2,095 1,282	1,298 2,122 1,194

**POPULATION
BALTIMORE COUNTY, MARYLAND
BY CENSUS TRACTS AND ELECTION DISTRICTS**
(Based on U.S. Census Data and new household units completed)

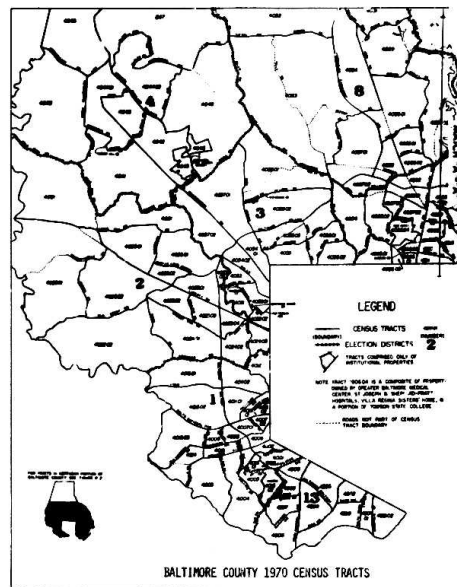
TRACT NUMBER	POPULATION BY 1950 CENSUS TRACT		POPULATION BY 1960 CENSUS TRACT		POPULATION BY 1970 CENSUS TRACT	
	1950	TRACT NUMBER	1960	TRACT NUMBER	1970	Estimated as of Jan 1976
(Election District #4)						
B-20	1,886	04-20-10 04-20-20	3,425 1,194	4041 4042	4,139 4,408	4,561 6,893
B-21	1,512	04-20-00	2,587	4043	3,155	1,924
B-22	3,161	04-22-10 04-22-20	3,230 1,477	4044.01 4044.02 4045	5,417 1,190 6,744	6,575 1,112 8,649
B-23	2,894	04-23-00	3,675	4046	1,482 892 860 935	1,573 529 995 922
TOTALS	9,453		15,604		27,222	34,033
(Election District #5)						
B-24	2,106	05-08-00	2,351	4050	3,120	3,287
TOTALS	2,106		2,351		3,120	3,287
(Election District #6)						
B-25	1,567	06-49-00	1,127	4060	2,076	2,433
TOTALS	1,567		1,627		2,076	2,433
(Election District #7)						
B-26	3,414	07-70-00	4,167	4071 4072	3,889 2,825 4,714	3,908 774 4,682
TOTALS	3,414		4,167		4,714	4,682
(Election District #8)						
B-27	2,702	08-24-00	3,767	4081 4082 4083	1,100 1,143 2,239	1,100 1,156 2,621
B-25	1,991	08-25-00	2,748	4084 4089	1,038 2,198	1,023 1,873

**POPULATION
BALTIMORE COUNTY, MARYLAND
BY CENSUS TRACTS AND ELECTION DISTRICTS**
(Based on U.S. Census Data and new household units completed)

TRACT NUMBER	POPULATION BY 1950 CENSUS TRACT		POPULATION BY 1960 CENSUS TRACT		POPULATION BY 1970 CENSUS TRACT	
	1950	TRACT NUMBER	1960	TRACT NUMBER	1970	Estimated as of Jan 1976
(Election District #9)						
B-28	5,752	09-26-20 09-26-30 09-26-10	4,957 6,121 5,006	4914 4915 4916	10,090 5,680 4,521	9,371 5,436 4,215
B-40	2,739	09-40-00	8,101	4917 4918 4919 4922	3,485 316 2,620 2,761	6,041 316 2,693 4,852
B-41	6,564	09-41-10 09-41-20	5,430 5,846	4920.01 4921.01 4921.02	1,671 5,238 5,331 2,877	1,852 4,888 5,331 2,897
TOTALS	40,856		86,045		102,336	113,491
(Election District #10)						
B-27	2,588	10-37-00	3,740	4101 4102	3,178 2,569 3,647	3,554 2,516 6,070
TOTALS	2,588		3,740		3,740	6,070
(Election District #11)						
B-38	4,764	11-38-20 11-38-10 11** 02	3,730 3,461 41** 02	4111.01 4111.02 4112.01 41** 02	1,280 2,518 2,163 3,216	1,296 2,996 2,183 3,476
B-39	5,686	11-39-20 11-39-10	6,436 6,955	4113. 4113.02 4114.01 4114.02	6,505 2,390 5,222 2,820	7,893 2,174 5,210 5,313
TOTALS	10,450		20,382		26,614	30,541
(Election District #12)						
B-41	5,637	12 51-10	5,376	4201.01 4201.02	934 4,053	883 3,737

**POPULATION
BALTIMORE COUNTY, MARYLAND
BY CENSUS TRACTS AND ELECTION DISTRICTS**
(Based on U.S. Census Data and new household units completed)

TRACT NUMBER	POPULATION BY 1950 CENSUS TRACT		POPULATION BY 1960 CENSUS TRACT		POPULATION BY 1970 CENSUS TRACT	
	1950	TRACT NUMBER	1960	TRACT NUMBER	1970	Estimated as of Jan 1976
(Election District #13)						
B-4	2,212	13-04-00	4,433	4307	4,757	4,833
B-5	6,142	13-05-20 13-05-10	3,793 4,571	4308 4309	4,569 6,094	4,700 4,189
B-6	39	13-06-00	104			
TOTALS	19,205		35,708		40,515	39,224
(Election District #14)						
B-42	5,709	14-42-00	8,400	4401 4402 4403 4405	6,292 1,895 465 6,235	6,231 2,193 1,188 6,223
B-43	6,385	14-43-10 14-43-20	5,960 3,413	4401 4405	6,235 3,506	6,223 3,318
B-44	1,664	14-44-00	2,703	4406 4407 4408	1,318 739 638	1,406 3,829 1,224
B-45	2,636	14-45-10 14-45-30	1,444 5,406	4409.01 4409.02 4410 4411.01 4411.02	936 2,037 4,206 3,005 5,143	935 3,725 4,534 2,897 4,981
TOTALS	16,394		27,742		36,447	42,886
(Election District #15)						
B-46	3,284	15-46-00	4,719	4501	4,630	4,625
B-47	5,491	15-47-10 15-47-20	5,686 2,381	4502 4503	4,472 3,545	4,257 3,342
B-48	6,770	15-48-10 15-48-20	2,843 7,189	4504 4505.01 4505.02	2,692 6,024 5,904	2,814 5,745 8,588



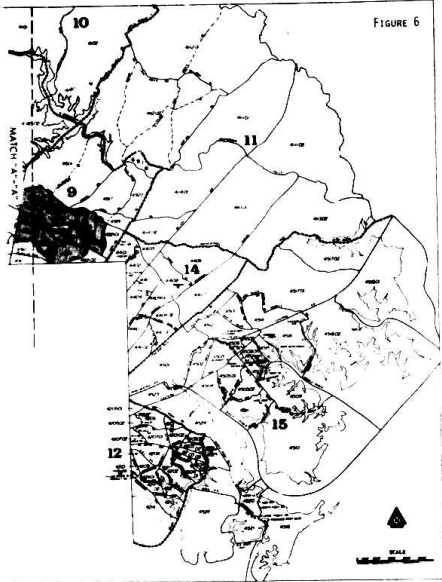


FIGURE 6

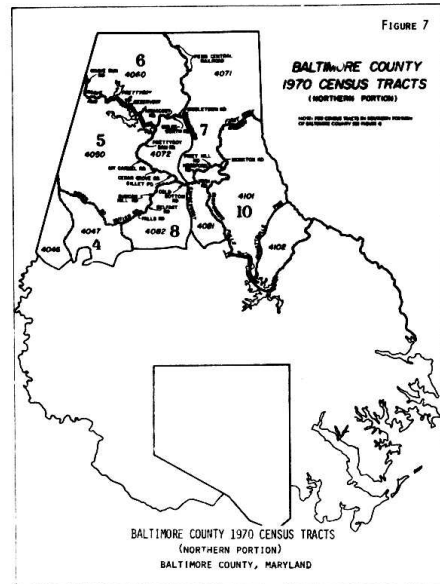


FIGURE 7

BALTIMORE COUNTY 1970 CENSUS TRACTS (NORTHERN PORTION) BALTIMORE COUNTY, MARYLAND

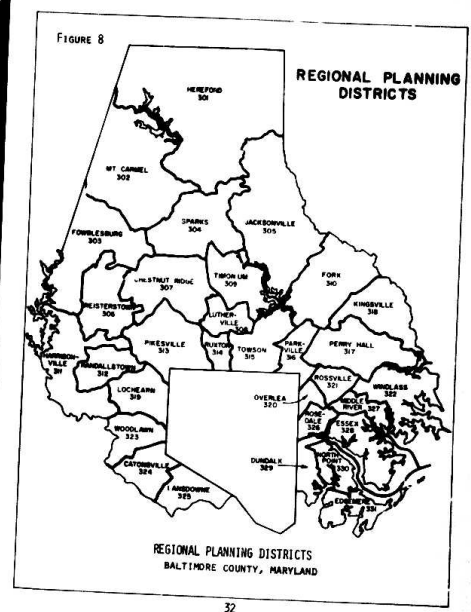


FIGURE 8

REGIONAL PLANNING DISTRICTS BALTIMORE COUNTY, MARYLAND

VI. POPULATION OF BALTIMORE COUNTY BY REGIONAL PLANNING DISTRICTS

DISTRICT NO. AND NAME	1960	1970	1976 (Est.)	1980 Projected by EPC
301 Hereford	5,794	6,790	7,115	6,800
302 Mt. Carmel	2,551	3,120	3,287	3,950
303 Fowlersburg	2,546	3,234	3,397	4,350
304 Sparks	2,105	2,243	2,256	4,450
305 Jacksonville	3,740	5,647	6,070	6,550
306 Reisterstown	11,929	25,058	29,714	35,150
307 Chestnut Ridge	2,791	3,174	3,543	3,950
308 Lutherville	15,064	22,058	21,048	21,850
309 Timonium	6,943	16,092	23,583	25,150
310 Fort	3,461	5,379	5,659	6,250
311 Hanoverville	3,863	4,462	4,814	6,600
312 Randallstown	5,167	19,344	22,703	27,200
313 Pikesville	15,462	24,401	31,615	37,900
314 Ruston	4,498	6,042	6,413	7,900
315 Towson	58,104	69,752	76,094	71,800
316 Parkville	27,777	31,110	36,620	36,150
317 Perry Hall	13,391	17,037	20,590	23,400
318 Kingsville	3,750	4,198	4,292	4,900
319 Lochearn	33,526	48,917	54,397	51,840
320 Overlea	16,223	16,930	18,737	18,300
321 Rossville	2,793	2,715	6,459	9,900
322 Windfall	7,393	10,577	14,519	15,900
323 Woodlawn	17,766	28,164	31,416	3,150
324 Catonsville	32,632	32,189	34,561	3,300
325 Lansdowne	35,604	40,515	39,724	36,750
326 Rosedale	5,135	12,780	12,500	12,050
327 Middle River	18,974	19,790	23,362	25,050
328 Essex	36,975	41,391	42,808	44,050
329 Dundalk	56,398	53,022	48,841	45,900
330 North Hill	28,327	34,666	39,452	31,000
331 Edgemere	12,216	11,376	9,070	8,600
COUNTY TOTALS	499,428	620,420	675,172	699,250

Source: 1960 and 1970 U.S. Census of Population, Baltimore County Office of Planning and Zoning and 1977 Regional G. D. P. (19th Round Projections)

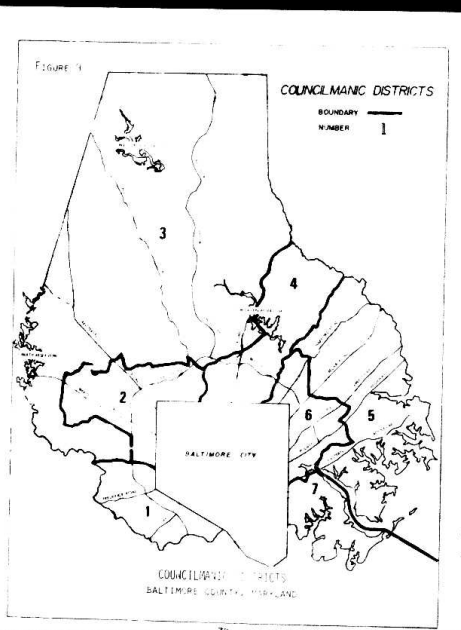


FIGURE 9

COUNCILMANIC DISTRICTS BALTIMORE COUNTY, MARYLAND

COUNCILMANIC DISTRICTS BALTIMORE COUNTY, MARYLAND

VII. POPULATION OF COUNCILMANIC DISTRICTS

DISTRICT NUMBER	APRIL 1, 1970 CENSUS	JAN. 1, 1976
1	95,691	97,988
2	95,137	116,692
3	80,115	100,477
4	64,165	66,862
5	83,411	95,409
6	82,654	86,357
7	88,352	85,392
TOTAL	620,440	675,172

1976 ESTIMATES OF POPULATION BY COUNCILMANIC DISTRICTS ARE IMPACTED BY ASSUMPTIONS ON HOUSEHOLD SIZE THAT WERE APPLIED THROUGHOUT THE COUNTY. THE 1976 COUNCILMANIC FIGURES SHOULD BE CONSIDERED ROUGH ESTIMATES ONLY.

BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING

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SITE TRAFFIC ANALYSIS

FOR THE

EUDOWOOD MALL BALTIMORE COUNTY, MARYLAND

Prepared for:

Anterre
Development Inc.

by

Gruner Engineering Sciences, Inc.
Baltimore, Maryland
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INTRODUCTION

Anterre Development Inc. proposes to improve and expand Eudowood Shopping Mall in Baltimore County, Maryland. The 43-acre mall site is bordered on the north by Joppa Road, on the west by Goucher Boulevard, on the northwest by Prince Road and on the south by Putzy Hill Avenue. The shopping center lies approximately 1.5 miles north of the Baltimore City limits and approximately one mile east of the Towson Central Business District (CBD). Exhibit 1 locates Eudowood Mall relative to the Baltimore metropolitan area and Exhibit 2 shows the project's relationship to the Baltimore County seat of Towson.

Eudowood Mall was one of the county's first regional shopping centers. The development opened in 1961 and has a Gross Leasable Area (GLA) of 406,918 square feet including one major department store (Montgomery Ward), one major food store (Pantry Pride) and one major variety store (F. W. Woolworth) along with a Post Office and numerous specialty shops.

The proposed project includes enclosure of the existing open mall and the addition of a third wing to the present structure. This expansion involves a total of 194,200 square feet of GLA, including one new major department store; an addition to the existing Pantry Pride store; provision of space for various specialty shops; and four "mini" theatres with a total seating capacity of 1,400 persons. Further, the development's internal circulation will be improved. Also to be provided are two additional access points from Goucher Boulevard and the widening of the existing entrance-exit from Prince Road. Modifications to the parking lot will clarify internal traffic patterns and provide stalls to accommodate 1,047 vehicles.

Exhibit 3 is an aerial photograph of the existing development. Exhibit 4 is a site plan showing proposed improvements.

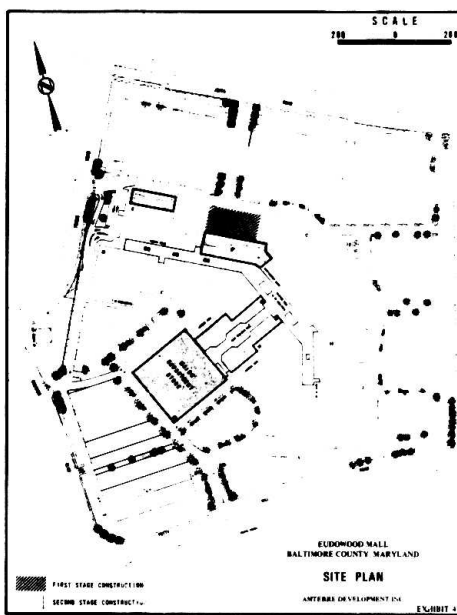
A traffic analysis has been prepared herein for the proposed development. The purpose of the analysis was to evaluate the following:

- The capability of the road network, in the vicinity of the site, to accommodate anticipated mall-generated trips due to the additional GLA coupled with projected through traffic.





SCALE
0 300
AERIAL PHOTO OF EXISTING SITE
ANTERRE DEVELOPMENT INC. EXHIBIT 1



SCALE
0 200
EUDWOOD MALL
BALTIMORE COUNTY, MARYLAND
SITE PLAN
ANTERRE DEVELOPMENT INC. EXHIBIT 2

- The efficiency of the site access system to accommodate the additional volume generated to include the possible need for traffic signalization.
- The internal circulation of traffic within the site after modifications and additions.
- The parking requirements of the completed shopping mall, based on County codes and survey counts.

Data Input and Sources

Field surveys were conducted during an average week of the summer season in June, 1974 and the peak Christmas season in December, 1973 to determine traffic conditions on arterial bordering and in the vicinity of the site. Reconnaissance included observation of peak-hour and average conditions and also on-site parking conditions during both average and peak periods.

Data on site-generated traffic was developed from a potential market area analysis and from trip-generation rates based on comparable regional complexes such as Edgewood.

The market area analysis, coupled with survey traffic counts, provided an indication of the geographic location of potential mall patrons. The mall's potential geographic market area was determined by the existing roadway network, location of comparable competitive centers in the region, and distances and relative travel times to and from the site.

Population figures for the potential market area were computed from Block Statistics for the Baltimore Urbanized Area published by the U. S. Department of Commerce Bureau of the Census expanded to include an annual growth rate of one percent.

Through traffic volumes for the site access arterials were provided by the Baltimore County Traffic Engineering Division and were updated based on the field surveys conducted for this report.

Highway improvement plans in the area were provided by the Baltimore County Traffic Engineering Division.

Estimates of mall-generated peak-hour traffic volumes were based on data taken from on-site surveys at the existing Edgewood Shopping Center and trip-generation rates based on comparable facilities.

Finally, a site plan, including size and composition of the mall, was provided by Anterre Development Inc.

Methodology

A direction of approach analysis was developed from data provided in the market area study and also from traffic survey data collected. Volumes and distribution of patron approach directions were analyzed on the basis of existing patterns witnessed during the survey periods.

Future traffic volumes and movements were assigned to the site access points and bordering roadways. Adjustments were predicted upon the direction of approach analysis, mall-generated traffic estimates, projected through traffic volumes and site surveys.

Capacity analyses were performed to test the capability of bordering arterials and site access streets design to accommodate the projected traffic movements. Traffic patterns within the parking area were also investigated with the intention of improving the existing movements.

Where the capacity analyses indicated congestion potential, recommendations for improvements or modifications have been developed.

On-site parking analyses were conducted using survey data collected and mall-generated peak volumes, with the intention of evaluating peak-hour parking requirements.

It is emphasized that expansion-generated traffic volumes forecast in this study represent absolute maximums for the following reasons:

- All projections reflect peak-hour and peak retail season traffic. The former indicates those hours of heaviest through traffic and the latter the heaviest shopping periods such as the weeks prior to Christmas.
- No diversion factor was used in the study. The diversion factor reflects the percentage of mall traffic already using site access roads for some

purpose. It accounts for those patrons who stop in the mall to shop enroute to or coming home from their place of work or those residents who stop in the mall enroute to or in lieu of a trip to another retail center/outlet in the area. These trips do not represent the introduction of new traffic but rather the diversion of existing through traffic on site access arterials. The addition of a major department store, for example, will undoubtedly divert a substantial number of through shopper trips to Department stores west of the site. However, this potential diversion factor has been totally eliminated from calculations.

All mall patrons have been presumed to travel to the site via private vehicles despite the provision of direct public transportation service to the site. Calculations have not considered a trip reduction factor attributed to mass transit in order to project maximum traffic impact.

Summary of Findings and Recommendations

- The mall's trade area encompasses essentially stable communities in Baltimore County and Baltimore City. The population of the area is expected to increase by approximately one percent annually from 463,800 in 1974 to 494,300 in 1980. Through traffic volumes are expected to continue to increase at the rate of three percent annually.

- The direction of patron approach is distributed as follows:

- 20 percent from the east on Joppa Road
- 17 percent from the east on Putty Hill Road
- 41 percent from the south and west along Goucher Boulevard and Putty Hill Road
- 22 percent from the north and west along Joppa Road and Goucher Boulevard.

- Upon full development, it is estimated that the total complex will generate 12,900 inbound vehicle trips and 12,900 outbound trips during an average weekday, an increase of 2,080 trips in each direction over existing conditions. It is also expected that during peak periods such as Christmas and Thanksgiving, the mall will generate a maximum of 23,000 inbound vehicle trips and 23,000 outbound trips.

- Recommended site modifications:

- The addition of two entrances on Goucher Boulevard to provide adequate access and egress from the new department store site and to prevent overburdening of the Putty Hill exit.
- The signalization of one of the entrances on Putty Hill Avenue east of Goucher Boulevard.
- The signalization of the entrance on Joppa Road north of Prince Road at the intersection of Prince Road and Joppa Road.
- The addition of concrete curbs and parking median throughout the site to more clearly delineate proper parking areas and provide a method of showing correct traffic patterns and movements.
- Extension of the existing island at the entrance near Joppa Road to prevent turn-ins into the Post Office area.
- The improvement of the entrance from Prince Road to four lanes.

- Parking will be provided for 3,247 vehicles. While this is 401 short of County standards in terms of total expansion of both DA and the mall enclosure, it accommodates all but the fifteen percent hour of annual demand. Still, spacing is based on the County standard of 1,100-foot width.

1. SITE ACCESSIBILITY

Site accessibility is determined by the efficiency of bordering arterials; the availability of regional access arterials; planned or proposed transportation network improvements; public transit services; and other existing or potential traffic generators in proximity to the site.

The site is bordered by three major arterials which serve as both direct access and regional approach routes. In addition, Edgewood Mall lies approximately one mile south of the Baltimore Beltway (I-695) with interchanges at York Road, Providence Road, Loch Raven Boulevard, Cromwell Bridge Road and Perring Parkway. Exhibit 2 illustrates the existing road network serving Edgewood Plaza. A brief description of key elements is provided in the following paragraphs.

- Joppa Road (S. R. 144) borders the site's northern perimeter. Joppa Road, adjacent to the site, is a four-lane, median-divided highway with signals at major intersections. Left and right turn slips are also provided along Joppa Road throughout the business district. The 1974 ADV volume for Joppa Road in the site area was 15,570 vehicles per day. There are no future improvements scheduled for Joppa Road at the present time.
- Goucher Boulevard is a six-lane, median-divided highway located to the site's western border. Goucher Boulevard provides generally local north-south access for the Mid-Baltimore County region and Towson business district. The 1974 ADV volume for Goucher Boulevard in the site area was 21,600 vehicles per day between Putty Hill Avenue and Joppa Road.

It has been recommended in a Topics Report prepared for Baltimore County that the intersection of Goucher Boulevard and Putty Hill Avenue have the following improvements made:

- Rebuild the west approach to include a raised median with a protected left-turn pocket.
- Extend the left-turn lane on the south leg to 300 feet.
- Install a five-phase controller with separate left-turn phases for the Goucher Boulevard left-turn movements. Modify the signal display and install luminaires on joint use poles.

- Putty Hill Avenue is a four-lane, median-divided east-west arterial street located along the southern boundary of the existing site. No specific improvements are scheduled for Putty Hill Avenue in the near future. The 1974 ADV volume for Putty Hill Avenue was 12,250 vehicles per day in the area east of Goucher Boulevard.

While Joppa Road, Goucher Boulevard and Putty Hill Avenue provide principal local and regional access to the site, it is noted that the existing arterial pattern in the County provides other north-south options for local traffic. These include York Road and Loch Raven Boulevard. For the west part of Joppa Road and Putty Hill Avenue provide for the major amount of east-west movement within the Towson/Baynesville business district.

- Prince Road is a four-lane north-south arterial between Hillis Road and Joppa Road. West of Goucher Boulevard, Prince Road serves as an access drive to the Courthouse Square apartment development. East of Goucher Boulevard, Prince Road serves as an access drive to Edgewood Mall and Post Offices Jr. restaurant on the east and The Guy's development on the west. The road strictly provides local access.

- Baltimore Beltway (I-695) is a six-lane interstate highway circling the Baltimore Metropolitan area. The Beltway provides convenient regional access to the site area from population concentrations to the east such as Essex and west such as Pikesville.

- York Road (S. R. 45) line approximately one mile east of the site and is a four-lane artery providing regional north-south access from population concentrations within the city limits and county communities north of the Belvoir such as Cockeysville and Timonium.
- Loch Raven Boulevard (S. R. 442) is a four-lane, divided north-south artery providing regional access for Baltimore City and Baltimore County communities west of the site.
- Hillman Road: an east-west artery approximately one-quarter mile south of the site having two operational lanes. While generally used by local traffic, Hillman Road is part of a continuous east-west highway line, known under several names, originating at Charles Street on the west and merging with Goucher Boulevard to continue east to Loch Raven Boulevard. From this point the roadway proceeds further east as Taylor Avenue to Perring Parkway.
- Perring Parkway (S. R. 41) is a four-lane divided north-south regional arterial, 1.5 miles east of the mall site.
- Dulaney Valley Road (S. R. 146) is a four-lane north-south arterial originating at Joppa Road on the south and intersecting with Goucher Boulevard, one mile west of the site. Dulaney Valley has a full directional interchange with I-695.
- Fredricks Road is a two-lane north-south artery which originates at Joppa Road, one-half mile east of the site, intersects Goucher Boulevard, and has a full directional interchange with I-695.

Public Transportation

Eldwood Mall is served by MTA Lines 55 and 19A. These routes provide service from northeastern Baltimore County to shopping and employment centers in West Towson and Downtown Baltimore. Both routes

originate in the Carver area, with the 55 line servicing the Towson area before terminating at the Greater Baltimore Medical Center, while the 19A line goes around Towson to the south, intersecting Charles Street, where it proceeds south to the downtown area.

Major Traffic Generators

The site area is largely a low-to-medium density residential community with a relatively large proportion of single family housing. However, apartment units are located west of Goucher Boulevard and high-rise and garden apartments are located on Joppa Road north of the site.

Large high-rise apartment units are located west of the site along Joppa Road and nearby high-rise complexes located northeast and southeast of the site and can be reached via Goucher Boulevard.

Employment centers are located along Joppa and Cromwell Bridge Roads as well as within the Towson CBD, approximately one mile west of the site. The Bendix Corporation and Maryland Blue Cross-Bleed 87' old have major installations on Joppa Road east and west of the site respectively. Black and Decker as well as several other light manufacturing or research and development facilities are located in the Towson Industrial Park, situated in the southwest quadrant of the I-695/Cromwell Bridge Road intersection, one mile northwest of the site.

Retail commercial development is primarily clustered along the York Road and Loch Raven Boulevard corridors, approximately one mile west and one mile east of the site, respectively. Only one mall shopping center is in planning, located near Joppa and Waltons Roads, approximately three miles east of the Eldwood site.

Major traffic generators in the immediate site area include the Towson CBD, the Bendix Corporation, the Maryland Blue Cross Building, and The Toys Department Store. Towson Plaza, Nutleys, Perring Plaza, the Billmeyer Shopping Center and Stewart's Department Store/Tork Road Plaza, are the major retail generators in proximity to the Eldwood site.

Summary

The site is highly accessible in that it is bounded by three multi-lane arterials and is in close proximity to major north-south regional arterials and the Baltimore Beltway. Thus, multi-lane, multi-directional regional access alternatives are available for existing and potential patron traffic. In addition, public transportation is provided directly to the site via MTA Lines 55 and 19A.

While numerous traffic generators exist in the site area, they are accommodated by a highly developed, regional and local multi-lane road network. In comparison to daily volume generated by development in the greater Towson area, traffic generated by the mall will represent only a small percentage of the normal growth rate anticipated for the site environs.

The increasing emphasis on mass transit service has been highlighted by the energy crisis. Even in suburban and rural areas, there is a growing correlation between availability and use of mass transit facilities. Further, the national goal to reduce vehicle miles traveled in urban and suburban areas can only be accomplished through the provision of public transportation alternatives.

Expansion of Eldwood Mall is consistent with and conducive to mass transit service objectives. By concentrating multiple convenience and comparison goods' shopping opportunities within a single comprehensive center, the development can fulfill diversified needs of area shoppers at a single terminus point. Transit service to the site affords opportunities for regional residents who must shop and do not have a car—equally important—do not wish to use their car.

Thus, the bus lines 55 and 19A, discussed previously, should help to achieve several critical local goals, i.e., serving less affluent citizens, conserving energy and reducing vehicle miles traveled.

II. DELINEATION OF MARKET AREA

The potential market area for the proposed addition to the Eldwood Plaza was determined on the basis of existing accessibility patterns, location and strength of comparable competitive facilities, including other locations around the city of Montgomery Ward stores—each serves as the mall's anchor and prime attraction—store—and the estimated strength and appeal of the mall with a new major department store addition.

The closest Montgomery Ward store is a newly opened branch at Golden Ring Mall in the Essex area, approximately six miles southeast of the site. There are virtually no other Ward branches within competitive proximity to the Eldwood site.

Major mall and department store competition is focused along York Road. Nutley Brothers operates a major facility at York and Joppa Roads, one mile west of the site. Stewart and Company has a branch on York Road, 2 miles south of the site; in Timonium Mall on York Road north of I-695, 3.5 miles north of the site, and in the Golden Ring Mall at Essex. The Hecht Company has a branch at Loch Raven Boulevard and Hillen Road in the Northwood area of the city and at the Golden Ring Mall.

Sears—a major competitor of Montgomery Ward—has a Catalog Store located at the Potomac Shopping Center, 4 miles northwest of the site.

In addition to having major store competitors, numerous convenience and comparison goods outlets are located along York Road in the Towson CBD, along Loch Raven Boulevard, Cromwell Bridge Road, and Perring Parkway.

Exhibit 5 locates the major competition areas throughout Baltimore County and Baltimore City. Exhibit 6 illustrates the market area pattern established by the above defined parameters.

Generally, a potential trade area for a regional retail complex encompasses most locations within a 30-minute travel time of the site. The potential market area of Eldwood Mall has been narrowed to reflect the strength of competitive centers. The potential market area for Eldwood Mall, even in its expanded condition, is essentially limited to those locations within a 10-15 minute travel time of the site. This travel time range takes into account the attraction of competitive centers, including other major department and Montgomery Ward stores. Nonetheless, this market area still represents a viable population to support the addition to the existing mall.

III. DIRECTIONS OF APPROACH

Since no substantial demographic alteration is anticipated within the mall's market area, directions of approach were determined primarily from existing traffic data and manual survey counts collected for this report.

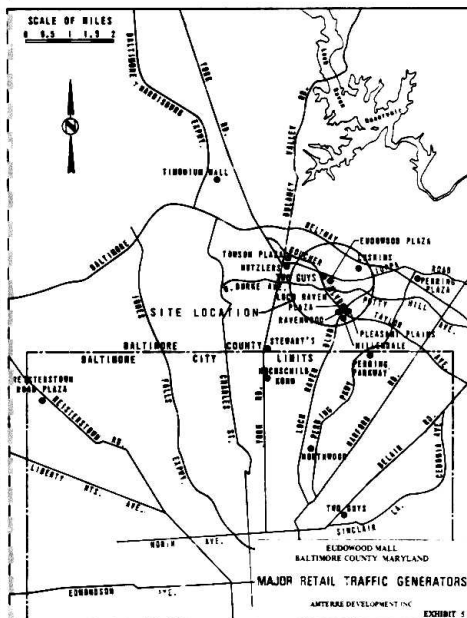
Regional north-south access will be provided by York Road, Perring Parkway, Goucher and Loch Raven Boulevards. Regional east-west access will be available via Joppa Road, Taylor and Putty Hill Avenues.

Due to the multiplicity of competitive centers in and fairly stable growth rate forecast for the market area, existing approach patterns to the mall shown in Exhibit 7 should not change.

Exhibit 7 illustrates, and Table 1 summarizes, the percentage of total patron traffic anticipated to approach the site by general compass point and specific artery.

Table 1
Directions of Patron Approach

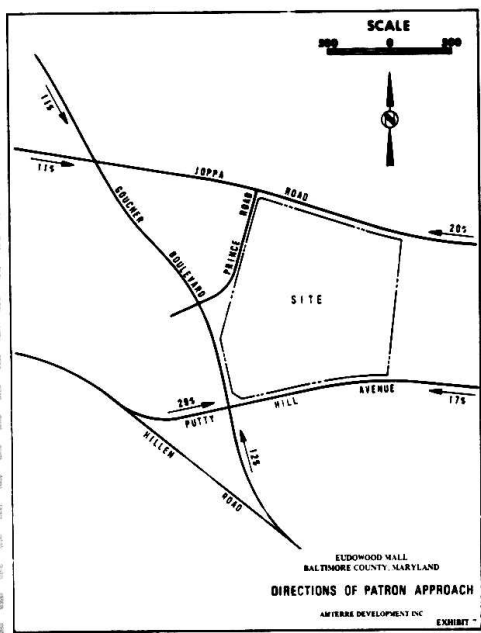
Approach Route	Direction	Percent of Traffic
Joppa Road	From East	20
	From West	11
Goucher Boulevard	From North	11
	From South	17
Putty Hill Avenue	From East	19
	From West	29



As shown in Exhibit 6, the trade area encompasses an area approximated by a radius of six miles, with major emphasis in the Towson, Parkville, and Northern Baltimore City areas.

The mall's trade area encompasses essentially stable community areas in northern Baltimore City and Baltimore County. Only a modest annual growth rate of one percent is anticipated. The 1974 population for the trading area, outlined in Exhibit 6, was 465,800. The 1980 projected population is 494,500.





IV. SITE AREA TRAFFIC

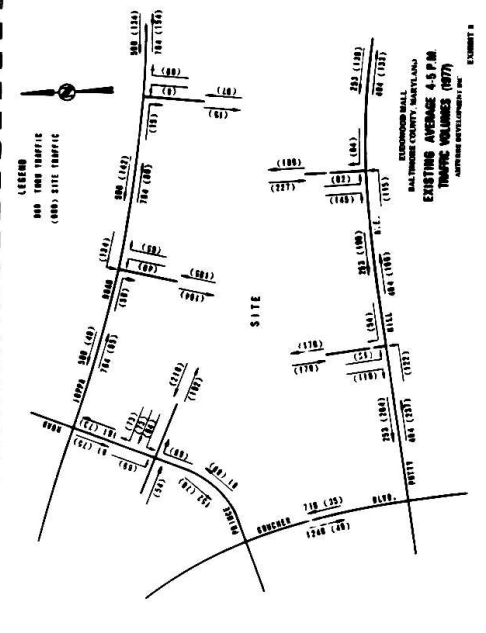
The traffic analysis focused on the impact to through and local traffic patterns resulting from incremental traffic generated by the addition of 176,200 square feet of GSA and four "mall-theaters" covering 18,000 square feet to Eudowood Mall. In order to evaluate the adequacy of the arterial and internal circulation system, it was necessary to determine the following:

- Through 1980 daily and peak hour traffic volumes on arterials bordering the Eudowood site.
- Existing and expansion site-generated peak hour and peak season daily traffic.
- Percentage of existing and incremental mall traffic on each bordering arterial.
- Capacity of external road and site ingress-egress systems to accommodate 1980 through and site-generated traffic at an acceptable level of service.

Through traffic estimates were based on data provided by Baltimore County Department of Traffic Engineering. These figures were supplemented by survey counts taken at the intersection of Goucher Boulevard and Putty Hill Avenue, along Joppa Road, the intersection of Joppa Road and Prince Road, and the intersection of Goucher Boulevard and Prince Road. Current traffic volumes were projected to 1980 by using an annual growth rate of three percent.

Traffic generated by the existing mall was determined by survey count during an average period, and also during the peak Christmas period of 1973. Exhibit 8 shows the 1977 existing average 4:00 p.m. to 5:00 p.m. site traffic and through traffic. Based on both the additional Gross leasable area to be added and an optimum retail mix, new figures were obtained for the additional mall-generated traffic.

Inbound and outbound mall traffic was determined by manual count, and percent egress-ingress at each location computed.



Percentages were assigned to bordering arterials on the basis of the planned new entrances along Goucher Boulevard; present patron arrival distribution; location and usage of existing access points; adjacent roadway and intersection capacity restraints; and new traffic patterns within the site created by the expansion.

Mall Traffic Peaks

Peak hour traffic estimates were made to determine possible roadway or access design improvements. Traffic counts conducted for this report at the site indicate the existence of three mall-oriented peaks.

The first peak takes place between 5:00 p.m. and 6:00 p.m., and is partially attributable to the termination of a mall work shift and the return of afternoon patrons to their residences. The second peak occurs between 7:00 p.m. and 8:00 p.m. on evenings when the mall is open. The third peak occurs between 8:10 p.m. to 9:00 p.m., the major daily through traffic movements occur in late afternoon between 6:00 a.m. and 5:00 p.m.

The anticipated daily and peak hour weekday traffic volumes to be generated by Eudowood Mall are summarized in Table 2. These volumes reflect the traffic-saving potential of the expanded center with a GLA of 601,128 square feet.

Table 2
Anticipated Eudowood Mall Traffic Volumes
Average and Peak Weekday Site-Generated Traffic - 1980

Period	Average Period		Peak Period	
	Number of Vehicles Entering	Number of Vehicles Exiting	Number of Vehicles Entering	Number of Vehicles Exiting
Total Daily Traffic	12,900	12,900	23,000	23,000
Peak Highway Hour 4-5 p.m.	899	987	1,601	1,760
Peak Entering Hour 7-8 p.m.	929	816	1,656	1,458
Peak Exiting Hour 8-9 p.m.	786	1,032	1,401	1,840

It is noted that all projections are based on daily and peak hour weekday traffic during the peak retail season, i.e., the week prior to Christmas. Average period projections are also shown for comparison purposes. Generally, site traffic volumes will be higher on Saturdays than weekdays. However, through traffic volumes and peaks will be significantly lower. As a result, mall peak day (Saturday) traffic will have less impact than its average (weekday) traffic on bordering arterials. Therefore, to project maximum impact, the traffic analysis focused on a weekday, peak hour, peak shopping season condition.

The peak hours of shopping center traffic movements shown in Table 2 indicates the times of maximum impact on external roadways in the site area as a result of site-generated traffic.

During the Peak Highway Hour (the evening rush hour), 1,601 vehicles are expected to enter the site, while 1,760 will be leaving. During the Peak Entering Hour, 1,656 vehicles will enter, while 1,458 will leave the site. During the Peak Exiting Hour, the last full hour prior to closing of the principal store, 1,401 vehicles are projected to enter the site, while 1,840 are an 189.

It is important to note that the largest concentrations of site-generated traffic will occur at times other than the Peak Highway Hour.

Moreover, it must be stressed that the volumes presented here were developed for traffic design purposes based on actual indices derived from traffic surveys of the existing site during both average and peak periods.

Incremental Traffic Generated by Mall Expansion

Exhibit 9 indicates both total site traffic (existing plus projected) and through traffic movements at the site during the evening through traffic peak hour of 4:00 to 5:00 p.m. in 1980. Exhibit 10 shows a breakdown of the total peak period site-generated traffic into existing and proposed additions, volumes.

For road design purposes, a maximum of 23,000 vehicles per day (vpd) is assumed. The year 1980 is used to reflect a period when the development is fully completed and has reached its design level of activity and productivity.

By comparing Exhibit 9, Projected 1980 4-5 p.m. Traffic Volumes, to Exhibit 10, Projected 1980 4-5 p.m. Site-Generated Traffic Volumes, it is possible to evaluate the peak day, and peak hour increment resulting from expansion. This is summarized by access artery in Table 3.

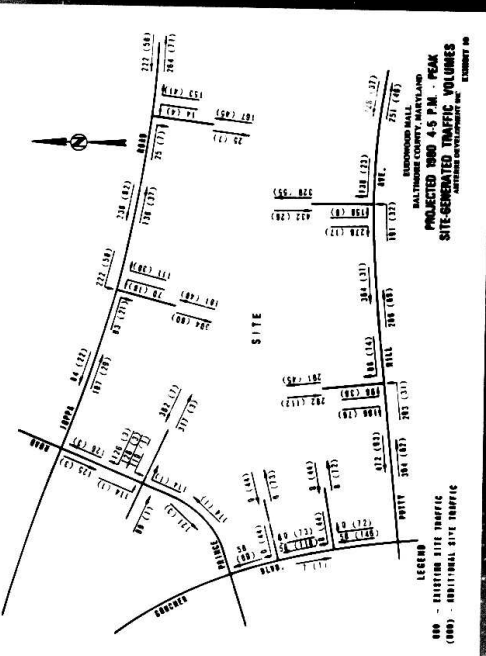
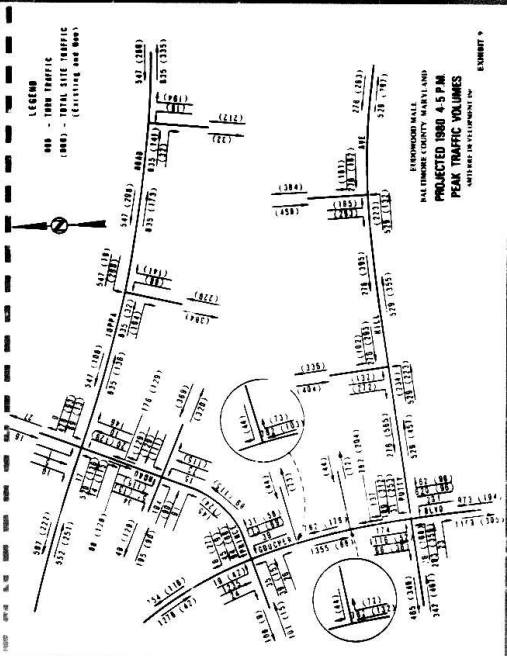


Table 3
Through, Existing Mall- and Expansion-Generated Traffic
by Artery
(Peak Retail Season/Peak Highway Hour 4-5 p.m.)

Artery	1980 Through Traffic		1980 Expansion Traffic		1980 Total
	Existing	Proposed	Existing	Proposed	
Goucher Boulevard					
Between Prince Road & Putty Hill Avenue	88	782	56	146	986
Putty Hill Avenue	88	1395	87	1	1483
Between Goucher Boulevard & the first entrance to Eudowood	88	529	394	63	968
Joppa Road Between Prince Road & first entrance to Eudowood	88	276	472	93	841
Joppa Road Between Prince Road & first entrance to Eudowood	88	635	107	29	971
Putty Hill Avenue	88	547	84	22	653

As indicated in Table 3, mall expansion will have the greatest impact on Putty Hill Avenue. However, the additional peak hour traffic generated by mall expansion represents only a small percentage of projected through and existing site-generated traffic on Joppa Road and Goucher Boulevard. In percentage terms, incremental traffic generated by mall expansion represents the following:

- Six percent of forecast 1980 peak hour traffic on Goucher Boulevard.
- Eight and one-half percent of 1980 peak hour traffic on Putty Hill Avenue.
- Three percent of 1980 peak hour traffic on Joppa Road.

As previously noted, expansion-generated traffic projections represent maximum volumes since peak hour/peak season conditions were assumed and diversion/strip reduction factors eliminated for the analysis.

Y. EXTERNAL AND INTERNAL ROADWAY IMPROVEMENTS

In studying the existing traffic patterns around and within Endwood Mall, emphasis was placed on the criteria that any changes to the access-exit system must continue to provide for the safe, efficient, and convenient interchange of traffic between the development and the public roadway system. The fact that additions are to be made to the area also required the study of internal movements and the necessary adjusted traffic patterns within the site. Based on these studies, the following recommendations are made for incorporation into the final plan:

- The addition of concrete curbs and parking medians throughout the entire site to more clearly delineate proper parking areas and provide a method of showing correct traffic patterns and movements.
- The addition of two entrances in Goucher Boulevard to provide adequate access and egress from the new major department store site and to prevent overburdening of the Putty Hill exit.
- The signalization of one of the entrances on Putty Hill Avenue east of Goucher Boulevard.
- The signalization of either the entrance on Joppa Road north of Prince Road or the intersection of Prince Road and Joppa Road.
- The improvement of the entrance from Prince Road to four lanes.

A traffic capacity analysis was performed to test the capacity of the external roadway system to support mall-generated and through traffic. The analysis indicated that with the addition of the improvements as recommended above, the external roadway system will accommodate forecast traffic volumes at an acceptable level of service.

VI. PARKING LOT CAPACITY

Compled with the new additions will be parking area modifications to provide parking spaces for 1,047 vehicles. The first stage includes construction of the four mini-theatres, which are scheduled to open starting in 1976. This stage will add 18,000 square feet of GFA to the existing mall. Subsequent development, scheduled to be completed in 1980, will add another 176,200 square feet to the total GFA. Included in this are the new department stores and other smaller retail stores, as well as expansion of the existing Peasly Foods food store.

Despite the provision of parking for 1,047 vehicles, the expansion will require a variance, since Baltimore County requires a total of 1,648 spaces with the additional development. It should be noted that 281 of these spaces have been required by the County for the 51,600 square feet of the new enclosed mall area itself. Table 5 summarizes the County parking requirements by lot type. Table 6 summarizes the variance between requirements and project design. The problem of the 60-space differential between planned and required parking has been subjected to intensive study based on several variables. These are discussed below.

(1) Parking Stall Size

The width of the parking spaces will be in accordance with the Baltimore County standard of 8.5 feet

(2) Highest Traffic Hour Provisions

The County parking stall requirements are based on assignment of a certain number of stalls per square foot of area. However, another parameter to measure parking lot adequacy is relationship to the highest hour of demand.

The on-site parking study, coupled with recently developed peak demand curves for the mall, identified the twenty-fifteen hours of parking lot use. Table 6 shows the days and hours of peak demand and the forecast hours of highest demand for the expanded development.

Table 5

Lot Type	Area (sq. ft.)	Stalls	Notes
Mini-Theatres	18,000	180	
Department Stores	176,200	1,648	
Food Store	10,000	100	
Other Retail	10,000	100	
Total	214,200	1,928	
County Requirement		1,648	
Differential		280	

Table 6
Parking Requirement Summary

(A) Total Existing Area	404,618
(B) Total New Area	194,200
(C) Enclosed Mall Area	51,600
Total Gross Building Area	652,718
Parking Required for (A)	2,194
Parking Required for (B)	1,141
Parking Required for (C)	281
Subtotal	3,618
Add allowance for Marriott parking and possible construction changes*	30
Total Spaces Required	3,648
Total Spaces Provided (8.5' width)	3,047
Difference	601

*Marriott parking = 3 spaces;
Possible change in construction = 27 spaces.

Table 6
Projected Parking Requirements
For The 20 Highest Hours Annually

Highest Hour	Day (see list below)	Time	Existing Spaces Occupied	Spaces Required 1980
1st	A	2-3 p.m.	3,274	3,837
2nd	B	2-3 p.m.	3,175	3,725
3rd	A	3-4 p.m.	3,124	3,661
4th	A	1-2 p.m.	3,058	3,583
5th	B	3-4 p.m.	2,933	3,554
6th	B	1-2 p.m.	2,969	3,479
7th	A	2-3 p.m.	2,937	3,442
8th	A	1-2 p.m.	2,847	3,336
9th	C	3-4 p.m.	2,802	3,284
10th	D	2-3 p.m.	2,794	3,274
11th	B	12-1 p.m.	2,764	3,239
12th	C	1-2 p.m.	2,743	3,215
13th	D	2-4 p.m.	2,666	3,124
14th	A	4-5 p.m.	2,650	3,105
15th	D	1-2 p.m.	2,610	3,058
16th	A	11-12 a.m.	2,575	3,017
17th	B	4-5 p.m.	2,573	3,015
18th	C	11-12 a.m.	2,554	2,992
19th	B	11-12 a.m.	2,500	2,939
20th	D	12-1 p.m.	2,430	2,847

* Assuming full expansion
 A = Friday after Thanksgiving
 B = Third day before Christmas (existing values are actual field counts for this day = 12/22/73; other days' values are extrapolated from this day)
 C = Second Saturday before Christmas
 D = Saturday after Thanksgiving

Notes: Identification of peak days was derived from analysis curves contained in a report from Barton-Maclean Associates, Inc., published in "Shopping Center World" in August, 1976.

It can be seen from Table 6 that 1,837 spaces would be required to accommodate the fully expanded mall's highest hour of demand. Deficiency would also exist due to the fifteenth hour, when 1,058 spaces in addition to accommodate the sixteenth highest hour and all subsequent parking demand.

Presuming the mall will operate twelve hours a day, six days a week, 52 weeks a year, the development is as operative 3,744 hours annually. Of this total, full to excess parking would be available for 1,729 hours within the proposed parking lot capacity. This would mean that adequate parking would be available for 99.6 percent of the mall's annual operating time.

Finally, there is the question of justification of providing highest hour parking capacity from a cost/benefit standpoint. Aerial reconnaissance studies have indicated that mall parking lots are generally under-utilized and rarely full. Therefore, commitment of space to meet absolute peak demand would result in areas that would be wasted and unproductive for 1,729 hours out of 3,744 hours annually.

In summary, intensive study of a good parking determined that for all but the highest fifteen hours of the mall's operation or 99.6 percent of the time.

Plat 2 #2

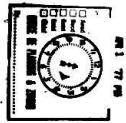
EXIST. ZONING - DR 16
PRESENT USE - APARTMENTS

EXIST. ZONING - DR 55

EXIST. ZONING - DR 55

EXIST. ZONING - BLOCK

EXIST. ZONING - DR 55



PLAT TO ACCORDANCE WITH THE CITY OF CHICAGO ZONING ORDINANCE

FOR THE PURPOSES OF THE CITY OF CHICAGO ZONING ORDINANCE, THE FOLLOWING ARE THE PROVISIONS OF THE CITY OF CHICAGO ZONING ORDINANCE THAT APPLY TO THE SUBJECT PROPERTY:

CHICAGO ZONING ORDINANCE SECTION 17-01-001

SECTION 17-01-001



GEORGE WILLIAM W. PETERSON, INC.
LAND SURVEYORS AND ENGINEERS, INC.

EXISTING BUILDING

EXIST. ZONING - DR 55
PRESENT USE - SHOP

EXIST. ZONING - DR 55
PRESENT USE - SHOP

EXIST. ZONING - DR 55
PRESENT USE - SHOP

EXIST. ZONING - DR 55

PANTRY PRIDE
100'

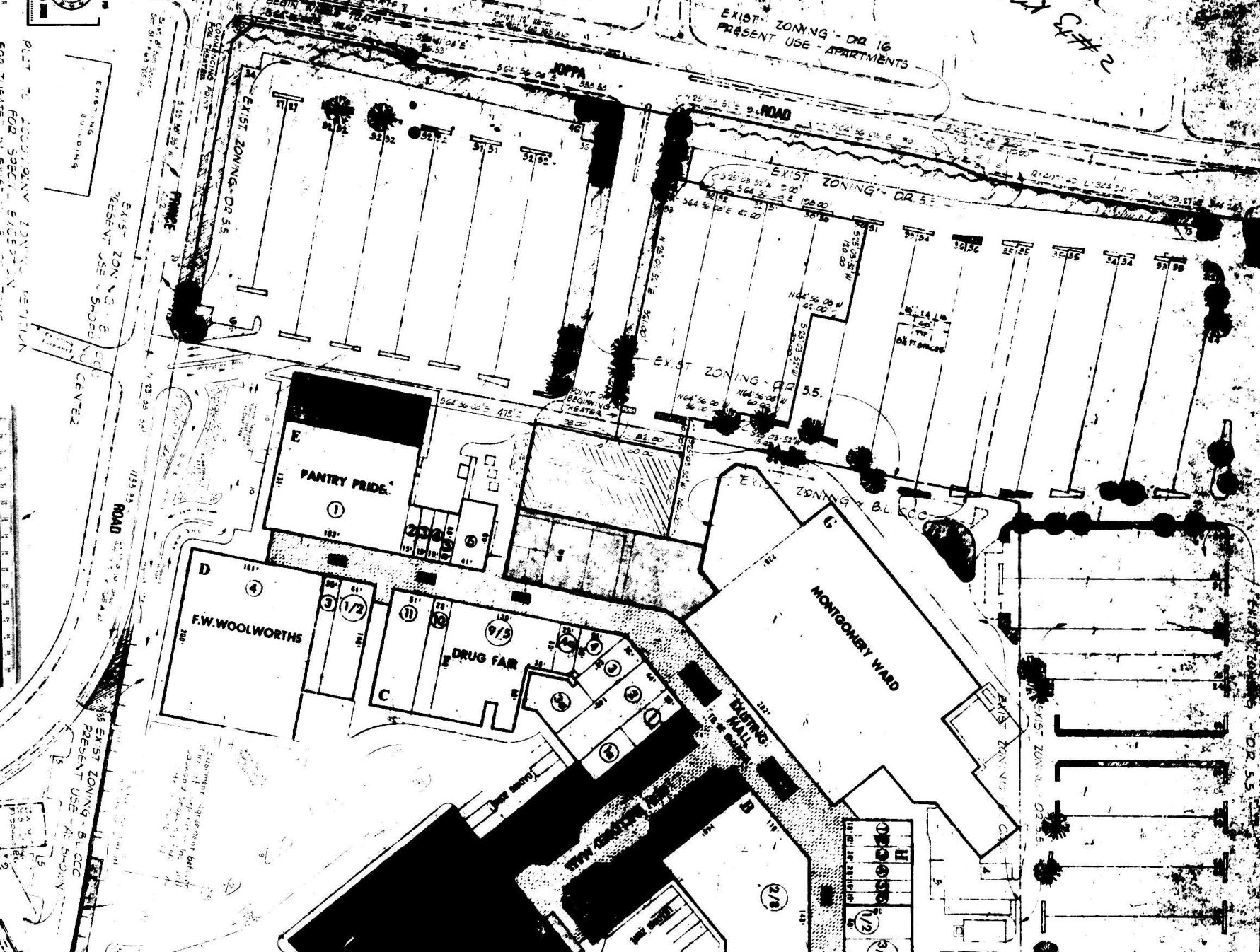
D
F.W. WOOLWORTHS
100'

C
DRUG FAR
100'

G
MONTGOMERY WARD
100'

B
DISTRICT HALL
100'

H
100'



NO.	DESCRIPTION	AREA	SIZE	NO.	DESCRIPTION	AREA	SIZE
1	RETAIL	12,000	12,000	1	RETAIL	12,000	12,000
2	MALL	44,770	44,770	2	MALL	44,770	44,770
3	POST OFFICE	1,000	1,000	3	POST OFFICE	1,000	1,000
4	TOYS R US	4,000	4,000	4	TOYS R US	4,000	4,000
5	OFFICE	1,000	1,000	5	OFFICE	1,000	1,000
6	STAIRS	1,000	1,000	6	STAIRS	1,000	1,000
7	ELEVATORS	1,000	1,000	7	ELEVATORS	1,000	1,000
8	MECHANICAL	1,000	1,000	8	MECHANICAL	1,000	1,000
9	LANDSCAPE	1,000	1,000	9	LANDSCAPE	1,000	1,000
10	UTILITY	1,000	1,000	10	UTILITY	1,000	1,000
11	TRUCK	1,000	1,000	11	TRUCK	1,000	1,000
12	DRIVEWAY	1,000	1,000	12	DRIVEWAY	1,000	1,000
13	WALKWAY	1,000	1,000	13	WALKWAY	1,000	1,000
14	PLANTING	1,000	1,000	14	PLANTING	1,000	1,000
15	TRUCK	1,000	1,000	15	TRUCK	1,000	1,000
16	DRIVEWAY	1,000	1,000	16	DRIVEWAY	1,000	1,000
17	WALKWAY	1,000	1,000	17	WALKWAY	1,000	1,000
18	PLANTING	1,000	1,000	18	PLANTING	1,000	1,000
19	TRUCK	1,000	1,000	19	TRUCK	1,000	1,000
20	DRIVEWAY	1,000	1,000	20	DRIVEWAY	1,000	1,000
21	WALKWAY	1,000	1,000	21	WALKWAY	1,000	1,000
22	PLANTING	1,000	1,000	22	PLANTING	1,000	1,000
23	TRUCK	1,000	1,000	23	TRUCK	1,000	1,000
24	DRIVEWAY	1,000	1,000	24	DRIVEWAY	1,000	1,000
25	WALKWAY	1,000	1,000	25	WALKWAY	1,000	1,000
26	PLANTING	1,000	1,000	26	PLANTING	1,000	1,000
27	TRUCK	1,000	1,000	27	TRUCK	1,000	1,000
28	DRIVEWAY	1,000	1,000	28	DRIVEWAY	1,000	1,000
29	WALKWAY	1,000	1,000	29	WALKWAY	1,000	1,000
30	PLANTING	1,000	1,000	30	PLANTING	1,000	1,000
31	TRUCK	1,000	1,000	31	TRUCK	1,000	1,000
32	DRIVEWAY	1,000	1,000	32	DRIVEWAY	1,000	1,000
33	WALKWAY	1,000	1,000	33	WALKWAY	1,000	1,000
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37	WALKWAY	1,000	1,000	37	WALKWAY	1,000	1,000
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41	WALKWAY	1,000	1,000	41	WALKWAY	1,000	1,000
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43	TRUCK	1,000	1,000	43	TRUCK	1,000	1,000
44	DRIVEWAY	1,000	1,000	44	DRIVEWAY	1,000	1,000
45	WALKWAY	1,000	1,000	45	WALKWAY	1,000	1,000
46	PLANTING	1,000	1,000	46	PLANTING	1,000	1,000
47	TRUCK	1,000	1,000	47	TRUCK	1,000	1,000
48	DRIVEWAY	1,000	1,000	48	DRIVEWAY	1,000	1,000
49	WALKWAY	1,000	1,000	49	WALKWAY	1,000	1,000
50	PLANTING	1,000	1,000	50	PLANTING	1,000	1,000
51	TRUCK	1,000	1,000	51	TRUCK	1,000	1,000
52	DRIVEWAY	1,000	1,000	52	DRIVEWAY	1,000	1,000
53	WALKWAY	1,000	1,000	53	WALKWAY	1,000	1,000
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61	WALKWAY	1,000	1,000	61	WALKWAY	1,000	1,000
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63	TRUCK	1,000	1,000	63	TRUCK	1,000	1,000
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67	TRUCK	1,000	1,000	67	TRUCK	1,000	1,000
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71	TRUCK	1,000	1,000	71	TRUCK	1,000	1,000
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85	WALKWAY	1,000	1,000	85	WALKWAY	1,000	1,000
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93	WALKWAY	1,000	1,000	93	WALKWAY	1,000	1,000
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95	TRUCK	1,000	1,000	95	TRUCK	1,000	1,000
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97	WALKWAY	1,000	1,000	97	WALKWAY	1,000	1,000
98	PLANTING	1,000	1,000	98	PLANTING	1,000	1,000
99	TRUCK	1,000	1,000	99	TRUCK	1,000	1,000
100	DRIVEWAY	1,000	1,000	100	DRIVEWAY	1,000	1,000

LEGEND
 SHADED AREAS ARE: **RETAIL** 200,206 SQ. FT.
MALL 56,170 SQ. FT.

EUDWOOD MALL
 Baltimore, Maryland

Antette

RENTAL PLAN

NO.	DESCRIPTION	AREA	NO.	DESCRIPTION	AREA
1	RETAIL	12,000	1	RETAIL	12,000
2	MALL	44,770	2	MALL	44,770
3	POST OFFICE	1,000	3	POST OFFICE	1,000
4	TOYS R US	4,000	4	TOYS R US	4,000
5	OFFICE	1,000	5	OFFICE	1,000
6	STAIRS	1,000	6	STAIRS	1,000
7	ELEVATORS	1,000	7	ELEVATORS	1,000
8	MECHANICAL	1,000	8	MECHANICAL	1,000
9	LANDSCAPE	1,000	9	LANDSCAPE	1,000
10	UTILITY	1,000	10	UTILITY	1,000
11	TRUCK	1,000	11	TRUCK	1,000
12	DRIVEWAY	1,000	12	DRIVEWAY	1,000
13	WALKWAY	1,000	13	WALKWAY	1,000
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15	TRUCK	1,000	15	TRUCK	1,000
16	DRIVEWAY	1,000	16	DRIVEWAY	1,000
17	WALKWAY	1,000	17	WALKWAY	1,000
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21	WALKWAY	1,000	21	WALKWAY	1,000
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27	TRUCK	1,000	27	TRUCK	1,000
28	DRIVEWAY	1,000	28	DRIVEWAY	1,000
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32	DRIVEWAY	1,000	32	DRIVEWAY	1,000
33	WALKWAY	1,000	33	WALKWAY	1,000
34	PLANTING	1,000	34	PLANTING	1,000
35	TRUCK	1,000	35	TRUCK	1,000
36	DRIVEWAY	1,000	36	DRIVEWAY	1,000
37	WALKWAY	1,000	37	WALKWAY	1,000
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39	TRUCK	1,000	39	TRUCK	1,000
40	DRIVEWAY	1,000	40	DRIVEWAY	1,000
41	WALKWAY	1,000	41	WALKWAY	1,000
42	PLANTING	1,000	42	PLANTING	1,000
43	TRUCK	1,000	43	TRUCK	1,000
44	DRIVEWAY	1,000	44	DRIVEWAY	1,000
45	WALKWAY	1,000	45	WALKWAY	1,000
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53	WALKWAY	1,000	53	WALKWAY	1,000
54	PLANTING	1,000	54	PLANTING	1,000
55	TRUCK	1,000	55	TRUCK	1,000
56	DRIVEWAY	1,000	56	DRIVEWAY	1,000
57	WALKWAY	1,000			

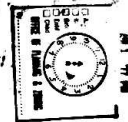
EXIST ZONING - DR 16
PRESENT USE - APARTMENTS

EXIST ZONING - DR 55

EXIST ZONING - DR 55

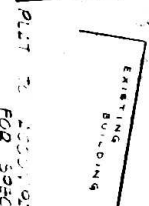
EXIST ZONING - B.L.C.C.

DR 55

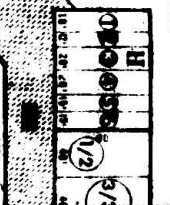
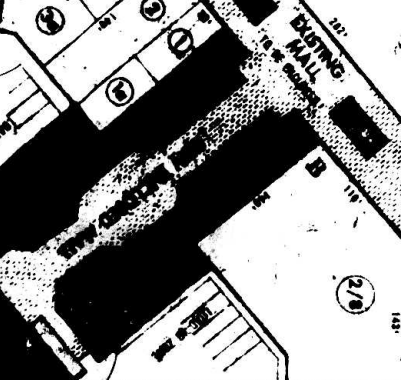
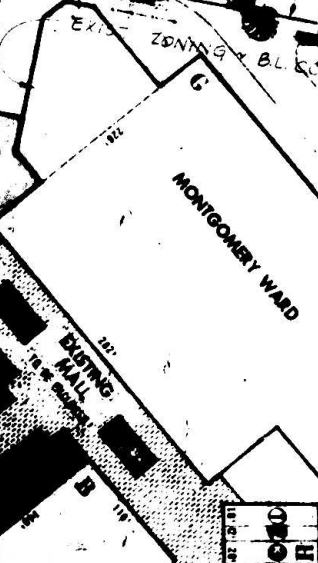
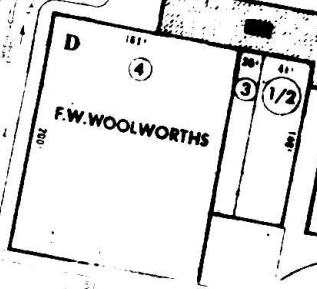
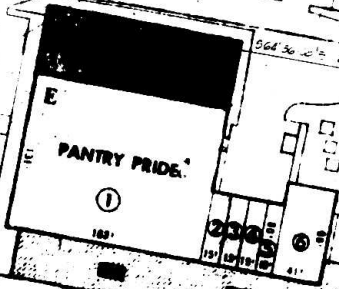


FOR THEATER EXISTING ZONING
VARIANCE REQUIRED TO PERFORM
ON WHOLE SITE EITHER THAN THE ABOVE

GEORGE WILLIAM STEPHENS, INC.
200 ANNAPOLIS AVENUE
ANNAPOLIS, MARYLAND



EXIST ZONING - DR 55
EXIST ZONING - B.L.C.C.



Subsequent Agreement between
George William Stephens, Inc. and
the City of Annapolis, Maryland
dated 10/1/58.