IN THE MATTER OF THE APPLICATION OF JAMES K.S. HOM, ET UX - - PETITIONERS FOR A ZONING RECLASSIFICATION FROM M.L. TO B.M. ON PROPERTY LOCATED ON THE N/E SIDE PADONIA PARK RD, 364' W OF YORK RD; ALSO W/S YORK RD, 211' TO THE REAR 8TH ELECTION DISTRICT 3RD COUNCILMANIC DISTRICT	* * * * * * * * *	BEFORE THE COUNTY BOARD OF APPEALS OF BALTIMORE COUNTY CASE NO. R-98-368

* * * * * * * * *

O P I N I O N

This case comes to the Baltimore County Board of Appeals based on a reclassification request relative to a property located on the northern side of Padonia Park Road, 364 feet west of York Road; also on the west side York Road, 211 ft. to the rear (9726 York Road). The existing zoning is M.L. The reclassification request is for B.M. zoning with an open plan. A public hearing was held on October 8, 1998 beginning at 10:00 a.m. Following the Board members' independent review of their notes taken at the hearing and examination of the evidence, and statutory and case law, a public deliberation took place on October 22, 1998.

Charles E. Brooks, Esquire, represented the Petitioners. Peter Max Zimmerman, People's Counsel for Baltimore County, appeared on behalf of the Office of People's Counsel. After brief opening statements, Mr. Brooks offered two witnesses in support of the reclassification. Mr. Joseph Larsen, Spellman, Larsen and Associates, who has appeared before this Board on numerous occasions, was accepted as an expert in the field of land planning /surveying. Mr. Larsen submitted a number of exhibits that were accepted into evidence and described each as they had relevance and applicability to this hearing. Petitioners' Exhibit No. 1 reflected the undocumented plan that accompanied the Petition for

Reclassification showing the current zoning as M.L. and the requested zoning of B.M. The area under consideration consists of 1.8 acres +/- and fronts on Padonia Park Road. Mr. Larsen described the area as one in which a variety of mixed uses presently exists. Various zoning maps were introduced (Petitioners Exhibits No. 2 - 3, 1971 altered; Exhibit No. 4, 1976 altered; No. 5, 1976; and Petitioners' Exhibit No. 6, 1980). Petitioners' Exhibit No. 7 reflected the 1980 official zoning map with the site outlined in yellow on the map. Mr. Spellman outlined the progression of zoning on each of these exhibits extensively and the zoning in place in proximity to the subject site. To the immediate north is a large site zoned M.L.-I.M., B.M., B.M.-C.C.C. To the east is a property zoned B.L.-C.C.C. and to the immediate west, a property zoned M.L., next to property zoned D.R. 3.5, and to the south a large parcel zoned B.M.-C.C.C.

Petitioners' Exhibit No. 8 represented a 1992 Comprehensive Zoning Map adopted by the Baltimore County Council on October 15, 1992. Petitioners' Exhibit No. 9 reflected the same comprehensive 1992 map with the subject site graphically outlined in yellow. It currently reflects that the subject site is located in a general area predominant with B.M., B.R.-C.C.C., B.M.-C.C.C., and M.L.-I.M. zoning in place. Mr. Larsen described the various usages of land in the area. Petitioners' Exhibit No. 10 was admitted represented the Comprehensive Zoning Map adopted by the Baltimore County Council on October 8, 1996, and again reflects the various zones surrounding the site; to the immediate west, B.M., to the east, B.R.-C.C.C., B.L.-C.C.C.; to the north, B.M.-I.M., M.L.-I.M., B.M.-

C.C.C. Petitioners' Exhibit No. 11 reflects the same 1996 comprehensive map but graphically reflects the subject site, again in yellow. The general area encompassing the site is a mixed bag of uses, commercial in nature, office usage, a business club, auto tire shop. Mr. Larsen did acknowledge the presence of some single-family detached residences that apparently had been converted to general office facility usage. Mr. Larsen opined that, considering the general zoning history of the area and zoning progression from 1971 to the present time, it was his considered opinion as an expert in land planning that the presently assigned zoning of M.L. was an error committed by the County Council during the last comprehensive zoning process, and that the more appropriate zoning would be B.M. as requested by Petitioners.

On cross-examination by Mr. Zimmerman, Mr. Larsen acknowledged that the present owners had purchased the property in 1980, and had continued to own same at the present time. Petitioners' Exhibit No. 12 was introduced and referenced as being split-zoned with approximately 20 acres still zoned M.L.-I.M. Mr. Larsen also acknowledged that the subject property is bordered by some form of M.L. zoning and that O.R. and D.R. 3.5 zoning is in place in the nearby Timonium Heights residential area and that generally there was an extensive mixed zoning in the area. Mr. Larsen acknowledged that the M.L. zone does allow for a variety of uses and the I.M. overlay would permit about 26 commercial uses, and further that the Petitioners had not placed the property at issue in 1996.

Mr. Norman Gerber who has also appeared before this Board on many occasions was accepted as an expert in land planning and

usage. He opined that he had personally examined the property, reviewed the prior comprehensive zoning history, the Master Plan, the Hunt Valley/Timonium Plan, and Proposed Hunt Valley Plan. He stated that in his review of the site the rezoning of Genstar made it difficult for the 1.8 acres to be developed in conjunction with that property, and that no other properties in the immediate area were zoned "strictly M.L." since most had an I.M. district overlay and essentially that any property zoned M.L. should possess at least 3 acres, since anything less would be too small for development.

Mr. Gerber felt quite strongly that the rezoning of the Genstar Property both north and west of the site had virtually eliminated the possibility of any proper M.L. usage on this small parcel. Essentially there was not enough land for usage and development of the property with the current zoning. Mr. Gerber referenced Petitioners' Exhibit No. 14 which contained the County's Planning Board recommendation relative to the zoning reclassification petitions in Cycle III, 1998. Mr. Gerber also believed that access to the subject property would also severely limit development under the present M.L. zoning, since it was generally considered that an M.L. property required access to the freeway, along with good visibility which was not present at this site, in his opinion. Mr. Gerber opined as to the goals and objectives of the Hunt Valley/Timonium Master Plan beginning at page 60, and continuing for several pages, in which Padonia Park Road has not been targeted for any major rezoning. Mr. Gerber emphasized that the Master Plan is advisory only, and that if

conditions are present that clearly reflect mistake by the County Council in assigning zoning, then reclassification is the proper procedure by which this Board can make the necessary corrections. Mr. Gerber's testimony concluded Petitioners' case-in-chief.

Mr. Lewis Miller spoke in opposition to the reclassification. He resides at 44 E. Timonium Road, Timonium, Maryland, 21093. Mr. Miller stated that he had been a resident of the Timonium area for approximately 42 years. He is a well-known community activist who has appeared before this Board on numerous occasions as a representative of the local Yorkshire Community Association and the Greater Timonium Community Council, an umbrella group of 26 local community associations. At this hearing, however, he acknowledged that he was speaking only as an individual and on his own behalf. He described in detail his activity relative to zoning matters in the Timonium /Hunt Valley region, and his input into the Hunt Valley focus groups since 1995. He was familiar with the Genstar issue raised in 1996 and the area in question, and reflected a broad knowledge of the Master Plan. It was his observation that to grant the particular reclassification would constitute spot zoning rather than comprehensive zoning. He described the site as portions used for restaurant parking, an office building, and two residential usages along Old Padonia Park Road.

Mr. Miller believed that the more appropriate route for Petitioners would be to wait until the year 2000 when the County Council could reconsider the issue. He believed the present zoning applied to the site was appropriate based on his experience and observations as a nearby resident and participant in the County's

focus groups. That concluded People's Counsel's case, followed by appropriate closing both by Mr. Brooks and Mr. Zimmerman.

As to the law, there is a strong presumption of correctness of original and comprehensive zoning. "The burden of proof facing one seeking zoning reclassification is quite onerous, and to sustain piecemeal change from original zoning or comprehensive zoning there must be produced strong evidence of mistake in the original zoning or comprehensive rezoning, or evidence of substantial change in the character of the neighborhood." Wells v. Pierpont, 253 Md. 554, 253 A2d, 749.

In this case, Petitioners allege mistake by the County Council in the 1996 Comprehensive Zoning process. To accomplish the reclassification, this Board must be clearly shown by competent, material, and substantial evidence that this burden has been achieved. This Board is aware of its responsibility in such cases. In this specific case, two experts, Mr. Larsen and Mr. Gerber, provided considerable testimony and evidence to support their expert opinions as to the favorable merits of reclassification. While this Board is not obligated to concur with their opinions, nevertheless, as experts, their testimony must carry considerable weight, along with the evidence submitted by them and Petitioners. In 1980, the southern portion of their property was rezoned D.R. 3.5 to M.L. That zone remains in place as of today. The Board, in recognizing the rezoning of the Genstar Property to the west of the subject site concludes that that rezoning has virtually eliminated the reasonable possibility of yielding an appropriate M.L. use in this rather small parcel of 1.8 +/- acres. As Mr. Gerber pointed

out, it generally takes about 3 acres to render an M.L. designation as feasible. This site is essentially surrounded by commercial /light office uses, and is presently used in part for restaurant parking and office building, and two residential uses converted to office usage. The proposed land use maps specify that the area in which Petitioners' property is located has been designated for commercial use. The intent of the Hunt Valley /Timonium Master Plan specified that commercial zoning is appropriate at this location and recommends a B.R. zoning, which permits retail uses of a larger scale and has very specific performance standards that protect adjacent communities from excessive traffic, use and noise. The B.M. designations permit a larger range of uses than the B.L. zone; however, density is restricted by parking constraints.

The Board in considering the irregular shape of the parcel, its limited frontage on Padonia Park Road, and size, the application of a B.M. zone does not appear to be unreasonable in light of the total facts and circumstances, combined with access to the site, which again both Messrs. Larsen and Gerber opined virtually negate the possibility of a new industrial road giving access to the subject property. While the Board is appreciative of the comments made by Mr. Miller and People's Counsel, it is the opinion of the Board that the County Council should have placed the property on the 1996 comprehensive zoning map process and rezoned the subject property accordingly. The Board concurs with remarks made by both Mr. Miller and Mr. Zimmerman that spot zoning is to be prudently avoided. However, the arguments advanced by Mr. Brooks that reclassification is an accepted form of zoning to correct an

apparent mistake made by the County Council during the last comprehensive zoning process is indeed appropriate and the purpose for which the reclassification laws were passed by the County Council.

The Board concludes that the Petitioners have more than adequately met their burden of proof in requesting and proving the need for reclassification, and will so order that the property be reclassified from its present zoning of M.L. to B.M.

O R D E R

THEREFORE, IT IS THIS 15th **day of** December, **1998 by** the County Board of Appeals of Baltimore County

ORDERED that the Petition for Reclassification on the property known as 9726 York Road from M.L. to B.M. be and the same is hereby **GRANTED.**

Any petition for judicial review from this decision must be made in accordance with Rule 7-201 through Rule 7-210 of the Maryland Rules of Procedure.

COUNTY BOARD OF APPEALS
OF BALTIMORE COUNTY

Charles L. Marks, Panel Chairman

Harry E. Buchheister, Jr.

Thomas P. Melvin

County Board of Appeals of Baltimore County

OLD COURTHOUSE, ROOM 49
400 WASHINGTON AVENUE
TOWSON, MARYLAND 21204
410-887-3180

December 15, 1998

Charles E. Brooks, Esquire
BROOKS & SPICER
610 Bosley Avenue
Towson, MD 21204

RE: Case No. R-98-368
James K. S. Hom and Tuey Mae Hom -
Petitioners

Dear Mr. Brooks:

Enclosed please find a copy of the final Opinion and Order issued this date by the County Board of Appeals of Baltimore County in the subject matter.

Very truly yours,
Charlotte E. Radcliffe for
Kathleen C. Bianco
Administrator

Enclosure

c: James K.S. and Tuey Mae Hom
Joseph L. Larson
James Earl Kraft
People's Counsel for Baltimore County
Pat Keller /Planning Director
Jeffrey Long /Planning
Lawrence E. Schmidt /Zoning Commissioner
Arnold Jablon, Director /PDM
Virginia W. Barnhart, County Attorney

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on Recycled Paper

Petition for Reclassification

to the Board of Appeals of Baltimore County

for the Property at 9726 YORK ROAD

This Petition shall be filed with the Department of Permits & Development Management

The undersigned, legal owner(s) 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 (1) that the zoning status of the herein described property be reclassified, pursuant to the Zoning Law of Baltimore County, from an ML zone to an BM zone, for the reasons given in the attached and (2) for a Special Exception under the Zoning Regulations of Baltimore County, to use the herein described property for:

DNA

and (3) for the reasons given in the attached statement a variance from the following sections of the Zoning Regulations of Baltimore County:

DNA

RECEIVED COUNTY BOARD OF APPEALS 98 FEB 26 AM 10:24

Property is to be posted and advertised as prescribed by Zoning Regulations.

I, or we, agree to pay expenses of above Special Exception advertising, posting, etc., upon filing of this 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 for Baltimore County.

I/We do solemnly declare and affirm, under the penalties of perjury, that I/we are the legal owner(s) of the property which is the subject of this Petition.

Contract Purchaser/Lessee:

DNA

(Type or Print Name)

DNA

Signature

DNA

Address

DNA

City State Zip Code

Legal Owner(s):

James K. S. Hom

(Type or Print Name)

Signature

Tuey Mae Hom

(Type or Print Name)

Signature

1200 DUBLIN CT. 666-2336

Address Phone No.

LUTHERVILLE, MD 21093

City State Zip Code

Attorney for Petitioner:

Charles E. Brooks, Esquire

(Type or Print Name)

Signature

610 Bosley Avenue (410) 296-2600

Address Phone No.

Towson, Maryland 21204

City State Zip Code

Name, address and phone number of legal owner, contract purchaser or representative to be contacted.

JOSEPH L. LARSON

Name

105 W. Chesapeake Ave 823-3535

Address Phone No.

Towson, MD 21204

OFFICE USE ONLY

ESTIMATED LENGTH OF HEARING _____

unavailable for Hearing the following dates _____

Next TWO Months

ALL _____ OTHER _____

REVIEWED BY: _____ DATE _____

OK TO FILE R-1
2/26/98

Revised 9/5/95

R-98-368

REASONS FOR THE REQUESTED RECLASSIFICATION OF THE HOM PROPERTY

The subject property should have been reclassified to BM for the following reasons:

1 The property is not of sufficient size and shape to permit development of a typical ML use.

2. The reclassification of the Genstar property to the west and north of the subject from ML-IM to BM on the 1996 comprehensive Zoning Map, removed the remaining opportunity to combine the subject property with a sufficient area of ML to produce a viable manufacturing development option.

3. The subject property and the last remaining vestige of the manufacturing zoning on the 5 small lots with residential buildings fronting on Padonia Park Road and adjacent to the subject property, are surrounded by commercial zoning. The remaining area now zoned ML and ML-IM is now bordered on the east, by BM and BR zoning; on the north BM zoning and on the south by BM and OR-1 zoning.

4. The County Council could not consider reclassifying the subject property or the remaining 5 small lots on Padonia Park Road adjacent to the subject property on the 1996 Comprehensive Zoning Map because no issue had been created for the subject property or the remaining 5 small lots.

5. The removal of nearly all of the ML and ML-IM zoning in the area between 1980 and 1996 has left the subject property zoned in a classification which is incompatible with the development and zoning in the area.

6. Access to the subject property is not appropriate or sufficient for manufacturing development

7. The reclassification of the Genstar property on the 1996 Comprehensive Zoning Map eliminated the possibility of a new industrial road giving access to the subject property.

8. For all of the above reasons the, County should have created an issue covering the subject property during the 1996 Comprehensive Zoning Map process before January 15, 1995 and re zoned the subject property to a BM zoning classification. This re zoning would have placed the subject property in a classification reflective of the County Council's nearby re zoning and made the subject property zoning compatible with the surrounding area.

2/26/1998

R-98-368

DEPARTMENT OF PERMITS AND DEVELOPMENT MANAGEMENT
ZONING REVIEW

ADVERTISING REQUIREMENTS AND PROCEDURES FOR ZONING RECLASSIFICATION HEARINGS

The Baltimore County Zoning Regulations (BCZR) require that notice be given to the general public/neighboring property owners relative to property which is the subject of an upcoming zoning reclassification hearing. This is accomplished by Baltimore County posting a sign on the property at least fifteen (15) days before the hearing and advertising in local newspapers. The advertising consists of a list and map of all reclassification petitions (cost evenly distributed between all petitioners), as well as individual advertising in local newspapers. The list and map must be published in two newspapers for three different weeks and the individual advertisements must be published in two newspapers fifteen (15) days prior to the hearing.

Zoning Review will ensure that the legal requirements for advertising are satisfied. However, the petitioner is responsible for the costs associated with these requirements. The newspaper will bill the person listed below for the advertising. This advertising is due upon receipt and should be remitted directly to the newspaper.

OPINIONS MAY NOT BE ISSUED UNTIL ALL ADVERTISING COSTS ARE PAID.

For Newspaper Advertising:

Item Number or Case Number: ~~#2~~ #1

Petitioner: James K.S. Hom

Address or Location: 07726 York Road 404.75' North of Padonia Park Road

PLEASE FORWARD ADVERTISING BILL TO:

Name: Spellman Larson & Assoc. Inc

Address: 105 W. Chesapeake Ave Suite 406
Towson, MD

Telephone Number: 410-823-3535

Revised 2/20/98 - SCJ

R-98-368

BALTIMORE COUNTY, MARYL 'D
OFFICE OF BUDGET & FINANCE
MISCELLANEOUS RECEIPT

No. 035926

DATE 2/26/98 ACCOUNT 001-6181

AMOUNT $ 535.00 RT

RECEIVED FROM: James K. S. Hom

#1

FOR: Reclass

9726 York Rd.

R-98-368

#1

DISTRIBUTION
WHITE - CASHIER PINK - AGENCY YELLOW - CUSTOMER

CASHIER'S VALIDATION

PAID RECEIPT
PROCESS ACTUAL TIM
2/26/1998 2/26/1998 09:50:41
REG W005 CASHIER DIRY DAT DRWER
MISCELLANEOUS CASH RECEIPT
Rec'pt # 035926
CR 01. 05913.
535.00 CHECK
Baltimore County, Maryland

R-98-368

NOTICE OF ZONING RECLASSIFICATION HEARING

The County Board of Appeals of Baltimore County, by authority of the County Charter, Sec. 602.(e) and Sec. 603 and the County Code, Section 2-356(d), will hold a public hearing in Towson, Maryland on the property identified herein as follows:

Case: #R-98-368
9726 York Road
NE/S Padonia Park Road, 364' W of York Road; also W/S York Road, 211' to the rear
8th Election District
3rd Councilmanic District
Legal Owner(s):
James K.S. Hom & Tuey Mae Hom

Reclassification: from M.L. to B.M.

Hearing: Thursday, October 8, 1998 at 10:00 a.m., in Room 48 of the Old Courthouse, 400 Washington Avenue.

KRISTINE K. HOWANSKI, Chairman

NOTES: (1) Hearings are Handicapped Accessible; for special accommodations Please Call (410) 887-3180.
(2) For information concerning the File and/or Hearing, Please Call (410) 887-3180.

TT/9/328 Sept. 24 C260875

CERTIFICATE OF PUBLICATION

9/24/, 19 98

THIS IS TO CERTIFY, that the annexed advertisement was published in the TOWSON TIMES, a weekly newspaper published in Baltimore County, Md., once in each of 1 successive weeks, the first publication appearing on 9/24/, 1998.

TOWSON TIMES

A. Henderson

LEGAL AD. - TOWSON

NOTICE OF ZONING RECLASSIFICATION HEARING

The County Board of Appeals of Baltimore County, by authority of the County Charter, Sec. 602.(e) and Sec. 603 and the County Code, Section 2-356(d), will hold a public hearing in Towson, Maryland on the property identified herein as follows:

Case: #R-98-366
9726 York Road
NE/S Paconia Park Road, 364' W of York Road; also W/S York Road, 211' to the rear
8th Election District
3rd Councilmanic District
Legal Owner(s):
James K. S. Hom & Tuey Mae Hom
Reclassification: from M.L. to B.M.
Hearing: Thursday, October 8, 1998 at 10:00 a.m., in Room 48 of the Old Courthouse, 400 Washington Avenue.

KRISTINE K. HOWANSKI,
Chairman

NOTES: (1) Hearings are Handicapped Accessible; for special accommodations Please Call (410) 887-3180.
(2) For Information concerning the File and/or Hearing, Please Call (410) 887-3180.

9/226 Sept. 17 C258744

CERTIFICATE OF PUBLICATION

TOWSON, MD., 9/17, 1998

THIS IS TO CERTIFY, that the annexed advertisement was published in THE JEFFERSONIAN, a weekly newspaper published in Towson, Baltimore County, Md., once in each of 1 successive weeks, the first publication appearing on 9/17, 1998.

THE JEFFERSONIAN,

A. Henrickson

LEGAL AD. - TOWSON

CERTIFICATE OF PUBLICATION

5/14 ,19 98

THIS IS TO CERTIFY, that the annexed advertisement was published in the CATONSVILLE TIMES, a weekly newspaper published in Baltimore County, Md., once in each of 2 successive weeks, the first publication appearing on 5/7 ,19 98.

CATONSVILLE TIMES

A. Henrickson

LEGAL AD. - TOWSON

County Board of Appeals of Baltimore County

OLD COURTHOUSE, ROOM 49
400 WASHINGTON AVENUE
TOWSON, MARYLAND 21204
(410) 887-3180

August 3, 1998

NOTICE OF ZONING RECLASSIFICATION HEARING

The County Board of Appeals of Baltimore County, by authority of the County Charter, Sec. 602.(e) and Sec. 603 and the County Code, Section 2-356(d), will hold a public hearing in Towson, Maryland on the property identified herein as follows:

CASE NUMBER: R-98-368
9726 York Road
NE/S Padonia Park Road, 364' W of York Road; also W/S York Road, 211' to the rear
8th Election District - 3rd Councilmanic District
Legal Owner: James K.S. Hom & Tuey Mae Hom

Reclassification from M.L. to B.M.

HEARING: Thursday, October 8, 1998 at 10:00 a.m. in Room 48 of the Old Courthouse, 400 Washington Avenue

RECEIVED
BOARD OF APPEALS
COUNTY
98 AUG -3 PM 2:26

Kristine Howanski/scj
Kristine K. Howanski
Chairman

c: Charles E. Brooks, Esquire
Spellman, Larson & Associates, Inc.
James & Tuey Hom

NOTES: (1) HEARINGS ARE HANDICAPPED ACCESSIBLE; FOR SPECIAL ACCOMMODATIONS PLEASE CALL 410-887-3180.
(2) FOR INFORMATION CONCERNING THE FILE AND/OR HEARING, CONTACT THIS OFFICE AT 410-887-3180.

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on Recycled Paper

TO: **Patuxent Publishing Company**
September 23, 1998 Issue - Towson Times

Please forward billing to:
Spellman, Larson & Associates, Inc. 410-823-3535
105 West Chesapeake Avenue
Suite 406
Towson, MD 21204

NOTICE OF ZONING RECLASSIFICATION HEARING

The County Board of Appeals of Baltimore County, by authority of the County Charter, Sec. 602.(e) and Sec. 603 and the County Code, Section 2-356(d), will hold a public hearing in Towson, Maryland on the property identified herein as follows:

CASE NUMBER: R-98-368
9726 York Road
NE/S Padonia Park Road, 364' W of York Road; also W/S York Road, 211' to the rear
8th Election District - 3rd Councilmanic District
Legal Owner: James K.S. Hom & Tuey Mae Hom

Reclassification from M.L. to B.M.

HEARING: Thursday, October 8, 1998 at 10:00 a.m. in Room 48 of the Old Courthouse, 400 Washington Avenue

RECEIVED
COUNTY BOARD OF APPEALS
98 AUG -3 PM 2:27

KKH/scj
Kristine K. Howanski
Chairman

NOTES: (1) HEARINGS ARE HANDICAPPED ACCESSIBLE; FOR SPECIAL ACCOMMODATIONS PLEASE CALL 410-887-3180.
(2) FOR INFORMATION CONCERNING THE FILE AND/OR HEARING, PLEASE CALL 410-887-3180.

Baltimore County
Planning Board

401 Bosley Avenue
Towson, Maryland 21204
(410) 887-3495
Fax: (410) 887-5862

July 24, 1998

Kristine K. Howanski, Esq., Chairman
County Board of Appeals
Courthouse
Towson, MD 21204

Dear Ms. Howanski:

Enclosed herewith is the report containing the County Planning Board's recommendations regarding the zoning reclassification petitions in Cycle III, 1998.

After discussion in the Board's meeting on July 9, 1998, the report was adopted by the Planning Board in its meeting on July 23, 1998, and is hereby published and submitted in accordance with County Code Section 2-356(f).

Sincerely,

Arnold F. 'Pat' Keller, III
Secretary

AFK:TD:jw

Enclosure

c: Robin L. Churchill, Administrative Officer
Peter Max Zimmerman, People's Counsel

M:\PLANBRD\TIM\CYC2.DOC

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Report by the
Baltimore County
Office of Planning
to the
Baltimore County
Planning Board

ZONING RECLASSIFICATION PETITIONS

Cycle III, 1998

May 29, 1998

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Baltimore County
Office of Planning

401 Bosley Avenue
Towson, Maryland 21204
(410) 887-3211
Fax: (410) 887-5862

TO: Members
Baltimore County Planning Board

DATE: May 29, 1998

FROM: Arnold F. 'Pat' Keller, III
Director, Office of Planning

In the current cycle, five zoning reclassification petitions were accepted by the Baltimore County Board of Appeals. In compliance with the County Code, recommendations on the petitions are submitted in the attached report.

The Planning Board is scheduled to review the petitions on July 9, 1998, and to make final recommendations on July 23, 1998. The Planning Board's report must be submitted to the Baltimore County Board of Appeals no later than July 31, 1998.

The Board of Appeals has tentatively scheduled hearings on these petitions and will advertise these hearings as required. Hearings are set to take place during the period from September 17, 1998, through October 29, 1998.

Pat Keller
Arnold F. 'Pat' Keller, III

AFK:JL:lsn

Attachment

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Introduction

Under the provisions of Section 2-356(e), Baltimore County Code, 1988, (see Appendix A), the Director of Planning is required to submit to the Planning Board, during Period 1 of each zoning cycle, a report on the petitions accepted by the County Board of Appeals for filing during the previous zoning cycle. The report is to contain the following information:

1. Maps showing properties under petition and the reclassifications sought therefore; such maps may also identify groups of such properties located close to each other and show other indications of the inter-relation of petitions with respect to planning considerations.

2. Recommendations on the petitions.

3. Supporting data for the recommendations, including any pertinent data and recommendations submitted by other County agencies.

4. Recommendations for scheduling of all hearings (to be held during the next Period IV, prepared in consultation with the County Board of Appeals).

The five petitions in the current cycle have been reviewed by the planning staff, and the following pages report the Office of Planning staff's analysis and recommendations. The process of formulating these recommendations included: staff inspections of each site; a review of the policies and statements in the current Baltimore County Master Plan, and the preparation and adoption of the 1996 Comprehensive Zoning Map. Comments also were requested from other county agencies including the Board of Education, the Department of Environmental Protection and Resource Management, the Fire Department, the Police Department, the Department of Public Works, the Department of Recreation and Parks, and the Bureau of Traffic Engineering.

In reaching its decision on each petition, the Board of Appeals is required to use the standards in Section 2-356 (j) of the County Code. During the first cycle following a Comprehensive Zoning Map Process, Section 2-356 (k) further limits the Board's authority to granting reclassifications only where the Board finds that the change is warranted upon consideration of the specified factors and also if "the last classification of the property [i.e., by the County Council's vote on October 8, 1996] was established in error".

PETITIONS FOR RECLASSIFICATION
CYCLE III, 1998

Assigned Hearing Dates
County Board of Appeals

Week of September 14, 1998

Case No. R-98-366
Eichelman Brothers, Inc.
Merritt Properties, LLC
Thursday, September 17, 1998 @ 10:00 a.m.

Week of September 21, 1998

Case No. CR-98-367-A
Elias Rizakos, et ux
Thursday, September 24, 1998 @ 10:00 a.m.

Week of October 5, 1998

Case No. R-98-368
James K. S. Hom, et ux
Thursday, October 8, 1998 @ 10:00 a.m.

Week of October 19, 1998

Case No. R-98-369
Maryland State Fair and Agricultural Society, Inc.
Thursday, October 22, 1998 @ 10:00 a.m.

Week of October 26, 1998

Case No. R-98-370
Oziel Abbas/Continental Properties, Inc.
Thursday, October 29, 1998 @ 10:00 a.m.

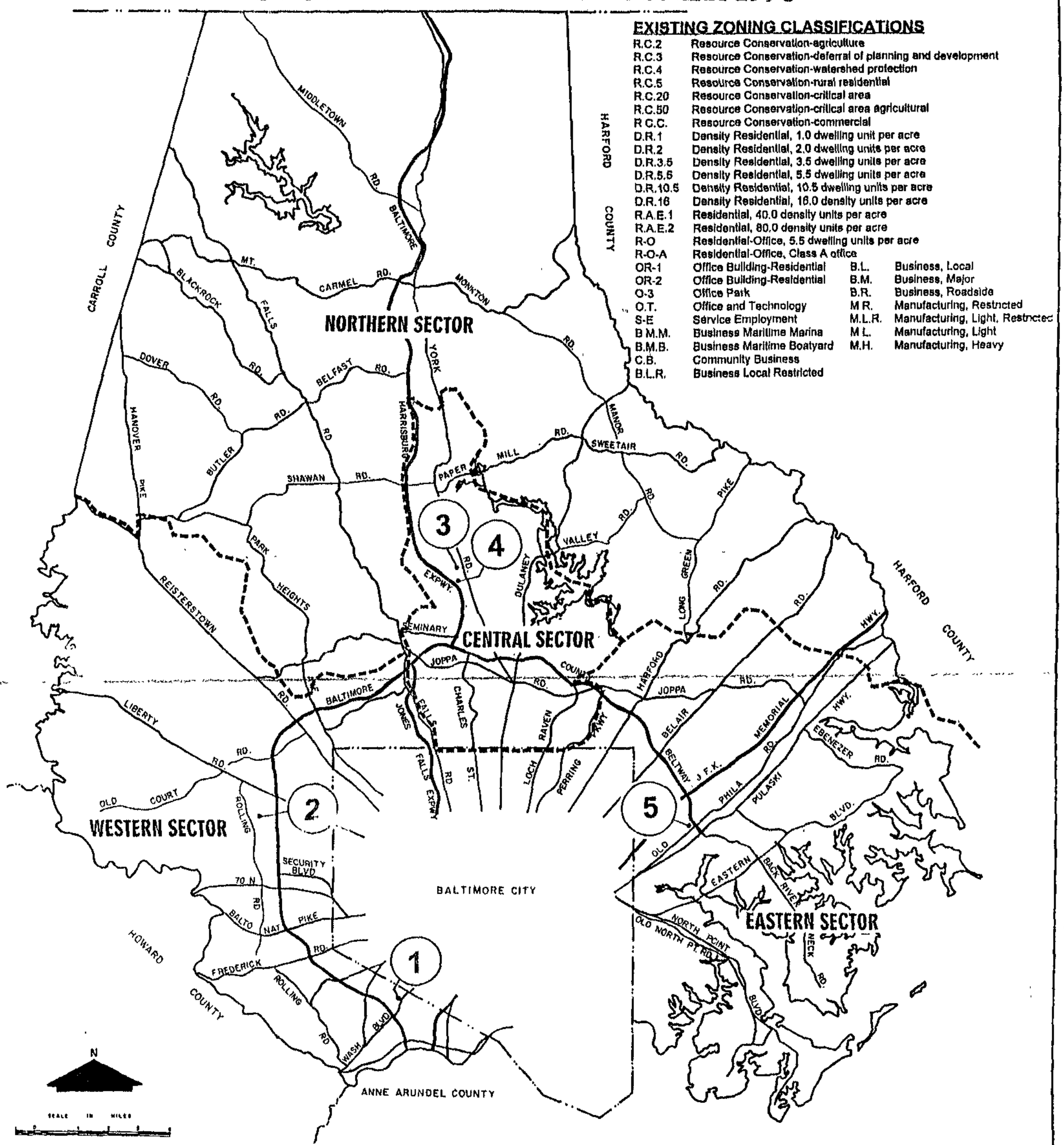
BALTIMORE COUNTY, MD

RECOMMENDATIONS OF THE OFFICE OF PLANNING

MAY 29, 1998

ITEM NO. and PETITIONER	LOCATION	ACREAGE	EXISTING ZONING	REQUESTED ZONING	PLANNING RECOMMENDATION
Item No. 1 Eichelman Brothers, Inc. (legal owner) & Merritt Properties, LLC (contract Purchaser)	NW/S Washington Boulevard Opposite Lansdowne Road (3406 Washington Blvd.)	1.8	MLR-IM	ML-IM	ML-IM
Item No. 2 Elias Rizakos & Vula Rizakos	NE/S Windsor Mill Rd., 531 feet SE of the center line of Cresson Ave. (7218 Windsor Mill Rd.)	.40	DR 5.5	BL	BL
Item No. 3 James K. S. Hom & Tuey Ma Hom	NE/S Padonia Park Rd., 364 feet W of York Rd., also W/S York, 211 feet to the rear of 9726 York Road	1.8	ML	BM	BLR
Item No. 4 Maryland State Fair and Agricultural Society, Inc. & Baltimore County MD	NE/S Conrail & MTA Central Light Rail right-of-way, 3,741 feet of N/S Timonium Rd.	4.9	DR 3.5	ML	DR 3 .5
Item No. 5 Oziel Abbas (Legal Owner) & Continental Properties, Inc. (Contract Purchaser)	NW/S Philadelphia Road & NE/S Golden Ring Road (8606 Philadelphia Rd.)	1.3	RO	BL	RO

LOCATIONS OF PROPERTIES UNDER PETITION
CYCLE III --- APRIL - OCTOBER 1998



BALTIMORE COUNTY DEPARTMENT OF PERMITS AND DEVELOPMENT MANAGEMENT/ZONING REVIEW

SOURCE MATERIAL

Recommendations for the five (5) petitions filed are based on the following:

1. Information compiled during the processing of the Comprehensive Zoning Map adopted by the County Council on October 8, 1998;

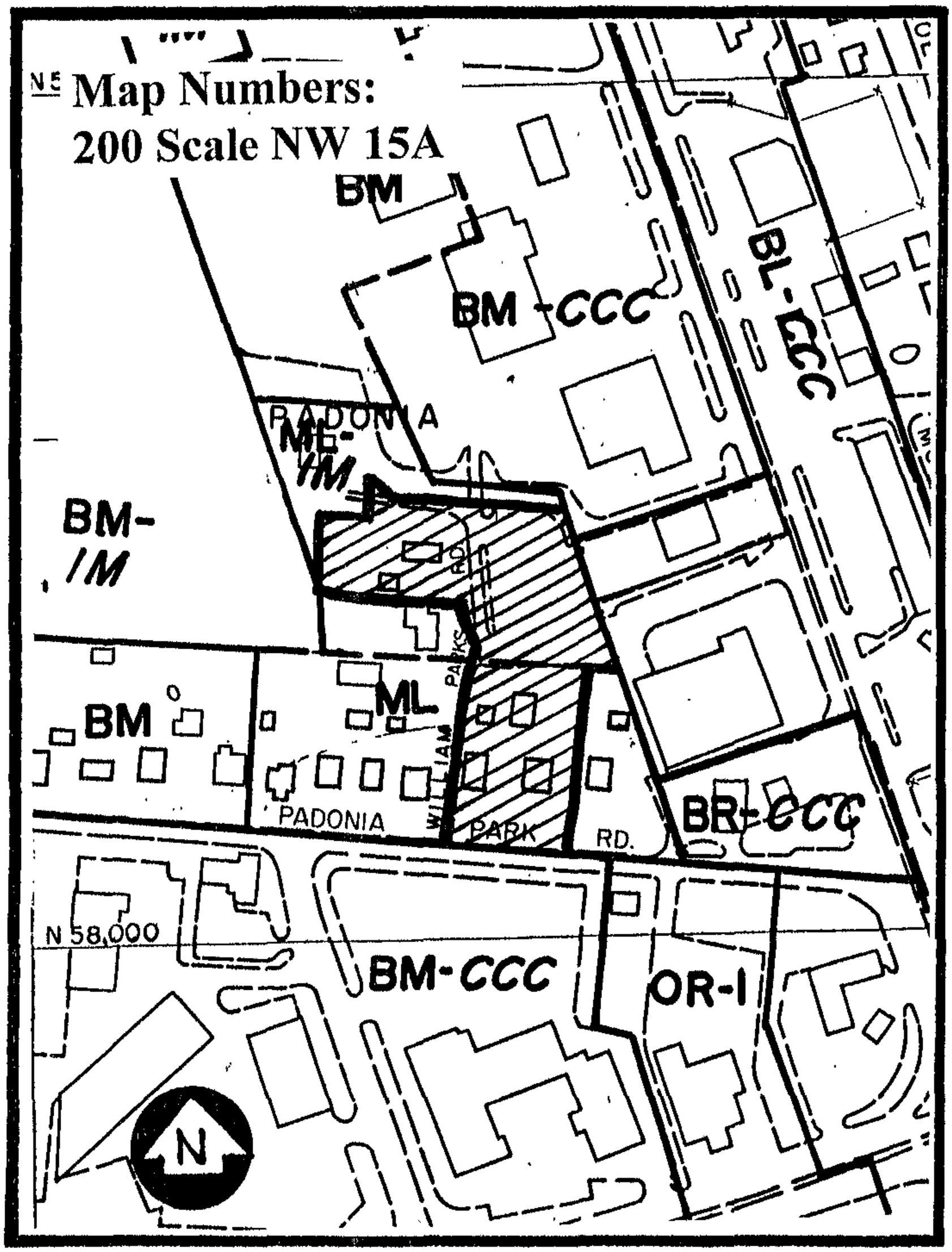
2. Capital Budget and 5-Year Capital Program;

3. Zoning Plans Advisory Committee comments;

4. Discussions with other governmental agencies;

5. Field inspections of subject sites; and

6. Baltimore County Master Plan.



ITEM NUMBER 3

Location of Property Under Petition

Scale: 1"= 200'

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO: Arnold Jablon, Director **DATE:** April 27, 1999
Permits & Development Management

FROM: Charlotte E. Radcliffe
County Board of Appeals

SUBJECT: Closed File:
Case No. R-98-368 /James K. S. Hom, et ux

Since no appeal was taken in the above captioned case, we are hereby closing our file and returning same to you herewith.

Attachment (File No. R-98-368)

COUNTY BOARD OF APPEALS OF BALTIMORE COUNTY
MINUTES OF DELIBERATION

IN THE MATTER OF: James K.S. Hom and Tuey Mae Hom -Petitioners
Case No. R-98-368

DATE : October 22, 1998 at 1:00 p.m.

BOARD /PANEL : Charles L. Marks (CLM)
Thomas P. Melvin (TPM)
Harry E. Buchheister, Jr. (HEB)

SECRETARY : Kathleen C. Bianco
Administrator

PURPOSE: To deliberate Case No. R-98-368 /Petition for Reclassification /James K.S. Hom and Tuey Mae Hom for reclassification from existing zoning of M.L. to B.M. Hearing on this matter held by the Board of Appeals on October 8, 1998.

Upon deliberation between panel members, the following decision was reached by the Board:

HEB: Reviewed all evidence and testimony; while there appeared to be no emergency for granting this now, upon further deliberation with (M) and (C) and discussion that followed, would grant Petition for Reclassification.

CLM: Based upon testimony and evidence provided at hearing, included the exhibits entered, which were reviewed one by one, found error by County Council in 1996 Map process; property should be reclassified.

MW: Having heard all comments, and upon review of case file and so forth, believes there is limited use in M.L.; island surrounded by commercial uses; does not support M.L. Council did make error; should be reclassified.

CLM: Closing -- We are unanimous. In deference to Mr. Miller, whose opinion I value greatly, the efforts of the Timonium area have impressed me greatly. I try to be protective to the extent I can within the law. Sometimes it's very difficult.

Any party not happy with the written order has recourse to the Circuit Court for Baltimore County. We will get opinion and order out in sufficient order; aggrieved party can then appeal to the Circuit Court. Thank you.

~~~~~~~~~~~~~~~~~~~~~~~~

NOTE: These minutes serve as verification that the subject case was publicly deliberated and will be included as part of the subject file; that the instant Petition for Reclassification was GRANTED.

Respectfully submitted,

Kathleen C. Bianco

Kathleen C. Bianco
Administrator
~~~~~~~~~~~~~~~~~~~~~~~~

JAMES K.S. HOM AND TUEY MAE HOM - Property Owners /Petitioners
NE/s Padonia Park Road, 364' W of York Road; also W/s York Road, 211' to the rear (9726 York Road)

R-98-368
CYCLE III, 1998

8th Election District
3rd Councilmanic District

Reclassification: From M.L. to B.M.
1.8 acres /Open Site Plan

February 26, 1998 — Petition for Reclassification filed by Charles E. Brooks, Esquire, on behalf of James K.S. and Tuey Mae Hom, Property Owners /Petitioners.

Charles E. Brooks, Esquire — Counsel for Petitioners
BROOKS & SPICER
610 Bosley Avenue
Towson, MD 21204

James K.S. and Tuey Mae Hom — Property Owners /Petitioners
1200 Dublin Court
Lutherville, MD 21093

Joseph L. Larson
SPELLMAN, LARSON & ASSOCIATES
105 W. Chesapeake Avenue
Towson, MD 21204

James Earl Kraft
Baltimore County Board of Education
Mail Stop 1102-J

People's Counsel for
Baltimore County

Pat Keller
Jeffrey Long
Lawrence E. Schmidt
W. Carl Richards, Jr.
Docket Clerk /PDM
Arnold Jablon, Director /PDM

CR-98-368 /James K.S. Hom and Tuey Mae Hom /Petitioners

10/08/98 -Hearing concluded before Board; scheduled for public deliberation; Notice of Deliberation sent to parties; scheduled for Thursday, October 22, 1998 at 1:00 p.m. C.B.M.

10/22/98 -Hearing concluded; reclassification granted to B.M. Written Opinion and Order to be issued; appellate period to run from date of written order.

TO: PATUXENT PUBLISHING COMPANY
May 6, 1998 & May 13, 1998 Issues -- Catonsville Times
Full Page Ad

Advertising costs should be divided between all petitioners.
Please forward billing to:

R-98-366	Barbara Ormord, Legal Assistant Venable Baetjer & Howard, LLP 210 Allegheny Avenue Towson, MD 21204	410-494-6201
CR-98-367-A	Newton A. Williams, Esquire Nolan, Plumhoff & Williams 502 Washington Avenue Suite 700 Towson, MD 21204	410-823-7800
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NEWSPAPER AD MUST BE FULL PAGE AD.

SEE ATTACHED SAMPLE FOR PROPER SET-UP OF AD. SEE ATTACHED PAPERS FOR CORRECT WORDING FOR ZONING RECLASSIFICATION CYCLE III (APRIL - OCTOBER 1998) AND CORRECT MAP.

PLEASE FORWARD TO ZONING REVIEW, PERMITS & DEVELOPMENT MANAGEMENT, A CONTACT POSITIVE PRINT.

ANY QUESTIONS CONCERNING THIS AD, PLEASE CONTACT EITHER SOPHIA JENNINGS OR CARL RICHARDS IN ZONING REVIEW AT 410-887-3391.

RECLASSIFICATION & REDISTRICTING PETITIONS ACCEPTED FOR FILING BY BALTIMORE COUNTY BOARD OF APPEALS FOR THE APRIL - OCTOBER 1998 ZONING RECLASSIFICATION CYCLE III

BY ORDER OF
KRISTINE HOWANSKI, CHAIRMAN, BALTIMORE COUNTY BOARD OF APPEALS
ARNOLD F. KELLER, III, DIRECTOR, OFFICE OF PLANNING AND COMMUNITY CONSERVATION

ACCEPTED FOR FILING BY BALTIMORE COUNTY BOARD OF APPEALS
FOR THE ZONING RECLASSIFICATION CYCLE III
APRIL - OCTOBER 1998

WESTERN SECTOR

ITEM #1

Property Owner:	Eichelman Brothers, Inc.
Case No./Hearing Date:	R-98-366; 9/17/98
Contract Purchaser:	Merritt Properties, LLC
Location:	NW/S Washington Boulevard opposite Lansdowne Road (3406 Washington Boulevard)
Existing Zoning:	M.L.R.-I.M.
Election District:	13th
Councilmanic District:	1st
Acres:	51.92
Proposed Zoning:	M.L.-I.M.
Attorney:	Robert A. Hoffman
Misc.:	Open Plan

ITEM #2

Property Owner:	Elias Rizakos & Vula Rizakos
Case No./Hearing Date:	CR-98-367-A; 9/24/98
Contract Purchaser:	N/A
Location:	NE/S Windsor Mill Road, 531.51' SE of centerline Cresson Avenue (7218 Windsor Mill Road)
Existing Zoning:	D.R.-5.5
Election District:	2nd
Councilmanic District:	2nd
Acres:	.40
Proposed Zoning:	B.L. Variance to permit 16 parking spaces in lieu of the required 20.
Attorney:	Newton A. Williams
Misc.:	Documented Plan

NORTHERN SECTOR

No Petitions Were Filed In This Sector

CENTRAL SECTOR

ITEM #3

Property Owner:	James K.S. Hom & Tuey Mae Hom
Case No./Hearing Date:	R-98-368; 10/8/98
Contract Purchaser:	N/A
Location:	NE/S Padonia Park Road, 364' W of York Road; also W/S York Road, 211' to the rear (9726 York Road)
Existing Zoning:	M.L.
Election District:	8th
Councilmanic District:	3rd
Acres:	1.8
Proposed Zoning:	B.M.
Attorney:	Charles E. Brooks
Misc.:	Open Plan

ITEM #4

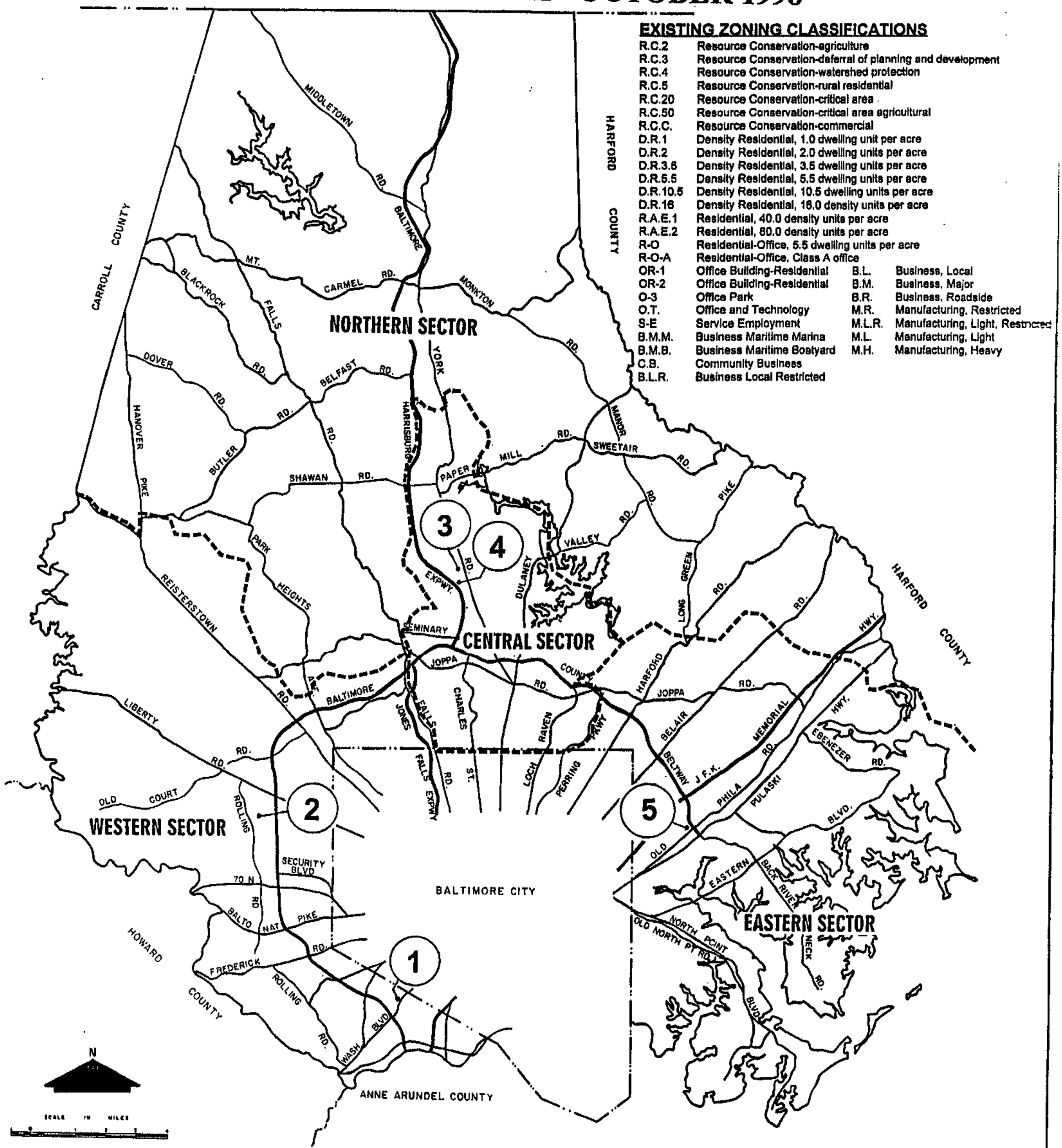
Property Owner:	Maryland State Fair and Agricultural Society, Inc. & Baltimore County, Maryland (for Baltimore County Controlled Streets)
Case No./Hearing Date:	R-98-369; 10/22/98
Contract Purchaser:	N/A
Location:	NE/S Conrail and MTA Central Light Rail (formerly Pennsylvania Railroad) right-of-way, 3741.99' N of N/S Timonium Road
Existing Zoning:	D.R.-3.5
Election District:	8th
Councilmanic District:	4th
Acres:	4.902
Proposed Zoning:	M.L.
Attorney:	Michael T. Wyatt
Misc.:	Open Plan; Possible Floodplain/zone

EASTERN SECTOR

ITEM #5

Property Owner:	Oziel Abbas
Case No./Hearing Date:	R-98-370; 10/29/98
Contract Purchaser:	Continental Properties Incorporated
Location:	corner NW/S Philadelphia Road (Route 7) and NE/S Golden Ring Road (Route 588) (8606 Philadelphia Road)
Existing Zoning:	R.O.
Election District:	14th
Councilmanic District:	6th
Acres:	1.313
Proposed Zoning:	B.L.
Attorney:	Newton A. Williams
Misc.:	Open Plan

LOCATIONS OF PROPERTIES UNDER PETITION
CYCLE III --- APRIL - OCTOBER 1998



BALTIMORE COUNTY DEPARTMENT OF PERMITS AND DEVELOPMENT MANAGEMENT/ZONING REVIEW

SAMPLE ONLY

BALTIMORE COUNTY, MARYLAND

PUBLIC NOTICE

RECLASSIFICATION & REDISTRICTING PETITIONS ACCEPTED FOR FILING BY BALTIMORE COUNTY BOARD OF APPEALS FOR THE OCTOBER, 1993 - APRIL, 1994 ZONING RECLASSIFICATION CYCLE II

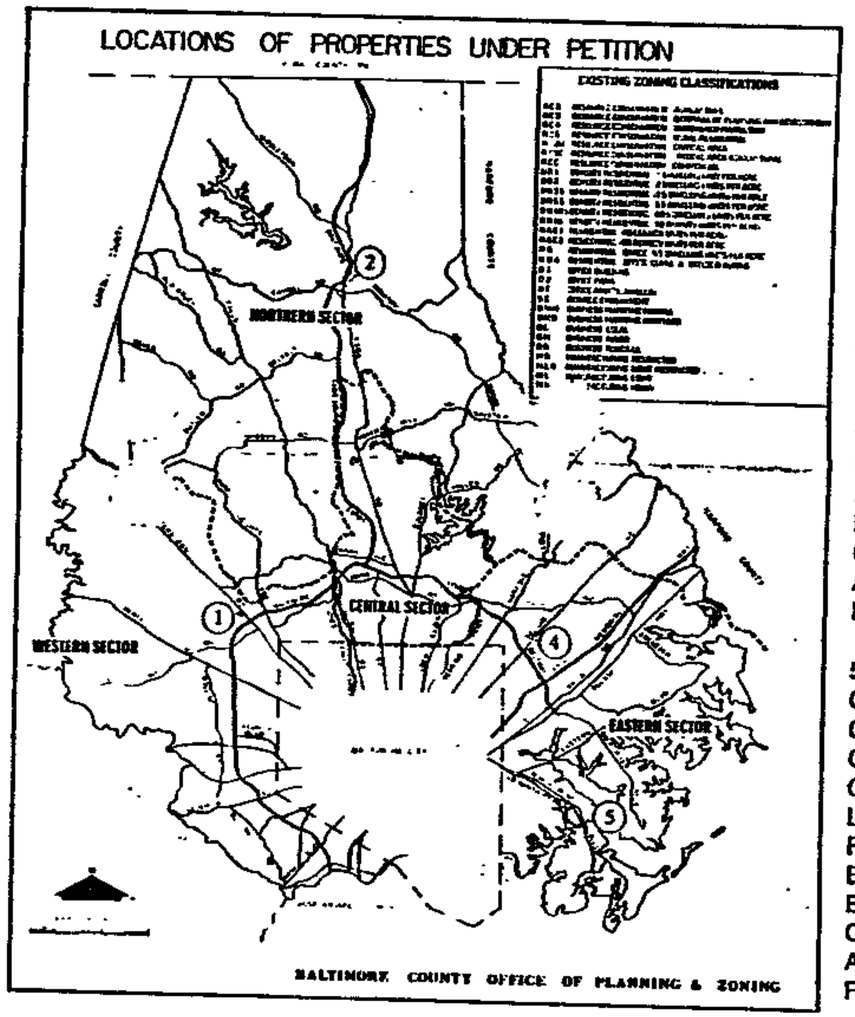
WESTERN SECTOR

1. Property Owner: J.F.O. Holding Corporation & Josephine Owings Grinnings
Case No./Hearing Date: R-94-141; 3/9/94
Contract Purchaser: J. Patrick Gill
Location: SW/S Reisterstown Road, 540' SE of centerline Mt. Wilson Lane, opposite Castleton Avenue (#1838-1850 Reisterstown Road)
Existing Zoning: R.O.
Election District: 3rd
Councilmanic District: 3rd
Acres: 5.81 +/- or 5.25 +/-
Proposed Zoning: B.L.

NORTHERN SECTOR

2. Property Owner: Harford Joint Venture
Case No./Hearing Date: R-94-142; 3/23/94
Contract Purchaser: N/A
Location: N/S Everett Road, W/S York Road (Monkton Centre)
Existing Zoning: R.C.-5
Election District: 7th
Councilmanic District: 3rd
Acres: .90 +/-
Proposed Zoning: B.M.-C.R.

3. Property Owner: The Prosser Company, Inc.
Case No./Hearing Date: CR-94-143; 4/6/94
Contract Purchaser: N/A
Location: SE/S Long Green Pike and NW/S Glen Arm Road (12107 & 12109
Long Green Pike and 5328 Glen Arm Road)
Existing Zoning: R.O. & R.C.-5
Election District: 11th



Councilmanic District: 6th
Acres: 5.2 +/-
Proposed Zoning: M.L.

CENTRAL SECTOR

No Petitions in the Central Sector

EASTERN SECTOR

4. Property Owner: State Highway Administration
Case No./Hearing Date: R-94-144; 4/20/94
Contract Purchaser: White Marsh Dinner Theatre, Inc.
Location: NW/S Belair Road, corner NE/S White Marsh Boulevard (8204
Belair Road)
Existing Zoning: D.R.-5.5
Election District: 14th
Councilmanic District: 6th
Acres: .61 +/-
Proposed Zoning: B.M.

5. Property Owner: Beachwood II Limited Partnership & Cignal Development
Corporation
Case No./Hearing Date: R-94-145; 5/4/94
Contract Purchaser: N/A
Location: E/S Morse Lane between Lynhurst and Shore Roads (Beachwood)
Existing Zoning: D.R.-1
Election District: 15th
Councilmanic District: 7th
Acres: 27.309
Proposed Zoning: D.R.-3.5 or D.R.-5.5 or D.R.-10.5

LISTINGS OF PETITIONS: Numbers in the listings are keyed to the map above.

BY ORDER OF
WILLIAM HACKETT, CHAIRMAN BALTIMORE COUNTY BOARD OF APPEALS
P DAVID FIELDS, DIRECTOR BALTIMORE COUNTY PLANNING AND ZONING

TO: PATUXENT PUBLISHING COMPANY
August 13, 1998 - Jeffersonian
Full Page Ad

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ARNOLD F. KELLER, III, DIRECTOR, OFFICE OF PLANNING AND COMMUNITY CONSERVATION

ACCEPTED FOR FILING BY BALTIMORE COUNTY BOARD OF APPEALS
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APRIL - OCTOBER 1998

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Acres:	51.92
Proposed Zoning:	M.L.-I.M.
Attorney:	Robert A. Hoffman
Misc.:	Open Plan

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Property Owner:	Elias Rizakos & Vula Rizakos
Case No./Hearing Date:	CR-98-367-A; 9/24/98
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Existing Zoning:	D.R.-5.5
Election District:	2nd
Councilmanic District:	2nd
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Attorney:	Newton A. Williams
Misc.:	Documented Plan

NORTHERN SECTOR

No Petitions Were Filed In This Sector

CENTRAL SECTOR

ITEM #3

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Location:	NE/S Conrail and MTA Central Light Rail (formerly Pennsylvania Railroad) right-of-way, 3741.99' N of N/S Timonium Road
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Attorney:	Michael T. Wyatt
Misc.:	Open Plan; Possible Floodplain/zone

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Location:	corner NW/S Philadelphia Road (Route 7) and NE/S Golden Ring Road (Route 588) (8606 Philadelphia Road)
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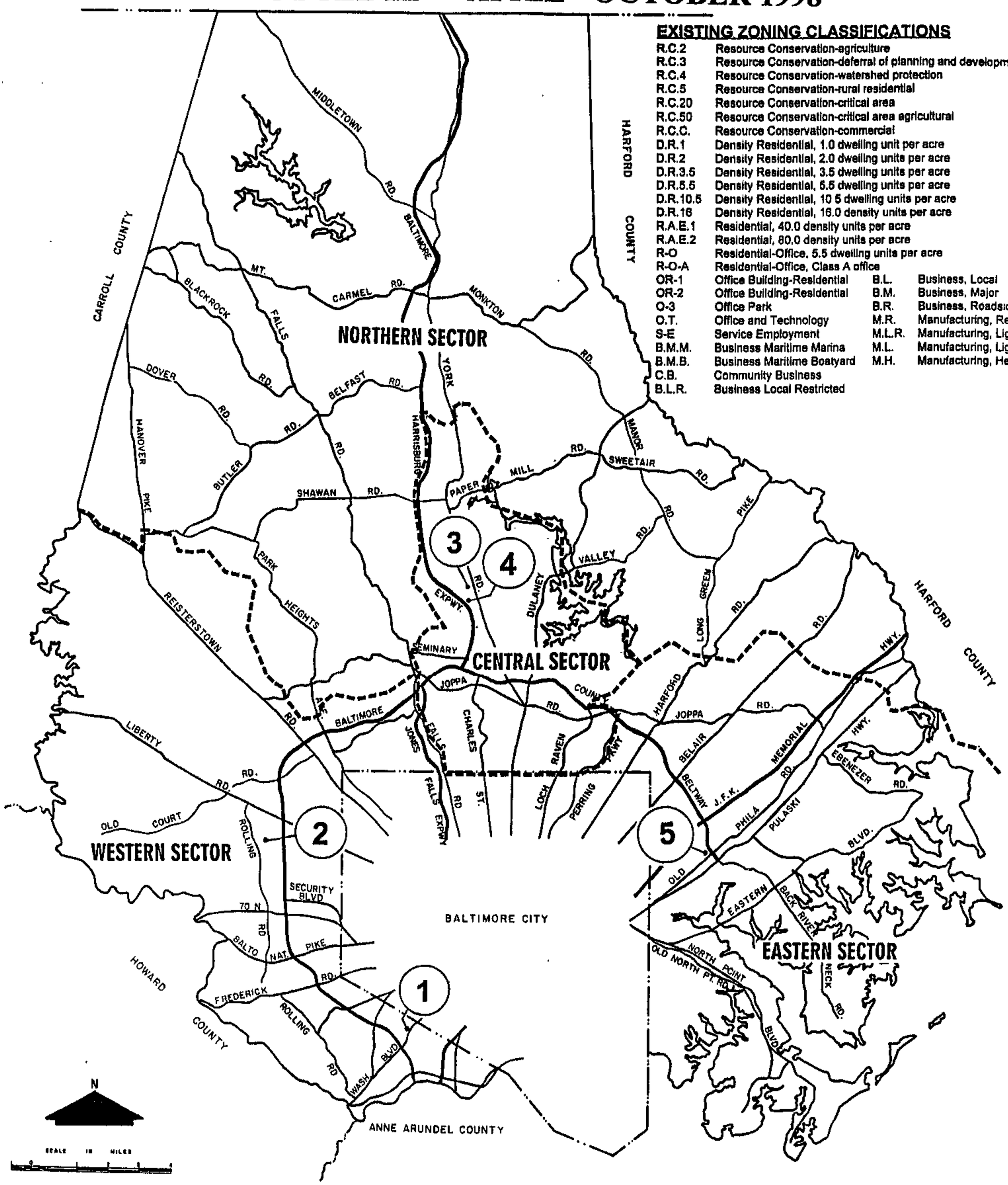
CYCLE III --- APRIL - OCTOBER 1998



EXISTING ZONING CLASSIFICATIONS

R.C.2	Resource Conservation-agriculture
R.C.3	Resource Conservation-deferral of planning and development
R.C.4	Resource Conservation-watershed protection
R.C.5	Resource Conservation-rural residential
R.C.20	Resource Conservation-critical area
R.C.50	Resource Conservation-critical area agricultural
R.C.C.	Resource Conservation-commercial
D.R.1	Density Residential, 1.0 dwelling unit per acre
D.R.2	Density Residential, 2.0 dwelling units per acre
D.R.3.5	Density Residential, 3.5 dwelling units per acre
D.R.5.5	Density Residential, 5.5 dwelling units per acre
D.R.10.5	Density Residential, 10 5 dwelling units per acre
D.R.16	Density Residential, 16.0 density units per acre
R.A.E.1	Residential, 40.0 density units per acre
R.A.E.2	Residential, 80.0 density units per acre
R-O	Residential-Office, 5.5 dwelling units per acre
R-O-A	Residential-Office, Class A office
OR-1	Office Building-Residential
OR-2	Office Building-Residential
O-3	Office Park
O.T.	Office and Technology
S-E	Service Employment
B.M.M.	Business Maritime Marina
B.M.B.	Business Maritime Boatyard
C.B.	Community Business
B.L.R.	Business Local Restricted
B.L.	Business, Local
B.M.	Business, Major
B.R.	Business, Roadside
M.R.	Manufacturing, Restricted
M.L.R.	Manufacturing, Light, Restricted
M.L.	Manufacturing, Light
M.H.	Manufacturing, Heavy

BALTIMORE COUNTY DEPARTMENT OF PERMITS AND DEVELOPMENT MANAGEMENT/ZONING REVIEW

SAMPLE ONLY

BALTIMORE COUNTY, MARYLAND

PUBLIC NOTICE

RECLASSIFICATION & REDISTRICTING PETITIONS ACCEPTED FOR FILING BY BALTIMORE COUNTY BOARD OF APPEALS FOR THE OCTOBER, 1993 - APRIL, 1994 ZONING RECLASSIFICATION CYCLE II

WESTERN SECTOR

1. Property Owner: J.F.O. Holding Corporation & Josephine Owings Grinnings
Case No./Hearing Date: R-94-141; 3/9/94
Contract Purchaser: J. Patrick Gill
Location: SW/S Reisterstown Road, 540' SE of centerline Mt. Wilson Lane, opposite Castleton Avenue (#1838-1850 Reisterstown Road)
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NORTHERN SECTOR

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Acres: .90 +/-
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Case No./Hearing Date: CR-94-143; 4/6/94
Contract Purchaser: N/A
Location: SE/S Long Green Pike and NW/S Glen Arm Road (12107 & 12109
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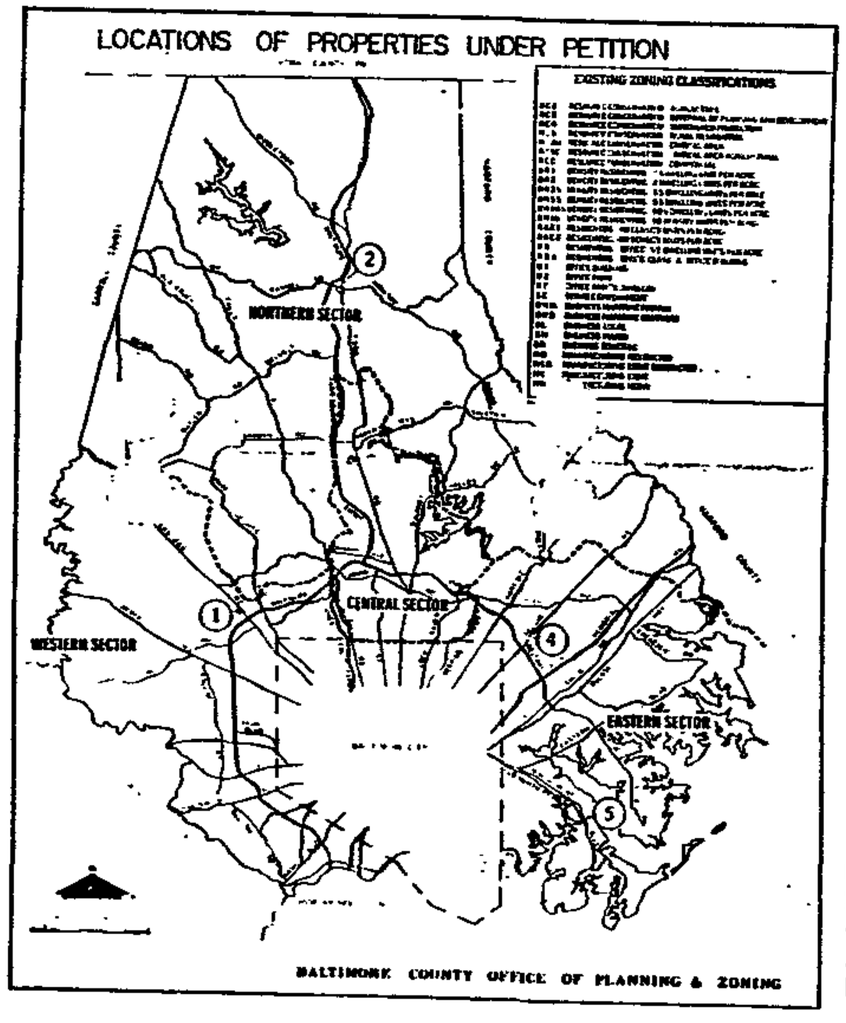
Election District: 11th



Councilmanic District: 6th
Acres: 5.2 +/-
Proposed Zoning: M.L.

CENTRAL SECTOR

No Petitions in the Central Sector

EASTERN SECTOR

4. Property Owner: State Highway Administration
Case No./Hearing Date: R-94-144; 4/20/94
Contract Purchaser: White Marsh Dinner Theatre, Inc.
Location: NW/S Belair Road, corner NE/S White Marsh Boulevard (8204
Belair Road)
Existing Zoning: D.R.-5.5
Election District: 14th
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Acres: .61 +/-
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5. Property Owner: Beachwood II Limited Partnership & Cignal Development
Corporation
Case No./Hearing Date: R-94-145; 5/4/94
Contract Purchaser: N/A
Location: E/S Morse Lane between Lynhurst and Shore Roads (Beachwood)
Existing Zoning: D.R.-1
Election District: 15th
Councilmanic District: 7th
Acres: 27.309
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LISTINGS OF PETITIONS: Numbers in the listings are keyed to the map above.

BY ORDER OF
WILLIAM HACKETT, CHAIRMAN BALTIMORE COUNTY BOARD OF APPEALS
P. DAVID FIELDS, DIRECTOR BALTIMORE COUNTY PLANNING AND ZONING

TO: PATUXENT PUBLISHING COMPANY
August 12, 1998 - Towson Times
Full Page Ad

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ACCEPTED FOR FILING BY BALTIMORE COUNTY BOARD OF APPEALS
FOR THE ZONING RECLASSIFICATION CYCLE III
APRIL - OCTOBER 1998

WESTERN SECTOR

ITEM #1

Property Owner:	Eichelman Brothers, Inc.
Case No./Hearing Date:	R-98-366; 9/17/98
Contract Purchaser:	Merritt Properties, LLC
Location:	NW/S Washington Boulevard opposite Lansdowne Road (3406 Washington Boulevard)
Existing Zoning:	M.L.R.-I.M.
Election District:	13th
Councilmanic District:	1st
Acres:	51.92
Proposed Zoning:	M.L.-I.M.
Attorney:	Robert A. Hoffman
Misc.:	Open Plan

ITEM #2

Property Owner:	Elias Rizakos & Vula Rizakos
Case No./Hearing Date:	CR-98-367-A; 9/24/98
Contract Purchaser:	N/A
Location:	NE/S Windsor Mill Road, 531.51' SE of centerline Cresson Avenue (7218 Windsor Mill Road)
Existing Zoning:	D.R.-5.5
Election District:	2nd
Councilmanic District:	2nd
Acres:	.40
Proposed Zoning:	B.L. Variance to permit 16 parking spaces in lieu of the required 20.
Attorney:	Newton A. Williams
Misc.:	Documented Plan

NORTHERN SECTOR

No Petitions Were Filed In This Sector

CENTRAL SECTOR

ITEM #3

Property Owner:	James K.S. Hom & Tuey Mae Hom
Case No./Hearing Date:	R-98-368; 10/8/98
Contract Purchaser:	N/A
Location:	NE/S Padonia Park Road, 364' W of York Road; also W/S York Road, 211' to the rear (9726 York Road)
Existing Zoning:	M.L.
Election District:	8th
Councilmanic District:	3rd
Acres:	1.8
Proposed Zoning:	B.M.
Attorney:	Charles E. Brooks
Misc.:	Open Plan

ITEM #4

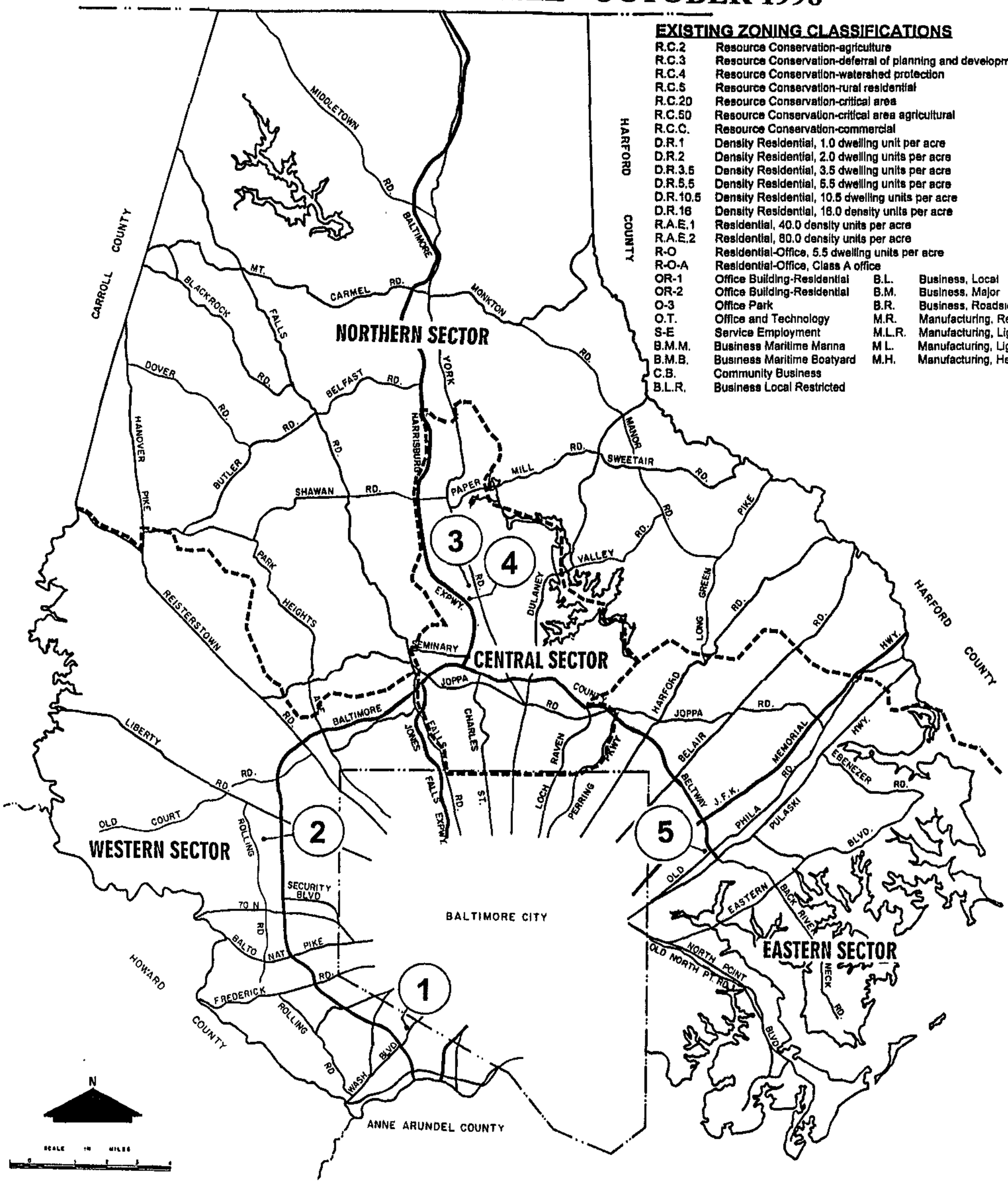
Property Owner:	Maryland State Fair and Agricultural Society, Inc. & Baltimore County, Maryland (for Baltimore County Controlled Streets)
Case No./Hearing Date:	R-98-369; 10/22/98
Contract Purchaser:	N/A
Location:	NE/S Conrail and MTA Central Light Rail (formerly Pennsylvania Railroad) right-of-way, 3741.99' N of N/S Timonium Road
Existing Zoning:	D.R.-3.5
Election District:	8th
Councilmanic District:	4th
Acres:	4.902
Proposed Zoning:	M.L.
Attorney:	Michael T. Wyatt
Misc.:	Open Plan; Possible Floodplain/zone

EASTERN SECTOR

ITEM #5

Property Owner:	Oziel Abbas
Case No./Hearing Date:	R-98-370; 10/29/98
Contract Purchaser:	Continental Properties Incorporated
Location:	corner NW/S Philadelphia Road (Route 7) and NE/S Golden Ring Road (Route 588) (8606 Philadelphia Road)
Existing Zoning:	R.O.
Election District:	14th
Councilmanic District:	6th
Acres:	1.313
Proposed Zoning:	B.L.
Attorney:	Newton A. Williams
Misc.:	Open Plan

LOCATIONS OF PROPERTIES UNDER PETITION
CYCLE III --- APRIL - OCTOBER 1998



BALTIMORE COUNTY DEPARTMENT OF PERMITS AND DEVELOPMENT MANAGEMENT/ZONING REVIEW

SAMPLE ONLY

BALTIMORE COUNTY, MARYLAND

PUBLIC NOTICE

RECLASSIFICATION & REDISTRICTING PETITIONS ACCEPTED FOR FILING BY BALTIMORE COUNTY BOARD OF APPEALS FOR THE OCTOBER, 1993 - APRIL, 1994 ZONING RECLASSIFICATION CYCLE II

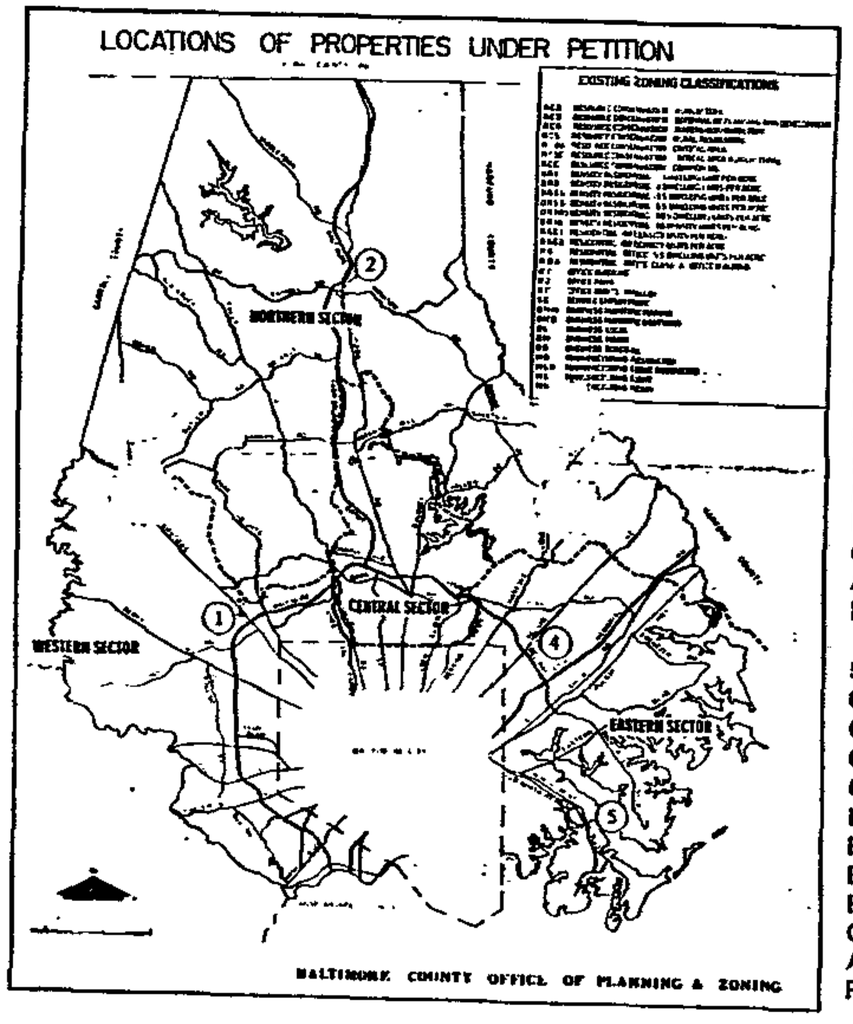
WESTERN SECTOR

1. Property Owner: J.F.O. Holding Corporation & Josephine Owings Grinnings
Case No./Hearing Date: R-94-141; 3/9/94
Contract Purchaser: J. Patrick Gill
Location: SW/S Reisterstown Road, 540' SE of centerline Mt. Wilson Lane, opposite Castleton Avenue (#1838-1850 Reisterstown Road)
Existing Zoning: R.O.
Election District: 3rd
Councilmanic District: 3rd
Acres: 5.81 +/- or 5.25 +/-
Proposed Zoning: B.L.

NORTHERN SECTOR

2. Property Owner: Harford Joint Venture
Case No./Hearing Date: R-94-142; 3/23/94
Contract Purchaser: N/A
Location: N/S Everett Road, W/S York Road (Monkton Centre)
Existing Zoning: R.C.-5
Election District: 7th
Councilmanic District: 3rd
Acres: .90 +/-
Proposed Zoning: B.M.-C.R.

3. Property Owner: The Prosser Company, Inc.
Case No./Hearing Date: CR-94-143; 4/6/94
Contract Purchaser: N/A
Location: SE/S Long Green Pike and NW/S Glen Arm Road (12107 & 12109
Long Green Pike and 5328 Glen Arm Road)
Existing Zoning: R.O. & R.C.-5
Election District: 11th



Councilmanic District: 6th
Acres: 5.2 +/-
Proposed Zoning: M.L.

CENTRAL SECTOR

No Petitions in the Central Sector

EASTERN SECTOR

4. Property Owner: State Highway Administration
Case No./Hearing Date: R-94-144; 4/20/94
Contract Purchaser: White Marsh Dinner Theatre, Inc.
Location: NW/S Belair Road, corner NE/S White Marsh Boulevard (8204
Belair Road)
Existing Zoning: D.R.-5.5
Election District: 14th
Councilmanic District: 6th
Acres: .61 +/-
Proposed Zoning: B.M.

5. Property Owner: Beachwood II Limited Partnership & Cignal Development
Corporation
Case No./Hearing Date: R-94-145; 5/4/94
Contract Purchaser: N/A
Location: E/S Morse Lane between Lynhurst and Shore Roads (Beachwood)
Existing Zoning: D.R.-1
Election District: 15th
Councilmanic District: 7th
Acres: 27.309
Proposed Zoning: D.R.-3.5 or D.R.-5.5 or D.R.-10.5

LISTINGS OF PETITIONS: Numbers in the listings are keyed to the map above.

BY ORDER OF
WILLIAM HACKETT, CHAIRMAN BALTIMORE COUNTY BOARD OF APPEALS
P. DAVID FIELDS, DIRECTOR BALTIMORE COUNTY PLANNING AND ZONING

TO: PATUXENT PUBLISHING COMPANY
April 30, 1998 & May 7, 1998 Issues - Jeffersonian
Full Page Ad

Advertising costs should be divided between all petitioners.
Please forward billing to:

R-98-366	Barbara Ormord, Legal Assistant Venable Baetjer & Howard, LLP 210 Allegheny Avenue Towson, MD 21204	410-494-6201
CR-98-367-A	Newton A. Williams, Esquire Nolan, Plumhoff & Williams 502 Washington Avenue Suite 700 Towson, MD 21204	410-823-7800
R-98-368	Spellman, Larson & Associates, Inc. 105 West Chesapeake Avenue Suite 406 Towson, MD 21204	410-823-3535
R-98-369	Marlow & Wyatt 404 Allegheny Avenue Towson, MD 21204	410-821-1013
R-98-370	Newton A. Williams, Esquire Nolan, Plumhoff & Williams 502 Washington Avenue Suite 700 Towson, MD 21204	410-823-7800

NEWSPAPER AD MUST BE FULL PAGE AD.

SEE ATTACHED SAMPLE FOR PROPER SET-UP OF AD. SEE ATTACHED PAPERS FOR CORRECT WORDING FOR ZONING RECLASSIFICATION CYCLE III (APRIL - OCTOBER 1998) AND CORRECT MAP.

PLEASE FORWARD TO ZONING REVIEW, PERMITS & DEVELOPMENT MANAGEMENT, A CONTACT POSITIVE PRINT.

ANY QUESTIONS CONCERNING THIS AD, PLEASE CONTACT EITHER SOPHIA JENNINGS OR CARL RICHARDS IN ZONING REVIEW AT 410-887-3391.

RECLASSIFICATION & REDISTRICTING PETITIONS ACCEPTED FOR FILING BY BALTIMORE COUNTY BOARD OF APPEALS FOR THE APRIL - OCTOBER 1998 ZONING RECLASSIFICATION CYCLE III

BY ORDER OF
KRISTINE HOWANSKI, CHAIRMAN, BALTIMORE COUNTY BOARD OF APPEALS
ARNOLD F. KELLER, III, DIRECTOR, OFFICE OF PLANNING AND COMMUNITY CONSERVATION

ACCEPTED FOR FILING BY BALTIMORE COUNTY BOARD OF APPEALS
FOR THE ZONING RECLASSIFICATION CYCLE III
APRIL - OCTOBER 1998

WESTERN SECTOR

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Attorney:	Robert A. Hoffman
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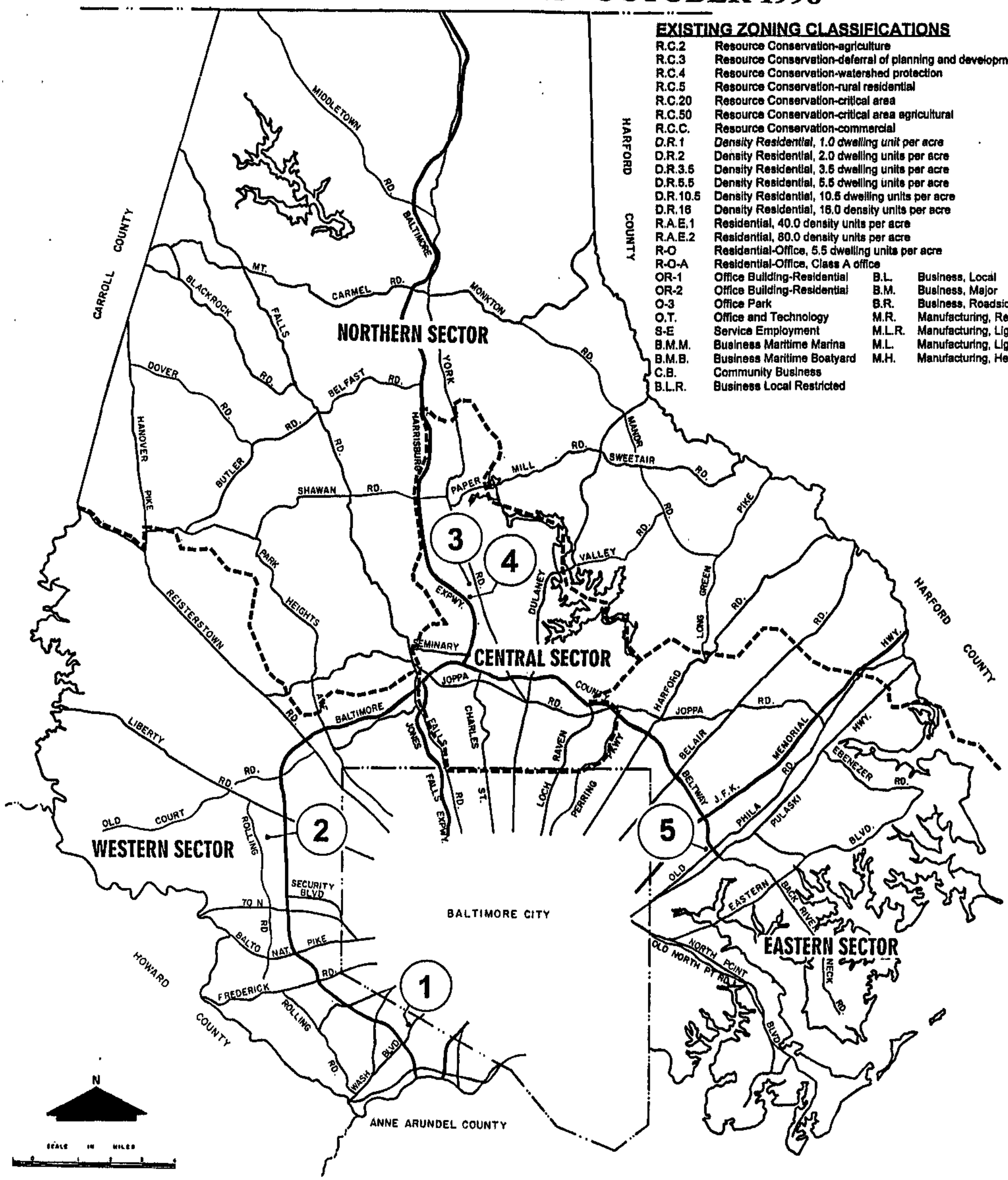

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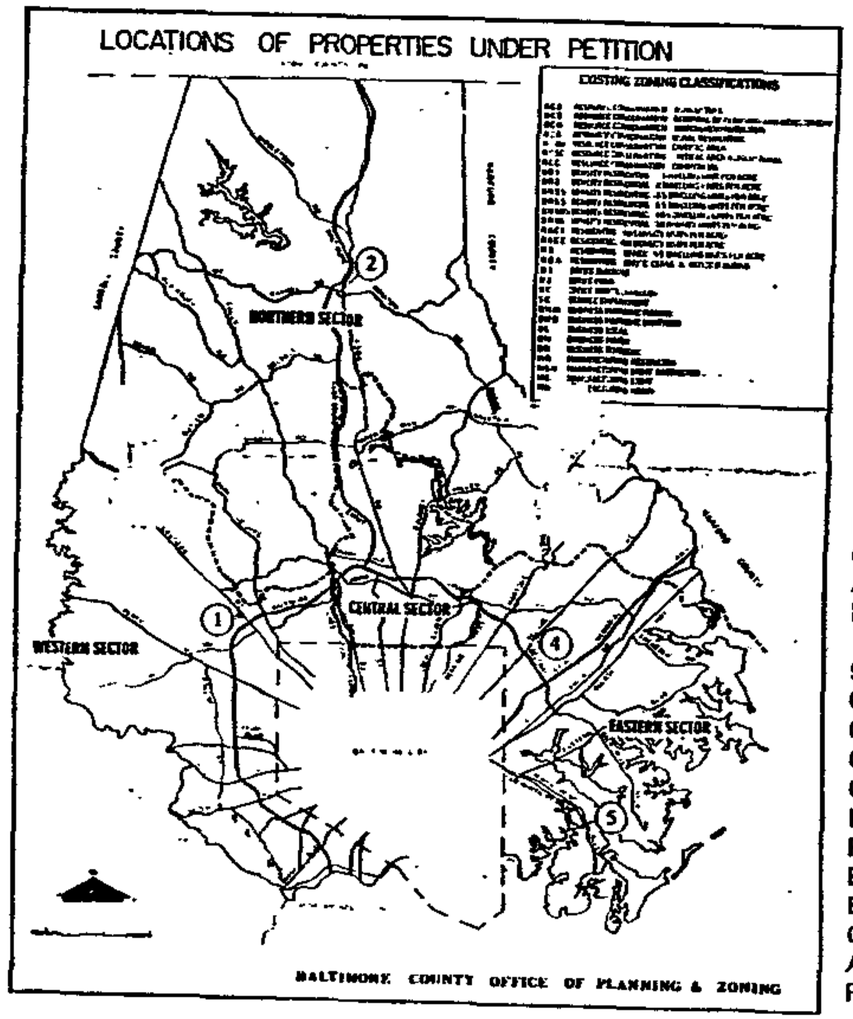

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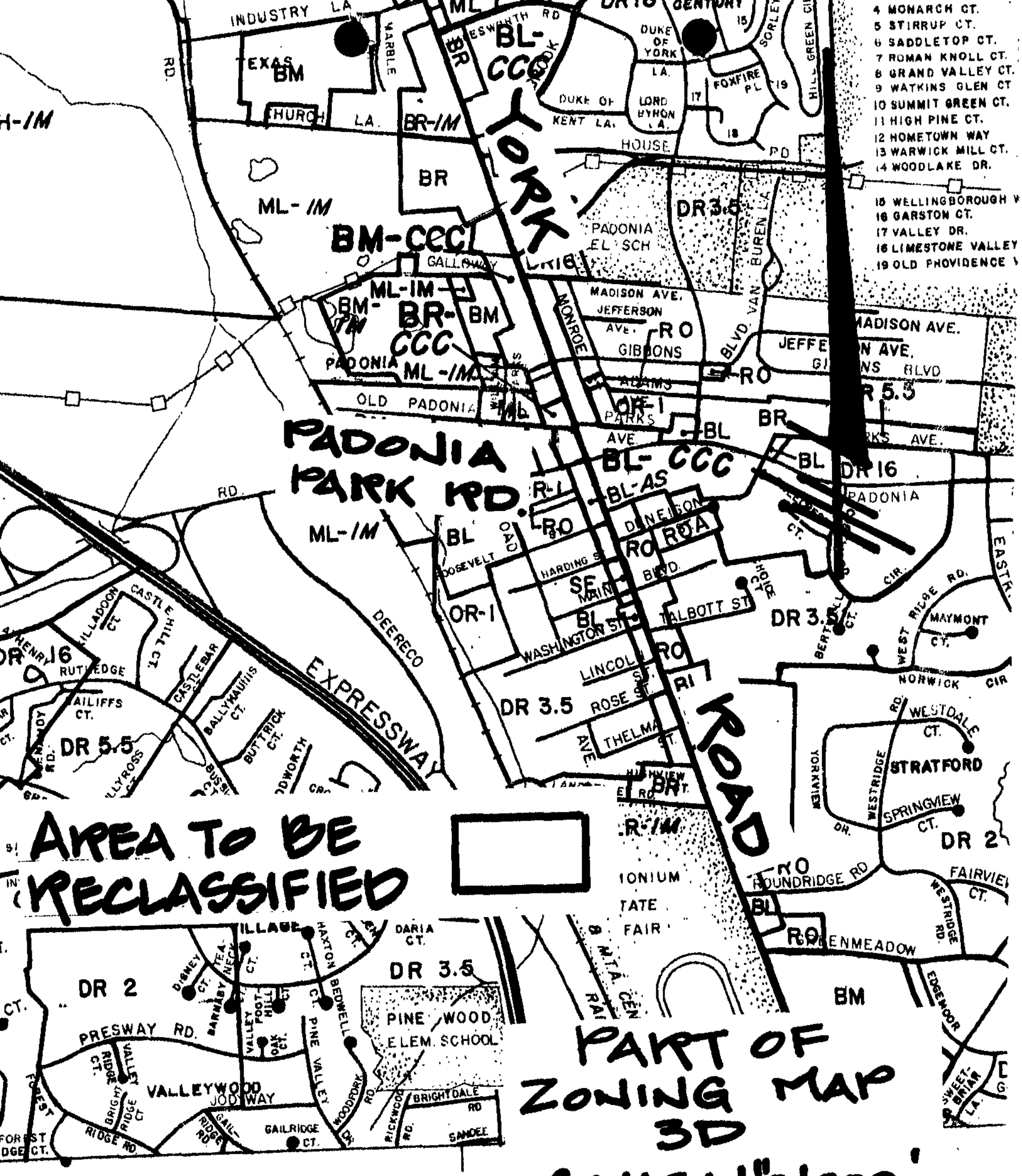
AREA TO BE RECLASSIFIED
PART OF ZONING MAP 3D
SCALE: 1" = 1000'
R-98-368
YORK ROAD
PADONIA PARK RD.
EXPRESSWAY
DEERECO
INDUSTRY LA.
CHURCH LA.
DUKE OF YORK LA.
DUKE OF KENT LA.
LORD BYRON LA.
FOXFIRE PL.
HOUSE RD.
PADONIA EL. SCH
MADISON AVE.
JEFFERSON AVE.
GIBBONS
ADAMS
PARKS AVE.
OLD PADONIA
GALLOWAY
MONROE
VAN BUREN BLVD.
DENISON
HARDING
MAIN
TALBOTT ST.
WASHINGTON ST.
LINCOLN ST.
ROSE ST.
THELMA ST.
ROUNDRIDGE RD.
FAIRVIEW CT.
WESTRIDGE RD.
STRATFORD
SPRINGVIEW CT.
WESTDALE CT.
NORWICK CIR.
MAYMONT CT.
WEST RIDGE RD.
EASTR.
PINE WOOD ELEM. SCHOOL
VALLEYWOOD
PRESWAY RD.
GAILRIDGE CT.
BRIGHTDALE RD.
SANDEE
RUTLEDGE
BAILIFFS CT.
CASTLE HILL CT.
BALLYMAUHIS CT.
BUTTRICK CT.
DARIA CT.
HAXTON CT.
BEDWELL CT.
DISNEY CT.
BARNIBY CT.
VALLEY RIDGE CT.
BRIGHT RIDGE CT.
FOREST RIDGE CT.
WOODFORD RD.
RICKWOOD RD.
EDGEMOOR
SWEET-BRIAR LA.
FORGENMEADOW
IONIUM
TATE
FAIR
DR 2
DR 3.5
DR 5.5
DR 16
BM
BL
BR
RO
OR-1
ML-IM
BM-CCC
BL-CCC
BL-AS
BR-CCC
ML-IM
BM-IM
H-IM
R-IM
SE
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3/4
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FEET
1E
2E
3E
4E
1D
2D
3D
4D
1C
2C
3C
4C
1B
2B
4B
5B
2A
4A

CASE NO.:
R-98-368

PETITIONER:
James K. S. Hom And Tuey Mae Hom

REQUESTED ACTION:
Reclassification to BM (Business Major)

EXISTING ZONING:
ML (Manufacturing Light)

LOCATION:
9726 York Road

AREA OF SITE:
1.8± Acres

ZONING OF ADJACENT PROPERTY/USE:

North:	ML-IM and BM-CCC	Commercial/Vacant
South:	BM-CCC	Office/Commercial
East:	BM-CCC	Office/Commercial
West:	ML-IM and ML	Office/Commercial

SITE DESCRIPTION:
An adjacent site owned by the petitioner is improved with a restaurant. A portion of the subject site is used for restaurant parking, an office building and two residential uses which front along Old Padonia Road.

WATER AND SEWERAGE:
The area is served by public water and sewer and is designated as W-1, S-1 according to the Master Water and Sewer Plan.

TRAFFIC AND ROADS:
The site has access to York Road which is the main arterial running north and south with access to I 695 and I 83.

ZONING HISTORY:
This property was the subject of an issue during the 1980 Comprehensive Zoning Map Process at which time the southern portion of the property was rezoned from DR 3.5 to ML.

MASTER PLAN/COMMUNITY PLANS:

On May 7, 1998, the Office of Planning presented the Hunt Valley/Timonium Master Plan to the Baltimore County Planning Board for scheduling of a public hearing. It is the County Council's intent to assure "that [a] full range of opportunities will be available to the Council for timely implementation after receiving the Hunt Valley/Timonium [Master] Plan from the Planning Board." It is anticipated that the Hunt Valley/Timonium Master Plan will be adopted prior the Board of Appeals hearing on this matter.

The Proposed Land Use Map indicates that the area in which the applicant's property is located is designated for commercial use. Should the property be developed for commercial purposes, the Hunt Valley/Timonium Master Plan stresses the importance of design quality. On page 27 the following is stated: "Design quality in land use development relates to the architectural design of buildings and the site planning of parking, open space and site amenities. Design quality involves aesthetics as well as function. Design quality controls can help assure that the HV/T area continues to provide an attractive, desirable environment in which to work, live, and shop, and to help maintain its important status in the County as a major economic development area."

PROPOSED vs. EXISTING ZONING:

The ML zone permits a number of light manufacturing uses by right. The zone also allows auxiliary retail or service uses of semi-industrial uses, provided the use is located in a planned district. However, such uses are not permitted in cases where direct access to an arterial street exists.

The BM zone permits a wide range of uses in addition to those permitted in the BL zone. Density is regulated by a floor area ratio of 4.0. Density is realistically limited by parking requirements, as well as economic and environmental constraints.

The BLR zone provides a wide range of retail uses, some of which may be of a larger scale, such as a supermarket. The BLR zone also requires performance standards which protect adjacent communities from excessive vehicular congestion, use, intensity, and noise.

OFFICE OF PLANNING ANALYSIS AND RECOMMENDATION:

The intent of the Hunt Valley/Timonium Master Plan clearly indicates that commercial zoning would be appropriate at this location; therefore, this office recommends that BLR zoning be applied to this zone.

MISTAKE/CHANGE/ERROR:

Rezoning of the Genstar property to the west and the north of the subject property has negated the possibility of developing an appropriate ML use on this 1.8± acre parcel in conjunction with development of the aforementioned site. Sufficient ML zoned land does not exist to provide for a reasonable use of the property. Therefore, based upon the information provided and analysis conducted, the Office of Planning concludes that the County Council made an error when the Comprehensive Zoning Maps were last adopted.

FILE COPY

Ca Ex #3

IN THE MATTER OF THE APPLICATION OF PERRY HALL UNITED METHODIST CHURCH, INC. -PETITIONER FOR A ZONING RECLASSIFICATION ON PROPERTY LOCATED ON THE SOUTHEAST SIDE BELAIR ROAD, 485' +/- SOUTHWEST OF CENTERLINE HORN AVENUE (9515 BELAIR ROAD) 11th ELECTION DISTRICT 5TH COUNCILMANIC DISTRICT	* * * * * * * *	BEFORE THE COUNTY BOARD OF APPEALS OF BALTIMORE COUNTY CASE NO. R-97-467 (Cycle I, 1997)

* * * * * * * * * *

OPINION

This case comes before the County Board of Appeals of Baltimore County in response to a request by the Petitioner that the subject property, located at 9515 Belair Road, situated in the Fifth Councilmanic District, be rezoned from its present zoning classification of D.R. 3.5 to R.O. (Residential Office).

The subject parcel is located in the mixed used corridor of Belair Road and is included in the "Belair Road Corridor Study" that was compiled by the Baltimore County Office of Planning. This document is dated May 1995 and was developed for use by the Baltimore County Council in their deliberations relative to the 1996 Comprehensive Zoning Map Process. Both parties in this case concede that, under Baltimore County Code, Section 2-356(k), the issue of substantial change does not apply, as it has been less than 1 year since the adoption of the 1996 Comprehensive Zoning Maps. Both parties thus agree that, in order to succeed, Petitioner must establish "error" in the last classification of the property.

In accordance with Section 2-356(i) of the Baltimore County Code, a public hearing was conducted by the Board on October 9,

FILE COPY

1997, with public deliberation on October 15, 1997.

At the hearing, Petitioner was represented by Francis X. Borgerding, Jr., Esquire. Peter Max Zimmerman, People's Counsel for Baltimore County, and Carole S. Demilio, Deputy People's Counsel, also participated in these proceedings.

The subject property is described as a .36-acre parcel of land zoned D.R. 3.5 and improved with a two-story brick building used as a parsonage by the Church. Kenneth J. Wells, an expert land surveyor for the Petitioner, testified as to the surrounding community, describing Belair Road as a major thoroughfare and noting that properties north and south of the subject property are zoned commercial. He testified to traffic measurements of 36,000 trips per day occurring thereon and that widening is now underway. He testified that Horn Avenue, to the rear of the Church, is a narrow two-way street which serves the residential neighborhoods behind the Church. As well, it generates local traffic which cuts through Church property.

Mr. Wells indicated that the Maryland State Department of Transportation had no objection to a change in zoning for the subject property, but would require an access permit.

On cross-examination by Ms. Demilio, Mr. Wells acknowledged that the Belair Road Corridor Study and the Master Plan were available to the County Council during the rezoning process, including page 14 of the Study (Petitioner's Exhibit 7) which, in relevant part, provides as follows:

#2) Residentially zoned sites that are no longer considered suitable for residential uses but are located adjacent to residential areas should be considered for R-O-A, R-O, OR-2, C.B., and B.L.R. zoning.

#5) Consideration should be given to rezoning undeveloped and developed parcels zoned B.L., B.M., and B.R. which are located adjacent to residential area. However, no commercially developed parcel should be rezoned to a classification which does not permit the existing use.

Kenneth H. Mason, a member of the Church since 1963, also testified on behalf of the Petitioner. He provided a history of the Church and parsonage, as well as a description of the parsonage's present use and improvements made to the property, including speed bumps on their parking lot to deter an increase in traffic generated from, among other things, changes made in signage on Horn Avenue with the construction of a carwash facility.

On cross-examination, Mr. Mason conceded that the Church community knew of the carwash facility, expansion of a car repair shop, and zoning change of a neighboring property before 1995.

Also testifying was Pastor Robert Clipp, who has lived in the parsonage since 1993, who supported the Church seeking a change in the zoning as he does not feel this property is conducive to residential living, now that he and his wife have young children.

Pastor Clipp admitted on cross-examination that there was no reason the Church could not sell the parsonage as a residential property.

The first witness for the Office of People's Counsel was Jeffrey Long of the Office of Planning. Mr. Long has been with that office for 18-1/2 years and presently serves as the

coordinator for cycle zoning. He noted that both the Office of Planning and the Planning Board concluded that the appropriate zoning was D.R. 3.5, and the County Council thus made no mistake in its recommendation to retain the D.R. 3.5 zoning for this property.

Mr. Long reviewed the Comprehensive Zoning Map Process, and observed that this issue was not raised during the 1996 Comprehensive Zoning Map Process. He described the Belair Road corridor as a mixed-use corridor and referred to the recommended zoning guidelines outlined in the Belair Road Corridor Study. He testified that the 1996 Comprehensive Zoning Map Process was in compliance with the recommendations of the Belair Road Corridor Study, and further stated that consideration of a change in zoning would turn largely on whether the property appeared as a viable residence. Since the property appears as a well-maintained residence, he concluded there would be no reason to consider a change in zoning. Mr. Long further noted that granting an R.O. classification in that instance would allow the Petitioner to request any use under that classification since there was no documented site plan submitted. Some uses allowed by special exception would be incompatible with the surrounding community. He discussed the use of a less intensive zoning classification, R.O.A., and then pointed out that the current residential zoning would support other uses. He testified as to other examples around the County where the parsonage exists with an adjacent church dwelling and other office /commercial uses.

This Board's authority to change the zoning classification of property is set out in the Baltimore County Code, Section 2-356, subsection (j). The Board of Appeals in this instance must find that the last classification of the property was established in error.

From the testimony and evidence presented, the Board finds that the Petitioner has not succeeded in rebutting the presumption that the County Council did review this property thoroughly as part of the comprehensive map process. Specifically, the Belair Road Corridor Study was available and provided specific recommendations relative to changes in zoning. At the time the comprehensive map process occurred, the property was being used as a residence, as it had been since its construction, and remained well-maintained and attractive. The recommended zoning guidelines of the Belair Road Corridor Study, page 14, item #1, read: "Sites that are presently zoned residential (no R-O-A or R-O) and are still viable for their existing use or for future residential development should not be rezoned to a nonresidential classification."

Upon review of the testimony, evidence and exhibits entered in this case, the Board accordingly finds that the Petition for Reclassification of the subject property from D.R. 3.5 to R.O. should be denied at this time, and will so order.

O R D E R

IT IS THEREFORE, this 4th day of December, 1997 by the County Board of Appeals of Baltimore County

ORDERED that the Petition for Reclassification from D.R. 3.5 to R.O. be and is hereby DENIED.

Any petition for judicial review from this decision must be made in accordance with Rules 7-201 through 7-210 of the Maryland Rules of Procedure.

COUNTY BOARD OF APPEALS
OF BALTIMORE COUNTY

Kristine K. Howanski, Chairman

Donna M. Felling

Margaret Worrall

C.C. #4

IN THE MATTER OF THE APPLICATION OF SLEEPY HOLLOW WOODS, INC. /ERNEST SLIGH, PRESIDENT -PROPERTY OWNER / PETITIONER FOR A ZONING RECLASSIFICATION, SPECIAL EXCEPTION AND VARIANCE ON PROPERTY LOCATED ON THE SOUTHWEST SIDE OF MOHRS LANE (FUTURE CAMPBELL BOULEVARD), 1630' E OF C/L PULASKI HIGHWAY AND SE/S BGE/SUSQUEHANNA TRANSMISSION R/W 11TH ELECTION DISTRICT 5TH COUNCILMANIC DISTRICT	*	BEFORE THE COUNTY BOARD OF APPEALS OF BALTIMORE COUNTY CASE NO. CR-98-149-XA (Cycle II, 1997/98)

* * * * * * * * * *

OPINION

This case comes to the County Board of Appeals based on a reclassification request filed by the Petitioner to reclassify property located at the southwest side of Mohrs Lane (future Campbell Boulevard), 1630 feet east of the centerline of Pulaski Highway and southwest side of the BG&E/Susquehanna Transmission right-of-way, from M.L.-I.M. to D.R. 3.5, accompanied by a Petition for Special Exception for a mobile home park and Petition for Variance to permit trailers (mobile homes) within 25 feet of any other boundary line in lieu of the required 75 feet.

A public hearing was held on Tuesday, March 10, 1998, and continued for a second day, May 12, 1998, with public deliberation held on May 21, 1998. Newton A. Williams, Esquire, represented the Petitioner. Peter Max Zimmerman represented the Office of People's Counsel for Baltimore County.

This Board may grant a reclassification of zoning on property if a Petitioner can demonstrate either substantial change in the character of the neighborhood where the property is location, or that the last classification was established in error or mistake by the County Council [Baltimore County Code, Section 2-356(j)(1)-(2)]. The Petitioner has not alleged that a substantial change has

occurred in the neighborhood of the subject property. Rather, the Petitioner's request is based solely on an element of "error" or "mistake" when the Baltimore County Council (County Council) adopted the 1996 Comprehensive Zoning Maps (CZMP). Case law in Maryland vigorously supports the premise that there is a strong presumption of correctness in the comprehensive rezoning by the County Council (Anne Arundel County v. A-Pac, Ltd., 67 Md.App. 122 (Md Court of Special Appeals 1986) (Boyce v. Sembly, 25 Md.App. 43-49 (Md. Court of Special Appeals 1975). Therefore, "...strong evidence of error is required to make the issue of mistake in comprehensive zoning fairly debatable; and unless such strong evidence is present by the petitioner, the action of the Board in granting a reclassification is arbitrary and capricious." Boyce 25 Md.App. 50. If the Board does find error or mistake, the Board must then determine whether the reclassification is warranted by that error or mistake. It was Judge Rita Davidson who set the standard as to what precisely was meant by the term "mistake" and "error," stating that the terms are interchangeable ones as employed in zoning law. In the Boyce case, 25 Md.App. 43-44, which was decided in 1975, Judge Davidson set out quite plainly that a conclusion of the County Board of Appeals in deciding that the County Council erred in a zoning matter because it was wrong, ill-advised, or unsuitable in a reclassification case was not an adequate finding of an actual mistake or error within the contemplation of zoning law. Reciting from that decision, Judge Davidson stated:

In order to assess the evidence before the Board, it is

> necessary to understand the inherent nature of the terms "mistake" or "error" as they are used in zoning law. A perusal of cases, particularly those in which a finding of error was upheld, indicates that the presumption of validity accorded to a comprehensive zoning is overcome and error or mistake is established when there is probative evidence to show that the assumptions or premises relied upon by the Council at the time of the comprehensive rezoning were invalid. Error can be established by showing that at the time of the comprehensive zoning the Council failed to take into account then existing facts, or projects or trends which were reasonably foreseeable of fruition in the future, so that the Council's action was premised initially on a misapprehension.
>
> Thus, unless there is probative evidence to show that there were then existing facts which the Council, in fact, failed to take into account, or subsequently occurring events which the Council could not have taken into account, the presumption of validity accorded to comprehensive zoning is not overcome and the question of error is not "fairly debatable."

25 Md.App. at 52 (Footnote omitted; emphasis supplied.)

The Petitioners offered several witnesses in support of the reclassification petition. Mr. Ernest Sligh testified, stating that he was President of Sleepy Hollow Woods, Inc., primary stockholder, and present owner of the subject site. The Board received the Documented Site Plan as Petitioner's Exhibit No. 1A and 1B. Mr. Sligh related his experience in building other mobile home properties during the period from 1988 through 1994 in M.H.-I.M. zoned areas, including the one in proximity to the subject site which he had constructed consisting of 187 occupied units. He opined that he had purchased that property in 1997 from the Price Club who he stated had attempted to dispose of the unimproved property for approximately 8 to 10 years without success. It had been listed with a realtor for roughly $1,000,000.00, but no serious offers had been tendered. Some interest had materialized

in an "M.L." development, but met with local citizen opposition and the proposal fell through.

Price Club placed the property for sale at public auction, and Mr. Sligh's group was the sole bidder, offering $60,000.00, which was refused with a subsequent negotiated offer of $87,500.00 being accepted by the sellers. One of the problem areas in selling what would normally be an attractive site was the presence of wetlands which acted as a deterrent to development of the area. Mr. Sligh testified that when the County Council adopted the Maps in 1996 his group did not own the property. After the purchase, Mr. Sligh engaged the firm of Whitman and Associates to design a site plan that would accommodate a mobile home facility. He stated that he had originally considered a townhouse development but that project required rezoning. Current mobile home owners across the road from the site objected to that proposal, fearing that it would cause a depreciation in their home value. That project would also have required D.R. 3.5 zoning.

Petitioner's Exhibit No. 2 was admitted, reflecting 1,000 scale map. Mr. Sligh opined that the houses to be constructed would be roughly 10 to 15 percent higher in value than those already existing in the older park, and would run about $70,000.00 for the home and $30,000.00 for the lot, although the average price would still be in the area of $130,000.00. Mr. Sligh explained that the land was actually rented to the homeowner for $270.00 per month plus a $30.00 County tax. That fee included cost of sewers, right-of-way, grass cutting, fire hydrants, etc., which the park or management was required to maintain. He stated that this cost was

comparable to other such homes that cost $70,000.00 plus the lot. The park would not allow any metal roofs. A considerable portion of the site could not be developed because of the wetlands and environmental constraints. Also present were the required buffer, stormwater management basin which would push development to the transmission lines, causing the request for the variance which Mr. Sligh stated had been granted when the older park was constructed across the road, and that 10 homes would be lost if the 75-foot buffer was lost. Mr. Sligh indicated that no present roadway existed, but that he would construct such roads in accordance with County specifications, along with sidewalks, water /sewer facilities, fire hydrants, and treed areas. He testified that most of the prospective owners would come from depressed areas of Baltimore County, and of the need for such facilities and housing types. He opined that there were no open sites in the older communities housing such parks, and for the most part, residents in these types of mobile homes stayed for long periods of time.

Petitioner's Exhibit No. 3 reflected the types of homes to be constructed, and Mr. Sligh outlined how his management company encourages maintenance, and actually awards prizes for those that are maintained properly on a monthly basis. No rentals are permitted in the park, and a complete set of rules and regulations exists that state the conditions required for proper maintenance, and that legal action would be undertaken if there was noncompliance by any of the homeowners.

Mr. Sligh described the site in the rear of the existing Price Club as being 40 to 50 feet lower because of the slope, and that

while he had not thought of any other use for the property, he took into consideration the desire of current Sleepy Hollow residents, and felt that a new park similar to the presently existing one was more compatible for the D.R. 3.5 zoning. He testified that he was bound by the Documented Site Plan, if approved by the Board, and that 10 houses again would be lost representing roughly 30 percent of the project if their requested variance was not granted.

Mr. Zimmerman cross-examined Mr. Sligh at length. Mr. Sligh stated that his organization was not a non-profit institution; that he was aware of the wetland problems when he purchased the property in 1995. He was also aware of the wetland delineation. He was also aware that of the 17 acres only roughly 6 acres was buildable. He was also cognizant of a stream which further limited development. The purchase price from Price Club amounted to $5,000.00 per acre, 34 lots were proposed, and without the variances, only 24 could be constructed. If only 24 were constructed, that would have the effect of increasing the price of the homes, and the unused portion of the land would be utilized for open space and other amenities.

If the variance were not granted, he could also redesign the park and slip more houses in, but they would be with smaller units, and he felt that would affect the quality of life. Mr. Sligh acknowledged that Campbell Boulevard had not yet been constructed, and that there was no assurance that it would be built before the year 2000. Mr. Sligh related his experience is managing other properties in that essentially he was a one-person operation familiar with all aspects of running a mobile park facility.

Mr. Steven Warfield, a mobile home developer, also testified on behalf of the Petitioner. He indicated that he sells the type of homes that were proposed, and that the proposed subject area was a most desirable site with residential values in the existing park extremely good with a very strong demand. The existing Sleepy Hollow park was considered to be a premiere park, with excellent resale value and had a number of present owners that were interested in buying homes in the newer park. Mr. Warfield testified that the homes could be placed in the park with the Schulte manufacturer, which he stated was considered to be the "cadillac" of mobile homes, with a quality typical of those mobile homes existing in the nearby Sleepy Hollow Park. Mr. Warfield stated that up to 30 years financing was readily available at the rate of 8-1/2 to 9 percent with a variety of programs available to such home purchasers. He stated that those homes closer to Route 40 were less desirable by reason of traffic and noise; and on cross-examination, Mr. Warfield acknowledged that other mobile homes in Baltimore County had wetland problems, and that those homes closer to transmission lines were not detrimental to value, since some residents favored the larger lots because of the transmission line spacing.

Mr. Wes Daub, with the firm of W. R. Associates, Baltimore, Maryland, also testified. He has been a Registered Professional Civil Engineer since 1981 who has testified before this Board on previous occasions, was a graduate of Johns Hopkins University, with 13 years experience with W.R. Associates. He stated that he was not an environmental engineer. He was accepted as an expert in

civil engineering, and could testify as to environmental matters as to this particular site since his firm had prepared the Documented Site Plan. He described the site as consisting of approximately 17 acres, below the Price Club area, which looked down on the property at a 25 foot highest elevation point. The property was divided by a stream, with the stream outlined in blue on Petitioner's exhibit, surrounded by wetlands, with a portion zoned D.R. 3.5. He stated that environmental constraints forced the property toward Pulaski Highway. He also stated that the tract was wooded with oak and pine. Of the 17 acres, only 6.7 acres could be developed, leaving 10.7 acres involving pockets of trees. The County would not require any reforestation. He related the split zoning of the parcel, transmission lines maintained by Baltimore Gas & Electric Company, and a G.S.I. map was admitted as Petitioner's Exhibit No. 4 reflecting the property to the southwest as zoned D.R. 3.5, with no access, 675 feet from Mohrs Lane to the right-of-way. He outlined in a general manner the site layout and stated his opinion concerning the "uniqueness" aspect of the site. With 60 percent of the property not being usable, the impact to the wetlands, Baltimore County setback problems, and restrictions on the property relative to environmental concerns required movement of the homes up to the northwest corner. He also related the number of lots relative to the project infrastructure and the need for the 30-foot surface in front and the positive approach of placing the long side of the trailers to face the road reduced the number that could be placed in the proposed park. He testified that the proposed density was equal to D.R. 2 and that 5,000 sq. ft. per lot would be

available to each owner. As to the special exception request and the requirements imposed by BCZR 502.1, he opined that there were no detriments faced with a 40 percent impervious area, 30-foot road requirement, and any industrial use would be of a higher nature with considerably more runoff than that proposed by the site plan.

On cross-examination, Mr. Daub stated that he had been involved in the project since 1997, after the property was acquired. Without reclassification, only approximately 8 acres was the maximum that could be developed. He was not aware as to when Campbell Boulevard would be constructed.

Mr. William Monk, Towson, Maryland, President of William Monk, Inc., also testified. He is a Civil Engineer and land planner, having a B.A. and Master's Degree in urban planning from the University of Illinois. He stated his experience since 1980. He has testified as an expert before this Board on several occasions, and was accepted as an expert in civil engineering and land planning. He testified that he had represented Mr. Sligh in Case No. 86-3131 in 1990 relative to the presently existing Sleepy Hollow mobile home park in which the variances were granted, and also reviewed Petitioner's exhibits which were submitted reflecting the property and the nearby facilities. Additional exhibits were admitted reflecting the site and also a log of issues dated June 11, 1992 reflecting 43.78 acres in which B.R. zoning was requested for the two parcels. Mr. Monk stated that the M.L. zoning formerly allowed B.R. uses. The M.L. was not proper in his opinion because it was a bad site by reason of the fact there was no visibility from Pulaski Highway, as well as the general topography, the shelf

in the rear, loading in the rear of the Price Club and general physical conditions. Mr. Monk stated that it had been on the market for in excess of $1,000,000.00 and that in 1996 the property was split M.L.-I.M. and D.R. 3.5. Mr. Monk stated that the transmission line separated the property and was a good divider. It was his opinion that the site should have been designated with a low density factor. He expressed his opinion concerning Section 502.1 of the BCZR and did not feel there was any conflict. The property was unique by reasons of its configuration, soil, stream, wetlands, and its limited development on only 1/3 of the total area.

The facts in this case are relatively simple. Price Club, the original owner, purchased a substantial tract of land in order to develop one of its larger discount warehouses. By log issue 6-092 in 1992, that entity secured B.R.-C.S. and B.R.-I.M. zoning for approximately 43 acres via the CZMP. As time progressed, Price Club developed a large portion of the property facing Pulaski Highway (Route 40) with its store, a Home Depot facility, Sports Authority complex, along with several other retail stores and fast food operations. In that process, 17 acres were left undeveloped in the rear portion of the property in the back of a BG&E line easement zoned B.R.-I.M. Then in 1995, Price Club undertook a site investigation to determine future uses of the 17 acres.

Additionally, a local improvement association (Windless Run) put the property in issue as part of a larger issue 5-049 in the CZMP (People's Counsel Exhibit No. 2). The association wanted the parcel to retain B.R. zoning northwest of the small stream which

crosses the property, and M.L.-I.M. or S.E. on the easterly side of the stream. The Office of Planning and Zoning reviewed the property, the local councilman (Gardina) provided input, and ultimately the subject site was downzoned with the area northwest of the stream designated M.L. and the portion to the east D.R. 3.5. Price Club did not seek any zoning change; and once the change took place, did not oppose the zoning reclassification. In fact, it was only after the rezoning process that Price Club recognized that their own million dollar plus sale price for the unimproved acreage was unrealistic because of the wetlands, streams, severe slopes, and building limitations for commercial purposes. That prompted a sale of the property to the present owner for a negotiated sum of $87,000.00 in late 1996 /early 1997, again subsequent to the CZMP.

Counsel for the Petitioners has argued that the County Council erred in 1996 and should not have left an isolated island, M.L.-I.M. zoning, on the easterly side of the existing BG&E power line right-of-way. To that end, he has presented the Board with a detailed and chronological digest of the site and area which, while quite interesting and informative, is not particularly germane in establishing that assumptions or premises relied upon by the County Council <u>at the time of the rezoning were invalid</u>. Indeed, it is obvious that Price Club wanted to leave the B.R.-I.M. zoning in place to secure the one million dollars or more they desired to achieve as the sale price for the property. There is no question but that the local councilman was fully aware that the subject property was not physically connected to the Pulaski Highway corridor, had very limited sight visibility from Route 40, and that

along with the general topography of the area were facets that possibly limited development of a commercial nature, and was also fully cognizant of the existing Sleepy Hollow community across the road.

While the Petitioner and People's Counsel both acknowledge that there were no protestants in opposition to the reclassification, and one group actually supported it, that is not the criteria that this Board must employ in reaching a decision. This Board must equally be cognizant that, while appreciative and respectful of both Mr. Monk's expertise and testimony and also that of Mr. Daub relative to their assessment of the site and obvious support of the Petitioner's request, the Board must also be mindful of the Court of Appeals and the Court of Special Appeals who have stated strongly that an opinion, even that of an expert, is not evidence or substantive enough to show error in a comprehensive rezoning unless the reasons given by the expert as the basis for his or her opinion, or other supporting facts relied upon by the expert, are themselves substantive and strong enough to do so; and, while the two experts who testified in support of the reclassification were convincing, the Board does not believe that their evidence or testimony submitted was of such a nature or sufficient quantity to support the reclassification.

There was also no evidence of a conclusive nature that any projections or trends were reasonably foreseeable of fruition in the future so that the action of the County Council was premised on a misapprehension. Indeed, the present area of zoning is mixed with both commercial and industrial zoning. There are, as People's

Counsel has stated, other uses supportable by the M.L. zoning - some of which may or may not require a granting of a special exception. While the property is currently landlocked, with no immediate plans for construction of Campbell Boulevard, the Petitioner was fully aware of the property's existing zoning when the purchase occurred, and of its limitations. Undoubtedly, that was a factor in the price for which it was ultimately sold.

While the Board sincerely believes that Mr. Williams has presented this case in light of the most favorable conditions to persuade the Board to grant the reclassification, and that the project is a worthy one, and in the opinion of the Board a perfect fit when one considers the outstanding example of quality mobile homes being afforded by the present existing and in proximity Sleepy Hollow Woods development, this Board cannot wipe the slate clean and is obliged to support the existing zoning adopted by the County Council during the last comprehensive map rezoning process. It is the conclusion of the Board that the Petitioner simply has not established, by the weight of evidence or testimony to establish his case. While the Board may find that the new zoning request to be worthwhile, advantageous and quite well suited to the subject location, that in and of itself is not justification for the reclassification.

As to the request for a special exception and variance, People's Counsel and this Board, based on the facts and evidence presented at the hearing, were convinced that if the reclassification were granted, the Petitioner had met the requirements of the Baltimore County Code relative to the granting

of the special exception as well as the law recited in Schultz v. Pritts. The question of the variance, however, is a different one. The variance being sought was to maximize the use of the buildable area, and if allowed, would permit 10 trailers within 25 feet of the Baltimore Gas & Electric boundary. Not allowing the variance would cause the developer to lose about 10 trailer homes or redesign the park, which would also cause the loss of some lots. The Board is aware that decisions of the Maryland higher courts have held that where a special exception, as a conditional use, is conditioned with a variance, then the presumption that the conditional use permitted may well fall by the wayside. While the subject property may have some unique features that could possibly pass the uniqueness test as required in Cromwell v. Ward, nevertheless the Board is constrained to deny the variance based on the decision of the County Council in Bill 109-64, that trailer parks should be subject to defined setbacks which apply no matter what the adjacent use or zone is (BCZR 414.4). Because the reclassification was based upon a documented site plan, on which the Board has declined to grant a reclassification, the Board has concluded that both the special exception and the variance request should be denied.

O R D E R

IT IS THEREFORE, this 5th day of August, 1998 by the County Board of Appeals of Baltimore County

ORDERED that the Petition for Reclassification from M.L.-I.M. to D.R. 3.5 on a documented site plan for 34 mobile homes on a 17.08-acre tract be and is hereby DENIED; and it is further

ORDERED that the Petition for Special Exception for a mobile home park be and is hereby DENIED; and it is further

ORDERED that the Petition for variance of 25 feet setbacks for the required 75 feet setbacks for 10 mobile homes along the BG&# transmission line boundary be and is hereby DENIED.

Any petition for judicial review from this decision must be made in accordance with Rules 7-201 through 7-210 of the Maryland Rules of Procedure.

COUNTY BOARD OF APPEALS
OF BALTIMORE COUNTY

Kristine K. Howanski, Chairman

Charles L. Marks

Margaret Worrall

Pet. Exh #13

CURRICULUM VITAE

NORMAN E. GERBER, AICP

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(410)667-4543

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PROFESSIONAL EXPERIENCE

Preparation of Master Plans and Land Use Regulations

Prepared comprehensive, policy, small-area, facility and revitalization plans, capital programs and capital budgets.

Prepared zoning and development ordinances, agricultural land preservation and historic district regulations and growth management programs.

Conducted demographic, transportation, economic and market studies.

Implementation of Plans and Programs

Reviewed and approved new development.

Enforced zoning, agricultural and historic preservation regulations.

Negotiated plan and facilities projects with community groups, local and state legislative bodies and private sector business.

Other

Testified before local, state and national boards, commissions and legislatures on the behalf of plans and programs.

Testified before boards of appeals, circuit courts and the U. S. Tax Court of Appeals on land use issues.

Prepared RFP's, grant applications, selected consultants and administered contracts.

WORK EXPERIENCE

2/88 to present — NORMAN E. GERBER, AICP, Cockeysville, MD
Principal
Private practice as planning consultant specializing in land planning, preparation of land use regulations, property evaluation for potential use and expert testimony in zoning and development issues.

2/89 to 10/90 — The City of Laurel, Laurel, MD
The Office of Planning and Zoning
Director
Administered the planning program and enforced the zoning code.

9/80 to 1/88 — Baltimore County, Baltimore County Maryland
The Office of Planning and Zoning
Director
Administered the planning program, and the budgets of the Office of Zoning and the Peoples Council. Baltimore County Baltimore County Maryland The Office of Planning and Zoning

1977 to 1980	The Office of Planning and Zoning **Deputy Director** Designed and supervised the planning program.
1956 to 1977	The Office of Planning and Zoning **Various titles** Performed a variety of planning studies and services.

EDUCATION

Morgan State University, Baltimore, MD
Urban & Regional Planning Masters 1975

The Johns Hopkins University, Baltimore, Md
Bachelor of Science in Engineering, 1963
Minor: Civil Engineering

PROFESSIONAL SOCIETIES

1/69 to Present	American Planning Association Past member of the Board of Directors and treasurer of the Maryland Chapter.
1/69 to Present	American Institute of Certified Planners
1975 to 1988	The Maryland Association of County Planning Officials Past President and member of the Board of Directors
2/89 to 10/90	Technical Advisory Committee, the Patuxent River Commission
6/89 to 10/90	The Patuxent River Commission Alternate Member (for the Mayor)

PERSONAL

1985 to 1988	The University of MD at Baltimore Advise on planning program
1992 to Present	The Baltimore County Commission for the Disabled, Vice Chairman of the Transportation Committee Coordinates activities of providers of services.

REFERENCES

Furnished on request.

Baltimore County
Planning Board

401 Bosley Avenue
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(410) 887-3495
Fax: (410) 887-5862

July 24, 1998

Cat. Sch #14

Kristine K. Howanski, Esq., Chairman
County Board of Appeals
Courthouse
Towson, MD 21204

Dear Ms. Howanski:

Enclosed herewith is the report containing the County Planning Board's recommendations regarding the zoning reclassification petitions in Cycle III, 1998.

After discussion in the Board's meeting on July 9, 1998, the report was adopted by the Planning Board in its meeting on July 23, 1998, and is hereby published and submitted in accordance with County Code Section 2-356(f).

Sincerely,

Arnold F. 'Pat' Keller, III
Secretary

AFK:TD:jw

Enclosure

c: Robin L. Churchill, Administrative Officer
Peter Max Zimmerman, People's Counsel

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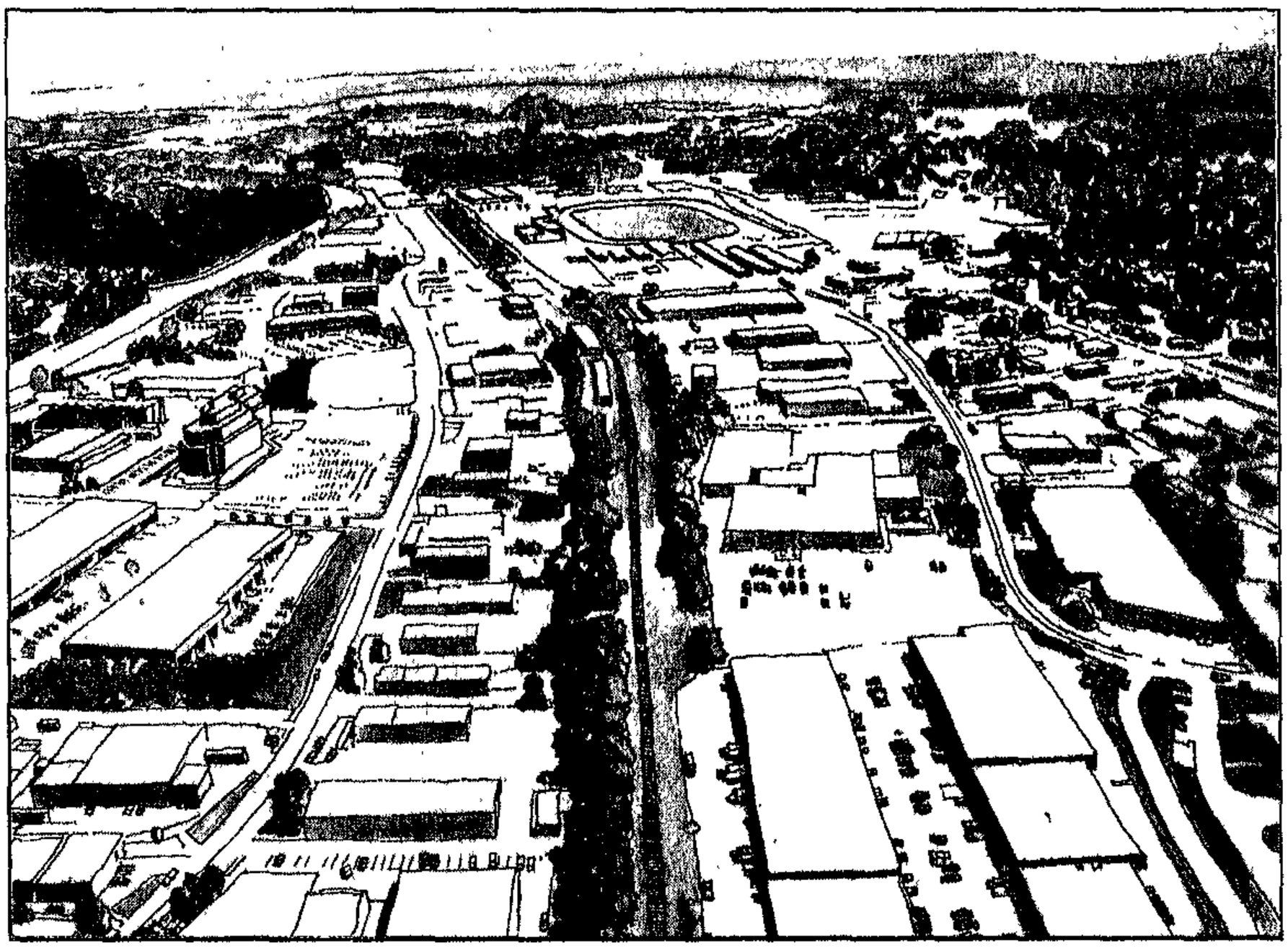
Printed with Soybean Ink
on Recycled Paper

Hunt Valley / Timonium Master Plan

Cont. Exh. # 15



Adopted by the Baltimore County Planning Board
July 9, 1998

Baltimore County
Planning Board

401 Bosley Avenue
Towson, Maryland 21204
(410) 887-3495
Fax: (410) 887-5862

RESOLUTION
Adopting and Recommending the
HUNT VALLEY/TIMONIUM
MASTER PLAN

WHEREAS the Baltimore County Master Plan 1989 - 2000 recognized the Hunt Valley/Timonium area "as a unique economic development opportunity," and called for the preparation of a comprehensive plan for the area, which is a logical unit for planning within Baltimore County; and

WHEREAS County Council Resolution No. 22-98 requested that the community plan then being prepared by the Office of Planning, working closely with an advisory group consisting of area residents, major property and business owners, and the area's community associations, should also include recommended comprehensive revisions to the zoning map in the West Aylesbury Road area; and

WHEREAS a general community input meeting on the draft of the plan was held on April 23, 1997; and

WHEREAS the draft plan, as presented to the Planning Board on May 7, 1998, and including the comprehensive zoning recommendations, was the subject of a public hearing by the Board on June 18, 1998, and was discussed and amended by the Board on June 18 and July 9, 1998;

NOW, THEREFORE, BE IT RESOLVED, pursuant to Section 26-81 of the Baltimore County Code, 1988, that the Baltimore County Planning Board hereby adopts the Hunt Valley/Timonium Master Plan, as amended, to constitute a part of and an amendment to the Baltimore County Master Plan 1989-2000; and

BE IT FURTHER RESOLVED, that the Hunt Valley/Timonium Master Plan shall be transmitted to the Baltimore County Council for adoption in accordance with Section 523(a) of the Baltimore County Charter; and

BE IT FURTHER RESOLVED, pursuant to Section 26-123(b) of the Baltimore County Code, 1988, as amended, that the comprehensive zoning map review in Section VI of The Hunt Valley/Timonium Master Plan be adopted to constitute the Planning Board's recommendations in response to the Council's Resolution, and be transmitted to the County Council for action pursuant to County Code Section 26-124.

DULY ADOPTED by vote of the
Planning Board this 9th day of July, 1998

Pat Keller

Arnold F. 'Pat' Keller, III
Secretary to the Planning Board

Printed with Soybean Ink
on Recycled Paper

HUNT VALLEY / TIMONIUM MASTER PLAN

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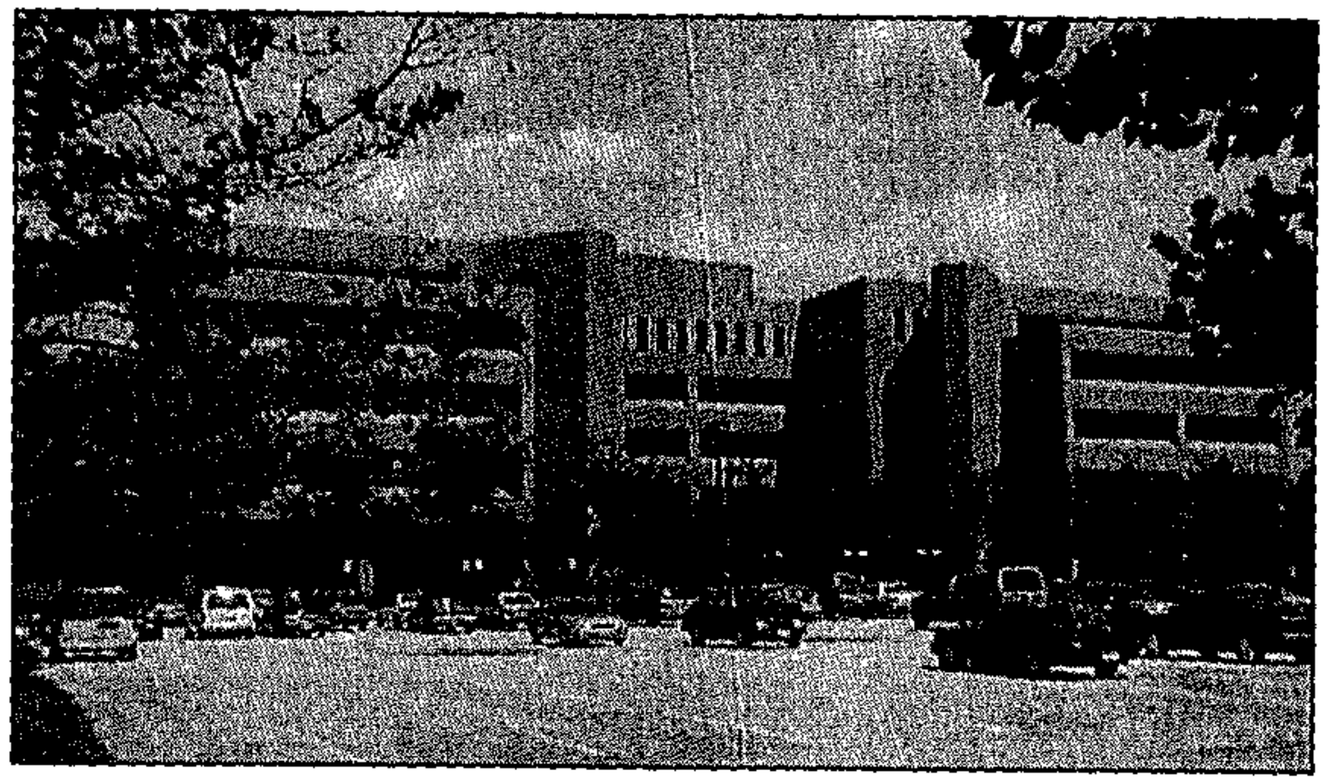
Section I: Introduction



The Hunt Valley/Timonium (HV/T) area is one of the key employment and commercial centers in Baltimore County. The completion of major transportation improvements, including the Warren Road interchange (1993), the Central Light Rail Line (1997), and Beaver Dam Road extension (1998), further enhance the economic development potential of this 4,000-acre area.

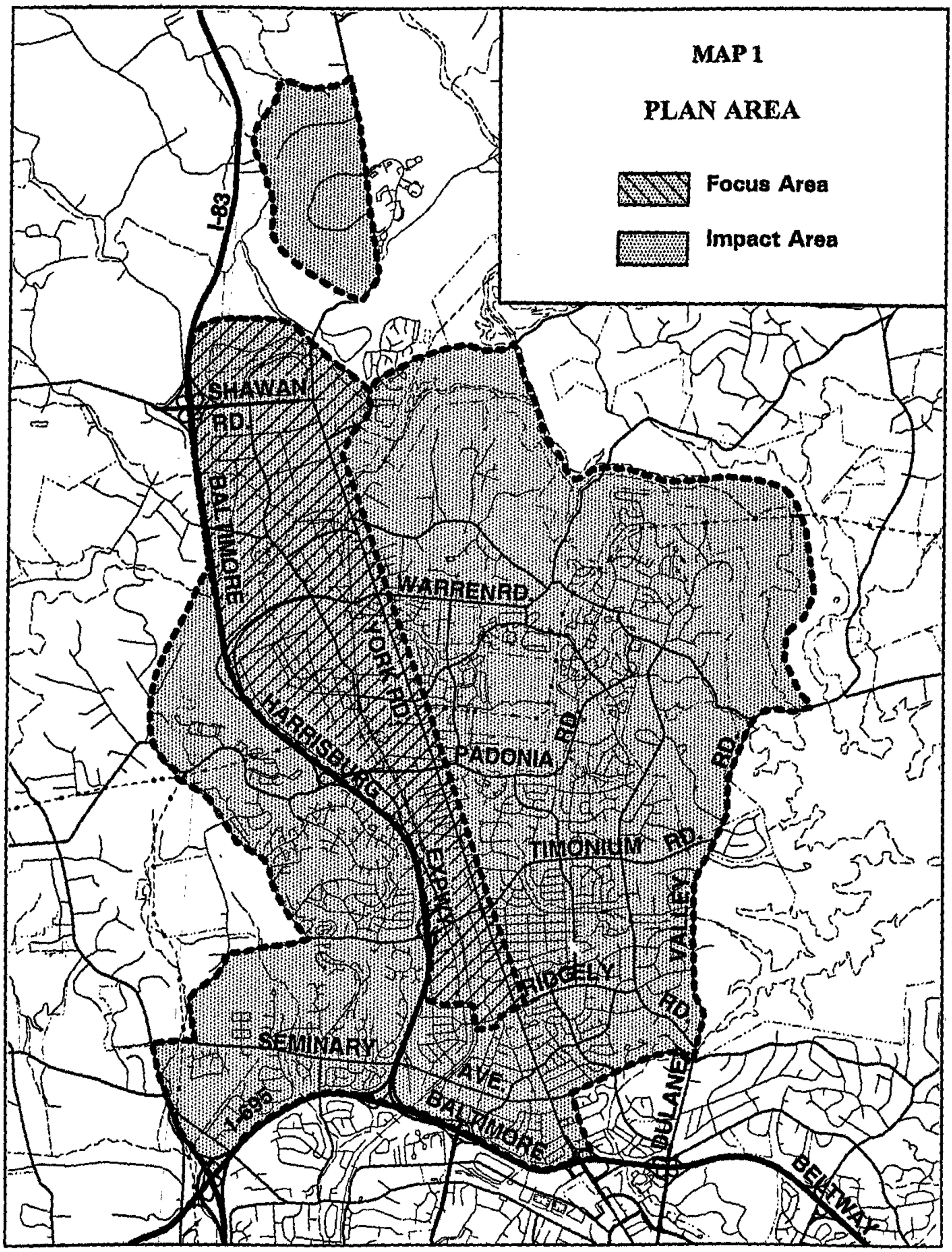
The Baltimore County Master Plan 1989-2000 identified Hunt Valley/Timonium as an area in need of a community action plan. The plan would guide future growth in a way that would maximize, but not overburden, the use of the area's transportation system. Additionally, the plan would propose strategies to protect the integrity of adjacent residential neighborhoods and to achieve and maintain a high level of design quality and overall amenity.

The Hunt Valley/Timonium Redevelopment Study was initially undertaken in 1990 beginning with an independent economic analysis by Legg Mason Realty Group. In 1992, the Planning Office worked with an advisory group made up of representatives of the business and neighboring residential communities to identify issues, develop goals and objectives, and propose actions. The resulting plan was adopted on April 15, 1993 by the Planning Board. The County Council held a public hearing on the plan on June 21, 1993. The plan, however, was not formally adopted.

Recent development activity and rezonings have increased the need for a plan that will guide growth so that the public's investment in infrastructure can be optimized. The Planning Office, as directed by the County Executive and the Planning Board, began the process for updating the 1993 plan. An advisory group was formed consisting of representatives from the business and residential community. The resultant plan has been prepared to reflect the changing economic environment, and the County's broadened interest in economic development and community conservation.

This plan details specific actions and recommendations for the Hunt Valley/Timonium area. The original 1993 plan contains detailed analysis of existing conditions, including land use, transportation, and the natural environment. For this revised plan, information that was pertinent to the plan's recommendations has been updated. For additional detailed information about the existing conditions, please refer to the 1993 plan.

In addition to the plan's recommendations, this document contains a section on design guidelines, and on a comprehensive zoning map process for the West Aylesbury Road area. Adoption of the plan by the Planning Board and by the County Council will constitute the adoption of the design guidelines (with any amendments) into the Baltimore County Comprehensive Manual of Development Policies.


MAP 1
PLAN AREA
Focus Area
Impact Area
I-83
SHAWAN RD.
BALTIMORE
WARREN RD.
YORK RD.
HARRISBURG
PADONIA RD.
TIMONIUM RD.
DULANEY VALLEY RD.
RIDGELY
SEMINARY AVE.
I-695
BALTIMORE
BELTWAY

Section II:
The Hunt Valley / Timonium Area

Background

The HV/T area includes the Hunt Valley/Timonium Employment Center, as designated on the County's Land Management Map, plus the adjacent York Road corridor. These areas combined represent a major employment and commercial center. The HV/T Plan Area map (Map 1) shows the combined employment and commercial areas as the "focus area." It is also recognized that impacts on the surrounding business and residential communities must be understood and reflect the County's broadened commitment to conserving its existing communities. This area is labeled "impact area" on the map.

The employment area of Hunt Valley/Timonium, together with Loveton Business Center and the Highlands Office Park, is one of the most important in the County, employing over 40,000 people. It is home to a wide variety of industries and businesses, including corporate headquarters for such companies as MBNA America Bank, McCormick and Company, Fila USA, and Integrated Health Services; manufacturing operations such as Procter and Gamble; and research and development operations such as Becton Dickinson. It has been a desirable location for new employment-generating development over the past 30 years.

The HV/T employment center can be characterized as mature and nearly fully developed. Relatively few vacant parcels remain within the area. The next stage of land development within the employment area of HV/T is likely to consist of redevelopment of existing lower value employment uses, modernization of now "middle-aged" office and industrial buildings, and development of the area's remaining vacant parcels of land.

Adjacent to the employment area of HV/T is the York Road corridor, which is a major retail corridor. Because of its length (five miles within the HV/T area alone), its diversity of "specialty" retail uses, and its central location within the County, the York Road corridor serves not only the adjacent residential neighborhoods, but also a broader area, extending in all directions to encompass Towson to the south, portions of east and west Baltimore County, and the rural areas to the north. It is one of the most desirable locations for retail development in the County. Like the employment area, it is nearly fully developed, with limited vacant land available for expansion. Additionally, the number of existing businesses, along with numerous access/egress points along York Road, is creating traffic congestion and safety problems. The transportation improvements which are nearly complete will alleviate some of these traffic concerns. The County should maximize its investment in these improvements by promoting redevelopment in a manner which will optimize, but not overburden their use, enhancing the economic development potential of this 4,000-acre area. Further, through redevelopment,

the area's natural environment and visual quality can be improved, and measures which will protect the adjacent residential communities can be implemented.

EVENTS SINCE 1993

Over the five years since the Planning Board adopted the original Hunt Valley/ Timonium plan, there have been a number of events that have bearing on this plan.

1. Rezoning Requests

The 1992 Comprehensive Zoning Map Process (CZMP) considered 15 rezoning issues in the Hunt Valley/Timonium corridor, most of them involving conversion of manufacturing zoning to business zoning. Only two of these requests were granted.

Through the 1992-1996 Cycle Zoning Process, five rezoning petitions were filed. All of these involved conversion of manufacturing zoning to business zoning. None of these petitions was fully adjudicated.

The 1996 CZMP considered 32 zoning issues in the Hunt Valley/Timonium corridor. Twenty-two of these issues involved converting manufacturing zoning to business zoning. The County Council granted seven of these requests. In addition, six other requests for converting residential or office zoning to retail zoning were granted. In all, these rezonings resulted in an increase of approximately 75 acres of retail-zoned land.

(See the Appendix for maps of zoning issues from 1984 through 1996.)

2. PUD-C Adopted

On May 2, 1994, the Council adopted Bill 47-94, Commercial Planned Unit Development (PUD-C), which permits the development of mixed uses -- retail, office, industrial and/or residential -- within designated opportunity areas, when it can be demonstrated that the proposal will provide a substantial public benefit, and any negative impacts are mitigated. All of the manufacturing and business zoned land of the Hunt Valley/Timonium area is designated as a PUD-C Opportunity area. There have been two PUD-C proposals in HV/T: 1830 York Road, a MIE-owned building formerly leased by Comcast Cablevision and now, through the PUD-C process, a retail shopping center; and the former Saco Supply property, for which a Price Club was proposed, but denied by the Planning Board. Retail zoning for the second property was granted in 1996; construction of a shopping center is currently underway. In 1997, amendments to the PUD-C legislation were adopted which include:

- Refinement of the review process.
- Designation of "Prime Employment Centers" and "Growth Area Corporate Centers" within the PUD-C Opportunity Area.
- Guidelines for determining appropriate land uses and public benefits.

3. Changes to Zoning Regulations

A number of new uses are now permitted in manufacturing zones. Child care legislation was modified by Bill 200-90 and Bill 51-91 to allow child care as a permitted use in most of the manufacturing and business zones. Commercial recreational facilities are now permitted in certain manufacturing zones (Bill 21-96). Churches, synagogues and other houses of worship are also permitted in manufacturing zones (Bill 117-92).

A revision of the zoning districts by Bill 172-93 included the deletion of language that prohibited auxiliary retail and service uses in ML zones from having access onto an arterial road. As a result, retail uses such as fast food restaurants, banks and beauty shops can now be developed in ML-IM (Manufacturing Light-Industrial Major) zones with direct access to streets with an arterial designation, such as Padonia Road. Further, this action eliminates the County's ability to apply this restriction to the

McCormick - Beaver Dam Road corridor, as recommended by the 1993 HV/T Plan.

4. Growth Management Plan

The 1996 Growth Management Report designated HV/T as an "Employment Center" rather than an "Urban Center" to emphasize its primary function within the County as an area which provides significant employment opportunities.

5. Transportation Improvements

Several major transportation improvements have been completed:

- The Warren Road interchange which connects to I-83 and York Road was completed in October 1993. This has resulted in improved intersection rating at York and Padonia Roads (now a level of service "D").
- The light rail extension to Hunt Valley Mall was completed in September 1997.
- The Beaver Dam Road extension was completed in January 1998.

Transportation projects for the area which are still programmed include:

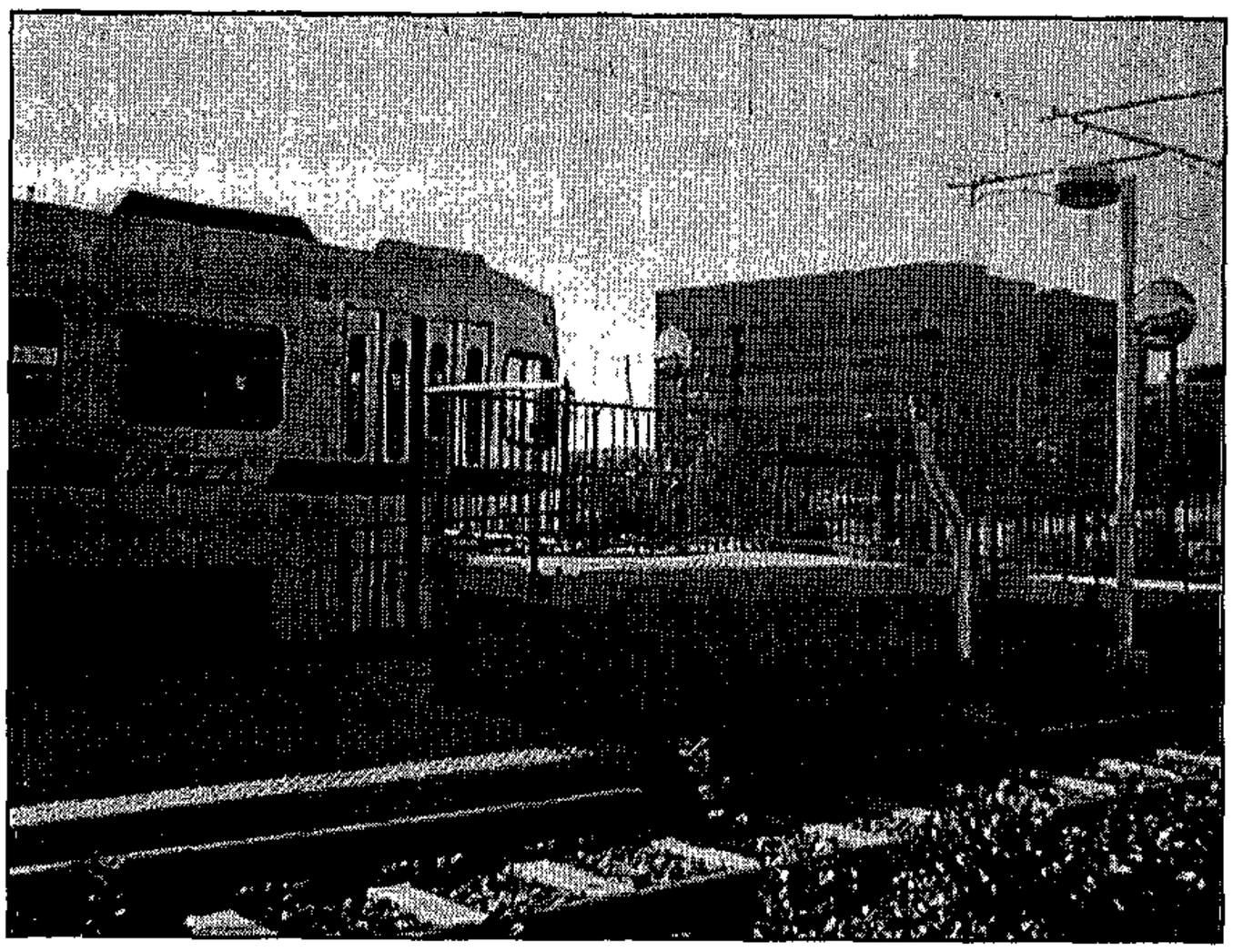
- Relocation of Paper Mill Road from Hunter Run Drive to York Road at Shawan Road.
- Widening of Warren Road from York Road to Bosley Road.
- Widening of Padonia Road from York Road to Deereco Road.

Nonprogrammed transportation projects include interchange improvements at Padonia Road and I-83.

In addition, Baltimore County will be receiving a $850,000 grant from the state to provide pedestrian improvements in Hunt Valley Business Park. Working with the local business community, several locations have been identified and prioritized to receive these improvements, scheduled to begin in 1999.

6. Bikeway Feasibility Study

In the spring of 1994, Planning staff met with representatives of DEPRM and the state Mass



The light rail stop at Hunt Valley Mall.

Transit Administration to determine if a bike route following the light rail extension right-of-way would be feasible, as recommended by the Master Plan, and the 1993 HV/T Plan. The study team found, that while there were opportunities to combine the two uses in several locations, there were instances where providing an adjacent bike path would be extremely cost prohibitive, if not physically impossible.

7. Economic Climate

The original HV/T Plan was drafted during the recession of the early 1990s. At that time, cuts in defense spending and nationwide corporate restructuring did much to change the overall character and tenant base of the Hunt Valley/Timonium area. Westinghouse in particular vacated a large amount of office and single-story industrial space in Hunt Valley. Distribution users such as Sherwin-Williams opted for new warehouse space offering higher ceilings and larger floor-plates in less expensive, more rural markets. At one point, the office and industrial real estate market vacancy rate in the HV/T area was over 20%.

Today, the vacancy rate is a healthy 9%, due to the expansion of existing HV/T-based companies, the attraction of new corporate tenants, and the growth of small manufacturers and technology-oriented companies. These users have established or expanded headquarters and back-office operations, as well as manufacturing and research and development facilities, and accounted for the purchase or lease of more than 2 million square feet of space and the creation or retention of more than 4,000 new jobs. To accommodate these users, older generation office and industrial space was improved to suit the more employment intensive uses. The Rouse Company, for example, has renovated space once occupied by Westinghouse and made it available for lease to single- and multi-tenant users.

Overall, the increased demand for space has bolstered real estate values, attracted private and institutional investors, and fueled new development in HV/T. Since 1996, MBNA America Bank, Integrated Health Services, Dunbar Armored and Millennium Chemicals have established new headquarters operation in the Hunt Valley area, joining the ranks of McCormick, Becton Dickinson, Procter and Gamble, and Fila USA. Together, MBNA and Integrated Health plan to spend more than $120 million in new construction. The new Hunt Valley Mall manager, Faison, Incorporated, will spend $45 million over the next two years to redevelop the mall--adding restaurants, large space "value" retailers, and a 12-screen movie theater. Loyola College will spend more than $12 million in redeveloping a former BGE maintenance facility in Timonium. The site will become Loyola's new graduate studies campus, offering its Executive MBA program and professional education programs to employers and residents throughout the region. Ultimately, such projects will increase the level and quality of amenities and services available to employees and residents.

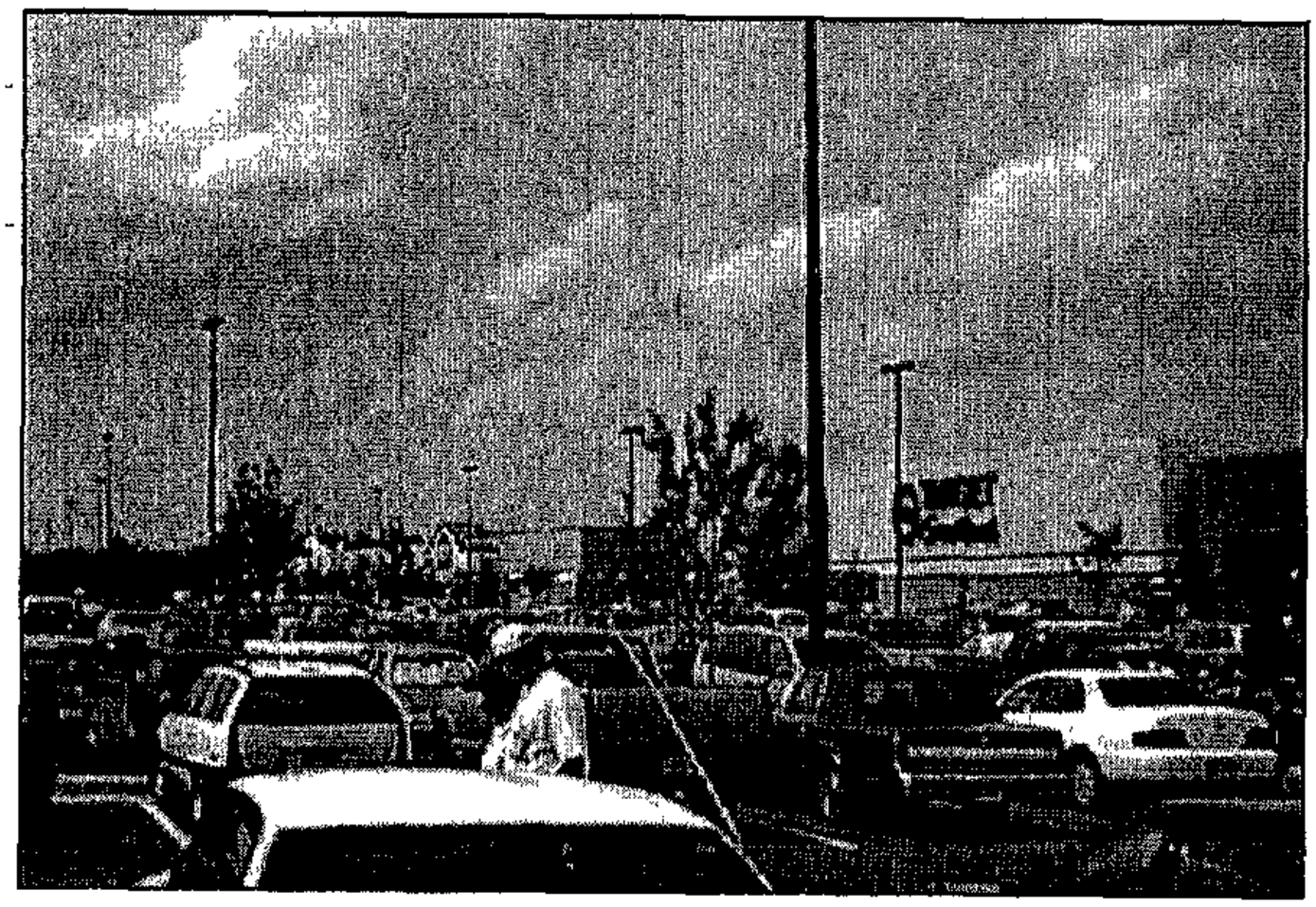
As of March 1998, the status of the HV/T commercial real estate market was as follows:

Office space	7.4 million square feet	93% occupied
Flex space	3.0 million square feet	92% occupied
Industrial space	3.3 million square feet	85% occupied

(Source: Realty Information Group CoStar '98)

8. Retail Development Activity

As indicated by the number of rezoning requests that were made during the 1996 CZMP and preceding Cycle Zoning Process, demand for retail development has been constant. The desire of "big box" retailers to locate within the area is a new phenomenon. In general, big box retailers seek to sell a high volume of merchandise with low profit margins. To keep costs down, they locate on less expensive sites. Because they are "destination land uses," they don't always depend on convenient access or high visibility. The building is generally a large one-story structure (hence the term "big box") with a large parking lot. Big box retailers which offer a wide selection of merchandise to the public include the "membership warehouse" retailers, and the "value-retailers," such as Wal-Mart. Big box retailers who, on the other hand, offer a wide selection of a single type of merchandise, such as sporting goods (Dick's), office products



Demand by developers for "big box" retail in HV/T is evidenced by a number of rezoning requests over the past several years. Shown here is a typical "power center" recently developed in White Marsh.

(Staples), or home improvement products (Home Depot) are known as "category killers." A newer phenomenon is the grouping of several big box retailers in one location, known as a "power center."

In HV/T, there are several opportunities to locate these larger uses within existing business-zoned land. There is still a need, however, to enact measures that will preserve industrial sites from redevelopment as big box retail.

Another retail trend occurring in the HV/T area is an increase in the number of restaurants being developed, reflecting the changing lifestyles of two-income households. While all of these new restaurants are being located on major commercial roads (York, Shawan and Padonia), some are occurring on land zoned ML-IM (Manufacturing Light-Industrial Major) as auxiliary uses permitted by right. These kinds of developments are further diminishing the supply of land available for employment uses, and contributing to traffic congestion.

THE MISSION, GOALS AND OBJECTIVES

The mission of this plan for the HV/T area is "to protect and enhance the HV/T area as an important employment and retail area of Baltimore County, without producing adverse impacts on neighboring residential communities, and improving the area's quality of life and environment."

The following goals are provided in order to achieve this broad mission:

- Encourage development and redevelopment consistent with the goals and objectives.
- Balance infrastructure improvements, such as transportation and stormwater management, with controlled growth.
- Balance employment with retail and residential uses.
- Minimize the impact of redevelopment on existing manufacturing uses.
- Encourage land uses that utilize light rail.
- Provide form and structure to the York Road corridor to improve its visual quality.
- Establish design and amenity guidelines for development.
- Establish community conservation strategies.

- Restore and protect environmental quality.

- Utilize the existing roadway system to enhance the land use structure, i.e., York Road is the primary transportation route serving retail/ commercial needs, and the McCormick Road/ Beaver Dam Road/Deereco Road/Greenspring Drive corridor is the primary vehicular transportation route serving the employment area.

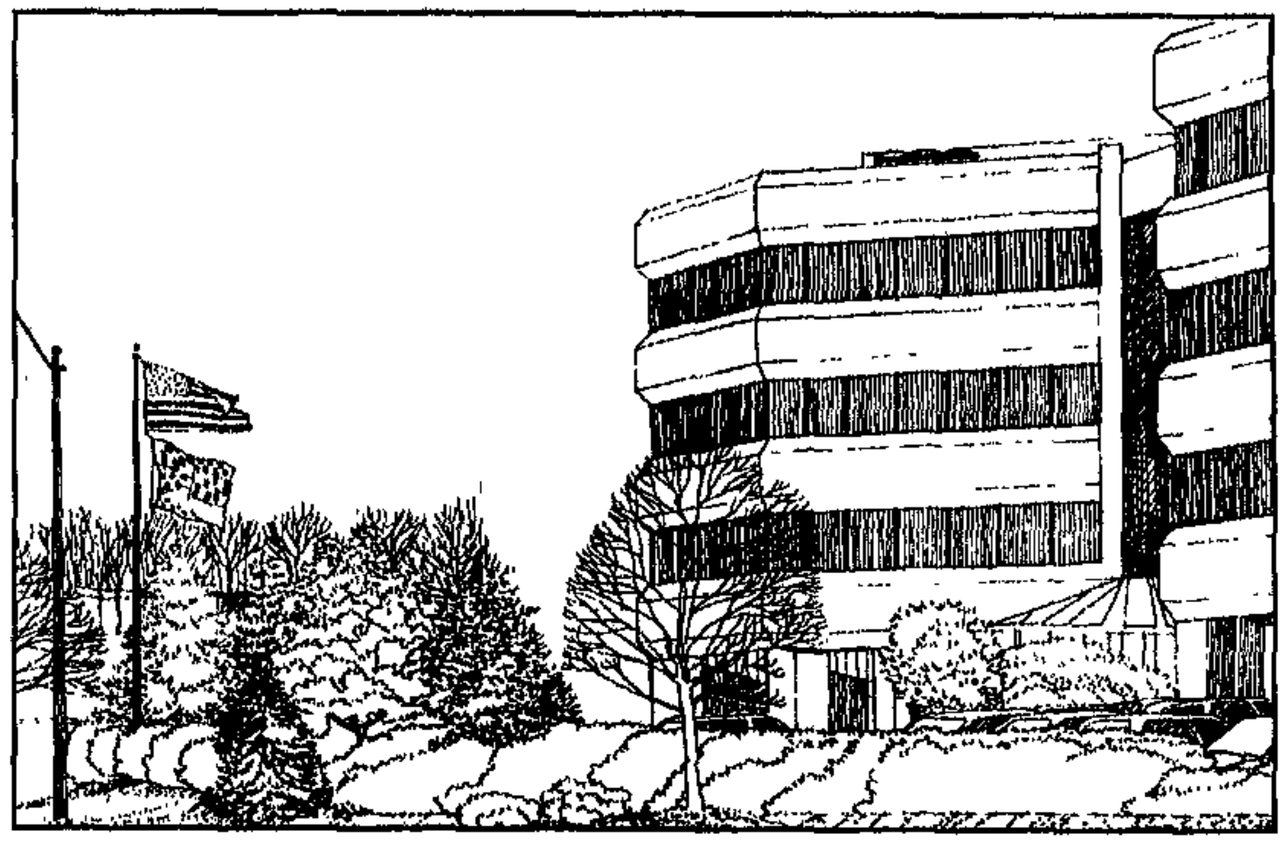
- Strengthen access to the light rail from the surrounding employment, commercial and residential areas.

- Provide and improve opportunities for pedestrian and bicycle access throughout the HV/T area.

- Provide and improve opportunities for, and access to, parks and receational facilities.

These goals provide the framework for identifying specific issues and recommending actions related to the topics of Economic Development, Transportation, Natural Enviroment, Recreation and Parks, Development/Redevelopment Opportunities, Design Quality and Community Conservation. Guidelines to be used in zoning and development design review processes are also provided to support the goals for the HV/T area.

Section III: Recommendations



Economic Development

The major focus of this plan is to guide land use and development in the Hunt Valley/Timonium corridor to preserve and enhance its long-term stability as a major, diverse employment center. Concomitant with this objective is the maintenance of basic services, especially transportation services, which will allow for employees, goods and services to access and move through the area efficiently and economically.

The issues in the area of economic development revolve around maintaining the existing employment base, supporting new development which provides additional growth in employment and employee support uses, and continuing investments in infrastructure.

Issue: Enhancement of the Hunt Valley/ Timonium Employment Area as an Important Economic Development Area in the County

Action 1: Support development/redevelopment in the employment area which will foster growth in employment, business and employee services and amenities and/or light rail usage, providing there will be minimal negative impacts on transportation systems and on the surrounding residential areas. Among the major activities of the Department of Economic Development in the HV/T area:

- Economic Development will continue to work with new and existing businesses in HV/T to encourage employment retention and growth, provide a wide array of services including site selection and development facilitation, financial assistance, coordination of work force development, and job recruitment and training assistance.

- Economic Development will continue to work with real estate brokerages and developers to market and help facilitate the sale, lease, development and/or redevelopment of property in the HV/T area.

- Economic Development will continue to work as a member of the Hunt Valley Business Forum to address evolving issues and concerns affecting businesses in HV/T.

- Economic Development will conduct a comprehensive outreach program, surveying HV/T companies to identify and address immediate and ongoing business needs.

- Economic Development will take an active role in the review and implementation processes related to PUD-C proposals, rezoning requests, planning efforts, transportation and public service matters, and development or redevelopment projects impacting the HV/T business community.

Action 2: Preserve and/or increase the inventory of available land for office, technology and manufacturing related uses.

These uses are key for sustaining the present and future economic base of HV/T and Baltimore County in general. Of the 2,560 acres zoned to accommodate such uses in the HV/T corridor, approximately 250 acres (less than 10%) remains available for new development. The loss of such land to retail or other low-income related use severely limits long-term opportunities for the retention and expansion of higher income employment. In cases where ML (Manufacturing, Light), OT (Office Technology) or other office-related zoning is rezoned for other use, Baltimore County should identify alternative locations to replace this zoning.

Action 3: Support double tracking of light rail to reduce service times and increase overall system efficiency.

In early 1998, the Mass Transit Administration (MTA) reported ridership of light rail at greater than 23,000 trips per day. Seventy percent of these trips were attributed to local employees. Ridership increased by 3,000 trips per day after the Hunt Valley extension opened in the fall of 1997. As ridership grows in response to the growth of HV/T employers, light rail must be equipped to handle more riders and deliver them to their destinations in a safe, efficient and timely manner.

Action 4: In conjunction with support for double tracking of the light rail, support construction of additional light rail stops to better serve and accommodate existing employers, new or relocating companies and proposed office/industrial parks.

In addition to the 18-acre property rezoned for retail development, AAI Corporation has another 65 acres zoned ML that will be made available for development. A number of developers and investors have expressed interest in the property for development of a new office/flex business park. This, coupled with the retail site and conversion of their headquarters building into a multi-tenant office facility, suggests this site will become a new, intensely developed employment center in the near future.

New employment projections for the area of Industry Lane are from 900 to over 2,000 new jobs at build-out. These figures could be even greater should the eventual developer opt for multilevel office buildings.

Such employment density might be best served with immediate access to light rail and therefore warrant the construction of a stop on-site. Additional stops should be considered as new development and redevelopment projects materialize.

Action 5: Encourage consolidation of parcels for redevelopment in the West Aylesbury Road Area as part of the proposed rezoning from ML to BLR, or for PUD-C proposals for retail or mixed use, to facilitate higher values and best land utilization. (For further discussion of the West Aylesbury Road Area and location map, see pages 24, 39, and 51-63).

While it is the position of the Department of Economic Development to retain the existing inventory of ML-zoned land, it is recognized that characteristics of some of the parcels in the West Aylesbury Road area do not lend themselves to office/industrial use. Those parcels with York Road frontage may be suitable for retail use. It is recommended that consolidation of parcels be strongly encouraged. To the extent possible, Baltimore County should consider rezoning existing retail land that does not offer York Road frontage to ML in order to fortify the County's ML land inventory. Further redevelopment projects proposed for the accommodation of a retail use should be limited to sites which currently possess B (Business) zoning, or, as a PUD-C, be part of a mixed use project in association with a transit stop.

TRANSPORTATION

The types of issues concerning transportation can be classified into three general categories: (1) transportation systems management; (2) public/private partnership; and (3) rail and bus transit.

TRANSPORTATION SYSTEMS MANAGEMENT

The overall goal of transportation systems management (TSM) is to develop strategies that maximize

the efficiency, safety, and capacity of the existing transportation system. When compared to the cost of providing major new infrastructure improvements, these strategies tend to be low-capital in nature. The following issues were identified that could be ameliorated by various TSM actions: safety; traffic congestion; and pedestrian circulation.

Issue: Safety

The State Highway Administration has divided the state into seven districts. Baltimore County, along with Harford County, comprise District Four. SHA's 1988 "Intersection Accident Experience" report identifies 19 intersections within District Four that are considered high accident locations. None of these intersections is located within Baltimore County. Overall, of the seven districts, District Four has the second lowest number of problem intersections in the state.

In addition to district-level data on state highways, "Intersection Accident Experience" also identifies each County's highest accident locations. The report identifies six high accident locations within Baltimore County. None of Baltimore County's highest accident locations is within the HV/T area. The three intersections in the HV/T area with the highest number of accidents are listed below:

COUNTY RANK*	INTERSECTION
11	York and Padonia
20	York and Timonium
29	York and Cranbrook

*** There are a total of 109 intersections**

Action 1: The Bureau of Traffic Engineering and Transportation Planning (TETP) will continue to monitor accident data to ensure an expedited solution if any accident location in the HV/T area becomes problematic.

Action 2: A Hunt Valley/Timonium accident trend report will be produced periodically to document existing or potential highway safety issues.

Action 3: A detailed transportation study of the Hunt Valley/Timonium area should be performed. In addition to other transportation issues, the study should include an in-depth analysis of traffic safety issues. (See Congestion below.)

Issue: Congestion

A number of factors are responsible for the amount of traffic congestion that exists in the HV/T area. Not only is the automobile the dominant method of travel, but also its usage is increasing and the number of people per vehicle is decreasing. It is estimated that more than 90 percent of the people who live and work in the HV/T area elect to use their private vehicles as their method of travel. Further, more than 90 percent of these auto users elect to travel alone. It is also estimated that approximately one in every five trips made in the County on a daily basis occurs within the HV/T area, a direct result of the area's importance as an employment center.

All of this travel occurs over a road system designed to accommodate only a certain number of vehicles. As the number of vehicles approaches the capacity of the system, congestion occurs on roadways and at signalized intersections. This congestion manifests itself in the form of longer travel times resulting from frequent queuing of vehicles and low speeds.

These conditions typically exist during the morning and evening peak periods of travel as the highway system is overwhelmed with additional trips as commuters seek to arrive at and leave work. About one-third of all travel during the course of a day occurs within the morning and evening peak periods.

The data and empirical evidence clearly indicate that the key areas of congestion are the east-west routes (Shawan Road, Padonia Road, and Timonium Road) that provide access to the regional highway system; I-83, itself a regional facility; and the intersection of York and Padonia Roads. A significant amount of congestion also occurs on McCormick Road as commuters enter and exit the business park.

A preliminary analysis of travel forecasts by TETP indicates that all the planned and recently completed road improvements provide just enough capacity to

offset the projected growth in vehicular travel. Therefore, if the amount of congestion in the HV/T area is to be lessened in the future, there will be a need to either provide additional supply (more highway and intersection capacity) or reduce demand (reduce the overall level of vehicular trip-making). Any recommendations for enlarging the area's highway capacity must be done in the context of a more detailed transportation study. However, it is possible and prudent to immediately begin implementing travel demand strategies that ultimately may lessen vehicular travel demand on the transportation system. Employers and employees in the HV/T area, as well as people who live in the adjacent residential communities, need to better understand how their individual travel-making behaviors add to the congestion problem. In an era of dwindling governmental resources, better informed individual travel decisions are immensely important.

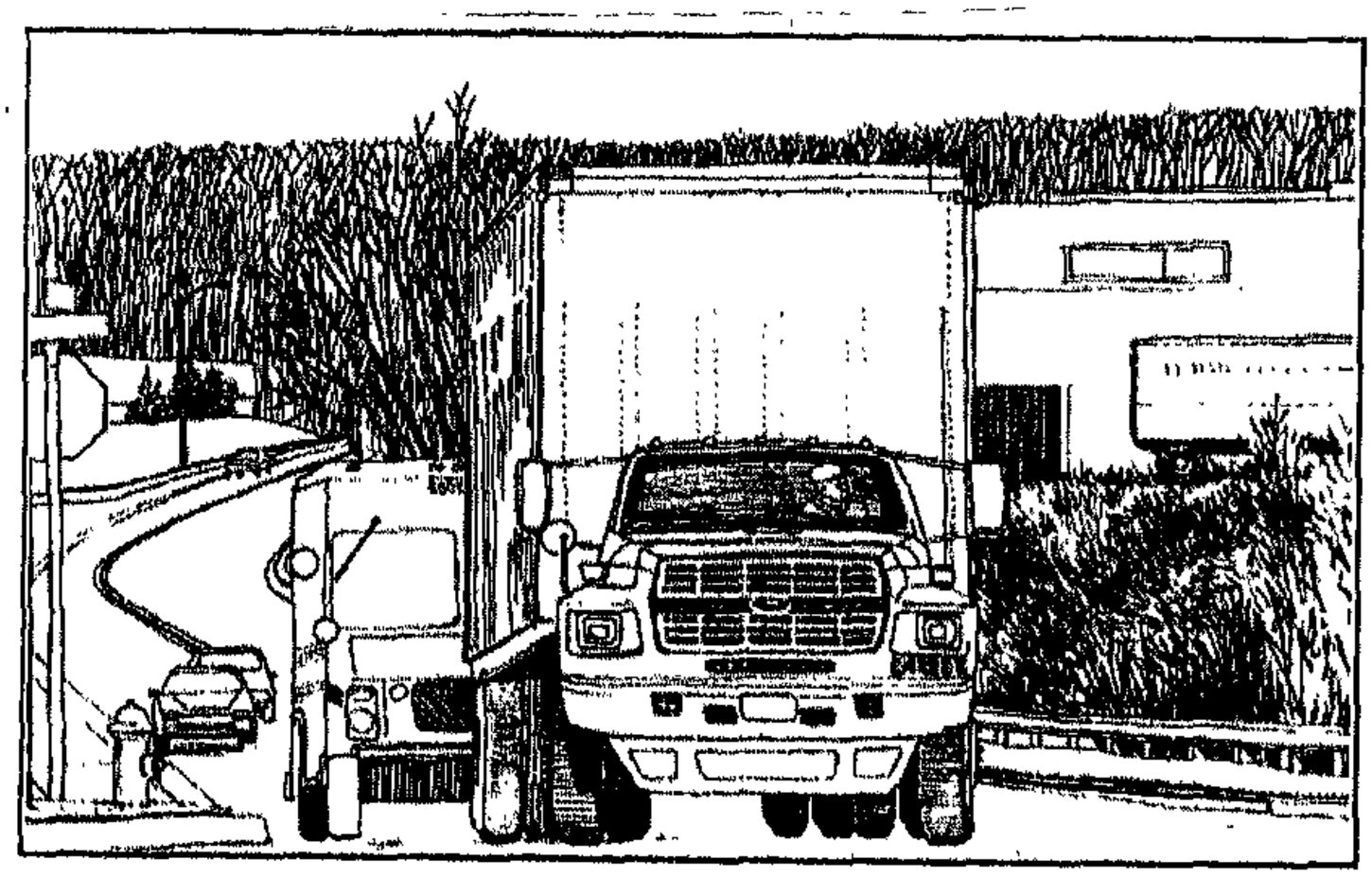
Action 1: A detailed transportation study should be performed which would include an in-depth analysis of future vehicular travel based upon different socio-economic scenarios, truck access, safety and pedestrian circulation. Recommendations should be made for future transportation improvements, and for financial mechanisms to provide them.

Action 2: A transportation impact study will be requested for any large-scale development/redevelopment proposals as part of the development approval process. The development process should be amended to require a transportation study when peak hour traffic exceeds 1,000 trips daily. In HV/T, the transportation study must also address potential conflicts with truck traffic.

Issue: Maintaining an Industrial Service Road

With the Beaver Dam Road extension completed, there exists a north-south vehicular route running from the tip of Greenspring Drive near Lutherville to International Circle in Hunt Valley, paralleling the York Road corridor, and consisting of Greenspring Drive, and Deereco, Beaver Dam, and McCormick Roads. Even before the extension was completed, there were development pressures for retail uses along this corridor, and this is expected to intensify in the future. In order to preserve the HV/T area as an employment area, it is important to maintain the McCormick Road to Greenspring Drive corridor as an employment service road, permitting the movement of goods and employees unhampered by the congestion of retail development.

Action 1: Limit land use changes which are not employment uses, or which are not mixed use projects associated with a light rail stop, along the McCormick Road to Greenspring Drive corridor.



Providing truck and employee access to the employment area should be the primary function of the McCormick Road to Greenspring Drive corridor.

Action 2: Restrictions of retail use on industrial service roads should be incorporated into the zoning or development regulations, either through amendments to the ML zone, or through the adoption of a Roadway Classification Map which would designate the corridor as an industrial service road and limit retail access. (See *Development/Redevelopment* Opportunities.)

Action 3: Provide convenient access to York Road retail uses to reduce the need for them within the employment area. Consider sidewalks, on-road or off-road bicycle facilities, or shuttle buses.

Issue: Renaming McCormick Road to Greenspring Drive Corridor

Now that Beaver Dam Road is extended, there is a continuous stretch of roadway from Shawan Road in the north to the Aylesbury/Greenspring Connector Road in the south that has four different names.

Action 1: The County street renaming policy requires that a proposed street name be approved by the Department of Public Works and that 70 percent of the affected property owners agree to the change. The Hunt Valley Business Forum will initiate the circulation of a petition for the name change.

Issue: Pedestrian and Bicycle Circulation

On a daily basis, few pedestrian or bicycle trips are made within the HV/T area. This lack of pedestrian and bicycle circulation befits the HV/T area's character as an auto-dominated, suburban employment center. High traffic volumes, few sidewalks, no bikeways and spatial and design features oriented to automobiles make the HV/T area a daunting place for pedestrian and bicycle circulation. With the advent of light rail service, there is a need to develop a better pedestrian and bicycle network and environment.

Action 1: Design a pedestrian/bikeway system to connect with the Hunt Valley Mall, Oregon Ridge Park, and potentially the popular North Central Hike and Bike Trail at Ashland, and utilizing greenways where possible, provide access to the light rail stops, recreation sites and business areas throughout the length of the HV/T area, with connections to adjacent residential communities.

Action 2: Convene a task force to formulate ways of providing pedestrian/bicycle facilities within the Hunt Valley Business Park, including pedestrian/bicycle access across Shawan Road from the business park to the mall.

Action 3: Ensure that appropriate pedestrian and bicycle facilities are provided in new construction projects through the development process. These facilities should link the project to adjacent properties, and where appropriate, to the open space system, the light rail, and employee support uses.

PUBLIC/PRIVATE PARTNERSHIP

The establishment of a transportation planning process that includes a public/private collaborative effort is a key element within the planning framework. This effort is especially important in an era when the resources and ability of local government to provide necessary infrastructure support has been compromised by declining revenues.

Issue: Support the Hunt Valley Business *Forum*

After several years of developmental efforts, a public/private collaborative transportation planning effort was established in the Hunt Valley area, in the form of the Hunt Valley Transportation Association, now known as the Hunt Valley Business Forum (HVBF). The County should continue to support the ongoing efforts of the HVBF to identify transportation problems, solutions, and priorities.

Action 1: Assist efforts of the HVBF to secure funding for various transportation studies; and continue to provide technical assistance to the HVBF.

RAIL AND BUS TRANSIT

The advent of light rail service in 1992 and the extension of service to Hunt Valley in 1997 presents an unparalleled opportunity to alter travel behaviors within the HV/T area. To maximize this opportunity, however, requires the implementation of a number of innovative land use and transportation strategies.

The land use issues and recommendations are contained in the section on Development/Redevelopment Opportunities and will not be detailed further here. The transportation strategies below will be most successful when useful passenger amenities are provided; when the service is made more competitive with the private auto (e.g., increased speeds or reduced costs); or when the public is made more aware of the services.

Issue: Enhanced Distributor System

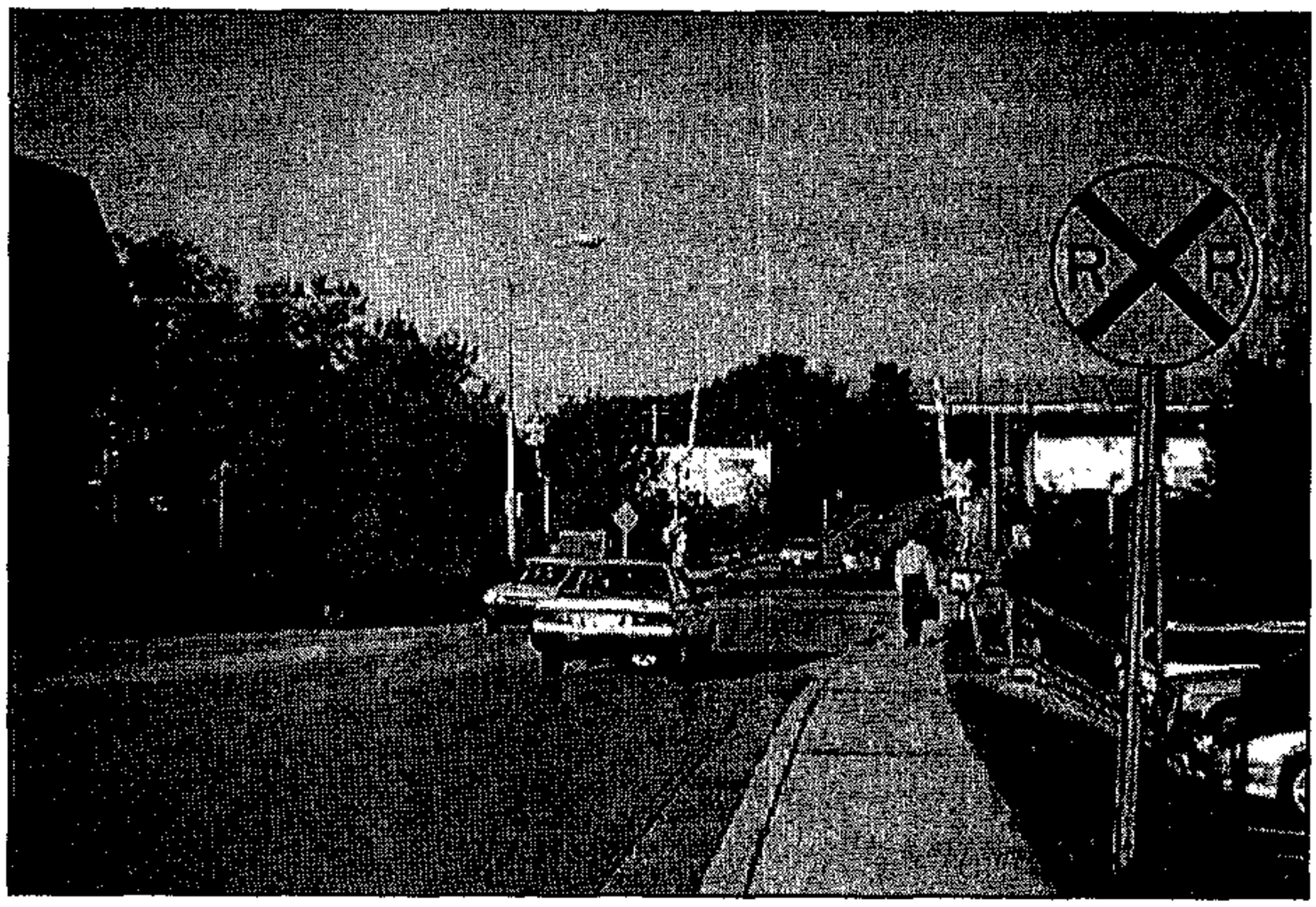
Transit services can be identified and classified by the type of access that it provides, similar to the manner in which roadways are classified by the types of access that they provide.

The Central Light Rail Line (CLR) provides limited-stop, long-distance access between activity centers in neighboring jurisdictions, e.g. Metrocenter in Baltimore City, BWI Airport in Anne Arundel County and Hunt Valley in Baltimore County. The CLR represents the highest level of transit service in the HV/T area. Trunk bus lines such as the existing #9 line also provide long-distance service and access between major activity centers such as the University of Maryland at Baltimore and Loveton Center. Where fixed guideway services do not exist, trunk bus lines represent the highest level of transit service.

Since the beginning of the CLR service, the MTA has implemented its feeder bus service which provides collector/distributor service in the HV/T area. As important as it is to have a good feeder system to collect and distribute riders for the CLR, it is equally important to have a system that collects and distributes riders for the feeder system.

Typically, this mini-scale feeder system is likely to be some sort of shuttle service that provides more frequent service over a smaller area than the feeder bus routes. A properly designed shuttle system will be key to maximizing transit ridership in the HV/T area.

Action 1: The Planning Office will assist the HVBF and the MTA in assessing the feasibility of establishing a shuttle system in the HV/T area. Include connsideration of shuttle service to retail uses on York Road.



Strategies for facilitating ridership are needed, including providing convenient parking and pedestrian access.

Issue: Promoting Transit Usage

Similar to any other product or service, transit usage can be expanded through appropriate marketing techniques and the application of various incentives. The MTA's effort to expand transit ridership through its operational and marketing expertise could be enhanced if the County and the private sector worked jointly with the MTA. Examining the MTA's marketing effort in the northwest Metro corridor provides some insight into how the County and the private sector might assist the MTA's promotional efforts. In the corridor serviced by the METRO, the MTA uses a direct mail campaign once or twice a year to encourage more people to use transit. The direct mail campaign is also supported by an infrequent print campaign in local newspapers. Although the CLR campaign is likely to be different due to the mix of employment versus households, its infrequency is likely to be the same unless the County or the private sector can provide the MTA with additional resources.

The following are several of the more promising transit incentives:

- Establishing an employer-sponsored transit pass program.
- Increasing the amount of allowable transit subsidy provided by the employer.
- Providing pedestrian and transit-user amenities such as shelters, telephones, lighting.
- Establish a reduced-fare or free-transit zone for CLR patrons making mid-day trips.

Action 1: The HVBF is encouraged to investigate the feasibility of providing resources to the MTA to expand its traditional marketing program. These resources could be in the form of cash contributions or they could be assistance from various public and private marketing staffs.

Action 2: The County, HVBF, and MTA will work jointly together to develop a package of incentives that can be used to encourage greater transit usage in the HV/T area, including ways of making transit more attractive than the private auto.

Action 3: The County will support double tracking of light rail to reduce service times and increase overall system efficiency. As ridership grows in response to the growth of HV/T employers, light rail must be equipped to handle more riders and deliver them to their destinations in a safe, efficient and timely manner.

Action 4: The County and MTA will consider additional light rail stops, which may be feasible after the construction of the double track. The stops should be planned to effectively serve and accommodate existing employers, and new or relocating companies.

Natural Environment

Much of the development in the Hunt Valley/ Timonium area occurred prior to implementation of regulations to protect the County's natural resources. Because the value of environmental protection had not yet been fully appreciated, little effort was made to preserve woodland, wetlands or stream environments. Future redevelopment, however, offers opportunities to improve the area's environmental quality through sensitive site planning and design.

Issue: Surface Water Quality and Quantity Control

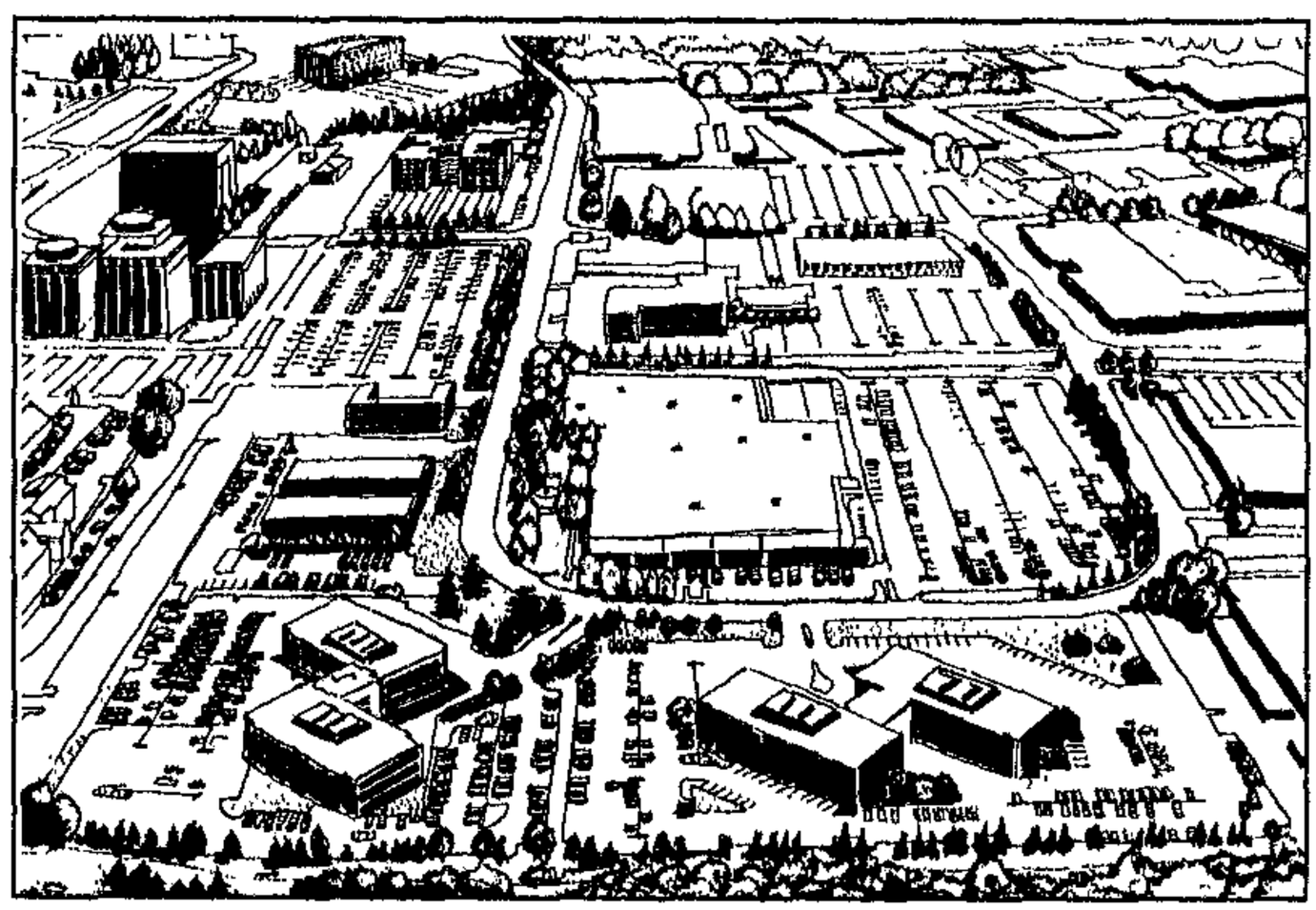
Aerial photographs are especially effective in illustrating the extent to which the HV/T area's landscape is overlain with areas of paving and building. The acres of impervious surface greatly reduce the opportunity for stormwater to naturally percolate through the soil. Instead, water collects impurities, such as gas and oil from parking lots, and deposits them into adjacent storm drains and streams, which ultimately empty into Loch Raven Reservoir. Many of the area's streams have been piped or channelized, also reducing the ability of the natural system to absorb and cleanse stormwater.

The majority of the HV/T area lies within the Loch Raven Reservoir's watershed. The importance of protecting the quality of the drinking water has been recognized and has resulted in the County's commitment via the 1984 Reservoir Watershed Management Agreement and the 1990 Reaffirmation Agreement.

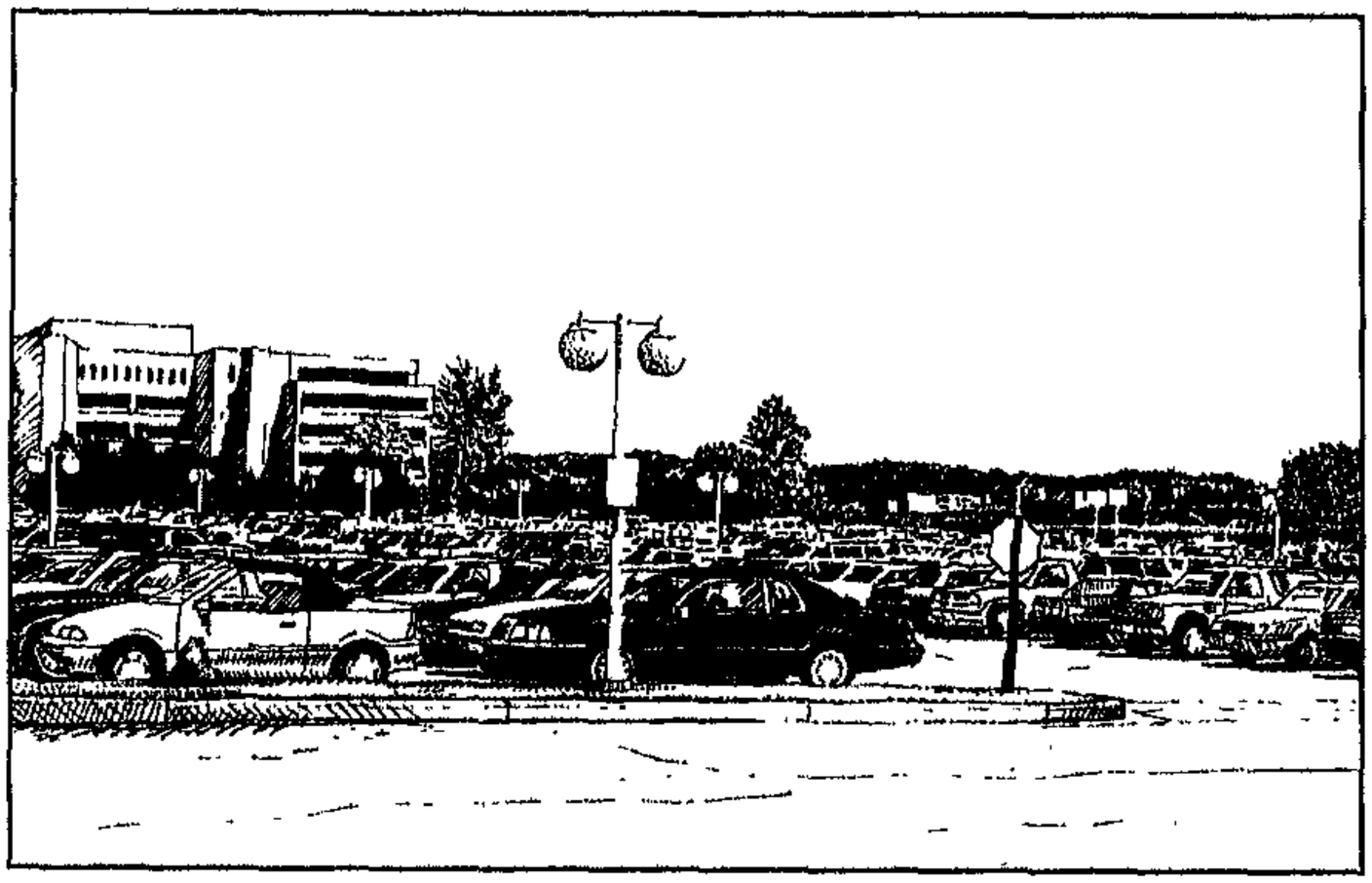
Stormwater management techniques have not been extensively employed in the HV/T area, for either quantity or quality improvements. Present regulations provide little incentive for a redeveloping property to provide stormwater management. Developments which increase stormwater runoff by less than 10% can qualify for a waiver of stormwater management, although quality management for new impervious surfaces is required. If redevelopment results in a greater than 10% increase, only the difference above 10% is required to be managed. For sites that are now virtually covered with impervious surface, redevelopment is not likely to include stormwater management.

Current regulations will require forest buffers along streams and wetlands as projects redevelop, which will aid in stream restoration. In the HV/T area, many of the streams have been designated by the state as Use III-p trout streams. The required stream buffers are likely to be the greater of 100', or 25' beyond the edge of the 100-year floodplain limit or nontidal wetlands. Buffers will be greater where erodable and unstable slopes are adjacent to the stream. On sites where forest vegetation does not exist, natural succession of vegetation for reforestation is acceptable. However, if channel erosion, stream pollution or habitat degradation exists at the site or downstream from the site, planting or other water quality protection measures may be required. Baltimore County Department of Resource Management and Environmental Protection (DEPRM) has begun a restoration project study for the Goodwin Run watershed which is a tributary to the Beaver Dam Run. The project would include stream restoration and stormwater management retrofit facilities. The department is committed to continuing the implementation of its Capital Improvement Program for stream restoration, with a priority on reservoir watersheds. DEPRM is also programmed to complete watershed management plans to enable the County to comprehensively manage its water resources.

In addition, amendments to the Federal Clean Water Act in 1987 require local jurisdictions to receive a County-wide permit for the discharge of stormwater under the National Pollutant Discharge Elimination System (NPDES). The ultimate goal of the NPDES permit is to assure that stormwater discharge is brought into compliance with water quality standards. The County's initial permit under this program was issued in March 1995.



An aerial view of the Hunt Valley Business Community demonstrates the expanse of impervious surfaces.



Stormwater runoff from buildings and parking areas in Hunt Valley is generally not managed for either quanity or quality control.

Action 1: DEPRM will continue to coordinate the County's participation in the Reservoir Watershed Management Agreement activities.

Action 2: DEPRM will continue to implement its Capital Improvement Program for stream restoration, stormwater retrofitting, and watershed water quality management, which would include a comprehensive study of the Loch Raven Reservoir Watershed.

Action 3: DEPRM will continue to coordinate the County's responsibility for stormwater management under the NPDES Storm Water Discharge Permit.

Action 4: Where possible, encourage an increase in open space/pervious area through use of:

- Open concrete paver blocks for overflow parking or infrequently used paved areas.
- Where adjacent parking lots are in use at different times of the day, encourage sharing of facilities to reduce the total amount of paving needed.

Action 5: Adopt water quality management guidelines into the Comprehensive Manual of Development Polices.

- For new developments and redevelopments, use "Low Impact Development" (LID) techniques, where feasible, to infiltrate or detain stormwater runoff. These techniques include bioretention: open, vegetated drainage swales; curbless roadways and other paved areas; and redirected or lengthened routing pathways for stormwater flows to maximize pollutant removal and flood peak attenuation.
- Perform periodic "street cleaning" operations on privately owned paved roadways and parking areas to minimize the buildup of surface pollutants.

Issue: Ground Water Protection

The presence of the Cockeysville Marble presents another concern —potential ground water contamination. According to the DEPRM, significant portions of the HV/T area are underlain by the Cockeysville Marble. That formation represents the County's most vulnerable Piedmont aquifer with respect to pollution potential. Numerous ground water contamination problems already exist in the area. The majority of these cases are clustered within the Hunt Valley Metropolitan Industrial Park and along the York Road corridor, and are areas which are served by public water and sewerage. Environmental assessments and associated potential liabilities may be significant issues with respect to property transfers and development in the HV/T vicinity.

Some of the active ground water contamination cases in the area are difficult to clean up, and even though a case has been closed, contamination may still persist. Product release from leaking underground storage tanks represents the primary source of the problem. Ground water quality within the HV/T area may already be degraded, and with the proximity of Loch Raven Reservoir, the ground water degradation may evolve into drinking water concerns. DEPRM is undertaking a ground water quality study for the Piedmont Region, and will develop protective measures as part of its County-wide ground water protection strategy adopted in 1993 as an amendment to the master plan.

Action 1: Continue implementation of the Ground Water Management and Protection Strategy.

Issue: Air Quality

According to the DEPRM, there are two air quality issues that may affect future growth and development in this area. The primary issue is the current designation of the Baltimore Metropolitan Statistical Area as nonattainment for ozone. The federal EPA established National Ambient Air Quality Standards (NAAQS) for six pollutants and mandated the states to achieve the standards. Baltimore County is part of the geographic area determined by the EPA to be in violation of the NAAQS for ozone. As a result, there are very stringent emission limitations and regulations governing industrial and commercial facilities that emit ozone precursor pollutants, volatile organic compounds or nitrogen oxides to the atmosphere. These requirements apply to new major sources (25 tons per year) and also to modifications of existing sources that would result in emissions of 25 tons per year. Facilities that cannot demonstrate the ability to comply with the emission limitations cannot be constructed in the nonattainment area.

The major source of ozone pollution is not from industry, but rather from vehicle exhaust (mobile sources). While the Baltimore region is rated as Severe in ozone pollution by the EPA, other ozone nonattainment areas stretch from the Washington/ Northern Virginia area to Maine. Thus the ozone pollution problem is a regional one.

The second air quality issue with the potential to affect this area is the attainment status for the NAAQS for particulate matter (PM-10). The County is currently designated as an attainment area. However, data from the monitoring station in Cockeysville have shown some ambient levels in excess of the standards. If the area is determined to be in violation of the NAAQS, there may be restrictions on the construction of new sources of particulate matter. If this nonattainment scenario should come to pass, it is not likely that it would have a dramatic effect on growth, but may effect individual sources and facilities.

Action 1: Continue to implement County's responsibilities with respect to state and federal air quality management programs.

Recreation and Parks

The availability of adequate parkland, open space and leisure opportunities within a community is an integral factor that directly affects the quality of life. Parks and open natural areas not only provide settings for recreational activities, but establish important visual breaks from the built environment. Recreational programs and leisure-time activities contribute to both the physical and mental well-being of the individual. The challenge of offering a sufficient amount and diversity of these lands and opportunities must be met to ensure that the Hunt Valley/ Timonium area will continue to be attractive to residents and businesses.

Issue: Providing Adequate Parks and Recreational Facilities

A wide range and diversity of recreational opportunities must be afforded to the residents, visitors and workers of the HV/T area. In addition to the traditional recreational facilities such as ball fields and courts typically associated with parks and school recreation centers, other active and passive leisure opportunities should be afforded. While the focus area, with its highly developed employment and com-

Greenways could be established along stream buffers, to meet both recreation and environmental objectives.

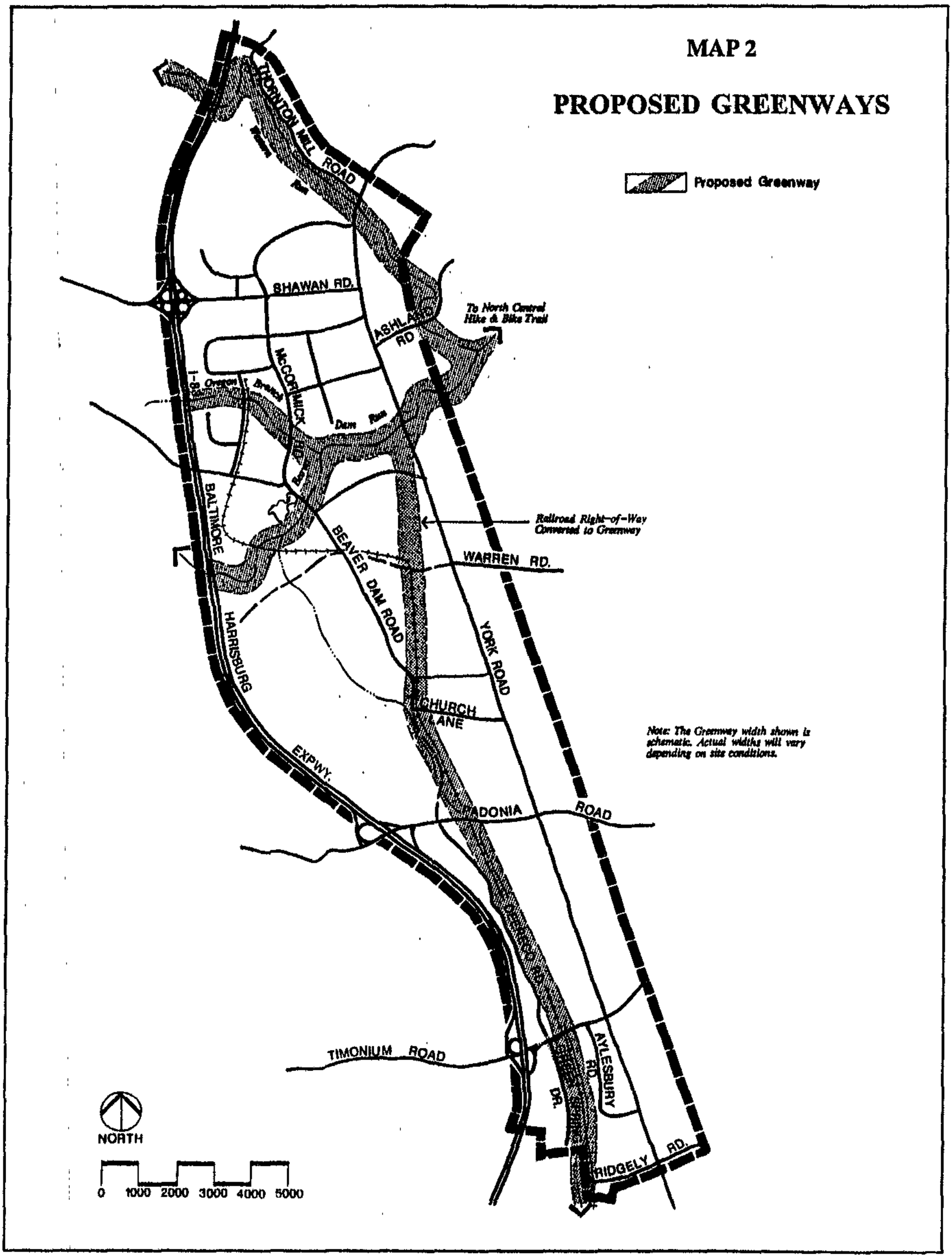
mercial center, in itself contains little existing parkland, its "impact area" houses a variety of recreational resources. Heavily utilized lighted athletic facilities in the area include Seminary Park, County Home Park and the Carver Center for Arts and Technology. The Baltimore County Revenue Authority operates Longview Golf Course located off Padonia Road. The southern terminus of the State of Maryland-operated North Central Hike and Bike Trail is located in Ashland. Additional trails and fishing opportunities are provided at Loch Raven Reservoir. Many of these facilities are so popular that the effects of overuse have become a concern. The County must continue to explore ways in which to meet the ever-expanding scope of recreational demand exhibited by its citizens.

Action 1: Continue to evaluate the supply and demand of traditional recreational facilities such as ball diamonds, athletic fields, and tennis courts. When the supply of these is insufficient, seek to develop facilities on existing available parklands. Utilize the development process, where possible, to secure local open space parcels that are sizable, flat and open enough to support active recreational facilities.

Action 2: Investigate opportunities for the development of large scale or specialized recreational facilities. A few existing sites within the HV/T area, including portions of the Hunt Valley Mall property and the Timonium Fairgrounds, could, if redeveloped, support recreational facilities such as indoor sports complexes or ice skating rinks.

Action 3: The Department of Recreation and Parks should continue to expand recreational opportunities at existing and proposed school recreation center sites. The recent athletic field construction at the proposed Dulaney Springs Elementary School Recreation Center site is an excellent example of utilizing currently vacant land to provide additional community recreational facilities.

Action 4: Continued attention to the status and physical condition of existing recreational facilities must be given. The Department of Recreation and Parks should proceed with comprehensive facility evaluation surveys, such as their recently completed playground tot lot inspection program. Park master plans and use plans should be evaluated, and, if appropriate, revised to maximize suitable recreational uses.


MAP 2
PROPOSED GREENWAYS
Proposed Greenway
THORNTON MILL ROAD
SHAWAN RD.
ASHLAND RD.
To North Central Hike & Bike Trail
McCORMICK RD.
Dam Run
I-83
BALTIMORE
BEAVER DAM ROAD
Railroad Right-of-Way Converted to Greenway
WARREN RD.
HARRISBURG
YORK ROAD
CHURCH LANE
EXPWY.
Note: The Greenway width shown is schematic. Actual widths will vary depending on site conditions.
PADONIA ROAD
TIMONIUM ROAD
AYLESBURY RD.
DR.
RIDGELY RD.
NORTH
0 1000 2000 3000 4000 5000

Issue: Greenways and Pocket Parks

Open space corridors and greenways can be utilized to enhance a number of facets that improve the living and environmental conditions of an area. Paths, trails, and bikeways provide both recreational opportunity and an alternative to motorized transportation. Careful planning and establishment of these facilities will promote a safe and effective linear network that can complement the automobile and transit network. The presence of open space, especially in a linear pattern, is likewise important in providing wildlife habitat corridors. Open spaces and natural areas can also help to provide visual breaks from built environment and may serve as gateways into areas, as well as natural transition landforms that can help to delineate or define specific areas and neighborhoods. Urban open space amenities such as pocket parks and seating areas also help to make developed areas more "user-friendly."

Action 1: Plan and establish a network of walkways, trails and bikeways, where appropriate. Seek to connect areas that support or would benefit from a high level of pedestrian traffic (e.g., transit centers, commercial areas, parks, school-recreation centers, etc.). Where possible, attempt to incorporate these facilities into infrastructure improvement projects such as road construction and streetscapes. Utilize parks as destination points within this network, increasing their visibility and publicizing their availability.

Action 2: Utilize natural features such as woodlands and stream valleys to provide visual breaks from the built environment. Use existing mechanisms such as environmental regulations and mandatory open space dedication (within the development process) to secure such areas without incurring the cost of fee-simple acquisition.

In the HV/T area, the 1989-2000 Master Plan denotes Western Run, Beaver Dam Run and the stream adjacent to the light rail route from Beaver Dam Run south as greenways. While not all of these will be suitable for bicycle/pedestrian trails, these greenways should be preserved. Additional study to create a comprehensive pedestrian/bikeway system should be undertaken. The greenway system should connect the light rail stops, Hunt Valley Mall, business and parks such as the Loch Raven Reservoir and potentially the popular North Central Hike and Bike Trail at Ashland, County Home Park, and Oregon Ridge Park. Appropriate connections should be made, where possible, to adjacent residential areas.

Action 3: Incorporate facilities such as pocket parks and sitting areas into streetscape projects to promote the human element in built or urbanized environments. These areas can be extremely useful within areas such as employment centers.

Development/Redevelopment Opportunities

The completion of the road improvements and the introduction of light rail into the HV/T area will increase demand for the development of the few existing vacant parcels, the intensification of existing uses, and the redevelopment of the more marginal, older and less valuable properties. The introduction of light rail in particular provides an opportunity to plan land uses which can optimize its use, and thereby support a rational solution to the traffic and environmental problems of the HV/T area and the County.

Development adjacent to the light rail stop is the most effective way to capitalize on the benefit potential of light rail transit. Mixed use types of development — which would provide residences, shopping, and employment in the same project — allows the greatest opportunity for people to maximize their transit use in the course of a day.

While the HV/T area itself does not include a great deal of residential development potential, the surrounding area contains significant residential land uses. High quality feeder buses, and walkway and road links between the adjacent residential areas and the light rail line are also important for promoting ridership on the line (see Transportation). In the areas where new residential development may be proposed, such as along York Road, consideration should be given to providing elderly or assisted living housing.

Issue: Promoting Land Use to Optimize Light Rail Ridership

The light rail represents a significant financial investment. The use of the system to support economic development and commuter needs is critical.

Action 1: Develop strategies to encourage the provision of higher density, mixed use development along the light rail line. The major potential redevelopment areas, as well as potential land uses, are listed as follows:

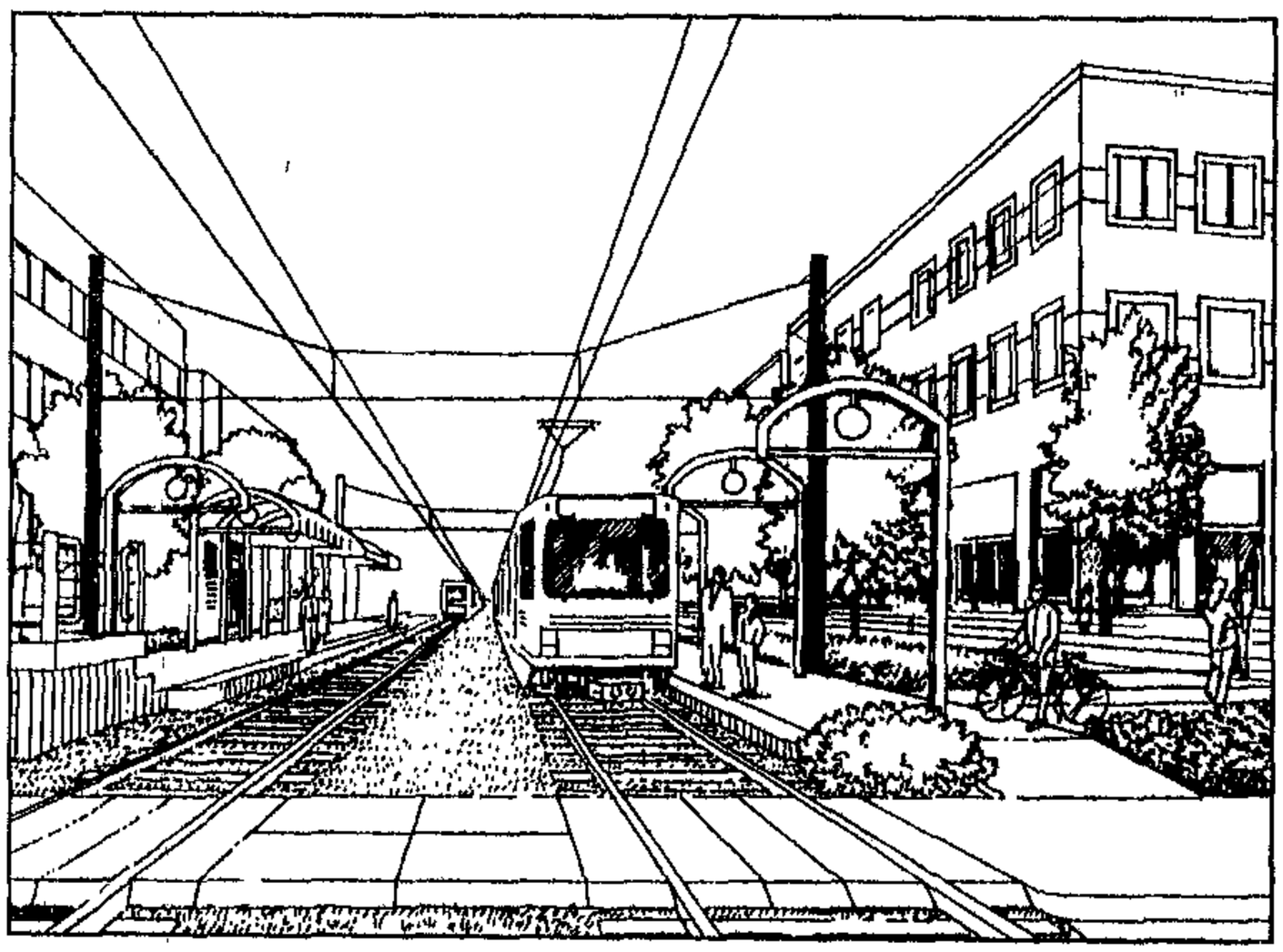
Hunt Valley Mall: As the northern terminus of the light rail line, the mall property is undergoing comprehensive redevelopment to become a focal point of the HV/T area. This redevelopment project will broaden the mix of retail, service and entertainment uses avalilable to residents and businesses. It also includes expansion via "out-parcel" development in close proximity of Shawan Road and the light rail stop.

The County is working with the new managers and owner (Equitable Life) to ensure compliance with County standards, realization of the mall's economic potential and the provision of quality service/amenity to local residents and employees.

Cockeysville: Through a revitalization program, the retail uses located along York Road could be intensified, with uses focusing on antique and arts/craft sales, and maintaining the historic theme. While not having direct access to the light rail, the redevelopment of Cockeysville will add to the vibrancy of the HV/T community.

Texas/Old Padonia Road Area: This area contains 40± acres of vacant property owned by Genstar, 85± acres of available property owned by AAI, and a mixture of smaller uses which are suitable for redevelopment; some are transitional, and some are historic. The area presents an excellent opportunity for the development of higher density employment/retail mixed use in association with a transit stop. The 1996 CZMP addressed the needs of providing retail zoning in this area. A development project is currently planned which will produce a regional retail node at this location.

Timonium Fairgrounds: The 100-acre fairgrounds site offers a unique opportunity for development associ-



Land adjacent to the light rail should be redeveloped at a higher density, with a mixture of employment and retail uses, and residential uses where appropriate.

ated with light rail. In conjunction with the Maryland Stadium Authority, the Baltimore Convention bureau and the Maryland State Fair, the Baltimore County Department of Economic Development has analyzed the market demand and timing for expanded exhibition space at the Timonium Fairgrounds site. Recognizing the need to support the primary effort of marketing the Baltimore City Convention Center, expansion has been deferred until 2001-2002. At that time, however, a new 100,000 square foot exhibition space to accommodate an expanded schedule of local and regional events is expected to be constructed.

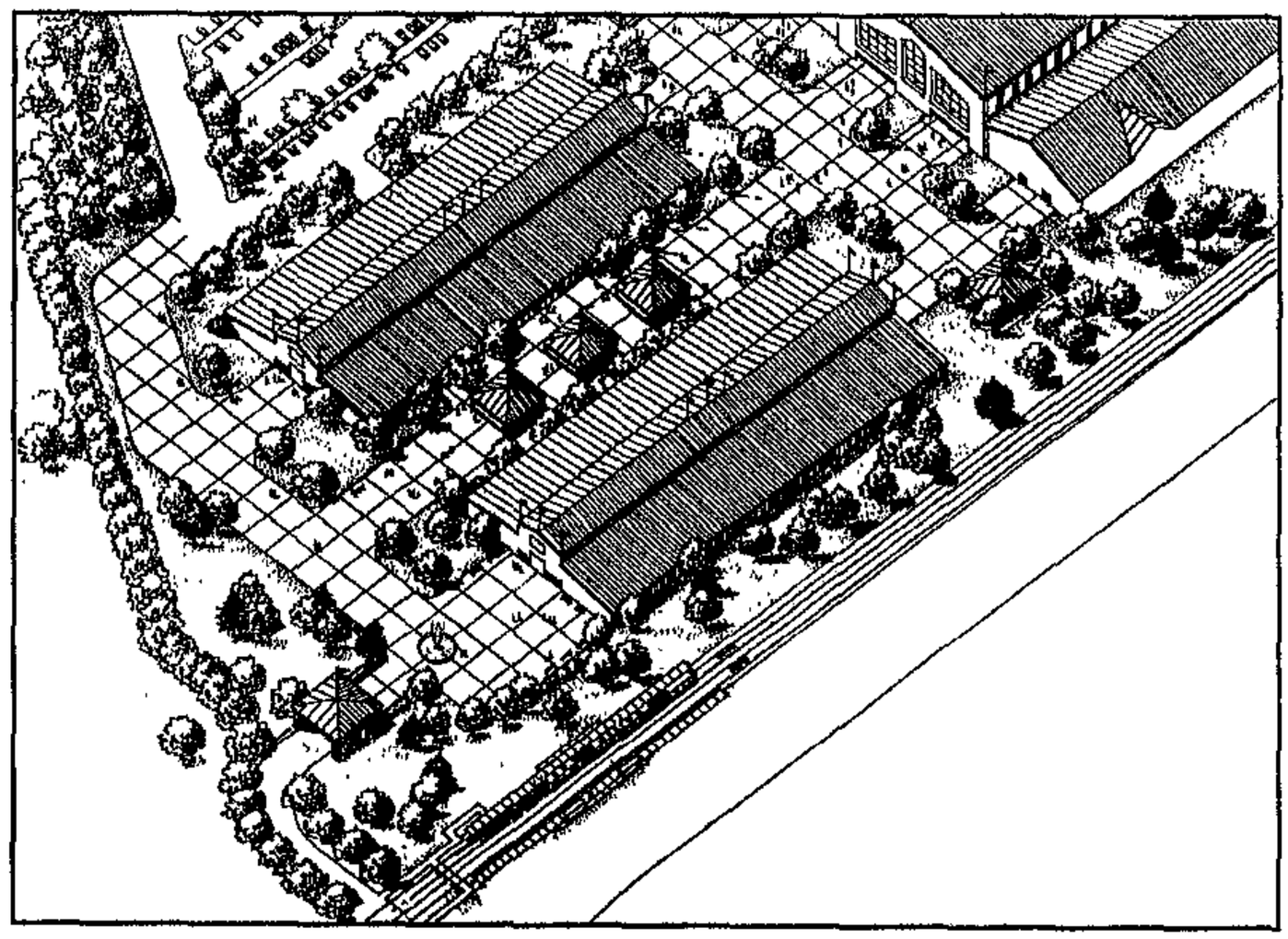
If the fairgrounds becomes available for other types of uses, consideration of retail, office, recreation or higher density residential development may be appropriate. Community concerns for intensifying development at the fairgrounds site will need to be addressed by any redevelopment. Very intensive uses may also require a reconfiguration of the interchange at Timonium Road and I-83.

West Timonium Heights: This is a residential community of about 100 single family residences. The community is platted as a 50-acre subdivision, of which about 20 acres have never been developed. Because of its existence as a residential enclave surrounded by nonresidential uses, and its direct access to the light rail, this area seems to present redevelopment opportunities for higher density mixed use/residential uses.

A number of development projects have been proposed. A shopping center is being planned along Padonia Road to the north. The Timonium Fairgrounds is planning an expansion on some of the vacant land to the south. Also, Baltimore County has plans to construct a regional stormwater management facility in this area.

Residents of the West Timonium Heights community have recently formed a community association, and are in the process of developing a plan for their community. The County will work with the community to determine appropriate land uses and zoning, and to implement the recommendations of their plan.

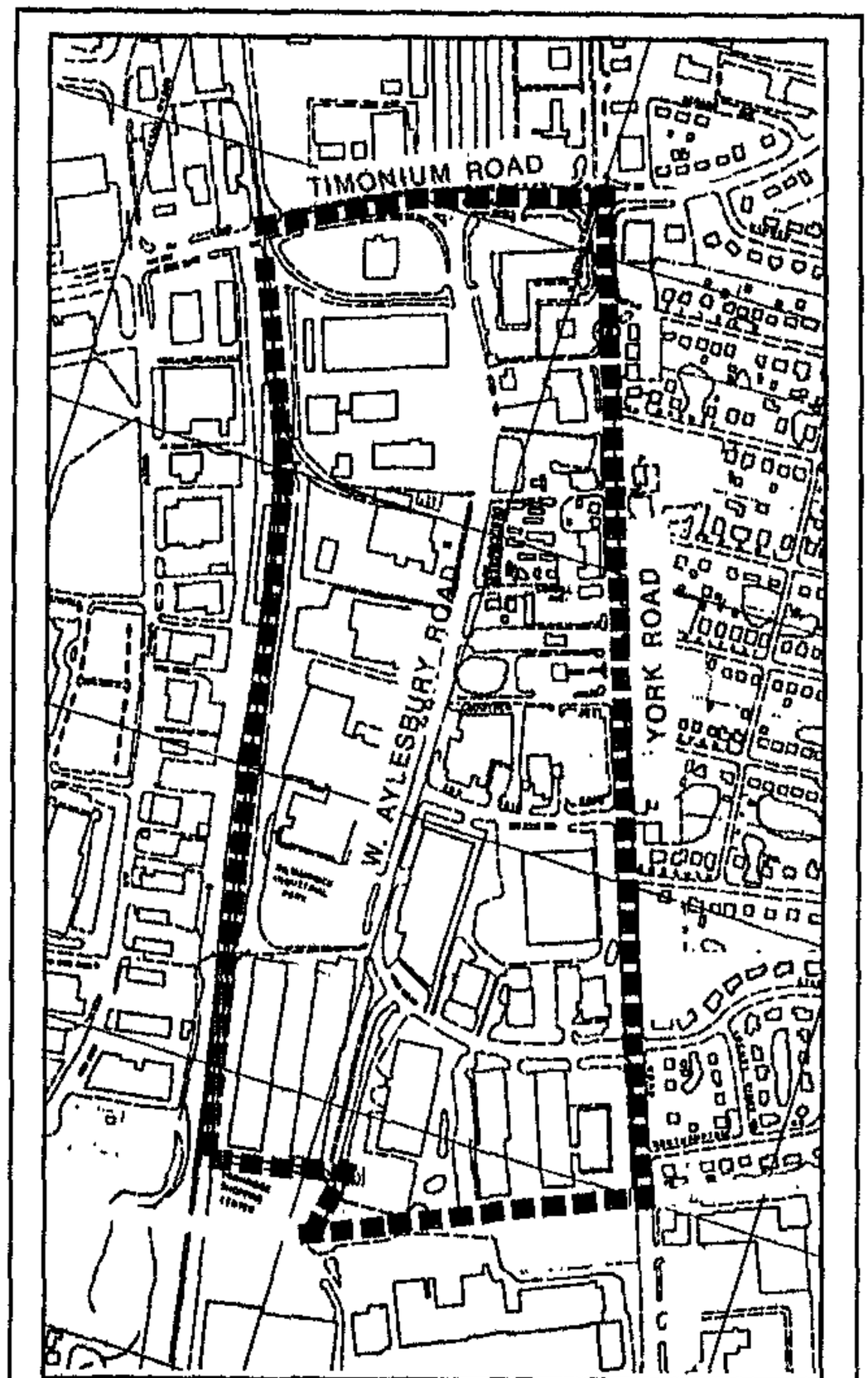
As a community conservation measure, strong buffers should be developed along the perimeter of the residential community, including fencing and dense landscaping, particularly along the edges bordering the fairgrounds property and all commercial property.



The Timonium State Fairgrounds could expand to become a major exhibition and convention center.

Nonresidential traffic should not be permitted to access the community.

West Aylesbury Road Area: This area contains a mixture of retail and employment uses, some of which are presently undergoing redevelopment, and others which are likely to follow suit. This area should be redeveloped in a manner which meets the goals of optimizing light rail use, and of protecting neighboring residential areas. Rezoning portions of the area to BLR (Business Light Restricted), accompanied by its designation as a Design Review Panel Area with design guidelines (see Section V), may be appropriate if the redevelopment is consistent with the goals established for this area, promotes mixed use, consolidates parcels and provides a pedestrian environment of high design quality. If redevelopment is proposed under the PUD-C process, it should also meet the design guidelines established for this area, and promote mixed use and pedestrian access.



West Aylesbury Road Area
Rezoning and Design Panel Review Area

Issue: Use of the PUD-C to Provide Appropriate Land Use at Light Rail Stops.

Most of the HV/T area is within the PUD-C Opportunity Area. The PUD-C legislation allows mixed uses; however, it does not per se provide any economic incentives for providing mixed uses at higher densities in association with transit stops. Experience in the HV/T area has shown that the PUD-C legislation is more likely to be used to foster retail development in manufacturing zones, without particular benefit for transit use.

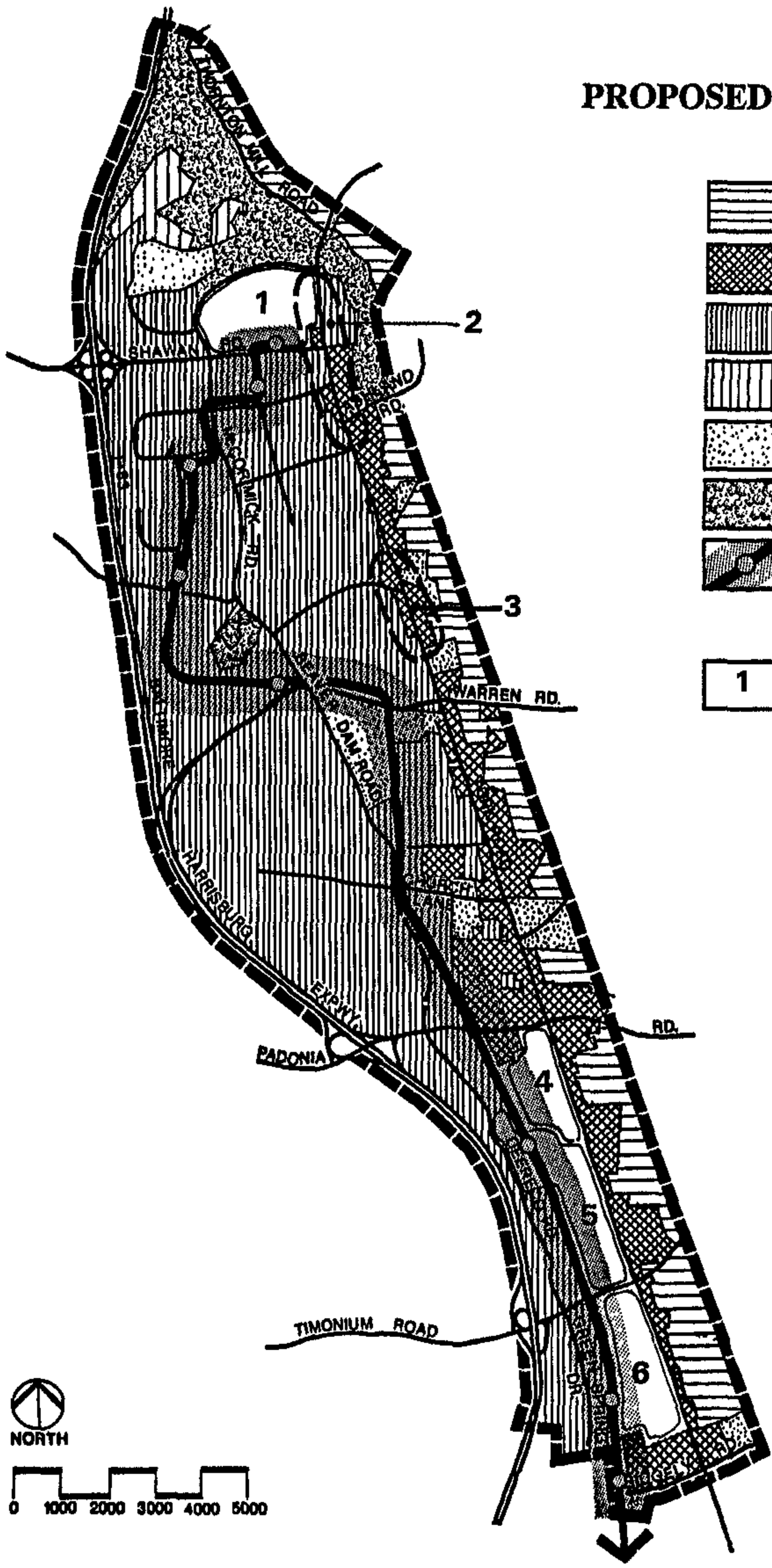
Action 1: All PUD-C land use recommendations should be based upon the Proposed Land Use Map provided in this plan, and the HV/T Design Guidelines, as adopted in the Comprehensive Manual of Development Policies.

Action 2: For those PUD-C projects located within 1/4 mile of a light rail stop, consideration for higher density, mixed use development will be supported. The goal of such development will be to sustain the area as an employment area, optimizing public investments in transportation infrastructure.

Action 3: The County should reevaluate the PUD-C process and requirements in order to facilitate its use in HV/T and elsewhere in the County. Of concern is the length of time it takes for a project to complete the process, and the uncertainty of gaining approval.

Action 4: Among the potential public benefits which the County should support for PUD-C projects in HV/T are:

- High density mixed use in association with a transit stop, with a large employment component offering family-supporting wages
- Consolidation of parcels to provide a mixed use project



MAP 3
PROPOSED LAND USE MAP

- Residential
- Commercial
- Employment
- Office/Residential
- Public Institutional
- Open Space
- Light Rail Line and Stop with 1/4 Mile Walking Distance
- 1 — Special Areas

1 - Commercial/Mixed Use Focal Point

2 - Rural/Urban Gateway Zone: High Visual Quality

3 - Cockeysville Revitalization Area

4 - *Timonium Heights* West: As Recommended by West Timonium Heights Community Association

5 - Timonium State Fairgrounds: Exhibition/Convention/Hotels/ Mixed Use

6 - W. Aylesbury Road: Mixed Use Center

- Shared access and/or parking among adjacent uses
- Renovation of an existing structure
- Provision of offsite pedestrian and/or bicycle facilities
- Substantial landscaping (exceeding current regulations)
- Increased stormwater management (exceeding current regulations)
- Inclusion of recreational/park amenities
- Traffic and/or public safety improvements

Action 5: Investigate incentives to promote higher density mixed use development at transit stops. One such incentive is the use of the MTA transit-oriented development grant program. The County should take a proactive role in promoting and fostering such developments, particularly at Hunt Valley Mall and at the Timonium Fairgrounds, with adequate controls to limit negative impacts on neighboring residential zones.

Issue: Auxiliary Retail Uses in ML-IM

In the past few years, there have been several proposals to build restaurants (both standard and fast food) and bank branch offices on ML-IM land. These are, by themselves, low density uses generating few employment opportunities (with family supporting wages) and are inappropriate, both for preserving the employment climate of the ML-IM zoned land, and for optimizing light rail use, which is best accomplished through higher densities, many employees, and a mixture of uses that can support each other. The intent of the ML-IM zoning is to allow auxiliary retail uses that would serve employees of the immediate area.

Action 1: Evaluate amendments to the ML-IM zone concerning auxiliary retail uses.

Issue: Rezoning of ML-IM Land

There has been significant pressure to convert manufacturing-zoned land to business (retail) zoning. This was evident during the 1996 CZMP which considered 22 such issues out of a total of 32 issues for the area.

Action 1: The supply of manufacturing-zoned land within the HV/T area is limited. In order to preserve this important resource for future employment growth, there should be no further rezoning of manufacturing-zoned land for other uses unless an area is specifically designated for change. Rather, the PUD-C process should be used so that: 1) the property will retain its manufacturing zoning as an underlying zone for future use, and 2) specific development proposals can be evaluated for their potential impact on the transportation systems and surrounding land uses, particularly in regard to preserving the employment viability of the HV/T area.

Issue: Providing Opportunities for Retail Development

Demand for new retail development should be accommodated at appropriate locations within the HV/T retail market area.

Action 1: Retail developments which do not particularly promote transit use should be directed to existing retail areas which are in need of revitalization, or are underutilized, or to commercial nodes, as discussed below. Other retail centers within the larger market area may also be more appropriate locations to accommodate new retail development, such as the former Hutzlers building, and Towson Marketplace.

Action 2: Retail development should be directed to established or proposed commercial nodes. This would allow traffic-generating commercial activities to be consolidated into specific locations along York Road, minimize the number of curb cuts and left turn maneuvers and thereby improve traffic flow. In addition to the existing shopping centers, designated major commercial nodes within the HV/T area are: 1) the Hunt Valley Mall, 2) Texas Station, a retail development proposed for a portion of the Genstar property,

and 3) the West Aylesbury Road area, as a mixed use, neighborhood- and pedestrian-oriented commercial center, with retail development capability under the PUD-C process or through appropriate rezoning.

Action 3: Commercial zoning should not be extended between the commercial nodes, and efforts should be supported to improve the appearance and maintain the viability of existing shopping areas, including limiting curb cuts, sharing of parking, sidewalks, street trees, and other design elements which would create a sense of identity. In between the commercial centers, land uses consisting of less intensive residential office or assisted living/elderly housing should be supported.

Design Quality

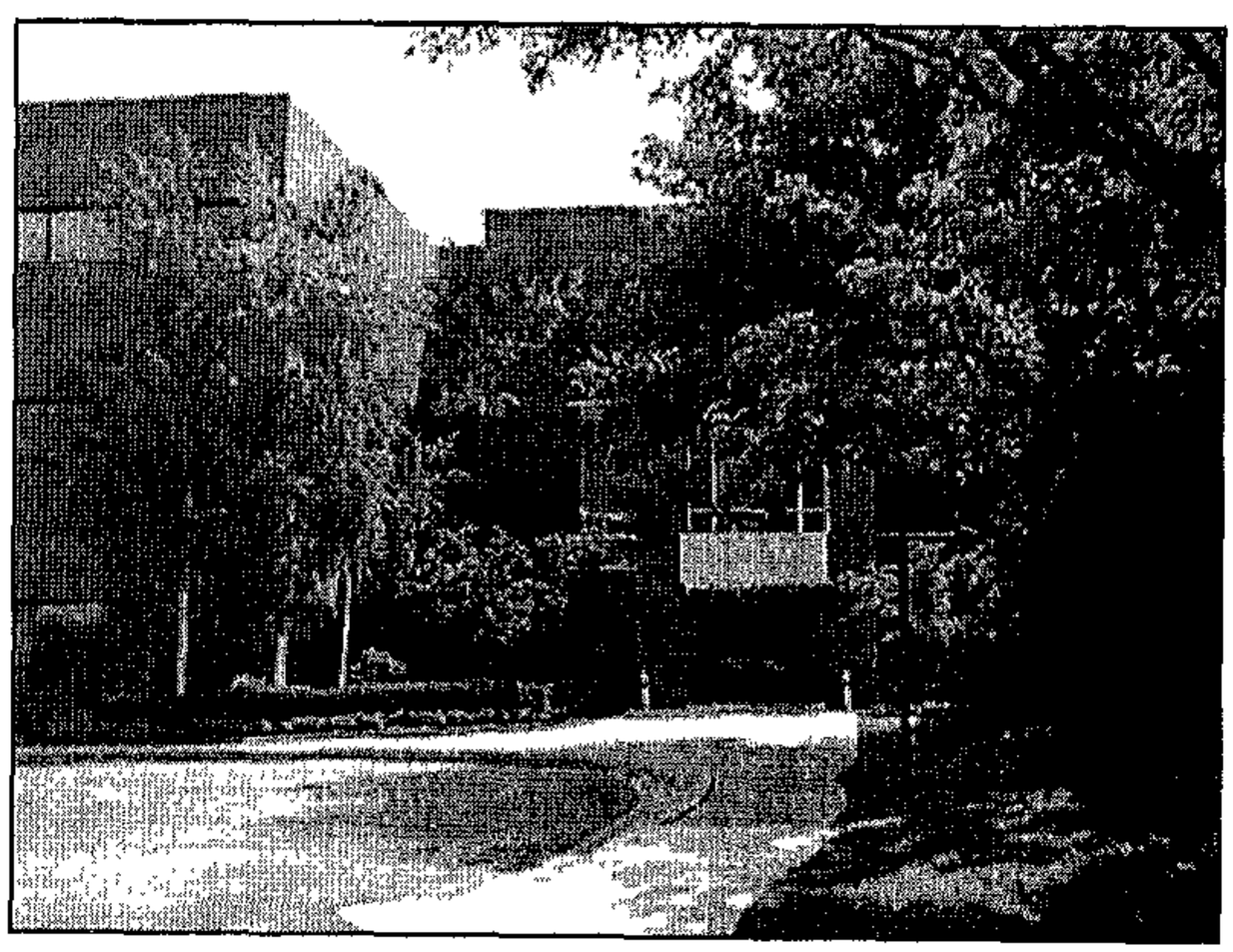
Design quality in land use development relates to the architectural design of buildings and the site planning of parking, open space and site amenities. Design quality involves aesthetics as well as function. Design quality controls can help assure that the HV/T area continues to provide an attractive, desirable environment in which to work, live, and shop, and to help maintain its important status in the County as a major economic development area.

Issue: Improving the Visual Quality and Providing Important Support Amenities in the Employment Area

The Hunt Valley Business Park was developed under design covenants to which all development in the park complied. The covenants included, among other things, wide setbacks, high quality architectural design and finish materials and extensive tree planting. The covenants are responsible for the attractiveness of the community, and for promoting the image that has continued to attract businesses to Hunt Valley.

A few straightforward design guidelines will help direct new development throughout the HV/T area toward consistent design quality. The guidelines should enumerate the things that are most important in creating and maintaining a high quality visual and functional environment.

As the nature of employment is shifting from manufacturing to office uses and development is becoming more urban, the lifestyles of employees are also changing. Greater values have been placed on health and recreation issues, time management and the provision of child care. The provision of employee support facilities and amenities at or near the workplace can greatly increase the efficiency, effectiveness and



Design guidelines can help assure consistent design quality throughout the HV/T area.

well-being of the workers. Such things as health clubs, child care centers, recreation facilities, jogging and bike paths, and simple outdoor sitting areas should be incorporated into the employment community.

Site design also needs to address the needs of transit users. Employees using transit frequently find no walks to their buildings, or must walk through expansive parking lots to reach the entrance. An important part of promoting transit use is in increasing ease of access through supportive site planning.

Action 1: Adopt the design guidelines for the HV/T area into the Comprehensive Manual of Development Policies (CMDP). (See Section V.)

Action 2: Insure that the Baltimore County Zoning Regulations allow health clubs, recreational facilities and day care centers in manufacturing and other employment zones.

Issue: Visual Quality of the HV/T Area as Seen from the Light Rail

The light rail system is utilizing the Conrail track through the HV/T area. In many cases, the line passes through some very unsightly areas — unkempt rears of buildings, storage yards and parking lots. The rail right-of-way and adjacent stream are littered with trash and debris. Providing an attractive environment for the transit user to travel through is another effective means of promoting light rail usage.

Action 1: Through development and redevelopment, require a 15 foot minimum landscaped and/or fenced buffer between the light rail line and parking, service or storage areas.

Action 2: Amend the Baltimore County sign ordinance to limit commercial signage visible from the light rail, except as provided in Action 3.

Action 3: Initiate a program to provide an incentive for adjacent property owners to install buffer planting and fencing to screen their existing development from the light rail. Property owners who "clean-up their backyards" in conformance with the design guidelines would be permitted to install a small, standardized and tastefully designed sign showing the company name visible to the light rail line.

Action 4: Initiate a SWAT program for communities and businesses who clean up and remove debris within the rail right-of-way.

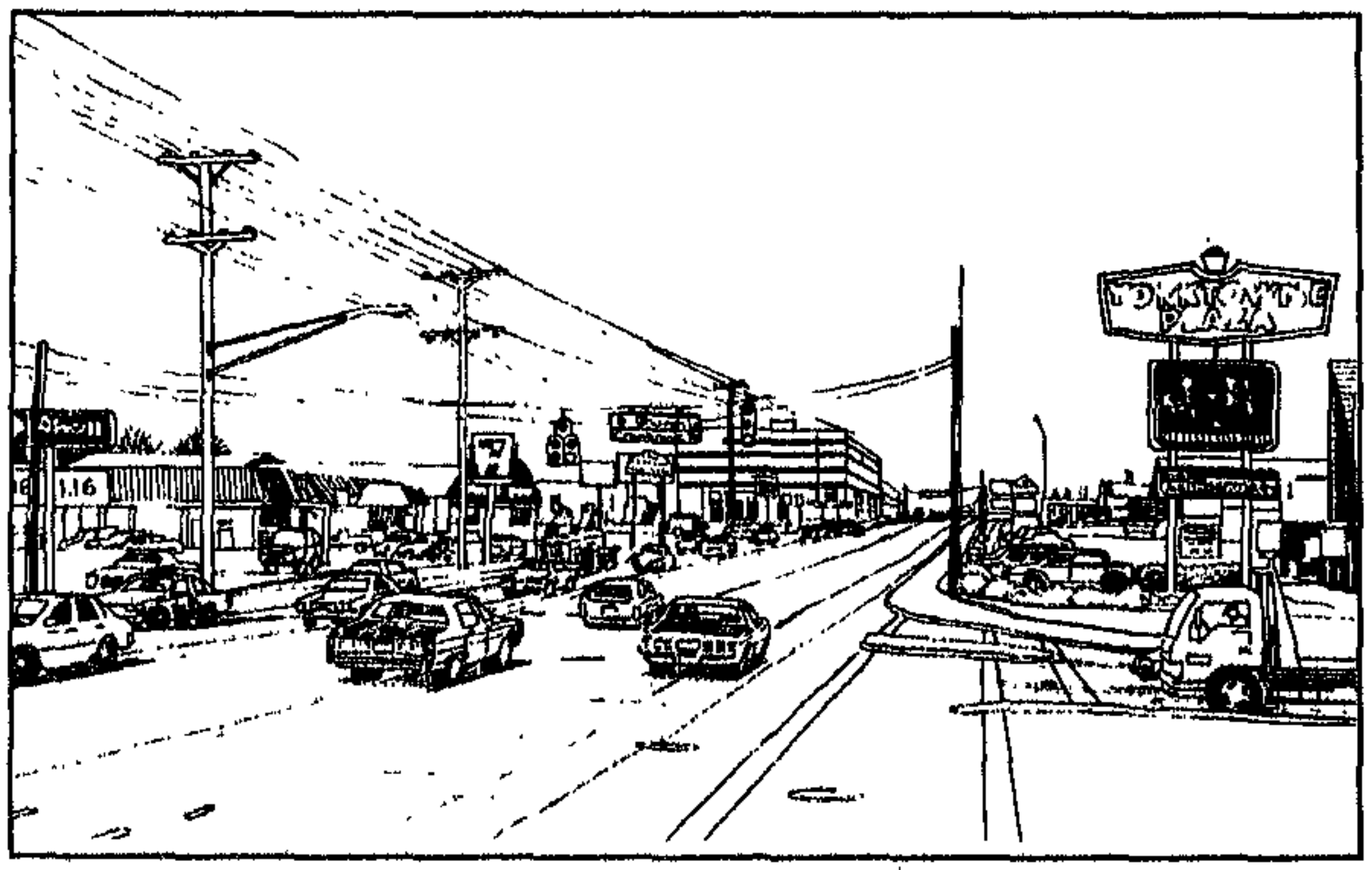
Issue: Improving the Visual Quality of the York Road Corridor

The growth of commercial and office uses along York Road has resulted in signage clutter, numerous curb cuts, traffic flow and safety problems, discordant architecture, and lack of landscaping. It has become a harsh environment, where the overhead utility lines are the only unifying design element. A beautification program for the corridor would establish pride for the area businesses and make the area more appealing to shoppers. Functionally, business development should be directed to established or proposed commercial nodes. This would allow traffic-generating commercial activities to be consolidated into specific locations along York Road, minimize the number of curb cuts and left turn maneuvers and thereby improve traffic flow.

Action 1: Business associations should be formed to address York Road issues such as: 1) aesthetic appearance; 2) access; and 3) increased marketability.

Action 2: A detailed streetscape study coordinated by the Office of Planning should include recommendations for:

- Limiting curb cuts
- Burying overhead wires
- Improving landscaping
- Controlling signage
- Creating themes to promote neighborhood identity
- Design standards to be adopted into the CMDP



The visual appearance of the York Road corridor could be improved to make it more appealing to shoppers.

Action 3: Discourage sign variances along York Road and encourage stricter enforcement of the signage regulations along York Road.

Action 4: The Office of Planning will support local businesses and community groups who institute an annual contest for the business property with the best or most improved appearance.

Community Conservation

Community conservation has been an important element of the Baltimore County Master Plan since 1989. In 1995, the Office of Community Conservation was established to support comprehensive, intensified initiatives dedicated to preserving, stabilizing and enhancing the human, physical and economic condition of the County's urban communities. Within the HV/T area, the nature and size of this regional employment and commercial center can create conflicts with the needs of the residents.

Issue: Protecting and Enhancing the Existing Residential Communities

The general goal of protecting and enhancing existing residential communities within the impact area will involve the implementation of a number of actions:

Action 1: Insure that the future redevelopment of sites in the HV/T area does not create negative impacts on existing communities.

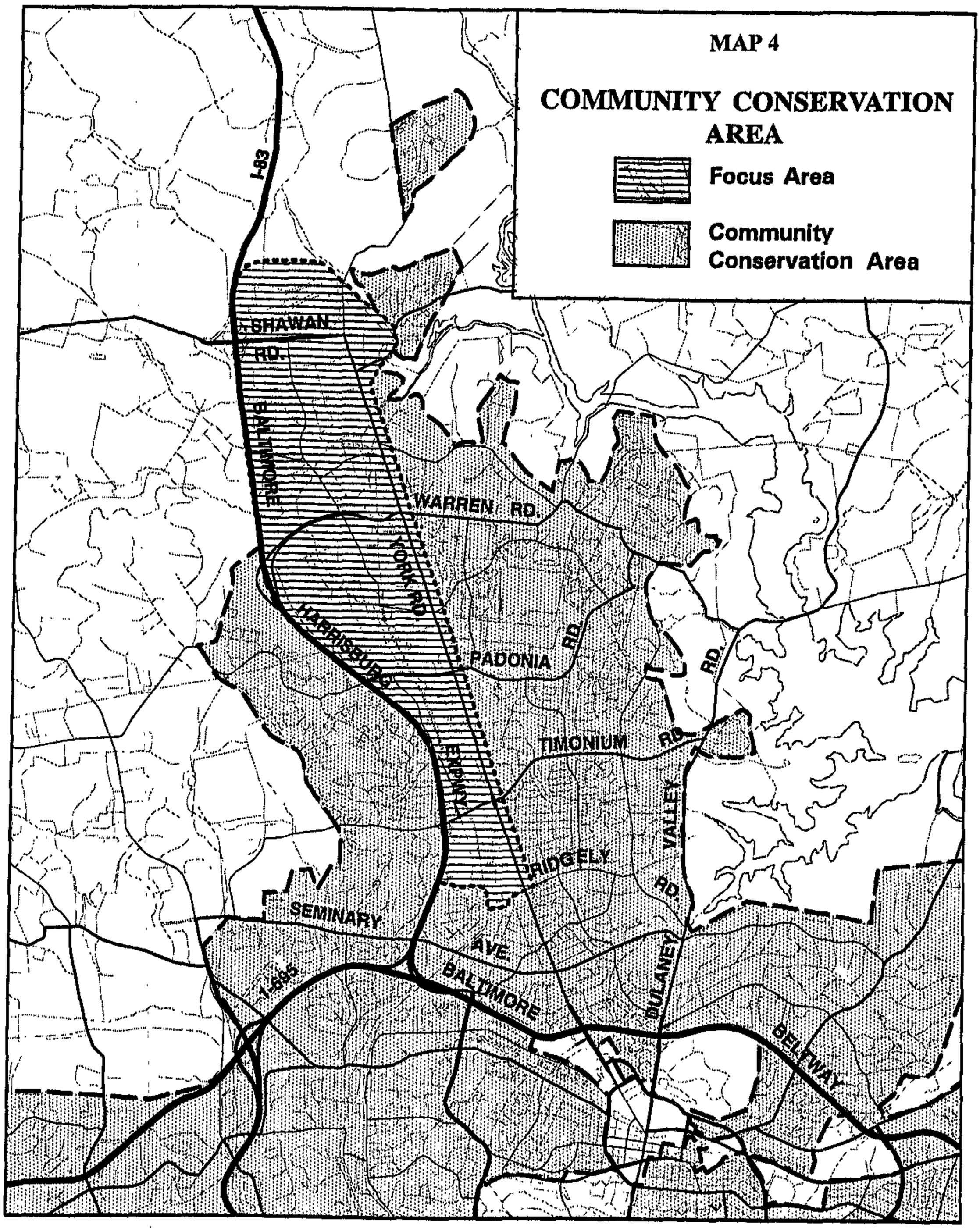
Action 2: Restrict nonresidential land uses from encroaching into residential areas. In general, limit further rezoning of residential parcels to nonresidential use. Employ RO or ROA residential office zones in areas requiring a greater buffer between disparate uses. The CB (Community Business) zone may be appropriate at some locations. Identify parcels between the commercial nodes which may be suitable for assisted living/elderly housing.

Action 3: Permit only small day care facilities with improved standards within residential areas. Larger facilities should be located within the employment area.

Action 4: Monitor home based business occupations within DR zones to insure that negative impacts are minimal.

Action 5: Discourage traffic in the neighborhood which is unrelated to the residences.

Action 6: Reduce the amount of traffic congestion on York Road to make it easier for residents to access their neighborhood by encouraging shared access/parking arrangements.


MAP 4
COMMUNITY CONSERVATION AREA
Focus Area
Community Conservation Area
I-83
SHAWAN RD.
HALLOWE
WARREN RD.
YORK RD.
HARRISBURG
PADONIA RD.
TIMONIUM RD.
EXPWY
RIDGELY RD.
VALLEY
SEMINARY AVE.
BALTIMORE
I-695
DULANEY
BELTWAY

Action 7: Improve the visual quality of the York Road corridor. As part of a York Road Streetscape Study:

- Formulate commercial corridor design guidelines for inclusion in the CMDP. Include larger setbacks and buffers between residential and nonresidential uses. Incorporate themes to promote neighborhood identity, and consider making the corridor a Design Panel Review Area.

- Existing commercial properties should be brought into conformance with the County's Landscape Manual.

Action 8: Attempt to match existing uses with the appropriate zoning along the York Road corridor where the zoning permits more intensive uses than those uses that presently occupy the property.

Action 9: Protect the historic Cockeysville school grounds between Bosley and Matthews Avenues as one of the few common open space areas along the corridor. Current plans for the site include senior housing and a senior center, and retention of most of the open space for continued recreational uses.

Action 10: Continue support for the Cockeysville commercial area as a small, historic shopping locality. Designation of these few blocks as a revitalization area would provide a funding program for development of an attractive streetscape and other amenities to assure that the character of Cockeysville remains. Business owners should be encouraged to participate in the County's facade improvement program.

Action 11: Create community action plans in order to document issues and provide a mechanism for implementation.

Action 12: Encourage the formation of a roundtable consisting of business representatives and community associations to address issues and assure implementation of plan actions.

Section IV:
Plan Implementation

The implementation of the Hunt Valley/Timonium Master Plan can be classified into actions and detailed planning studies. While many of the actions and studies will not require additional funding to be completed, some of them will. Budget implications will have to be considered as the community and County work to implement these portions of the plan. Funding for projects will have to be evaluated and prioritized.

Actions

ECONOMIC DEVELOPMENT

1. The County will support development/redevelopment in the employment area which will foster growth in employment, business and employee services and amenities and/or light rail usage, providing there will be minimal negative impacts on transportation systems and on the surrounding residential areas.

Among the major activities of the Department of Economic Development to promote employment growth and appropriate development/redevelopment in HV/T are:

- Economic Development will continue to work with new and existing businesses in HV/T to encourage employment retention and growth, provide a wide array of services including site selection and development facilitation, financial assistance, coordination of work force development, and job recruitment and training assistance.

- Economic Development will continue to work with real estate brokerages and developers to market and help facilitate the sale, lease, development and/or redevelopment of property in the HV/T area.

- Economic Development will continue to work as a member of the Hunt Valley Business Forum to address evolving issues and concerns affecting businesses in HV/T.

- Economic Development will conduct a comprehensive outreach program, surveying HV/T companies to identify and address immediate and ongoing business needs.

- Economic Development will take an active role in the review and implementation processes related to PUD-C proposals, rezoning requests, planning efforts, transportation and public service matters, and development or redevelopment projects impacting the HV/T business community.

TRANSPORTATION

1. The Bureau of Traffic Engineering and Transportation Planning (TETP) will continue to monitor traffic accident data, and will periodically publish an accident trend report periodically to document existing and potential highway safety issues.

2. The Office of Planning will request a transportation impact study for any large-scale development/redevelopment proposals and recommend a change to the development process to require a transportation study when the increase in peak hour traffic exceeds 1,000 trips. In Hunt Valley/Timonium, the transportation study must address potential conflicts with truck traffic.

3. The Hunt Valley Business Forum (HVBF), will initiate a petition for renaming of Greenspring Drive and McCormick, Beaver Dam, and Deereco Roads.

4. The Office of Planning and the Department of Recreation and Parks will ensure that appropriate pedestrian and bicycle facilities are provided in new construction projects through the development process. These facilities should link the project to adjacent properties, and where appropriate, to the open space system, the light rail, and employee support uses.

5. The Office of Planning and TETP will continue to provide technical assistance to the HVBF and assist their efforts to secure funding for needed transportation studies, including a pedestrian/bicycle study.

6. The Office of Planning will assist the HVBF and the Mass Transit Administration (MTA) in assessing the feasibility of establishing a shuttle system in the HV/T area. Include consideration of shuttle service to retail uses on York Road.

7. HVBF is encouraged to investigate the feasibility of providing resources to the MTA to expand its marketing program for the Central Light Rail Line.

8. The Office of Planning, TETP, HVBF, and MTA will develop a package of incentives to encourage transit use, including ways of making transit more attractive to use than the private auto.

9. The County will support double tracking of the light rail to reduce service times and increase overall system efficiency.

10. The County and the MTA will consider additional light rail stops, which may be feasible after the construction of the double track, to effectively serve and accommodate existing employers, and new or relocating companies.

NATURAL ENVIRONMENT

1. DEPRM will continue to coordinate the County's participation in the Reservoir Watershed Management Agreement activities.

2. DEPRM will continue implementation of its Capital Improvement Program for stream restoration, stormwater retrofitting, and watershed water quality management, which would include a comprehensive study of the Loch Raven Reservoir Watershed.

3. DEPRM will continue to coordinate the County's responsibility for stormwater management under the NPDES Storm Water Discharge Permit.

4. The Office of Planning and DEPRM will encourage an increase in open space/pervious area through the use of open concrete paver blocks in selected areas or sharing of parking facilities.

5. Adopt water quality management guidelines into the Comprehensive Manual of Development Polices (CMDP).

6. DEPRM will implement the Ground Water Management and Protection Strategy.

7. DEPRM will continue to implement the County's responsibilities with respect to State and Federal air quality management programs.

RECREATION AND PARKS

1. The Department of Recreation and Parks will continue to evaluate the supply and demand of traditional recreational facilities such as ball diamonds, athletic fields, and tennis courts. When the supply of these is insufficient, the County will seek to develop facilities on existing available parklands The development process should be used, where possible, to secure local open space parcels that are sizable, flat and open enough to support athletic facilities.

2. The Department of Recreation and Parks will investigate opportunities for the development of large scale or specialized recreational facilities. A few existing sites within the HV/T area, including portions of the Hunt Valley Mall property and the Timonium Fairgrounds, could, if redeveloped, support recreational facilities such as indoor sports complexes or ice skating rinks.

3. The Department of Recreation and Parks should continue to expand recreational opportunities at existing and proposed school recreation center sites. The recent athletic field construction at the proposed Dulaney Springs Elementary School Recreation Center site is an excellent example of utilizing currently vacant land to provide additional community recreational facilities.

4. Continued attention to the status and physical condition of existing recreational facilities must be given. The Department of Recreation and Parks should proceed with comprehensive facility evaluation surveys, such as their recently completed playground tot lot inspection program. Park master plans and use plans should be evaluated and, if appropriate, revised to maximize suitable recreational uses.

5. The County will work to establish a network of walkways, trails and bikeways, where appropriate. The County will seek to connect areas that support or would benefit from a high level of pedestrian traffic (e.g., transit centers, commercial areas, parks, and school-recreation centers), and use parks as destination points within this network to increase their visibility and publicizing their availability. Where possible, the County will attempt to incorporate these facilities into infrastructure improvement projects such as road construction and streetscapes.

6. The Department of Recreation and Parks, the Office of Planning and DEPRM will encourage the use of natural features such as woodlands and stream valleys to provide visual breaks from the built environment and employ existing mechanisms such as environmental regulations and mandatory open space dedication (within the development process) to secure such areas without incurring the cost of fee-simple acquisition.

7. The Department of Recreation and Parks and the Office of Planning will encourage the incorporation of facilities such as pocket parks and sitting areas into streetscape projects to promote the human element in built or urbanized environments. These areas can be extremely useful within areas such as employment centers.

DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

1. The Office of Planning will support intensification of appropriate uses at locations which are oriented toward light rail stops, with mechanisms for public review and adequate controls to limit negative impacts on surrounding residential areas.

2. All PUD-C land use recommendations will be based upon the Proposed Land Use Map provided in the HV/T Plan and the HV/T Design Guidelines as adopted in the CMDP.

3. For those PUD-C projects located within 1/4 mile of the light rail line, consideration for higher density, mixed use development will be supported. The goal of such development will be to sustain the area as an employment area, optimizing public investments in transportation infrastructure.

4. The Office of Planning should reevaluate the PUD-C process and requirements in order to facilitate its use in HV/T and elsewhere in the County.

Of concern is the length of time it takes for a project to complete the process, and the uncertainty of gaining approval.

5. The County should support the following benefits for PUD-C projects in HV/T:

- High density mixed use in association with a transit stop, with a large employment component offering family supporting wages
- Consolidation of parcels to provide a mixed use project
- Shared access and/or parking among adjacent uses
- Renovation of an existing structure
- Provision of offsite pedestrian and/or bicycle facilities
- Substantial landscaping (exceeding current regulations)
- Increased stormwater management (exceeding current regulations)
- Traffic and/or public safety improvements

6. The County should take a proactive role in promoting and fostering higher density mixed use development at transit stops, particularly at Hunt Valley Mall and at the Timonium Fairgrounds, with adequate controls to limit negative impacts on neighboring residential zones.

7. The Department of Economic Development should consider designating Cockeysville's commercial center as a Revitalization Area.

8. Baltimore County will work with the Timonium Heights West Community Association to implement their recommendations for their neighborhood.

DESIGN QUALITY

1. The Hunt Valley/Timonium Design Guidelines will be incorporated into the Baltimore County Comprehensive Manual of Development Policies concurrent with the adoption of the HV/T plan.

2. The Office of Planning will recommend that a requirement for a 15 foot wide (min.) landscaped and fenced buffer between the light rail line and parking, service, and storage areas be included in the Landscape Manual.

3. The Office of Planning, in conjunction with other County agencies, will encourage "clean-up" programs for the light rail right-of-way and for existing development adjacent to the light rail line.

4. The Office of Planning will recommend an amendment to the Baltimore County Zoning Regulations to limit commercial signage visible from the light rail, except for "clean-up" incentive signs.

5. The Office of Planning will discourage sign variances along York Road, and encourage Zoning Enforcement to provide stricter enforcement of sign regulations along York Road.

6. The Office of Planning will support the creation of local business organizations to address York Road issues such as aesthetic appearance, access and increased marketability.

7. The Office of Planning will support local business and community groups who institute an annual contest for improving the visual quality of York Road.

COMMUNITY CONSERVATION

1. The County will insure that the future redevelopment of sites in the HV/T area does not create negative impacts on existing communities.

2. The County will support only small day care facilities with improved standards within residential areas. Larger facilities should be located within the employment area.

3. The County will monitor home based business occupations within DR zones to insure that negative impacts are minimal.

4. The County should encourage shared access/ parking arrangements to reduce the amount of traffic congestion on York Road in order to make it easier for residents to access their neighborhoods.

5. The County will protect the historic Cockeysville school grounds between Bosley and Matthews Avenues as one of the few common open space areas along the corridor. Current plans for the site include senior housing and a senior center, and retention of most of the open space for continued recreational uses.

6. The County will continue support of the Cockeysville commercial area as a small, historic shopping locality. Designation of these few blocks as a revitalization area would provide a funding program for development of an attractive streetscape and other amenities to assure that the character of Cockeysville remains. Business owners should be encouraged to participate in the County's facade improvement program.

7. The County will encourage the formation of a roundtable consisting of business representatives and community associations to address issues and assure implementation of plan actions.

Planning Studies

OFFICE OF PLANNING

♦ The Office of Planning will evaluate amendments to the ML-IM zone concerning auxiliary retail uses. Health clubs, recreational facilities, and day care centers should be allowed in manufacturing and other employment zones.

OFFICE OF PLANNING AND COMMUNITY CONSERVATION

♦ York Road Streetscape Study addressing issues such as: 1) aesthetic appearance; 2) access; and 3) increased marketability. As part of the study:

- Formulate commercial corridor design guidelines for inclusion in the CMDP. Include larger setbacks and buffers between residential and nonresidential uses. Incorporate themes to promote neighborhood identity.

- Propose means for requiring existing commercial properties to conform with the County's Landscape Manual.

♦ Community action plans should be created in order to document issues and provide a mechanism for implementation.

THE OFFICE OF PLANNING AND TETP

♦ The Office of Planning and TETP will evaluate retail access restrictions incorporated into the zoning or development regulations, either through amendments to the ML zone, or through the adoption of a Roadway Classification Map which would designate the corridor as an industrial service road and limit retail access.

THE OFFICE OF PLANNING, TETP, HVBF, AND CONSULTANT

♦ Transportation study to include:
- Safety issues
- Traffic forecasts
- Recommendations for transportation policies and improvements
- Financing of future improvements
- Pedestrian/bicycle access, including both on- and off-road bicycle facilities, and pedestrian and bicycle access to retail uses on York Road.

♦ A task force should be established to recommend alternative methods of financing transportation improvements in the HV/T area.

♦ A task force should be convened to develop recommendations for providing pedestrian/bicycle amenities such as sidewalks, bikeways, lighting, newspaper boxes, telephones, transit shelters, bicycle storage and appropriate design considerations through a public/private partnership.

THE OFFICE OF PLANNING/ DEPARTMENT OF RECREATION AND PARKS/DEPRM STUDY

♦ Design a pedestrian/bikeway system for the HV/T area. Using greenways where possible, system should connect the light rail stops, Hunt Valley Mall, business areas and public parks such as the Loch Raven Reservoir and potentially the popular North Central Hike and Bike Trail at Ashland, County Home Park, and Oregon Ridge Park. Appropriate connections should be made, where possible, to adjacent residential areas.

DEPRM STUDY

♦ Hunt Valley/Timonium Area Watershed Study

DEPARTMENT OF ECONOMIC DEVELOPMENT STUDIES

♦ Investigate incentives to promote higher density mixed use development at transit stops. Examine the feasibility of the Baltimore County Development Corporation to act as a redevelopment authority in the HV/T corridor.

ZONING GUIDELINES

The following list of guidelines is provided to assist in making recommendations for zoning requests. The guidelines are formulated to promote future development that is consistent with the plan. The guidelines are intended to be general and advisory. Specific situations may warrant zoning decisions that are not consistent with these guidelines.

York Road Corridor

• Do not change residential zoning to nonresidential zoning. Employ RO or ROA residential office zones in areas requiring a greater buffer between disparate uses. The CB zone may be appropriate in some locations.

• Support zoning for higher density residential, particularly assisted living facilities, at appropriate locations with compatibility standards.

• Rezoning of properties to a more intensive business zone may be supported when it will result in the consolidation of parcels and fewer curb cuts, thereby reducing traffic congestion, with minimal impact on adjacent residential uses.

• Support rezoning of properties to less intensive zones which match the existing use.

• Encourage higher density mixed use development related to transit stops or designated commercial nodes through the PUD-C process, and with controls to limit impacts on adjacent residential areas.

West Timonium Heights

• Work with the West Timonium Heights community association to determine appropriate zoning and implement an action plan for their area.

West Aylesbury Road Area

- This area should be redeveloped in a manner which meets the goals of optimizing light rail use, and of protecting neighboring residential areas. Rezoning portions of the area to BLR (Business Light Restricted), accompanied by its designation as a Design Review Panel Area with design guidelines (see Section V), may be appropriate if the redevelopment is consistent with the goals established for this area, promotes mixed use, consolidates parcels, and provides a pedestrian environment of high design quality.

Employment Area

- Do not change manufacturing zoning to business zoning unless specifically designated, particularly adjacent to the McCormick Road to Greenspring Drive corridor. To the extent possible, Baltimore County should consider rezoning existing retail land that does not offer York Road frontage to ML in order to fortify the County's ML land inventory. Further redevelopment projects proposed for the accommodation of a retail use should be limited to sites which currently possess business zoning.

- Encourage higher density mixed use development related to transit stops or designated commercial nodes through the PUD-C process, and with controls to limit impacts on adjacent residential areas.

- In cases where employment zoning (ML or OT) is rezoned for another use, alternative locations should be identified to replace this zoning.

Implementation Guide

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
ECONOMIC DEVELOPMENT	Department of Economic Development	Continue to work with new and existing businesses in HV/T to encourage employment retention and growth.	Hunt Valley Business Forum (HVBF)
	Department of Economic Development	Continue to work with real estate brokerages and developers to market and help facilitate the sale, lease, development and/or redevelopment.	
	Department of Economic Development	Continue to work as a member of the HVBF.	
	Department of Economic Development	Take an active role in the review and implementation processes including PUD-C proposals, rezoning requests, planning efforts, transportation and public service matters, and development or redevelopment projects.	Other county agencies
TRANSPORTATION	Bureau of Traffic Engineering and Transportation Planning (TETP)	Continue to monitor traffic accident data, and periodically publish an accident trend report.	

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
	Office of Planning, TETP	Request a transportation impact study for any large-scale development/redevelopment proposals and recommend a change to the development process to require a transportation study when the increase in peak hour traffic exceeds 1,000 trips.	
	HVBF	Initiate a petition for renaming of Greenspring Drive and McCormick, Beaver Dam, and Deereco Roads.	
	Office of Planning, Department of Recreation and Parks	Review development proposals to ensure that appropriate pedestrian and bicycle facilities are provided.	
	Office of Planning, TETP	Continue to provide technical assistance to the HVBF and assist their efforts to secure funding for needed transportation studies.	
	Mass Transit Administration (MTA)	Assess the feasibility of establishing a shuttle system in the HV/T area.	HVBF, Office of Planning
	HVBF	Investigate the feasibility of providing resources to the MTA to expand its marketing program for the light rail.	TETP
	MTA	Develop a package of incentives to encourage transit use.	Office of Planning, TETP, HVBF

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
	County agencies	Support double tracking of the light rail to reduce service times and increase overall system efficiency.	
	MTA	Consider additional light rail stops, to effectively serve and accommodate existing employers, and new or relocating companies.	County agencies
NATURAL ENVIRONMENT	DEPRM	Continue to coordinate the County's responsibility in the Reservoir Watershed Management Agreement.	
	DEPRM	Continue to implement the Capital Improvement Program for stream restoration, stormwater retrofitting, and watershed water quality management.	
	DEPRM	Continue to coordinate the County's responsibility for stormwater management under the NPDES Storm Water Discharge Permit.	
	Office of Planning, DEPRM	Encourage the use of open concrete paver blocks in selected areas or sharing of parking to reduce impervious area.	
	DEPRM	Adopt water quality management guidelines into the Comprehensive Manual of Development Polices.	

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
	DEPRM	Implement the Ground Water Management and Protection Strategy.	
	DEPRM	Implement the County's responsibilities with respect to State and Federal air quality management programs.	
RECREATION AND PARKS	Department of Recreation and Parks	Continue to evaluate the need for recreational facilities and develop needed facilities on available parklands. Use the development process to secure appropriate local open space.	
	Department of Recreation and Parks	Investigate opportunities for the development of large scale or specialized recreational facilities.	
	Department of Recreation and Parks	Continue to expand recreational opportunities at existing and proposed school recreation center sites.	
	Department of Recreation and Parks	Give continued attention to the status and physical condition of existing recreational facilities.	
	Department of Recreation and Parks, Department of Public Works, Office of Planning, Office of Community Conservation	Where appropriate, incorporate pedestrian and bicycle facilities into infrastructure improvement projects such as road construction and streetscapes.	

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
	The Department of Recreation and Parks, Office of Planning, Office of Community Conservation	Encourage the incorporation of pocket parks and sitting areas into streetscape projects.	
DEVELOPMENT AND REDEVELOPMENT OPPORTUNITIES	County agencies	Promote and support intensification of appropriate uses oriented toward light rail stops, with mechanisms for public review and adequate controls to limit negative impacts on surrounding residential areas.	
	County agencies	Base PUD-C land use recommendations on the Proposed Land Use Map provided in the HV/T Plan and the HV/T Design Guidelines.	
	County agencies	Support PUD-C projects in HV/T which provide one or more of the benefits listed in the plan.	
	Office of Planning	Reevaluate the PUD-C process and requirements in order to facilitate its use.	
	Department of Economic Development	Consider designating Cockeysville's commercial center as a Revitalization Area.	
	Office of Planning, Office of Community Conservation	Work with the Timonium Heights West Community Association to implement their recommendations for their neighborhood.	Other county agencies

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
	Department of Economic Development, Office of Planning	Encourage business owners to participate in the County's facade improvement program.	
	Office of Planning, Office of Community Conservation	Encourage the formation of a roundtable consisting of business representatives and community associations to address issues and assure implementation of plan actions.	

PLANNING STUDIES

PARTICIPANTS	STUDY	RESOURCES
Office of Planning	Evaluate amendments to the ML-IM zone concerning auxiliary retail uses.	Department of Economic Development, HVBF
Office of Planning and Community Conservation	Undertake a York Road streetscape study addressing aesthetic appearance, access, and increased marketability.	Local business and community groups
Office of Planning and TETP	Evaluate retail access restrictions incorporated into the zoning or development regulations for the McCormick to Greenspring Drive Corridor.	
HVBF and Consultant	Prepare a detailed transportation study.	TETP, Office of Planning
HVBF	Convene a task force to recommend alternative methods of financing transportation improvements.	Office of Planning, TETP
HVBF	Convene a task force to develop recommendations for providing pedestrian/bicycle facilities and amenities.	Office of Planning, TETP
Office of Planning	Design a pedestrian/bikeway system for the HV/T area.	Department of Recreation and Parks, DEPRM, HVBF
DEPRM	Prepare a Hunt Valley/Timonium Area Watershed Study.	
Department of Economic Development	Investigate incentives to promote higher density mixed use development at transit stops.	
Community associations	Create community action plans in order to document issues and provide a mechanism for implementation.	Office of Planning, Office of Community Conservation and other county agencies

Section V:
Design Guidelines

Within the Hunt Valley / Timonium area, there are many examples of good design quality. The quality of these developments, particularly at the Hunt Valley Business community, has promoted an image that has become important in attracting businesses to the area. Design quality controls can help assure that the entire HV/T area will continue to provide an attractive, desirable environment in which to work, live, and shop, and to help maintain its status in the County as a major corporate economic development area. The Hunt Valley Business Community was developed with deed covenants to assure a high quality of design. The guidelines proposed here reflect those major design elements which will help direct the retail, office and industrial development in the entire HV/T area toward consistent design quality.

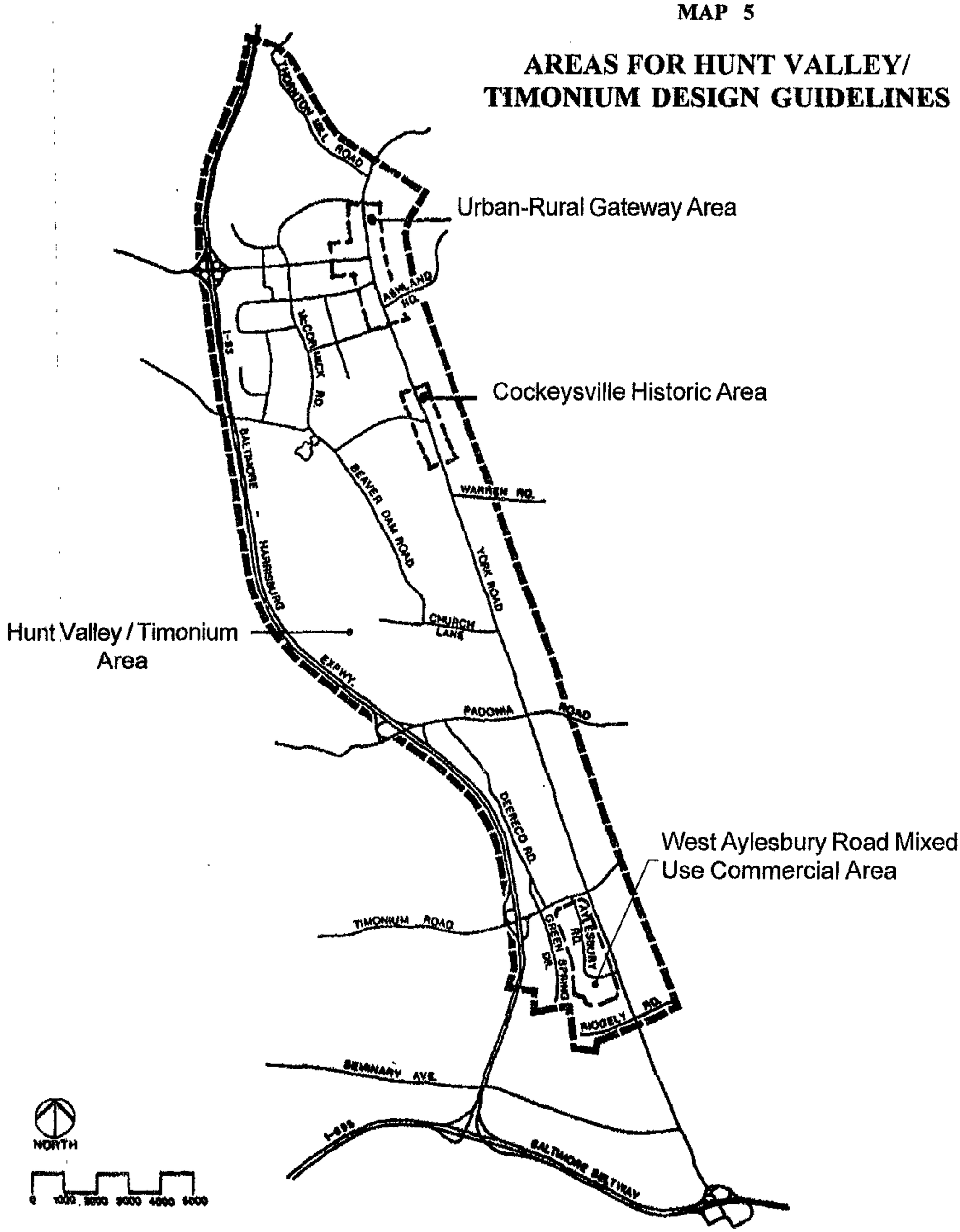
The guidelines also address the needs of pedestrian and transit users. Employees using transit frequently find no walks to their buildings, or must walk through expansive parking lots to reach the entrance. Pedestrian facilities which connect adjacent uses, or link businesses to restaurants and other employee services, will reduce the need for auto travel and provide an important amenity.

Additional guidelines that pertain to the Urban/Rural Gateway Area, the Cockeysville Historic Area and the West Aylesbury Road Mixed Use Area are also included to reflect their special natures. Other sections of the Comprehensive Manual of Development Policies may also apply to development in HV/T, particularly the sections entitled Office Guidelines, Commercial Corridors, and Mixed Use Development.

Adoption of the Hunt Valley/Timonium Master Plan by the Planning Board and by the County Council will constitute the adoption of the guidelines contained in this section (with any amendments) into the Baltimore County Comprehensive Manual of Development Policies.

MAP 5

AREAS FOR HUNT VALLEY/ TIMONIUM DESIGN GUIDELINES



BUILDINGS

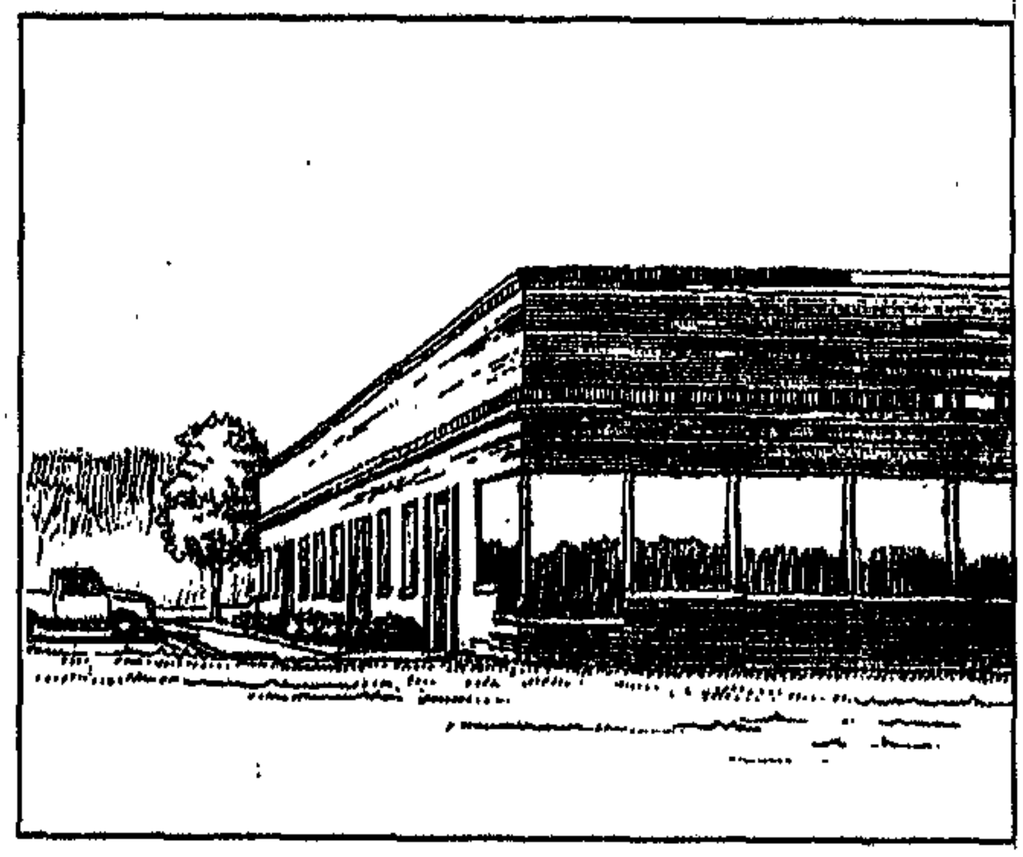
- Vary and articulate building elements to visually and dimensionally interrupt the bulk of the building. Highlighting entranceways and establishing focal points are among the ways to achieve this guideline.

- Use a consistent architectural design and finish on all facades which are visible from public rights-of-way.

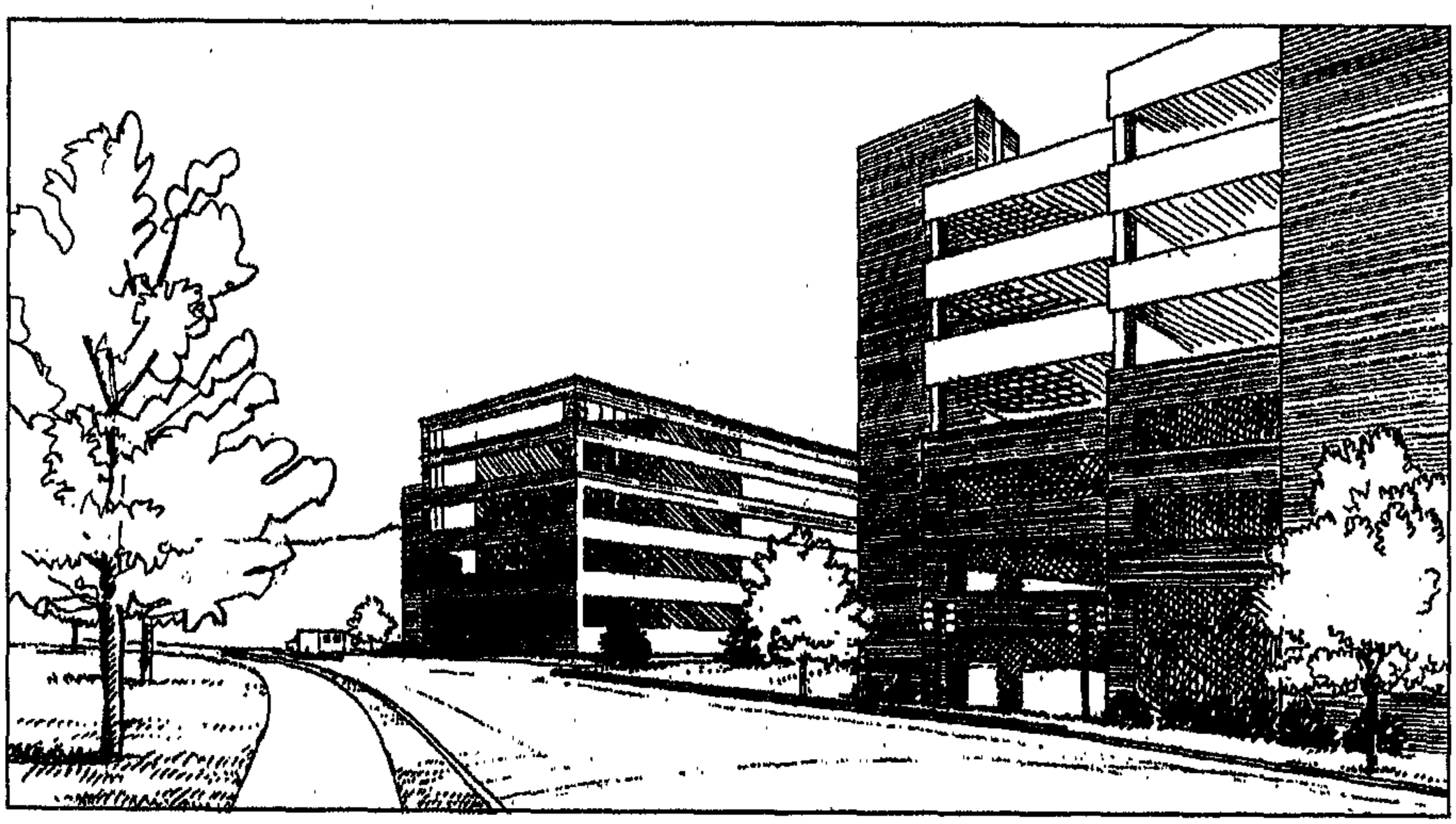
- Finish the sides of buildings which are visible from public rights-of-way with a high quality material such as brick or decorative concrete block.

- Treat above-ground parking structures with a quality architectural finish such as decorative concrete block or brick, visually compatible with the buildings they support.

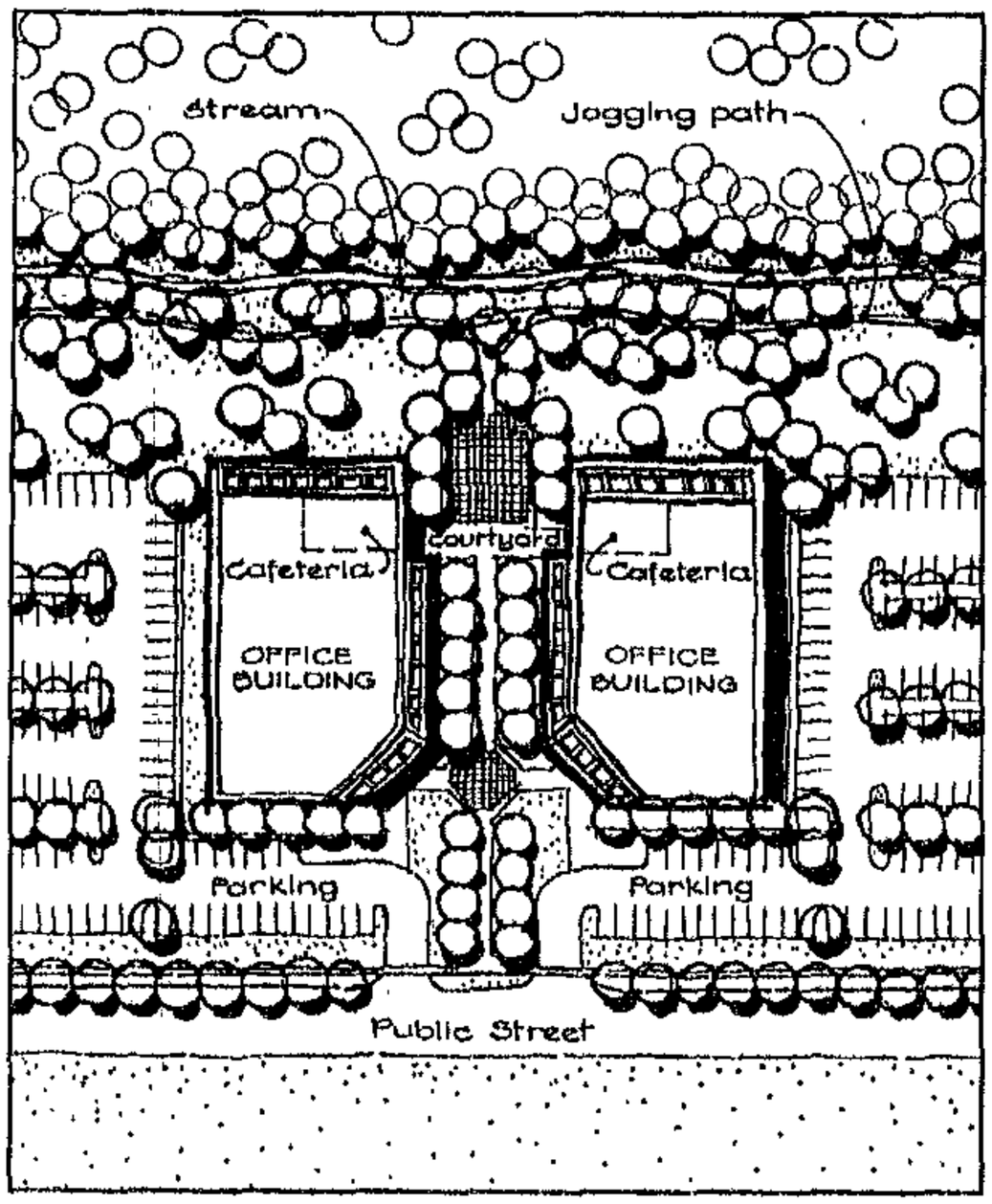
- The height and scale of buildings should be compatible with the surrounding area.



Consistent architectural detailing and finishes create more attractive buildings.



Use of compatible materials and detailing on parking structures creates a unified visual image.



Clustered buildings oriented toward natural features with shared public or employee open space areas provide effective integration and use of open space.

Open Space

Design an open space network as an integral part of the overall site plan. Incorporate existing streams and required forest buffers into the open space network.

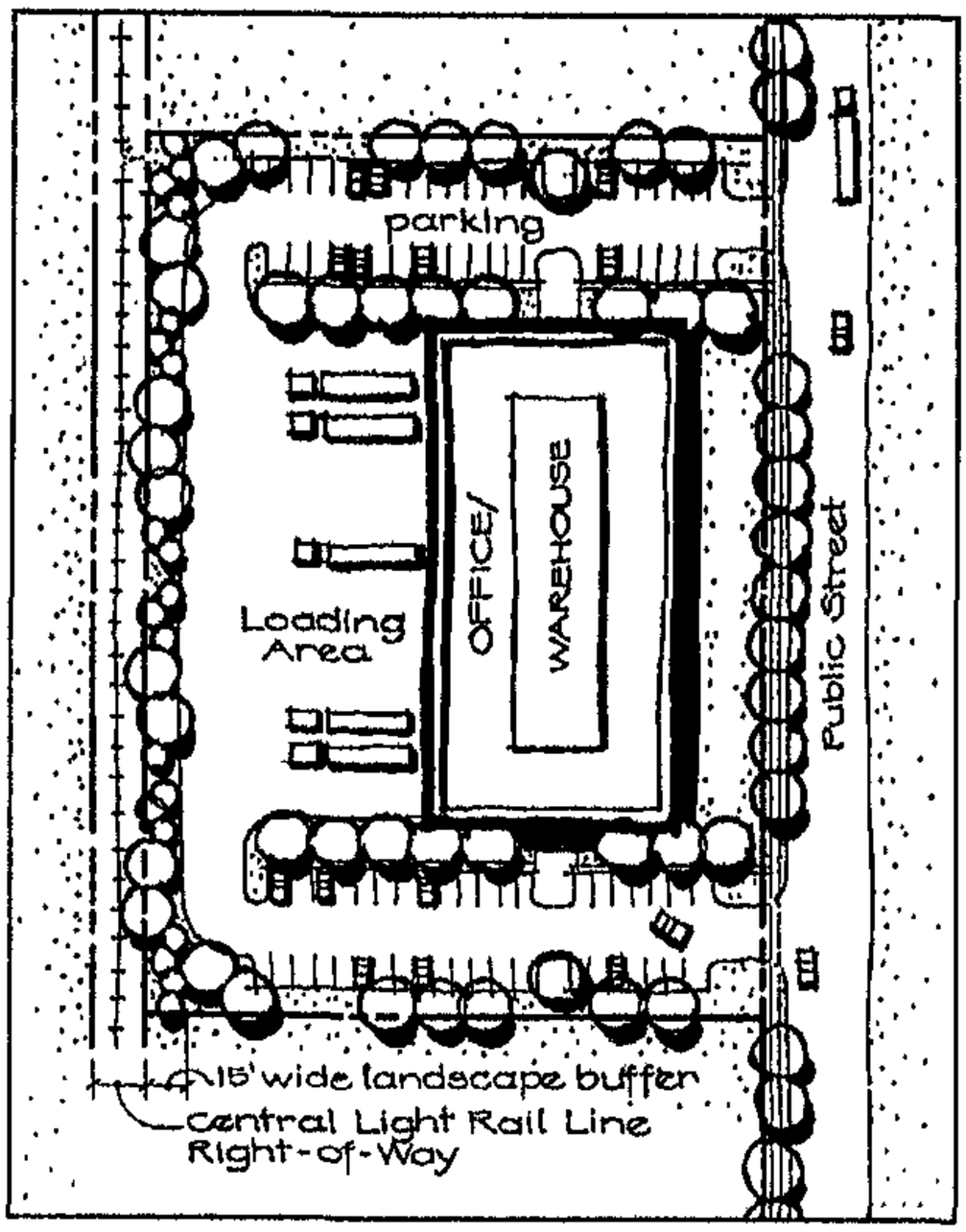
- Include amenities in the open space network for active or passive use by employees such as picnic tables, benches and other facilities for sitting, eating, meeting or recreational activities. Where feasible, take advantage of the space between buildings to include a courtyard or site feature.

- Provide access to, and views of, the open space network. Where possible, locate appropriate building functions towards the view (e.g., the cafeteria instead of the loading area).

Water Quality Management

- For new developments and redevelopments, use "Low Impact Development" (LID) techniques, where feasible, to infiltrate or detain stormwater runoff. These techniques include bioretention: open, vegetated drainage swales; curbless roadways and other paved areas; and redirected or lengthened routing pathways for stormwater flows to maximize pollutant removal and flood peak attenuation.

- Perform periodic "street cleaning" operations on privately owned paved roadways and parking areas to minimize the build-up of surface pollutants.



A landscaped/fenced buffer between the light rail line and parking, service and storage areas will help provide a pleasant environment for transit passengers.

Screening and Buffering

- For developments adjacent to I-83, screen parking lots, parking structures and service areas from the freeway with a 50 foot minimum landscaped buffer, as measured from the I-83 paving edge. Existing vegetation within the right-of-way may be incorporated as part of the landscape design as long as at least 25 feet of the landscaped buffer occurs on the building site.

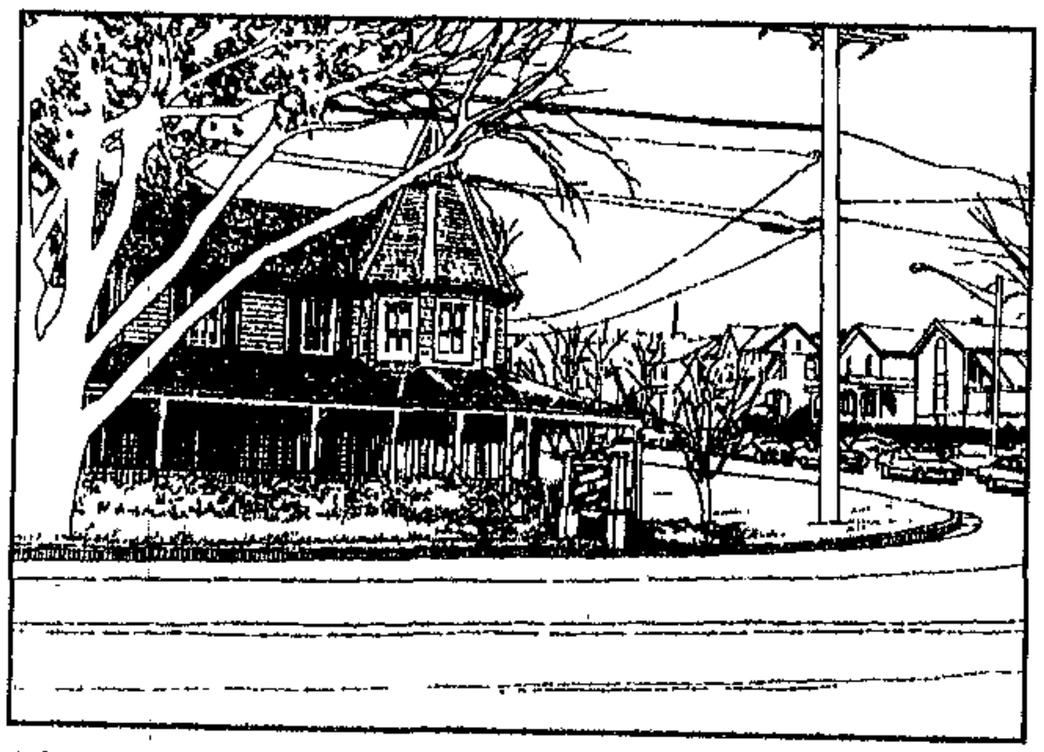
- Enclose or screen mechanical equipment, both roof- and ground-mounted, in a manner which appears as an integral part of the architectural or site design.

- Where possible, orient buildings so that loading and service areas do not face public streets.

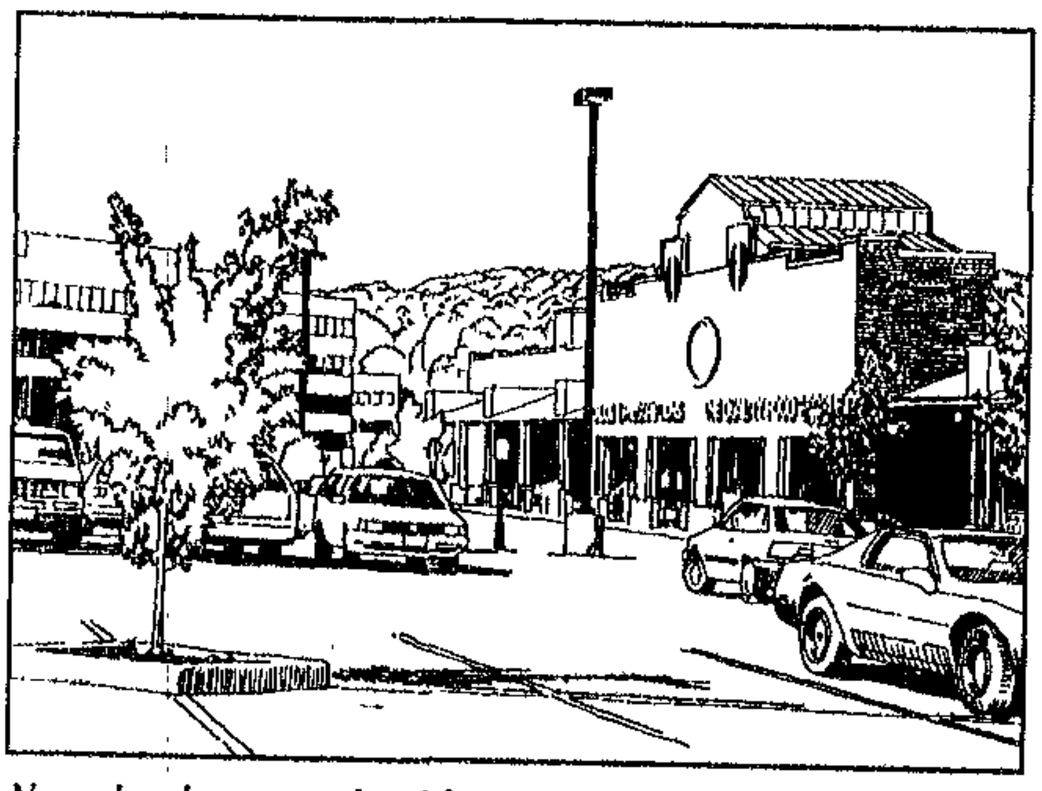
- Screen outdoor storage areas from view of public rights-of-way.

- Provide a 15-foot wide landscaped and/or fenced buffer between the light rail line right-of-way and parking, service and storage areas.

- Where a fence is used as a screen, landscape any side in the public view, and landscape areas adjacent to residential uses or zones.



The existing rural center character of the gateway should be reflected by new development.



New development should incorporate design elements, such as roof pitch, or other details and materials, that reflect, or are compatible with, the gateway character.

URBAN-RURAL GATEWAY

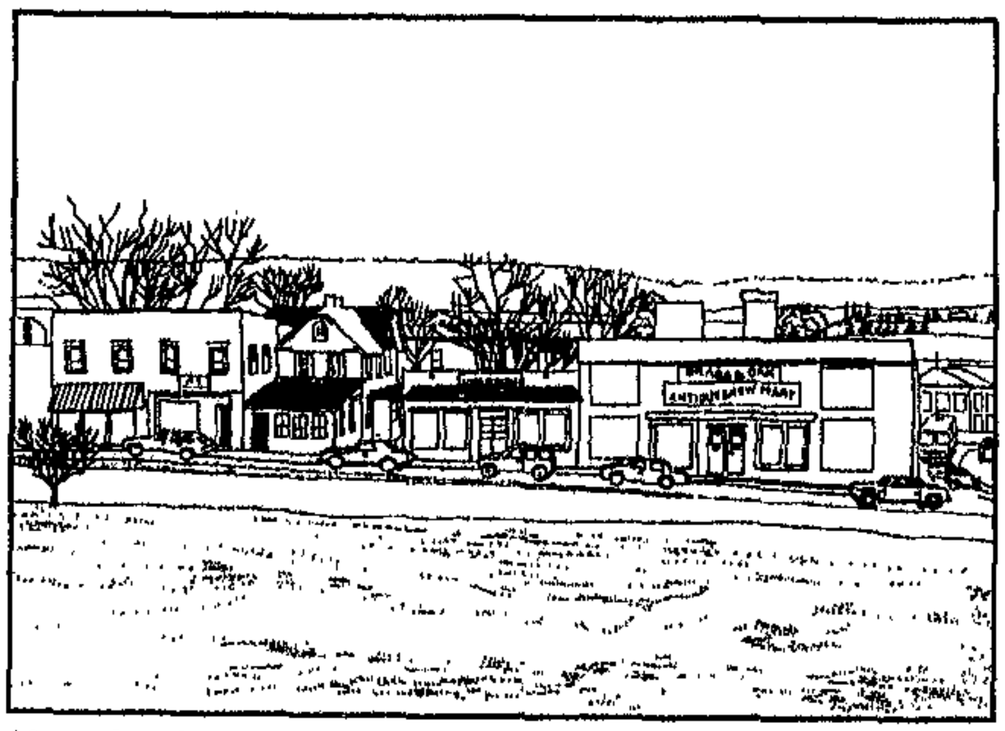
The northern end of York Road within the Hunt Valley/Timonium area coincides with the Baltimore County Urban-Rural Demarcation Line. It is an area which functions as a gateway, and presents an opportunity for fostering development which reflects a consistent theme, and presents a unified and attractive appearance. The existing development pattern of older "quaint" office uses, in combination with the newer brick office and retail uses, presents a sense of transition between urban and rural centers. It is this attractive, transitional character that should be emphasized.

- Within the gateway area, use compatible and consistent architectural styles and materials to provide a high quality visual appearance. Structures utilizing red brick with green metal standing seam roofing are compatible, as well as those which, through their scale, materials and detailing, complement the existing residential office development.

- The design and materials used for signage and lighting should improve the visual continuity of the area; they should not serve as a distraction.

- The design and materials used for signage and lighting should complement and be similar to those used for the building.

- Lighting and signage should be in scale with the building, and where possible, integrated into the building design rather than freestanding.



New development in the Cockeysville Historic Area should reflect a historic theme.

Cockeysville Historic Area

Redevelopment of the Cockeysville Historic Area provides an opportunity to preserve and enhance a unique element within the Hunt Valley/Timonium Area. Uses which focus on antique and arts/crafts sales, and development/redevelopment which maintains the historic theme, will add to the vibrancy of the community.

- Within the Cockeysville Historic Area, use compatible and consistent architectural styles and materials which reflect its historic appearance and provide high visual quality. Structures utilizing red brick, and green metal standing seam roofing are compatible, as well as those which, through their scale, materials and detailing, complement the existing historic development.

- The design and materials used for signage and lighting should improve the visual continuity of the area; they should not serve as a distraction.

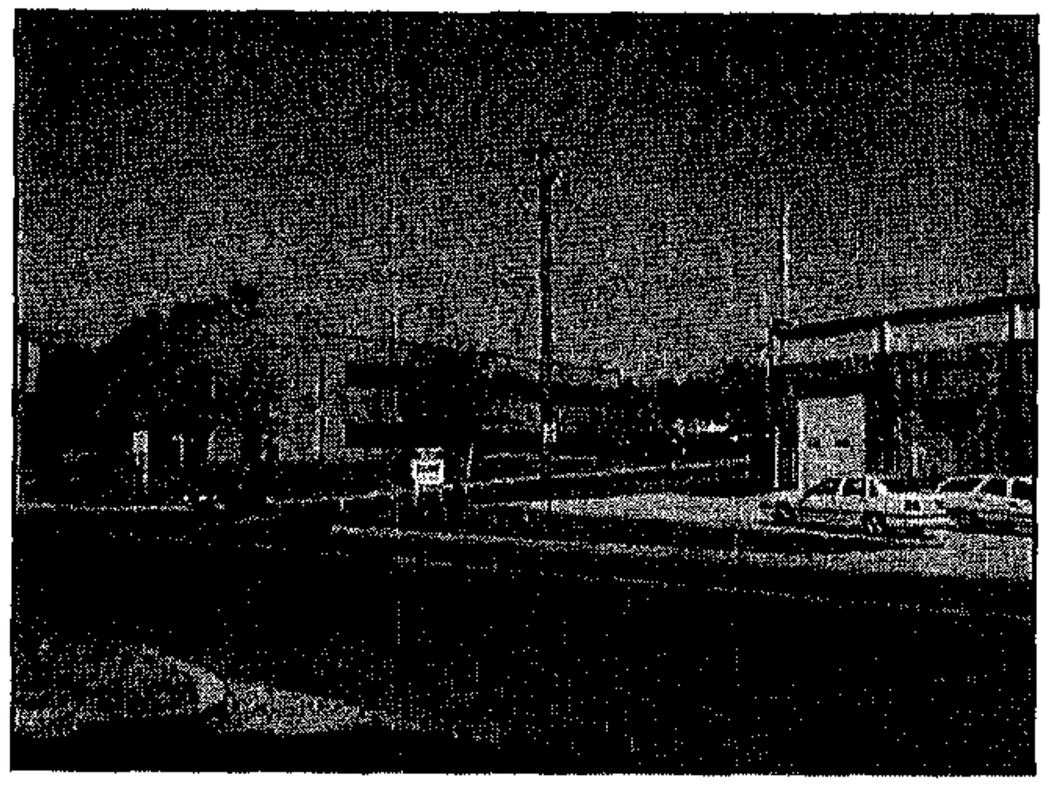
- The design and materials used for signage and lighting should complement and be similar to those used for the building.

- Lighting and signage should be in scale with the building, and where possible, integrated into the building design rather than freestanding.

West Aylesbury Road Mixed Use Area

INTENT: To encourage the use of the PUD-C process in the West Aylesbury Road area for redevelopment as a mixed use retail/office/light industrial center. Requests for retail use which meet the following guidelines should be considered an appropriate land use.

All sites developed in this area under any development process should comply with these, and other guidelines where applicable, to ensure design consistency and unity, and be reviewed for conformance by the Design Review Panel.



The West Aylesbury Road area is in a state of transition, with many properties ripe for redevelopment. Design guidelines will help produce an attractive, pedestrian-oriented environment.

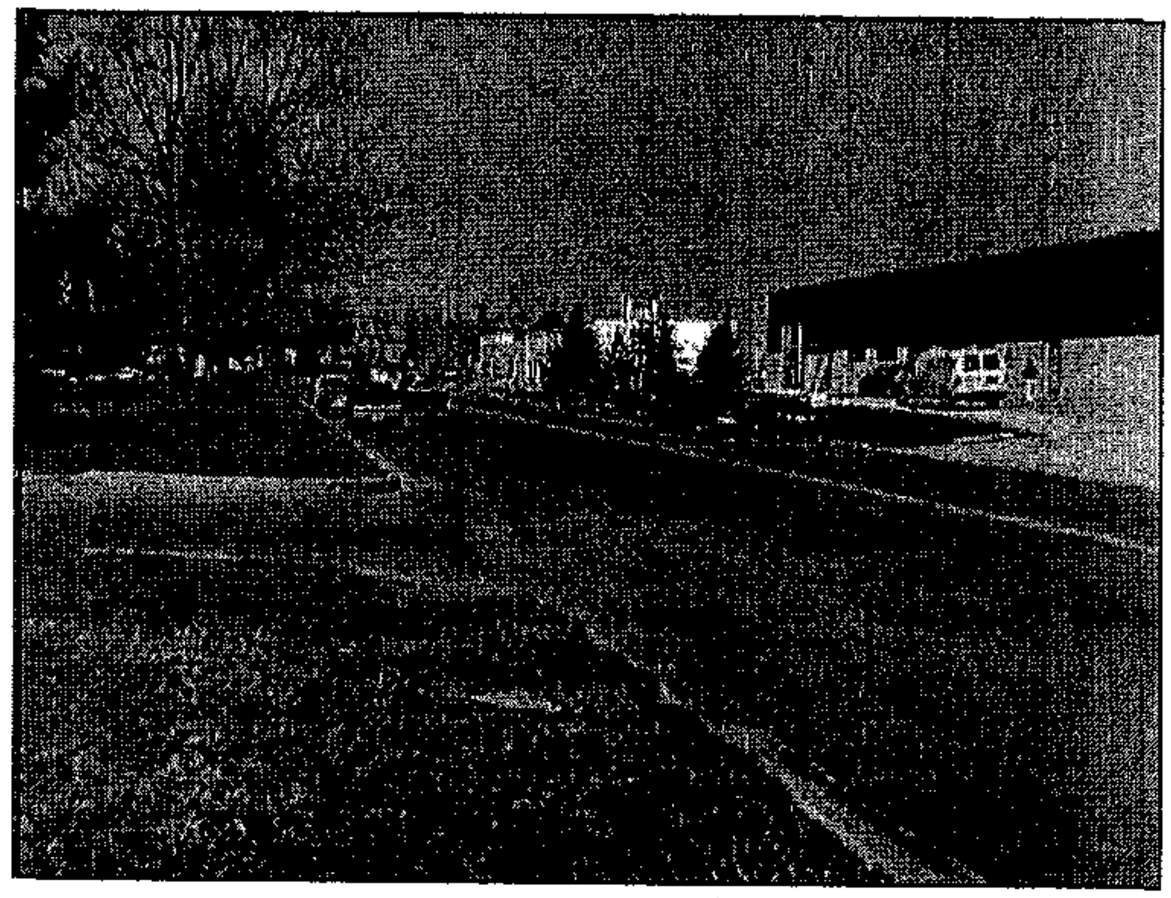
GUIDELINES:

- No single retail use shall exceed 80,000 s.f., and all the retail uses on the site shall not exceed a floor to area ratio of 0.33.
- A 15-foot wide space shall be provided between the roadway curb and parking to accommodate a 6-foot wide sidewalk, meandering where appropriate, and street trees.
- Six-foot wide sidewalks shall be provided along all public roads.
- Street trees shall be provided along all public roads at a minimun of 60' on center.
- Coordinated pedestrian lighting shall be provided along all public roads.
- Attractive, coordinated crosswalks shall be provided at intersections and wherever a walkway crosses a vehicular drive.
- Provisions shall be made for internal pedestrian circulation.
- Buildings and their entrances shall be located in close proximity to West Aylesbury Road, or to Business Park Drive where applicable, and provide direct pedestrian access from the street.
- Finish the sides of the buildings with a high quality material such as brick or decorative concrete block.
- Articulate the building facades to visually interrupt the bulk of the building.
- Use a consistent architectural design and finish on all facades of the building which are visible to the public, compatible with the West Aylesbury Road Center "theme."
- Enclose or screen dumpsters and mechanical equipment, both roof- and ground-mounted, in a manner which appears as an integral part of the architectural or site design.
- Signage shall be building- or ground-mounted.

Section VI:

West Aylesbury Road Area:

Comprehensive Zoning Map Review



County Council Resolution No. 22-98 (which is reproduced on the following four pages), requests that, in conjunction with making recommendations on amendments to the Baltimore County Master Plan covering the whole Hunt Valley/Timonium area, the Planning Board should also consider possible zoning map changes in the West Aylesbury Road area. The subsequent pages of this section comprise a Log of Issues for a comprehensive zoning map review in response to the Council's request.

As shown on the Issue Map (page 56), the area has been divided into 26 separate issues, each consisting of either a single property or a set of adjoining parcels in common ownership. The Log of Issues identifies the existing zoning, and the recommendations by the County for zoning map changes to implement the land use policies proposed of the HV/T plan.

Through this comprehensive zoning review of the West Aylesbury Road area, it is the intention of the Hunt Valley/Timonium Master Plan to satisfy the need for rezoning for additional retail land for the entire HV/T area.

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND
Legislative Session 1998, Legislative Day No. 5

Resolution No. 22-98

Mr. Douglas B. Riley, Councilman

By the County Council, March 2, 1998

A RESOLUTION of the Baltimore County Council authorizing the Planning Board to propose amendments to the Baltimore County Zoning Map in conjunction with the Hunt Valley/Timonium Plan.

WHEREAS, the Baltimore County Master Plan 1989-2000 calls for the preparation of a comprehensive Urban Center Plan for the Hunt Valley - Timonium corridor with full participation by economic interests, County agencies and neighboring communities; and

WHEREAS, the initial response to this directive was the Hunt Valley/Timonium Redevelopment Study which was prepared with the assistance of an Advisory Committee composed of business, development and residential representatives from the area, and other County and State departments and agencies, and was duly adopted by the Planning Board on April 15, 1993; and

WHEREAS, work is now underway, with a similarly broad range of participants, on a new plan to update and replace the 1993 study; and

WHEREAS, during the 1996 comprehensive zoning process, decisions on certain reclassification issues in the southern part of the Timonium area were deferred pending completion of further planning studies; and

WHEREAS, the forthcoming Hunt Valley/Timonium Plan could, with prior authorization by the County Council, make recommendations regarding zoning, thereby avoiding unnecessary delay until the next comprehensive zoning cycle; and

WHEREAS, it is the County Council's intent to assure that the full range of opportunities will be available to the Council for timely implementation after receiving the new Hunt Valley/Timonium Plan from the Planning Board.

NOW, THEREFORE BE IT RESOLVED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that pursuant to County Code Section 26-123(b), the Baltimore County Planning Board be and it is hereby authorized, in conjunction with the preparation and adoption of revisions and updates to the Master Plan pertaining to the Hunt Valley/Timonium area, to review the zoning maps in effect in the area delineated on the map attached hereto as Exhibit A and made a part of this Resolution and to recommend such comprehensive revisions to the area on the map as the Board may deem advisable.

R02298.

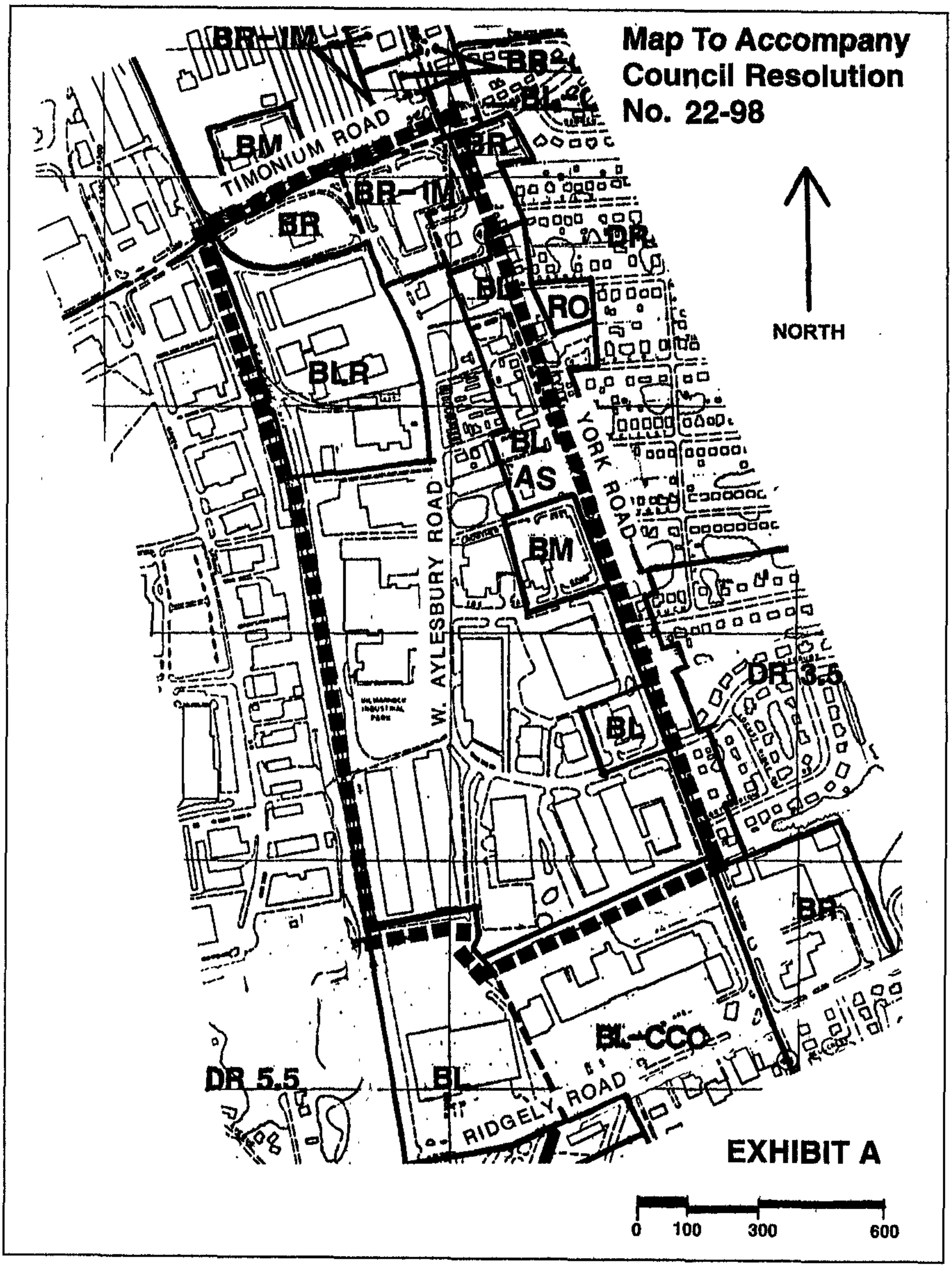
READ AND PASSED this 16th day of March, 1998.

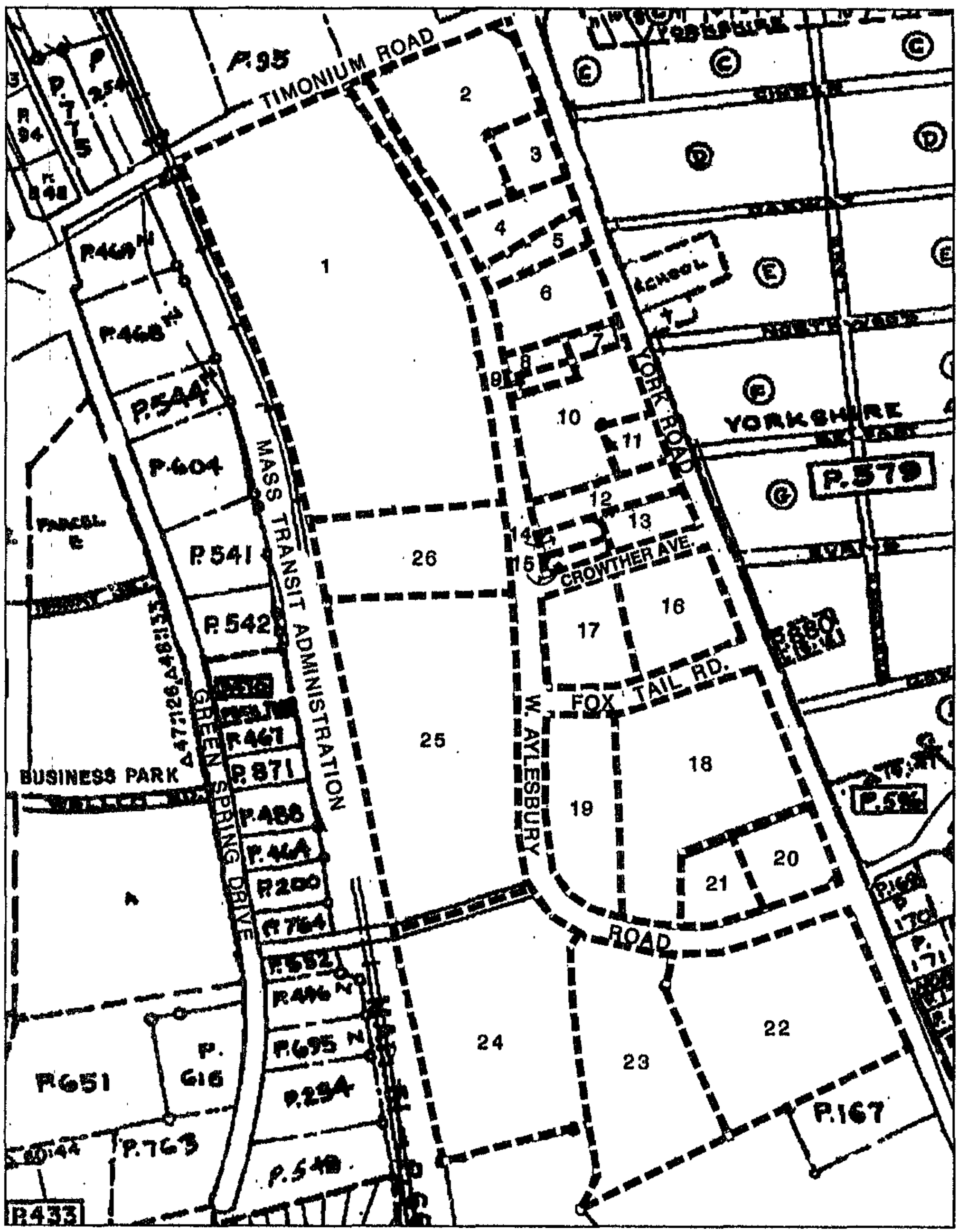
BY ORDER

Thomas J. Peddicord, Jr.
Secretary

S. G. Samuel Moxley
Chairman, County Council

ITEM: Resolution 22-98


Map To Accompany
Council Resolution
No. 22-98
NORTH
BR-IM
BR
BL
BM
TIMONIUM ROAD
BR-IM
BR
DR
BL
RO
BLR
YORK ROAD
BL
AS
BM
W. AYLESBURY ROAD
DR 3.5
BL
BR
BL-CCO
DR 5.5
BL
RIDGELY ROAD
EXHIBIT A
0
100
300
600



West Aylesbury Road Area
1998 Comprehensive Zoning Issue Map

HUNT VALLEY-TIMONIUM PLAN

COMPREHENSIVE ZONING ISSUES

JULY 9, 1998

PLANNING BOARD RECOMMENDATIONS

ISSUE #	OWNER	LOCATION	EXISTING ZONING AND ACRES		PROPOSED ZONING AND ACRES		STAFF RECOMMENDATIONS		PLANNING BOARD RECOMMENDATIONS		COUNTY COUNCIL DECISIONS
HVT-01	STEBBINS-ANDERSON CO INC	25 W AYLESBURY RD	BR BLR		BLR		BLR		BLR		
			TOTAL ACRES	15.39	TOTAL ACRES	15.39	TOTAL ACRES	15.39	TOTAL ACRES	15.39	TOTAL ACRES
HVT-02	MART LP	2080 YORK ROAD	BR-IM		BM		BM		BR-IM		
			TOTAL ACRES	3.54	TOTAL ACRES	3.54	TOTAL ACRES	3.54	TOTAL ACRES	3.54	TOTAL ACRES
HVT-03	ST JOSEPHS CATHOLIC CHURCH	2070 YORK ROAD	BR		BR		BR		BR		
			TOTAL ACRES	0.22	TOTAL ACRES	0.22	TOTAL ACRES	0.22	TOTAL ACRES	0.22	TOTAL ACRES

ISSUE #	OWNER	LOCATION	EXISTING ZONING AND ACRES		PROPOSED ZONING AND ACRES		STAFF RECOMMENDATIONS		PLANNING BOARD RECOMMENDATIONS		COUNTY COUNCIL DECISIONS
HVT-04	2066 YORK ROAD PARTNERSHIP	2066 YORK ROAD	BL		BL		BL		BL		
			ML-IM		ML-IM		ML-IM		ML-IM		
			TOTAL ACRES	0.98	TOTAL ACRES	0.98	TOTAL ACRES	0.98	TOTAL ACRES	0.98	TOTAL ACRES
HVT-05	GENE & LOUISE RAHLL	2060 YORK ROAD	BL		BL		BL		BL		
			ML-IM		ML-IM		ML-IM		ML-IM		
			TOTAL ACRES	0.68	TOTAL ACRES	0.68	TOTAL ACRES	0.68	TOTAL ACRES	0.68	TOTAL ACRES
HVT-06	MERCANTILE SAFE DEPOSIT & TRUST CO	2050 YORK ROAD	BL		BLR		BLR		BLR		
			BL-AS								
			ML-IM								
			TOTAL ACRES	1.86	TOTAL ACRES	1.86	TOTAL ACRES	1.86	TOTAL ACRES	1.86	TOTAL ACRES

ISSUE #	OWNER	LOCATION	EXISTING ZONING AND ACRES		PROPOSED ZONING AND ACRES		STAFF RECOMMENDATIONS		PLANNING BOARD RECOMMENDATIONS		COUNTY COUNCIL DECISIONS
HVT-07	JONATHAN & JENNIE KIM	2046 YORK ROAD	BL-AS		BLR		BLR		BLR		
			TOTAL ACRES	0.2	TOTAL ACRES	0.2	TOTAL ACRES	0.2	TOTAL ACRES	0.2	TOTAL ACRES
HVT-08	VINCENT & MARIE PIPITONE	26 AYLESBURY ROAD	ML-IM		ML-IM		ML-IM		ML-IM		
			TOTAL ACRES	0.3	TOTAL ACRES	0.3	TOTAL ACRES	0.3	TOTAL ACRES	0.3	TOTAL ACRES
HVT-09	WILLIAM A CROWTHER ETAL	E/S AYLESURY RD, N OF CROWTHER AVE	ML-IM		BLR		BM		BM*		
			TOTAL ACRES	0.29	TOTAL ACRES	0.29	TOTAL ACRES	0.29	TOTAL ACRES	0.29	TOTAL ACRES

*** Recommendation is contingent upon the completion of agreements between property owners and the relevant community organization relating to design standards, uses and scale of future development of these properties.**

ISSUE #	OWNER	LOCATION	EXISTING ZONING AND ACRES		PROPOSED ZONING AND ACRES		STAFF RECOMMENDATIONS		PLANNING BOARD RECOMMENDATIONS		COUNTY COUNCIL DECISIONS
HVT-10	YORK AYLESBURY LLC/PETER ANGELOS	2044 YORK ROAD	BL-AS ML-IM		BLR		BM		BM*		
			TOTAL ACRES	4.65	TOTAL ACRES	4.65	TOTAL ACRES	4.65	TOTAL ACRES	4.65	TOTAL ACRES
HVT-11	DURON INC	2020 YORK ROAD	BL-AS		BLR		BM		BM*		
			TOTAL ACRES	0.53	TOTAL ACRES	0.53	TOTAL ACRES	0.53	TOTAL ACRES	0.53	TOTAL ACRES
HVT-12	CAMPDAY PARTNERSHIP	2010 YORK ROAD	BL-AS ML-IM		BLR		BM		BM*		
			TOTAL ACRES	0.98	TOTAL ACRES	0.98	TOTAL ACRES	0.98	TOTAL ACRES	0.98	TOTAL ACRES

*** Recommendation is contingent upon the completion of agreements between property owners and the relevant community organization relating to design standards, uses and scale of future development of these properties.**

ISSUE #	OWNER	LOCATION	EXISTING ZONING AND ACRES		PROPOSED ZONING AND ACRES		STAFF RECOMMENDATIONS		PLANNING BOARD RECOMMENDATIONS		COUNTY COUNCIL DECISIONS
HVT-13	BK REALTY	2000 YORK ROAD	BL-AS		BLR		BLR		BLR		
			TOTAL ACRES	0.63	TOTAL ACRES	0.63	TOTAL ACRES	0.63	TOTAL ACRES	0.63	TOTAL ACRES
HVT-14	KB OF BALTIMORE INC	20 CROWTHER AVE	ML-IM		BLR		BLR		BLR		
			TOTAL ACRES	0.25	TOTAL ACRES	0.25	TOTAL ACRES	0.25	TOTAL ACRES	0.25	TOTAL ACRES
HVT-15	AYLESBURY LTD PARTNERSHIP	20 CROWTHER AVE	ML-IM		BLR		BLR		BLR		
			TOTAL ACRES	0.59	TOTAL ACRES	0.59	TOTAL ACRES	0.59	TOTAL ACRES	0.59	TOTAL ACRES

*** Recommendation is contingent upon the completion of agreements between property owners and the relevant community organization relating to design standards, uses and scale of future development of these properties.**

ISSUE #	OWNER	LOCATION	EXISTING ZONING AND ACRES		PROPOSED ZONING AND ACRES		STAFF RECOMMENDATIONS		PLANNING BOARD RECOMMENDATIONS		COUNTY COUNCIL DECISIONS
HVT-16	1924 YORK ROAD LLC	1924 YORK ROAD	BM		BLR		BM		BM		
			TOTAL ACRES	2.29	TOTAL ACRES	2.29	TOTAL ACRES	2.29	TOTAL ACRES	2.29	TOTAL ACRES
HVT-17	KILMARNOCK REALTY/SELF STORAGE LLC TIMONIUM	16 W FOX TAIL ROAD	ML-IM		ML-IM		ML-IM		ML-IM		
			TOTAL ACRES	1.96	TOTAL ACRES	1.96	TOTAL ACRES	1.96	TOTAL ACRES	1.96	TOTAL ACRES
HVT-18	KILMARNOCK ASSOCIATES LIMITED PARTNERSHIP	1920 YORK ROAD	ML-IM		BLR		BM	5.02	BM*	5.02	
					ML-IM		ML-IM	0.88	ML-IM	0.88	
			TOTAL ACRES	5.9	TOTAL ACRES	5.9	TOTAL ACRES	5.9	TOTAL ACRES	5.9	TOTAL ACRES

*** Recommendation is contingent upon the completion of agreements between property owners and the relevant community organization relating to design standards, uses and scale of future development of these properties.**

ISSUE #	OWNER	LOCATION	EXISTING ZONING AND ACRES	PROPOSED ZONING AND ACRES	STAFF RECOMMENDATIONS	PLANNING BOARD RECOMMENDATIONS	COUNTY COUNCIL DECISIONS
HVT-19	FOXTAIL LTD PARTNERSHIP	10 AYLESBURY ROAD	ML-IM	ML-IM	ML-IM	ML-IM	
			TOTAL ACRES 3	TOTAL ACRES 3	TOTAL ACRES 3	TOTAL ACRES 3	TOTAL ACRES
HVT-20	REGENT DEVELOPMENT CO	1900 YORK ROAD	BL	BLR	BLR	BL	
			TOTAL ACRES 1.46	TOTAL ACRES 1.46	TOTAL ACRES 1.46	TOTAL ACRES 1.46	TOTAL ACRES
HVT-21	LRS GROUP LLC	4 W AYLESBURY ROAD	ML-IM	BLR	BLR	BLR	
			TOTAL ACRES 1.12	TOTAL ACRES 1.12	TOTAL ACRES 1.12	TOTAL ACRES 1.12	TOTAL ACRES
HVT-22	YORK-RIDGELY JOINT VENTURE	1830 YORK ROAD	ML-IM	ML-IM	ML-IM	ML-IM	
			TOTAL ACRES 6.97	TOTAL ACRES 6.97	TOTAL ACRES 6.97	TOTAL ACRES 6.97	TOTAL ACRES
HVT-23	SKF USA, INC.	5 AYLESBURY ROAD	ML-IM	ML-IM	ML-IM	ML-IM	
			TOTAL ACRES 5.31	TOTAL ACRES 5.31	TOTAL ACRES 5.31	TOTAL ACRES 5.31	TOTAL ACRES

ISSUE #	OWNER	LOCATION	EXISTING ZONING AND ACRES	PROPOSED ZONING AND ACRES	STAFF RECOMMENDATIONS	PLANNING BOARD RECOMMENDATIONS	COUNTY COUNCIL DECISIONS
HVT-24	LEROY MERRITT	9 AYLESBURY ROAD	ML-IM	ML-IM	ML-IM	ML-IM	
			TOTAL ACRES 7.1	TOTAL ACRES 7.1	TOTAL ACRES 7.1	TOTAL ACRES 7.1	TOTAL ACRES
HVT-25	DIA-AYLESBURY LTD PARTNERSHIP	15 W AYLESBURY ROAD	ML-IM	ML-IM	ML-IM	ML-IM	
			TOTAL ACRES 10.49	TOTAL ACRES 10.49	TOTAL ACRES 10.49	TOTAL ACRES 10.49	TOTAL ACRES
HVT-26	ALEMITE CO OF MD	21 W AYLESBURY ROAD	ML-IM	ML-IM	ML-IM	ML-IM	
			TOTAL ACRES 3.34	TOTAL ACRES 3.34	TOTAL ACRES 3.34	TOTAL ACRES 3.34	TOTAL ACRES
			Grand Total:	**80.03**			

APPENDIX

MAP A
1984 CZMP Rezoning Requests

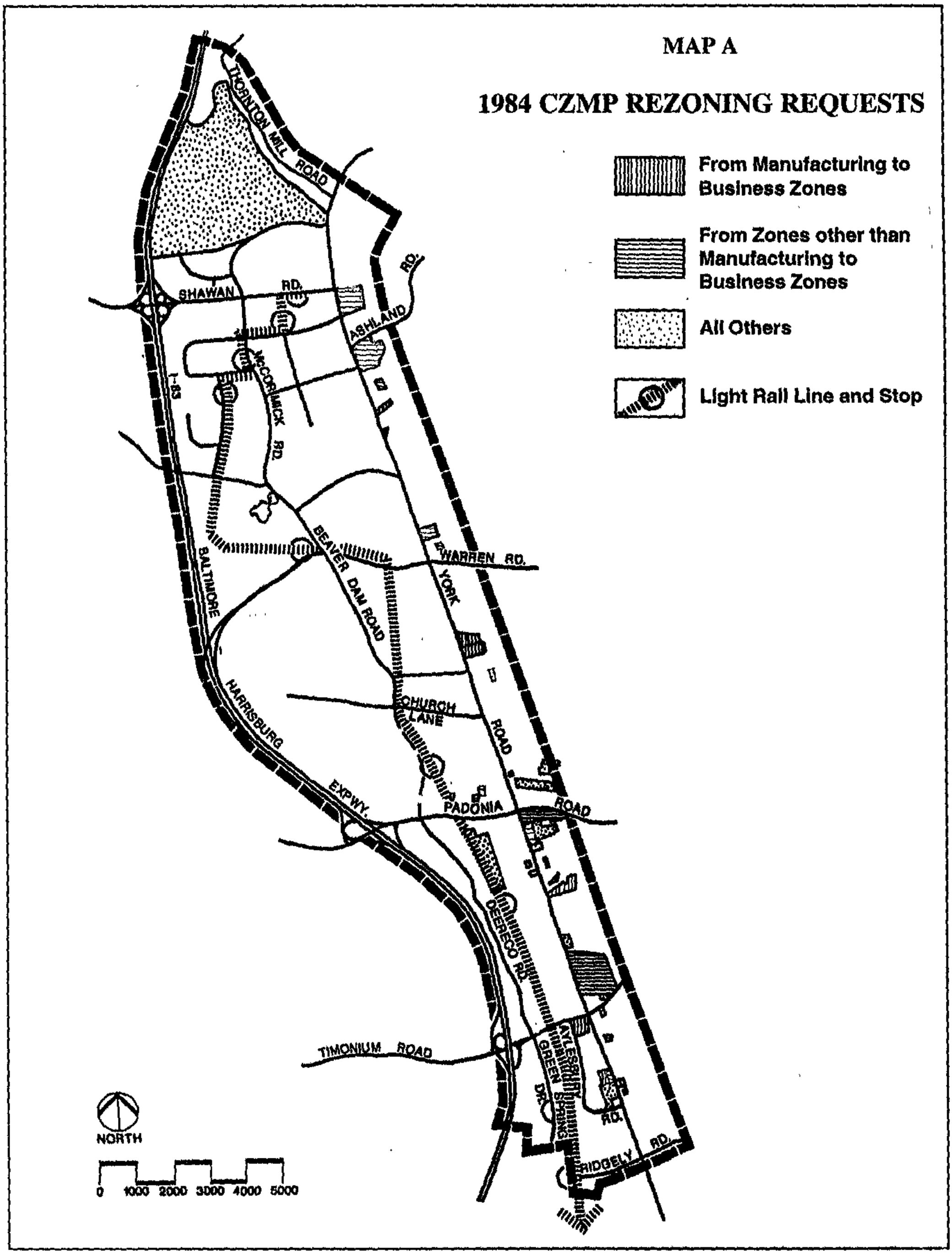
MAP B
1988 CZMP Rezoning Requests

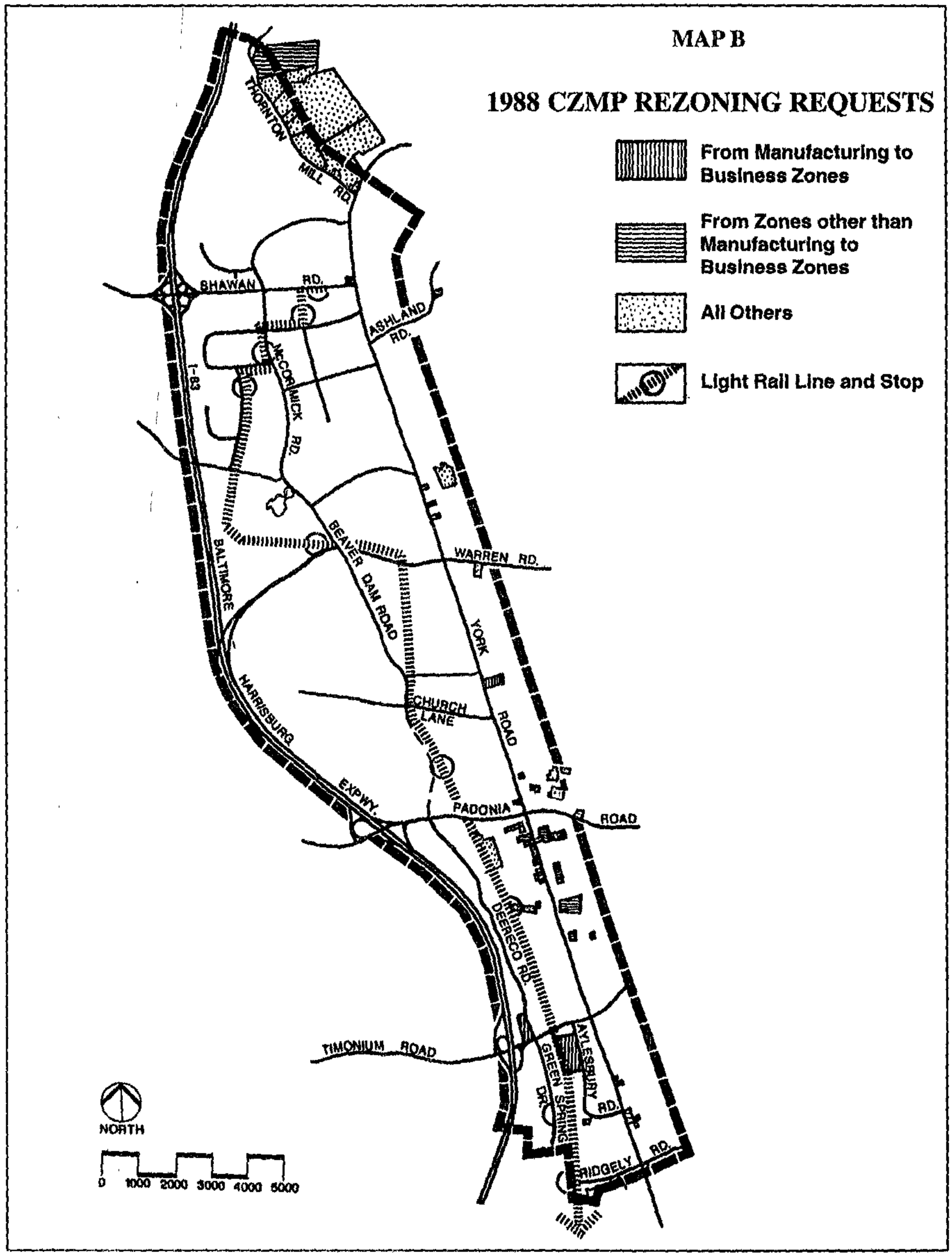
MAP C
1992 CZMP Rezoning Requests

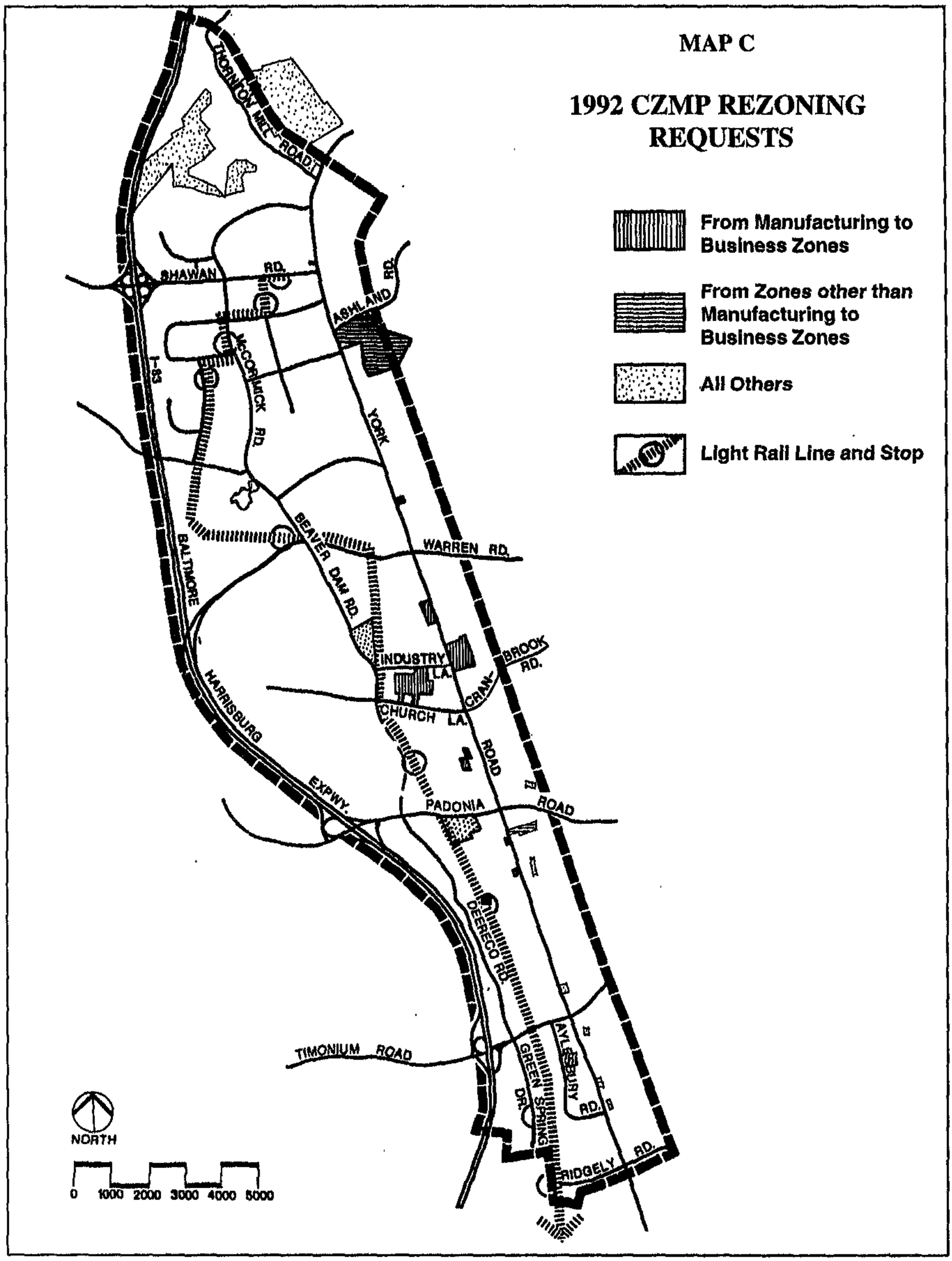
MAP D
1996 CZMP Rezoning Requests

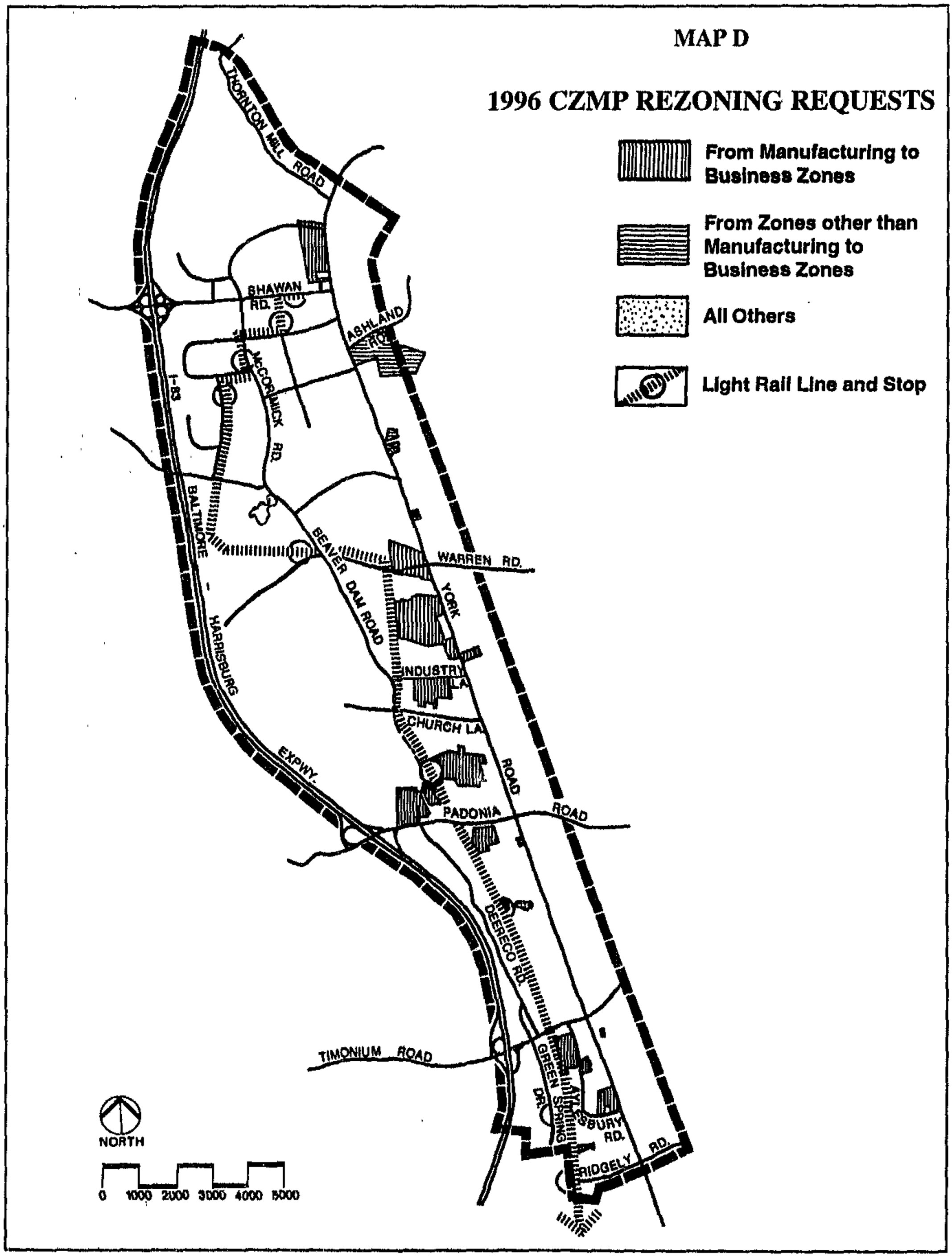
MAP E
1996 CZMP Adopted Requests

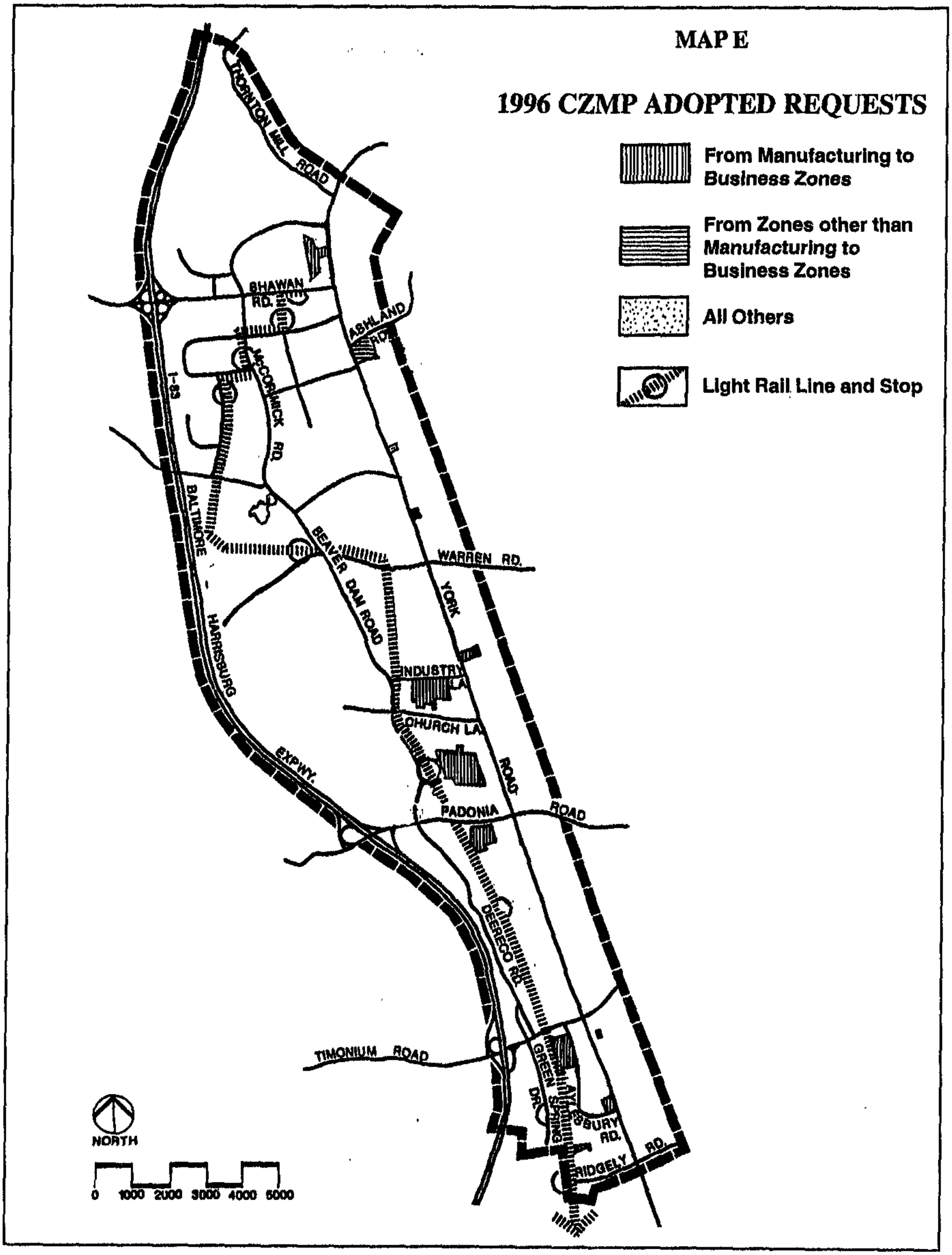
MAP F
1992-1996 Cycle Zoning Issues

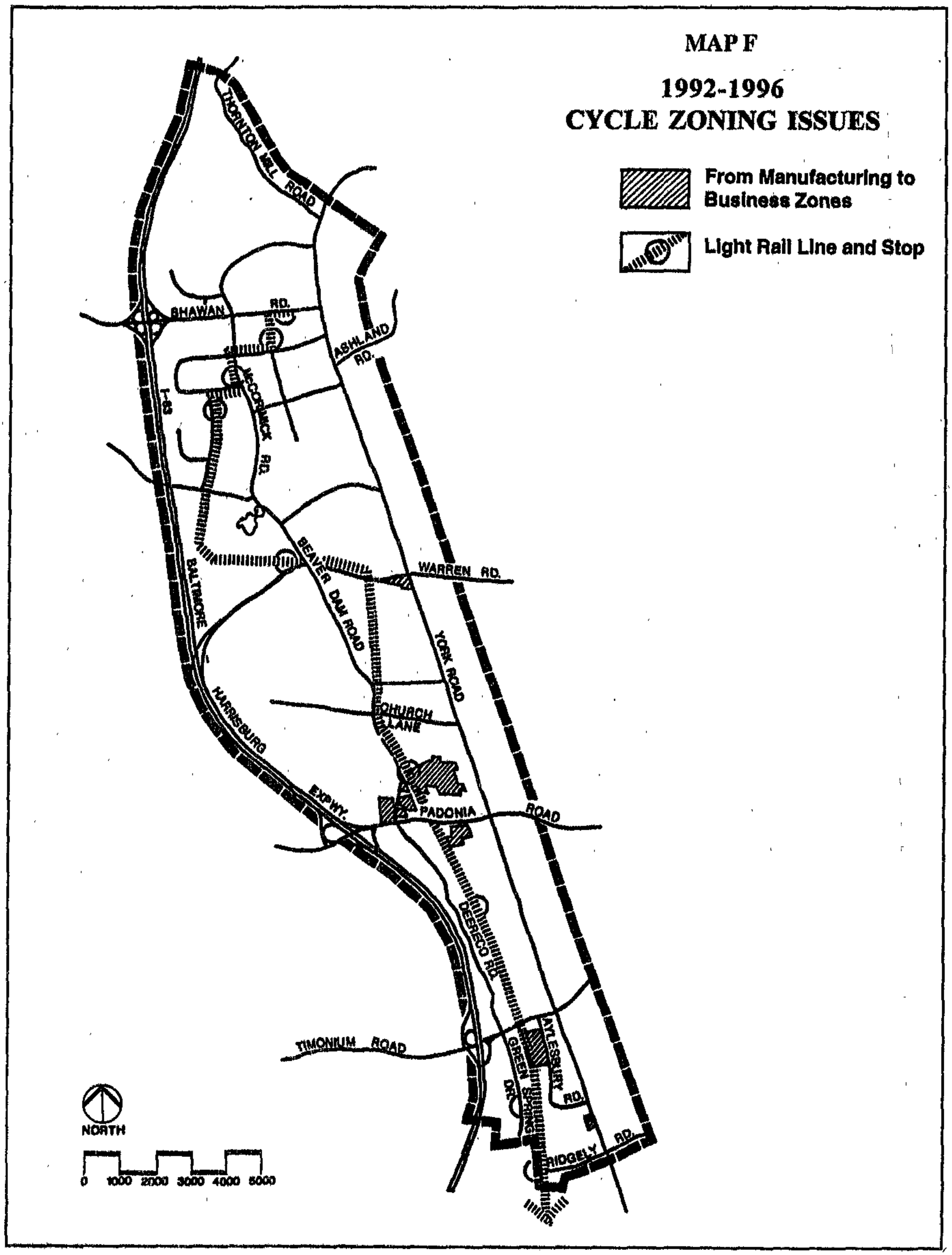

MAP A
1984 CZMP REZONING REQUESTS
From Manufacturing to Business Zones
From Zones other than Manufacturing to Business Zones
All Others
Light Rail Line and Stop
THORNTON MILL ROAD
SHAWAN RD.
ASHLAND RD.
McCORMICK RD.
I-83
BEAVER DAM ROAD
WARREN RD.
YORK ROAD
BALTIMORE HARRISBURG EXPWY.
CHURCH LANE
PADONIA ROAD
DEERECO RD.
TIMONIUM ROAD
AYLESBURY GREEN DR.
SPRING RD.
RIDGELY RD.
NORTH
0 1000 2000 3000 4000 5000


MAP B
1988 CZMP REZONING REQUESTS
From Manufacturing to Business Zones
From Zones other than Manufacturing to Business Zones
All Others
Light Rail Line and Stop
THORNTON MILL RD.
SHAWAN RD.
ASHLAND RD.
I-83
MCCORMICK RD.
BEAVER DAM ROAD
WARREN RD.
BALTIMORE
YORK ROAD
CHURCH LANE
HARRISBURG EXPWY.
PADONIA ROAD
DEERECO RD.
TIMONIUM ROAD
GREEN SPRING DR.
AYLESBURY RD.
RIDGELY RD.
NORTH
0 1000 2000 3000 4000 5000


MAP C
1992 CZMP REZONING REQUESTS
From Manufacturing to Business Zones
From Zones other than Manufacturing to Business Zones
All Others
Light Rail Line and Stop
THORNTON MILL ROAD
SHAWAN RD.
ASHLAND RD.
McCORMICK RD.
YORK RD.
I-83
BALTIMORE
BEAVER DAM RD.
WARREN RD.
INDUSTRY LA.
CRANBROOK RD.
CHURCH LA.
HARRISBURG EXPWY.
PADONIA ROAD
DEERECO RD.
AYLESBURY RD.
GREEN SPRING DR.
TIMONIUM ROAD
RIDGELY RD.
NORTH
0 1000 2000 3000 4000 5000


MAP D
1996 CZMP REZONING REQUESTS
From Manufacturing to Business Zones
From Zones other than Manufacturing to Business Zones
All Others
Light Rail Line and Stop
THORNTON MILL ROAD
SHAWAN RD.
ASHLAND RD.
McCORMICK RD.
I-83
BALTIMORE
HARRISBURG
EXPWY.
BEAVER DAM ROAD
WARREN RD.
YORK
INDUSTRY LA
CHURCH LA
ROAD
PADONIA ROAD
DEERECO RD.
TIMONIUM ROAD
GREEN SPRING DR.
BURY RD.
RIDGELY RD.
NORTH
0 1000 2000 3000 4000 5000


MAP E
1996 CZMP ADOPTED REQUESTS
From Manufacturing to Business Zones
From Zones other than Manufacturing to Business Zones
All Others
Light Rail Line and Stop
THORNTON MILL ROAD
BHAWAN RD.
ASHLAND RD.
McCORMICK RD.
I-83
BALTIMORE
HARRISBURG
EXPWY.
BEAVER DAM ROAD
WARREN RD.
YORK
ROAD
INDUSTRY LA.
CHURCH LA.
PADONIA ROAD
DEERECO RD.
TIMONIUM ROAD
GREEN SPRING DR.
AYLESBURY RD.
RIDGELY RD.
NORTH
0 1000 2000 3000 4000 5000


MAP F
1992-1996
CYCLE ZONING ISSUES
From Manufacturing to Business Zones
Light Rail Line and Stop
THORNTON MILL ROAD
BHAWAN RD.
ASHLAND RD.
MCCORMICK RD.
I-83
BALTIMORE
BEAVER DAM ROAD
WARREN RD.
YORK ROAD
CHURCH LANE
HARRISBURG
EXP'WY.
PADONIA ROAD
DEERECO RD.
TIMONIUM ROAD
AYLESBURY RD.
GREEN SPRING DR.
RIDGELY RD.
NORTH
0 1000 2000 3000 4000 5000

Baltimore County
Office of Planning
County Courts Building
401 Bosley Avenue
Towson, Maryland 21204

BALTIMORE COUNTY
COMPREHENSIVE ZONING MAP

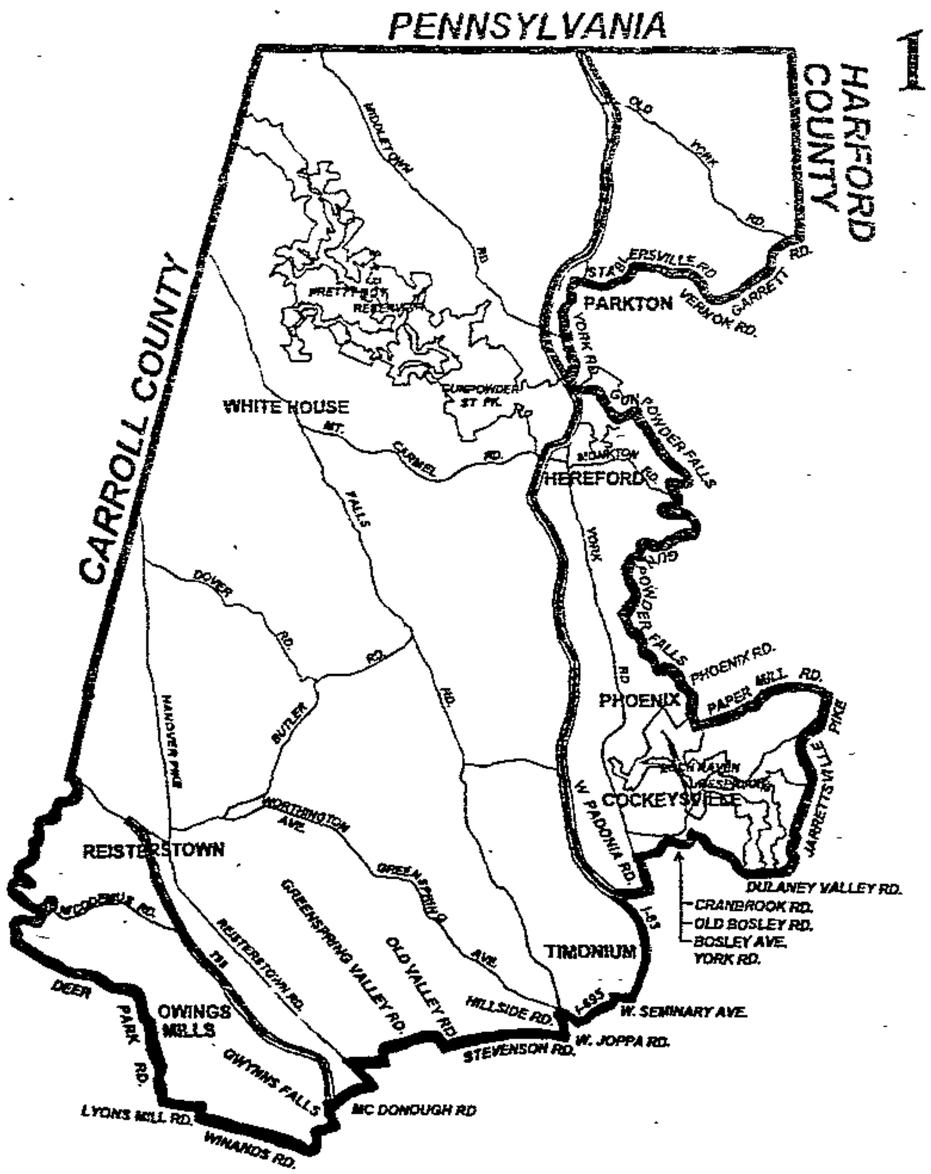
Final Log of Issues
Adopted October 8, 1996

P.C. Ext #1

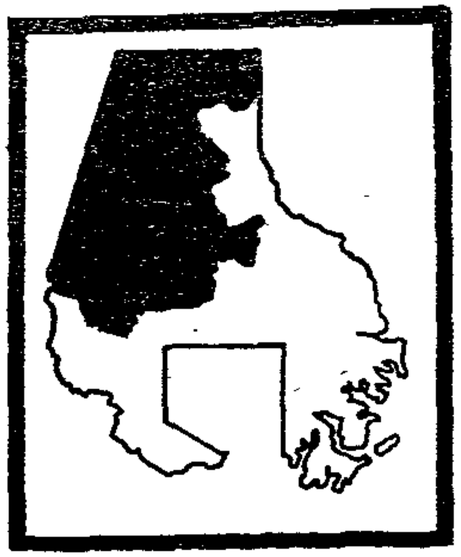
Carole S Demilio DPC →

BALTIMORE COUNTY COUNCIL

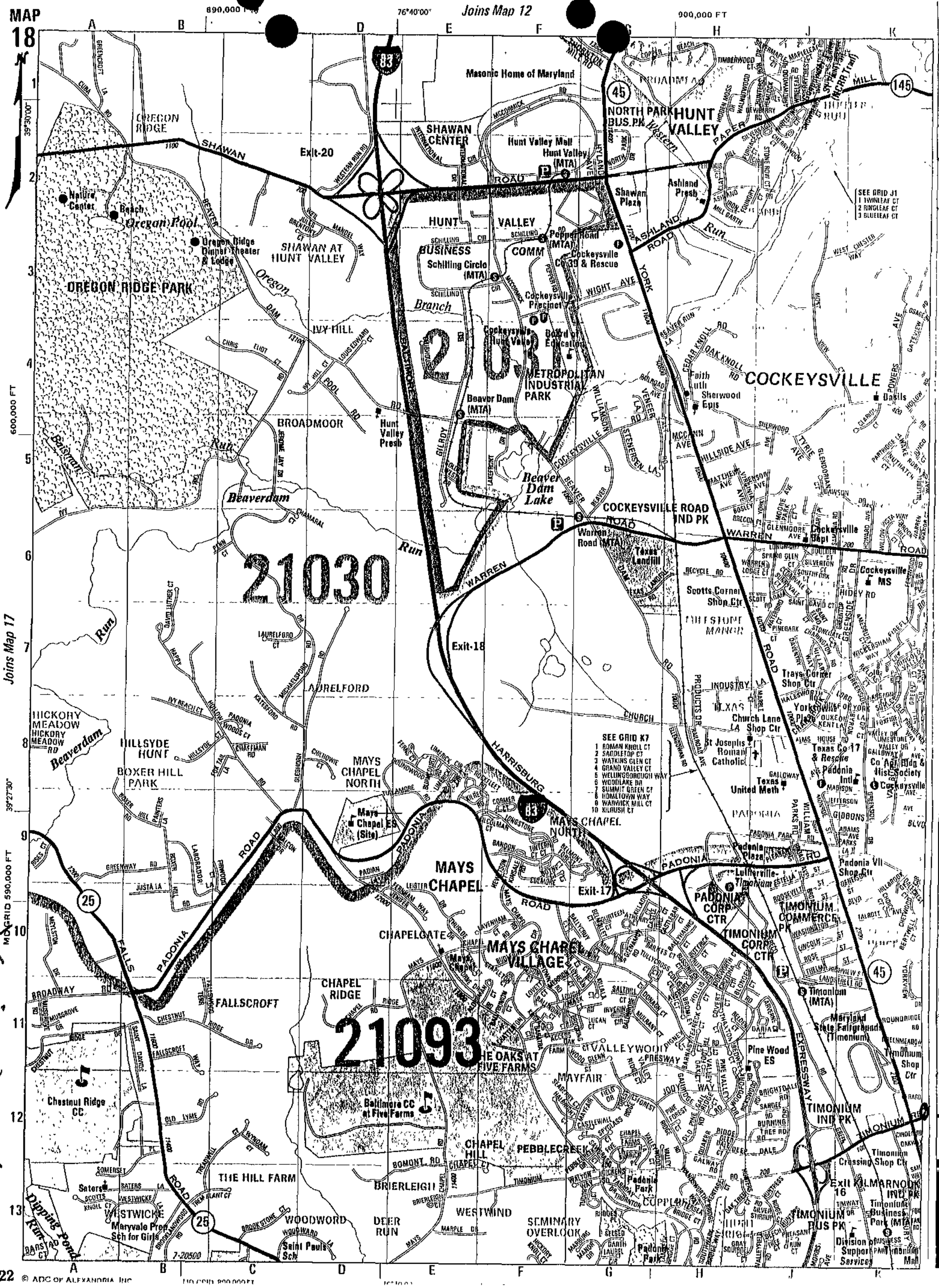
THIRD COUNCILMANIC DISTRICT



1996 COMPREHENSIVE ZONING PROCESS

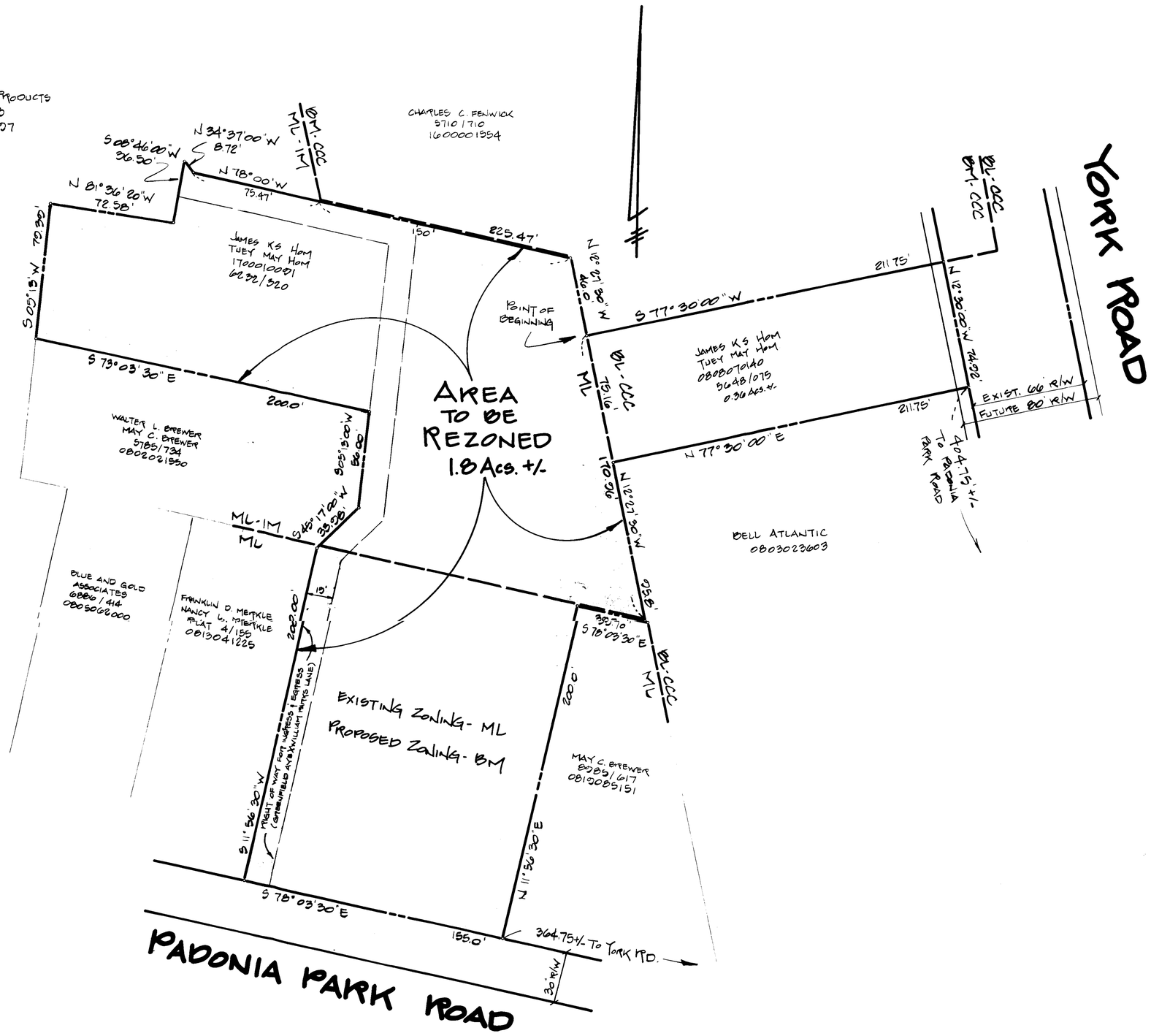


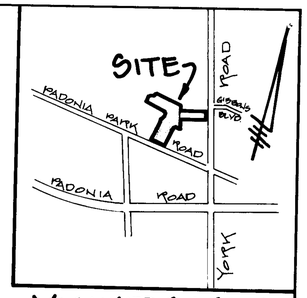
Issue Number	Owner, Petitioner	Location	Existing Zoning and Acres	Requested Zoning and Acres	Planning Board Recommendations	County Council Decisions	Comments
3-007	Genstar Stone Products, Co.	North side of Padonia Road, east of I-83, South of Church Lane (410 Padonia Road).	ML IM 38.731 Total 38.731	BM IM 38.731 Total 38.731	ML IM 38.731 Total 38.731	BM IM 20.000 ML IM 18.731 Total 38.731	III - 7 R-94-335. Overlay adopted.
3-008	C. and M. Whitcraft	Northeast side of Reisterstown Road, opposite Berryman's Lane (605 Main Street).	RO 1.309 Total 1.309	BM 1.309 Total 1.309	BM 1.309 Total 1.309	O 3 1.309 Total 1.309	IV-1 R-95-136. CBA - Dismissed 12/14/95.
3-009	Knollbrook Community Assembly	East side of York Road (8 Cedar Knoll Road).	BL 1.100 Total 1.100	DR 3.5 1.100 Total 1.100	BLR 1.100 Total 1.100	RO 1.100 Total 1.100	See Issue 3-013 and Issue 3-045.
3-010	Staff Issue	South side of Old York Road, 3,168' east of Bond Road (20756 Old York Road).	RC 2 2.000 MH 3.000 Total 5.000	RC 2 2.000 ML 3.000 Total 5.000	RC 2 2.000 ML 3.000 Total 5.000	RC 2 2.000 ML 3.000 Total 5.000	



22 © ADC OF ALEXANDRIA, INC.

C.C. 3h #2





VICINITY MAP

SCALE: 1" = 1,000'

SITE DATA

DEED REFERENCE	5648/075/6232/320
COUNCILMANIC DIST.	3
TOTAL SITE AREA	2.16 ACS.+/-
TAX ACCOUNT No.'s	1700010091 0800070140
AREA TO BE REZONED	1.8 ACS.+/-

GENERAL NOTES

1. THE PROPERTY IS NOT LOCATED IN THE CHESAPEAKE BAY CRITICAL AREA.
2. THE PROPERTY IS NOT WITHIN A MORATORIUM AREA.
3. THE PROPERTY LIES WITHIN AN AREA WITH A ZONE DESIGNATION "C", AN AREA OF MINIMAL FLOODING, AS SHOWN ON F.I.R.M. No 240010-2350 DATED MARCH 2, 1981.

Ent EX. #1

91-477-A?

STATE OF MARYLAND CORPORATE SEAL PROFESSIONAL LAND SURVEYOR No. 4503 REGISTERED

REVISIONS		
NO.	DATE	DESCRIPTION
1	2/29/00	REV. PER PRE-FILING CONF. COMMENTS
2	10/7/00	ADD PRIVATE RIGHT OF WAY

SPELLMAN, LARSON & ASSOCIATES, INC.

CIVIL ENGINEERS AND LAND SURVEYORS
SUITE 406, JEFFERSON BLDG., TOWSON, MD 21204
PHONE: 823-3535

UNDOCUMENTED PLAN TO ACCOMPANY RECLASSIFICATION PETITION

PART OF

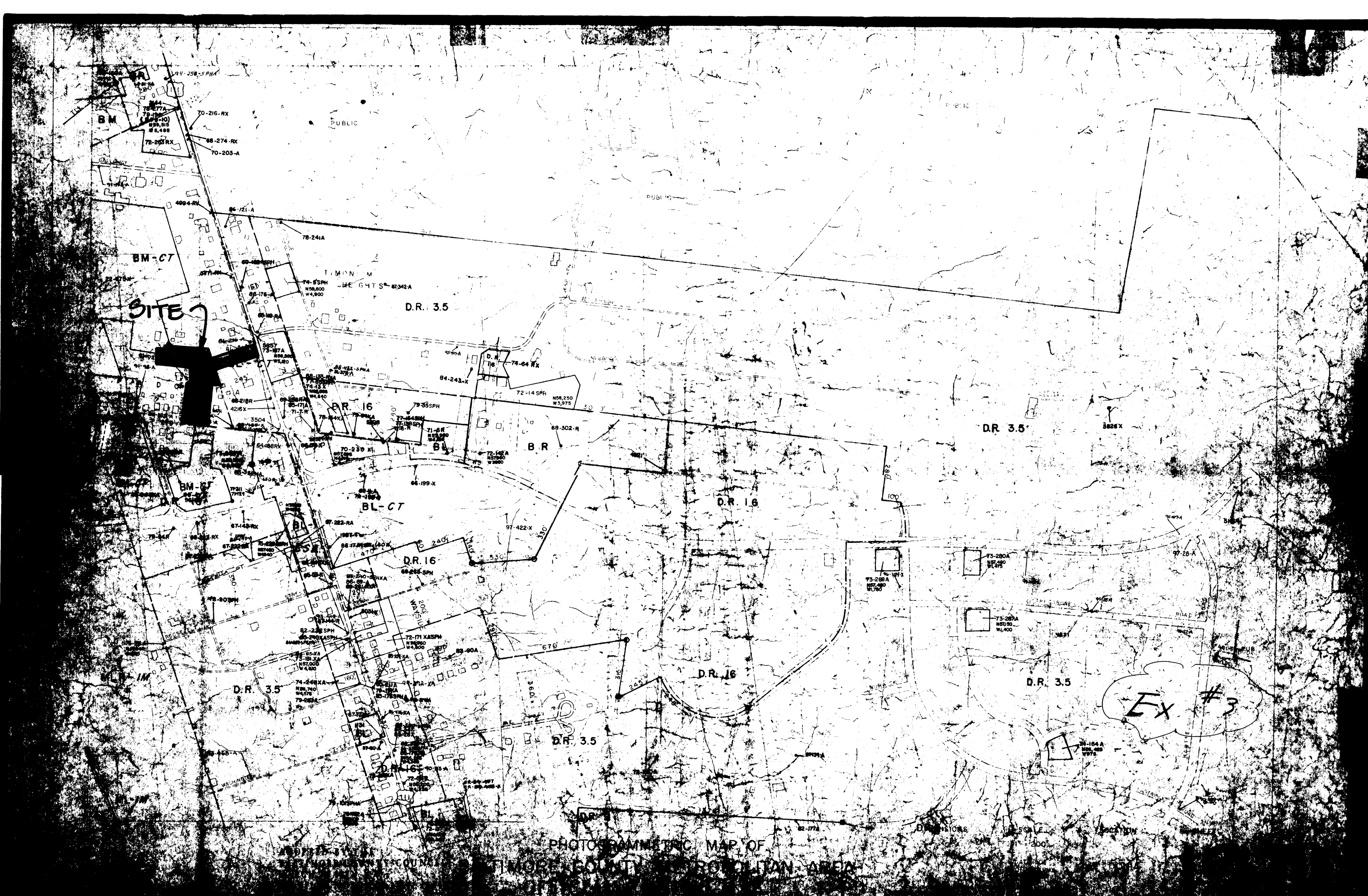
9726 YORK ROAD

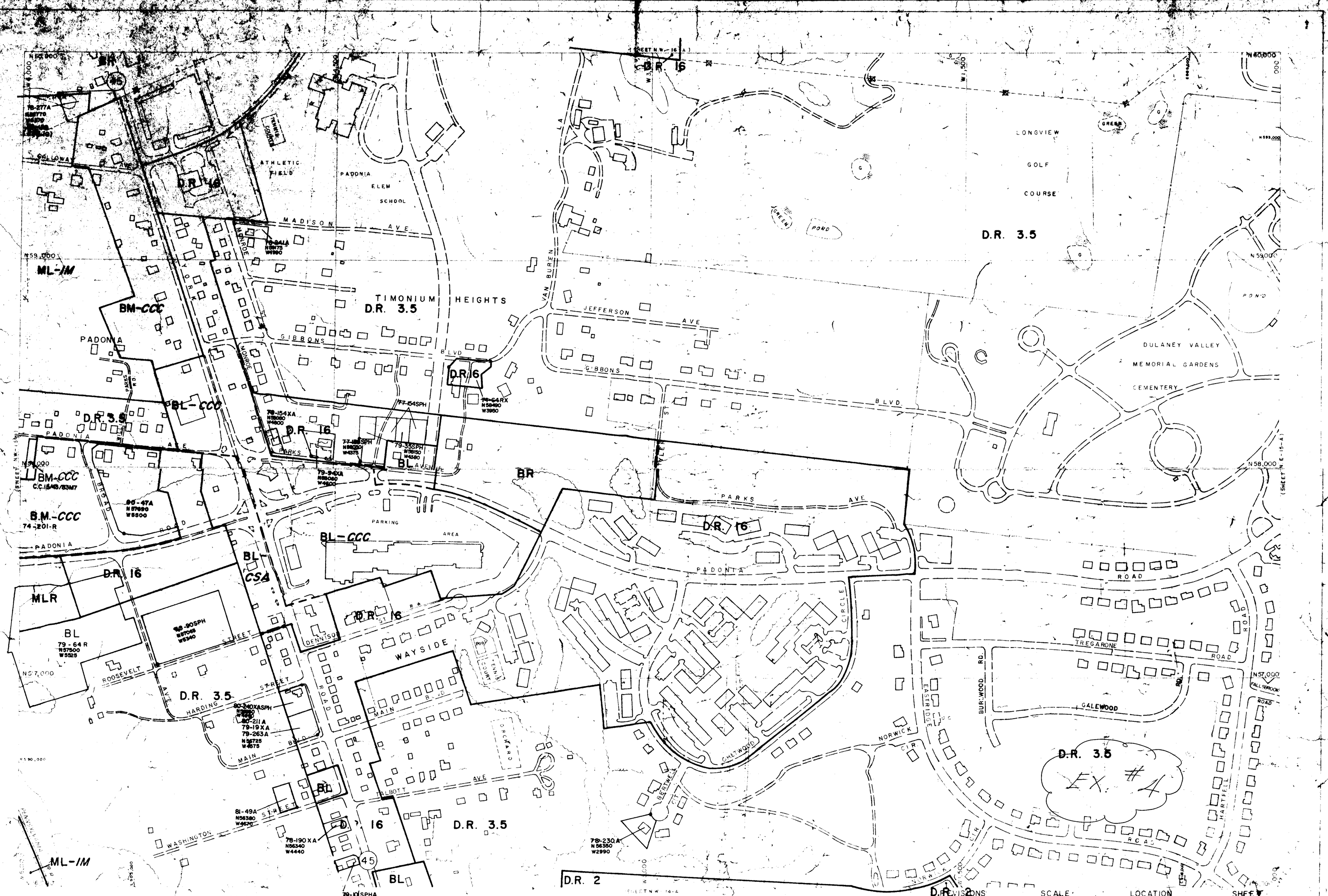
PACIFIC RIM RESTAURANT

8TH ELECTION DISTRICT BALTIMORE CO., MD

SCALE: 1" = 30'	DES. BY:	SHT. 1 OF 1
DATE: NOV. 7, 1997	DRN. BY: MMN	

PHOTOGRAMMETRIC MAP OF
BALTIMORE COUNTY METROPOLITAN AREA


SITE
Ex #3
PUBLIC
D.R. 3.5
D.R. 16
BM-CT
BL-CT
B.R.
BM
BL
70-216-RX
68-274-RX
70-203-A
78-241A
74-64 RX
72-14 SPH
68-302-R
73-280A
73-287A
73-288A
PHOTOGRAMMETRIC MAP OF
BALTIMORE COUNTY METROPOLITAN AREA



1. 6 COMPREHENSIVE ZONING MAPS ADOPTED BY THE BALTIMORE COUNTY COUNCIL OCT. 7, 1976 & OCT. 8, 1976 BILL NOS. 108-76, 109-76, 110-76, 111-76, 112-76, 113-76, and 114-76

CHAIRMAN, COUNTY COUNCIL

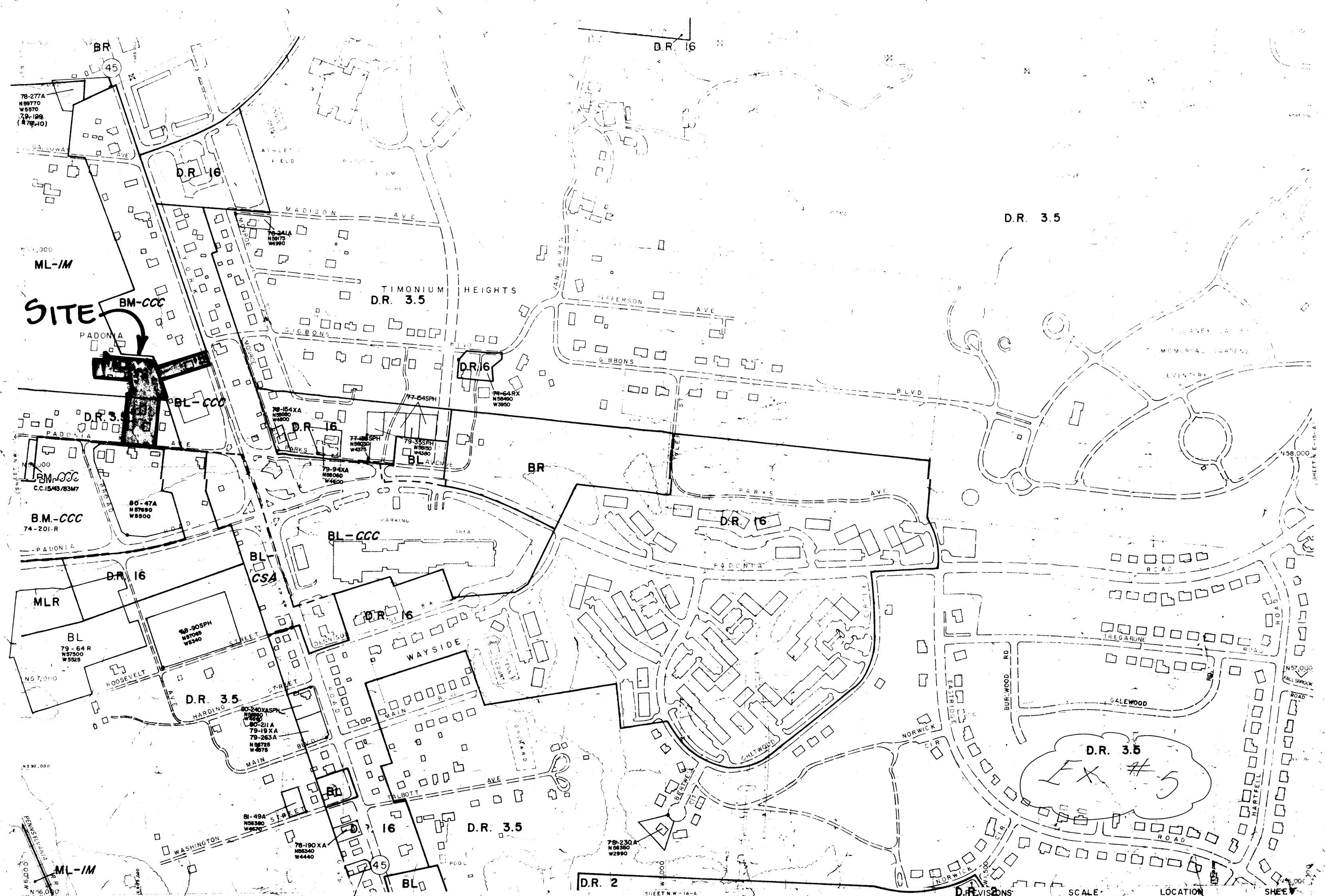
S-NE R-NW
V-SE U-SW

PHOTOGRAMMETRIC MAP OF BALTIMORE COUNTY METROPOLITAN AREA

REVISIONS	BY	DATE	SCALE	LOCATION	SHEET
			1" = 200'	PADONIA	15

DATE OF PHOTOGRAPHY APRIL 1976

Compiled By Photogrammetric Methods
AERO SERVICE CORPORATION PHILADELPHIA, PA


SITE
BM-CCC
BL-CCC
BL-CCC
BL-CSA
ML-IM
ML-IM
B.M.-CCC
74-201-R
MLR
BL
79-64 R
N57500
W5525
D.R. 16
D.R. 3.5
D.R. 2
BR
TIMONIUM HEIGHTS
WAYSIDE
PADONIA
MADISON AVE
SIBBONS BLVD
JEFFERSON AVE
PARKS AVE
TALBOTT AVE
WASHINGTON
HARDING
MAIN
ROOSEVELT
GALEWOOD
TREGARONE
NORWICK
BURWOOD RD
HARTFELL
PENNSYLVANIA
N58,000
N57,000
N56,000
N55,000
N54,000
N53,000
N52,000
N51,000
N50,000
N49,000
N48,000
N47,000
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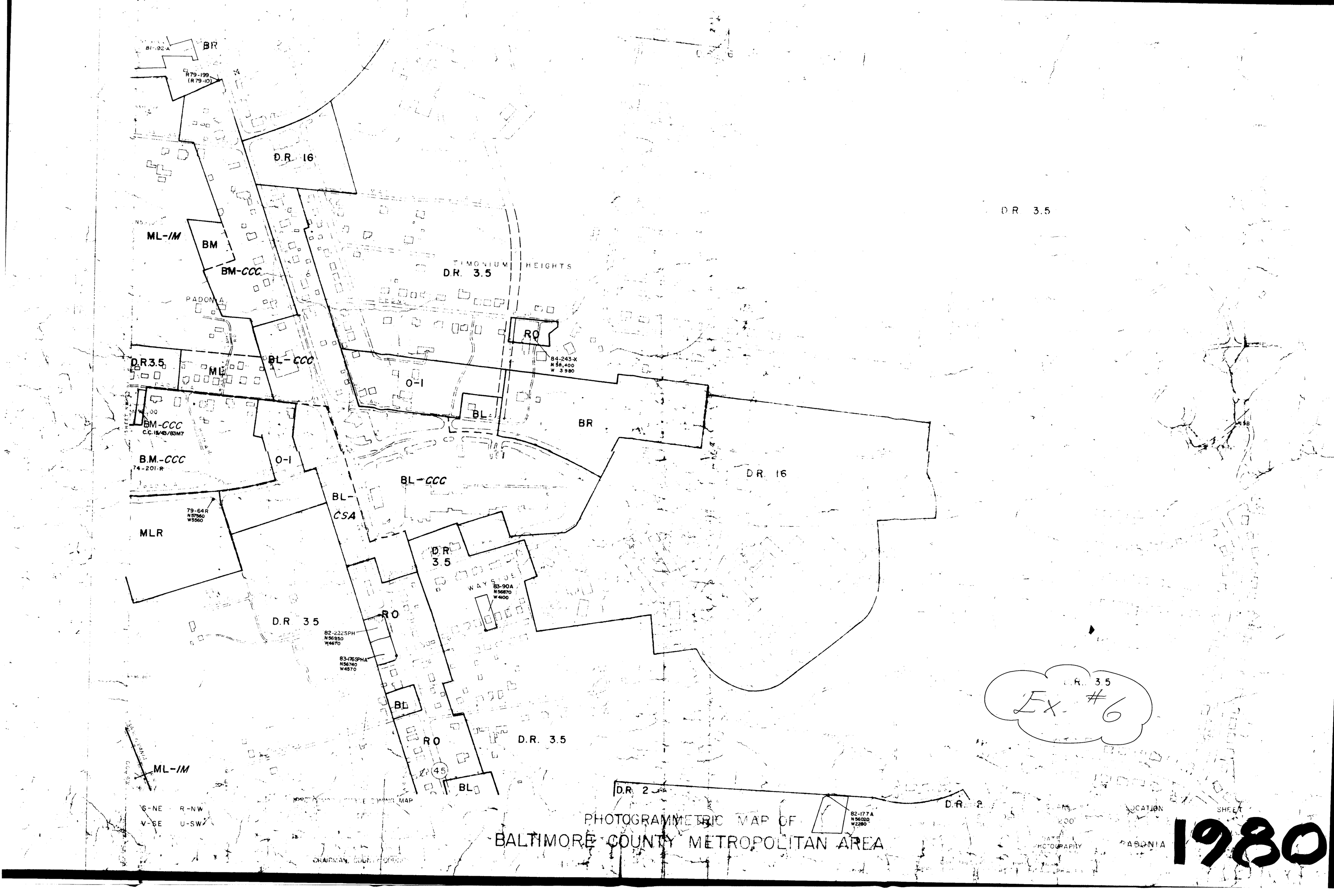
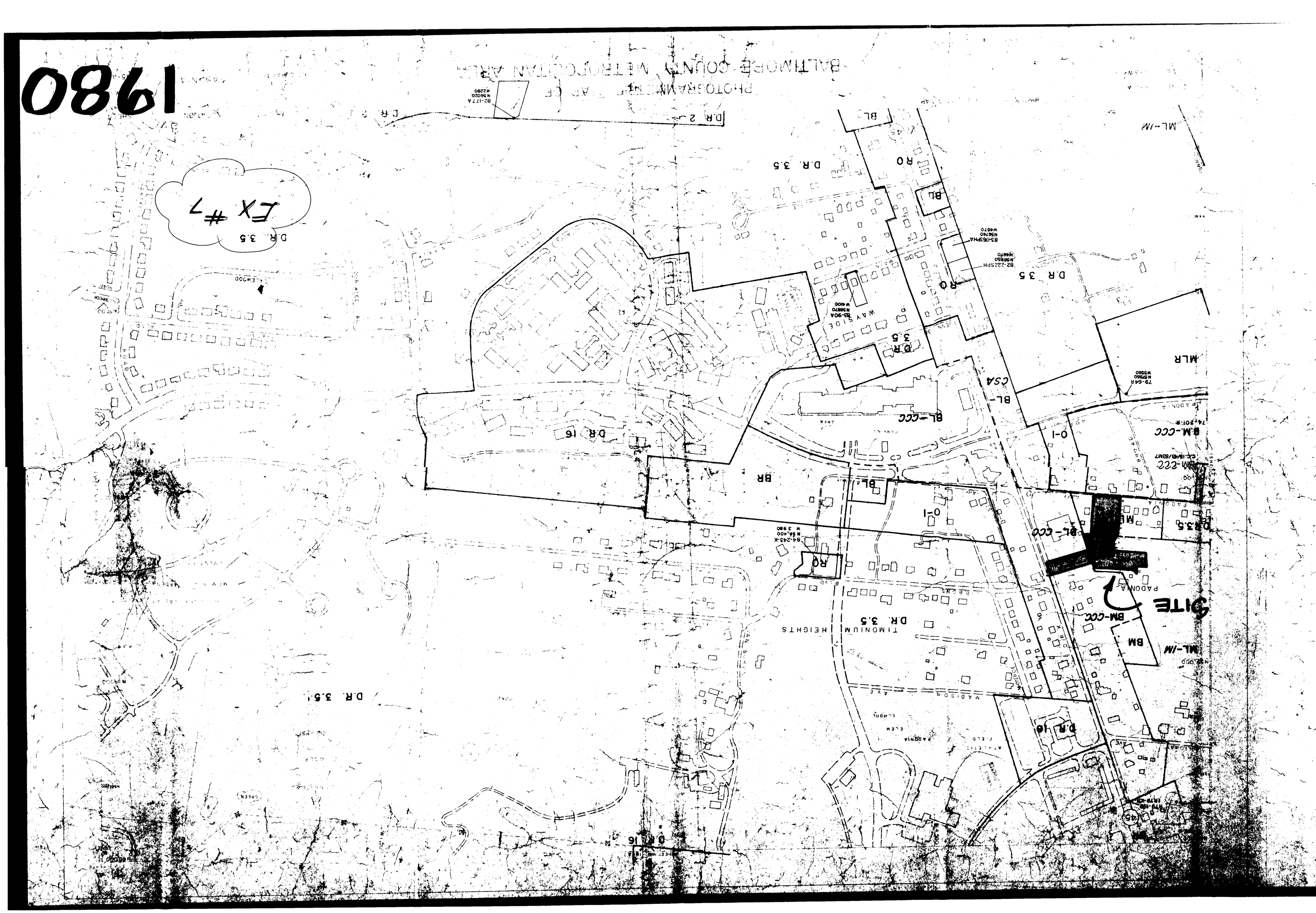

BR
81-92-A
R79-199
(R79-10)
D.R. 16
ML-IM
BM
BM-CCC
PADONIA
TIMONIUM HEIGHTS
D.R. 3.5
RO
84-243-X
N 58,400
W 3980
D.R.3.5
ML
BL-CCC
O-I
BL
BR
BM-CCC
C.C. 15/45/83M7
B.M.-CCC
74-201-R
O-I
BL-CCC
D.R. 16
BL-
CSA
79-64R
N 57560
W 5560
MLR
D.R
3.5
WAYSIDE
83-90A
N 56870
W 4100
D.R 3.5
RO
82-222SPH
N 56950
W 4670
83-176SPHA
N 56740
W 4870
BL
RO
D.R. 3.5
45
BL
ML-IM
D.R. 2
82-177A
N 56020
W 2280
D.R. 2
D.R. 3.5
Ex. #6
S-NE R-NW
V-SE U-SW
PHOTOGRAMMETRIC MAP OF
BALTIMORE COUNTY METROPOLITAN AREA
LOCATION
PADONIA
SHEET
1980

1980


EX #7
SITE
PADONIA
D.R. 3.5
D.R. 16
BM-CCC
BL-CCC
BM
ML-IM
MLR
BL
CSA
O-I
BR
RO
TIMONIUM HEIGHTS
MADISON AVE
ELEM SCHOOL
WAYSIDE
PHOTOGRAMMETRIC MAP OF
BALTIMORE COUNTY METROPOLITAN AREA
79-64R
N 5960
W 5960
82-222SPH
N 5650
W 4470
83-165SPHA
N 5670
W 4470
80-90A
N 5650
W 4400
84-243X
N 5640
W 3980
82-177A
N 5602
W 2280

Ex. #8

THIS MAP HAS BEEN REVISED IN SELECTED AR
TOPOGRAPHY COMPILED BY PHOTOGRAMMET ETHODS
BY BUCHART-HORN, INC. BALTIMORE, MD. 212

BALTIMORE COUNTY
OFFICE OF PLANNING AND ZONING
OFFICIAL ZONING MA

1992 COMPREHENSIVE ZONING MAP
Adopted by the Baltimore County Council
Oct. 15, 1992
Bill Nos. 183-92,184-92,185-92,186-92,187-92,188-92,189-92

William A. Howard IV
Chairman, County Council

SCALE	LOCATION	SHEET
1" = 200' ±	PADONIA	N.W. 15-A
DATE OF PHOTOGRAPHY JANUARY 1986		

1992

BALTIMORE COUNTY
OFFICE OF PLANNING AND ZONING
OFFICIAL ZONING MAP

1992 COMPREHENSIVE ZONING MAP
Adopted by the Baltimore County Council
Oct. 15, 1992
Bill Nos. 183-92, 184-92, 185-92, 186-92, 187-92, 188-92, 189-92

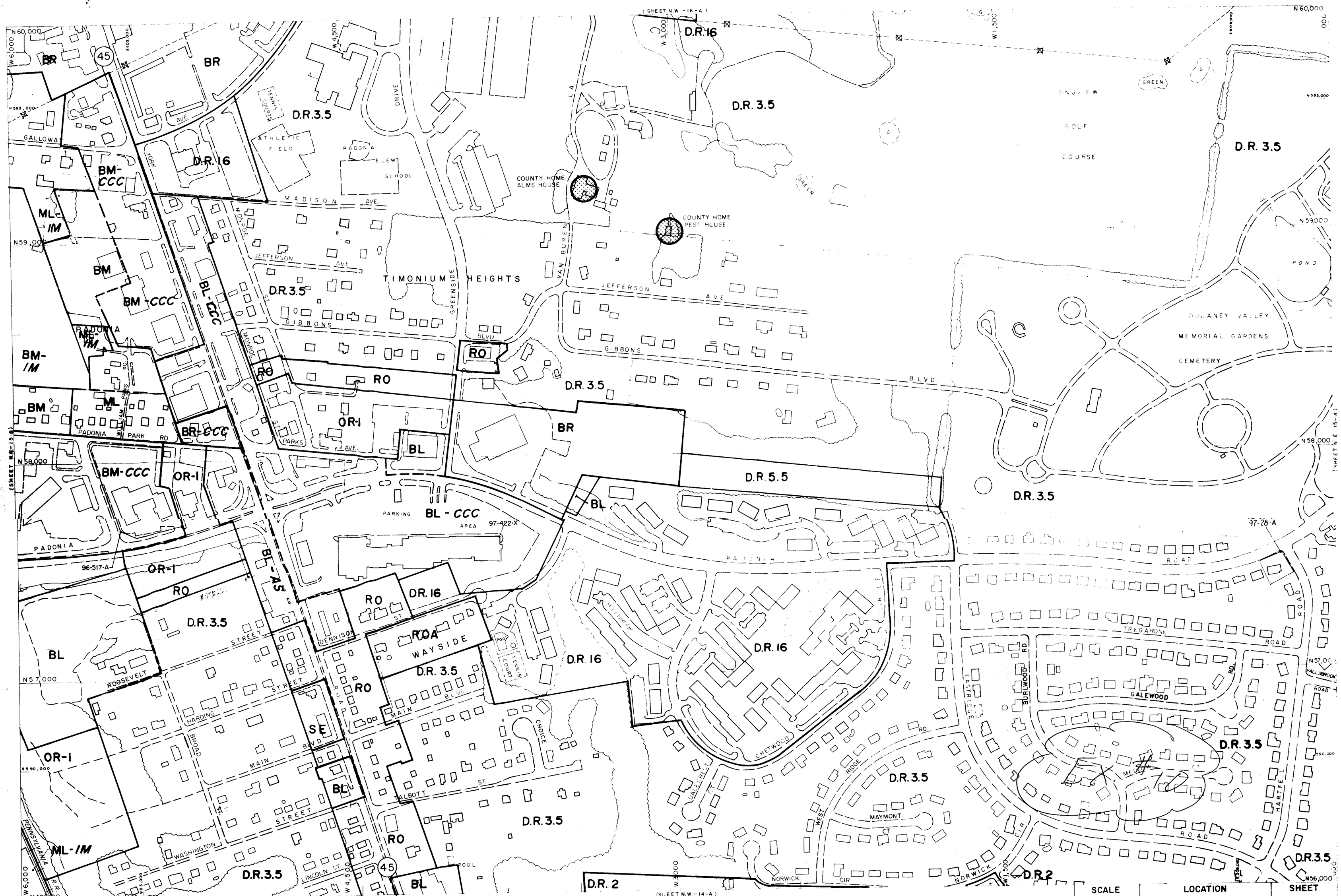
William A. Howard III
Chairman, County Council

SCALE	LOCATION	SHEET
1" = 200'±	PADONIA	N.W. 15-A
DATE OF PHOTOGRAPHY JANUARY 1986		

1992

R-NW
U-SW

THIS MAP HAS BEEN REVISED IN SELECTED AREAS.
TOPOGRAPHY COMPILED BY PHOTOGRAMMETRIC METHODS
BUCHART HORN, INC. BALTIMORE MD. 21210



S-NE R-NW
V-SE U-SW

THIS MAP HAS BEEN REVISED IN SELECTED AREAS.
TOPOGRAPHY COMPILED BY PHOTOGRAMMETRIC METHODS
BY BUCHART-HORN, INC. BALTIMORE, MD. 21210

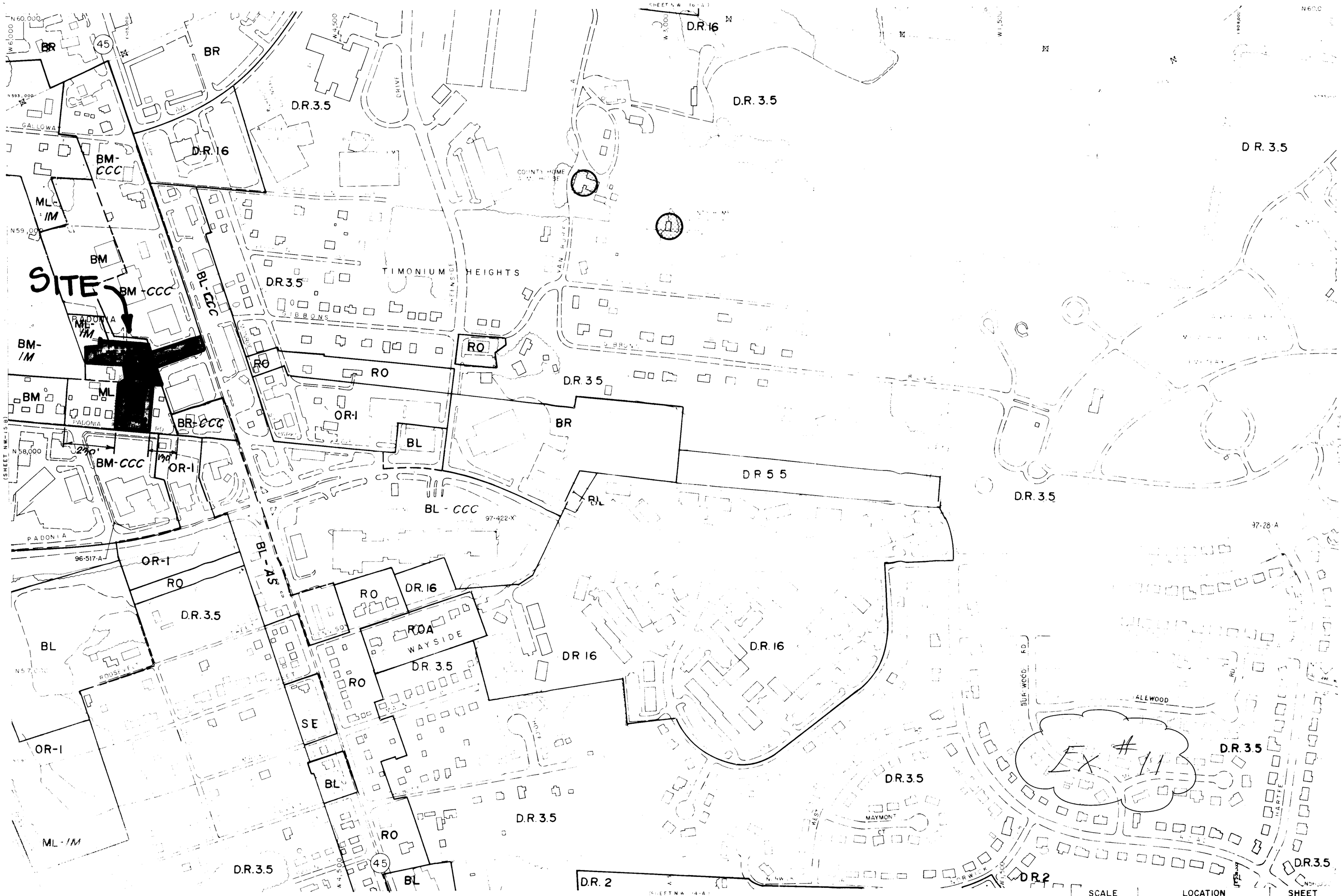
1996 COMPREHENSIVE ZONING MAP
ADOPTED by
THE BALTIMORE COUNTY COUNCIL
OCTOBER 8, 1996
Bills Nos. 129-96, 130-96, 131-96, 132-96, 133-96, 134-96, 135-96

Kevin Kamenetz
Chairman, County Council

BALTIMORE COUNTY
OFFICE OF PLANNING AND ZONING
OFFICIAL ZONING MAP

SCALE	LOCATION	SHEET
1" = 200'±	PADONIA	N.W. 15-A
DATE OF PHOTOGRAPHY JANUARY 1986		

1996



BALTIMORE COUNTY
OFFICE OF PLANNING AND ZONING
OFFICIAL ZONING MAP

SCALE	LOCATION	SHEET
1" = 200'±	PADONIA	N.W. 15-A
DATE OF PHOTOGRAPHY JANUARY 1986		

1986

E COUNTY
NING AND ZONING
ONING MAP

SCALE	LOCATION	SHEET
1" = 200'±	PADONIA	N. W.
DATE OF PHOTOGRAPHY JANUARY 1986		15-B

S-NE R-NW
V-SE U-SW

S MAP HAS BEEN REVISED IN SELECT
OGRAPHY COMPILED BY PHOTOGR
BUCHART-HORN, INC. BALTIMORE.

COMPILED by
THE BALTIMORE COUNTY COUNCIL

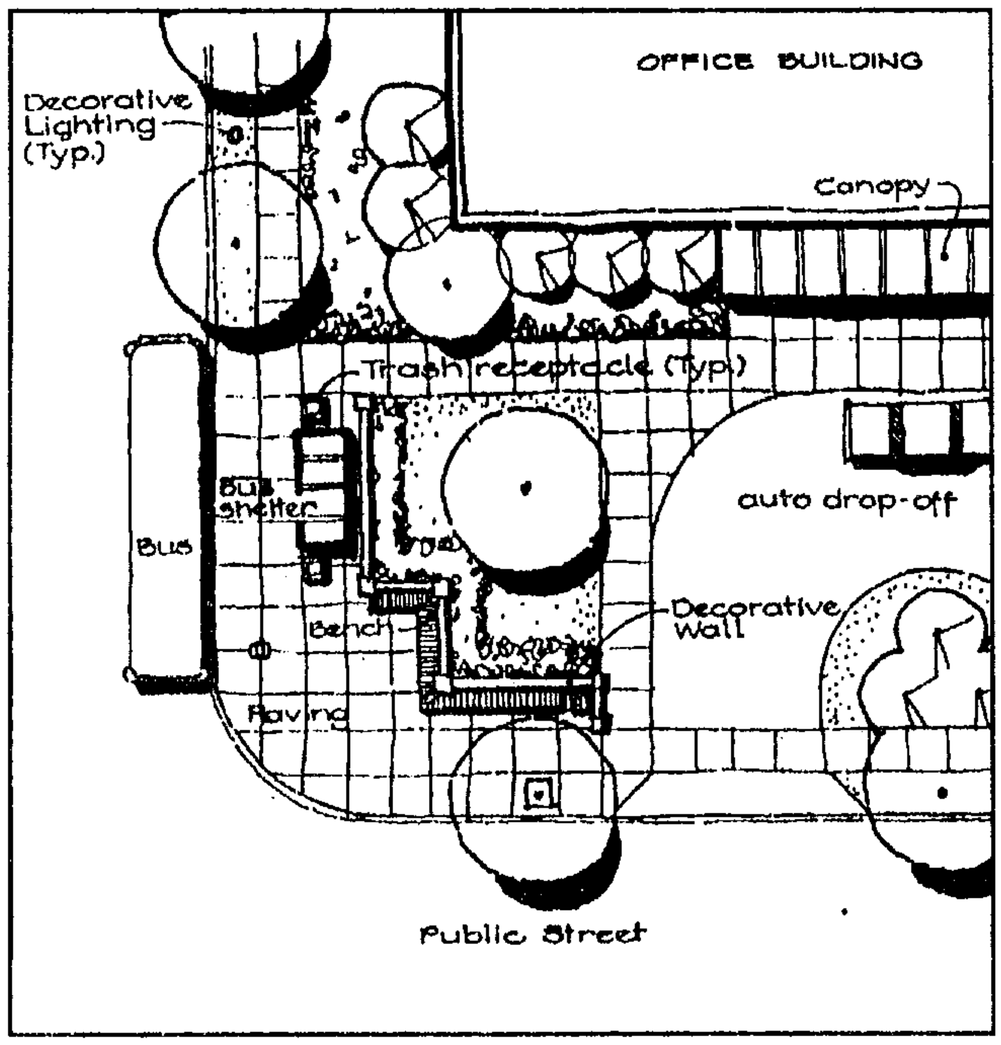
Bills Nos. 129-9

Chairman, County Council

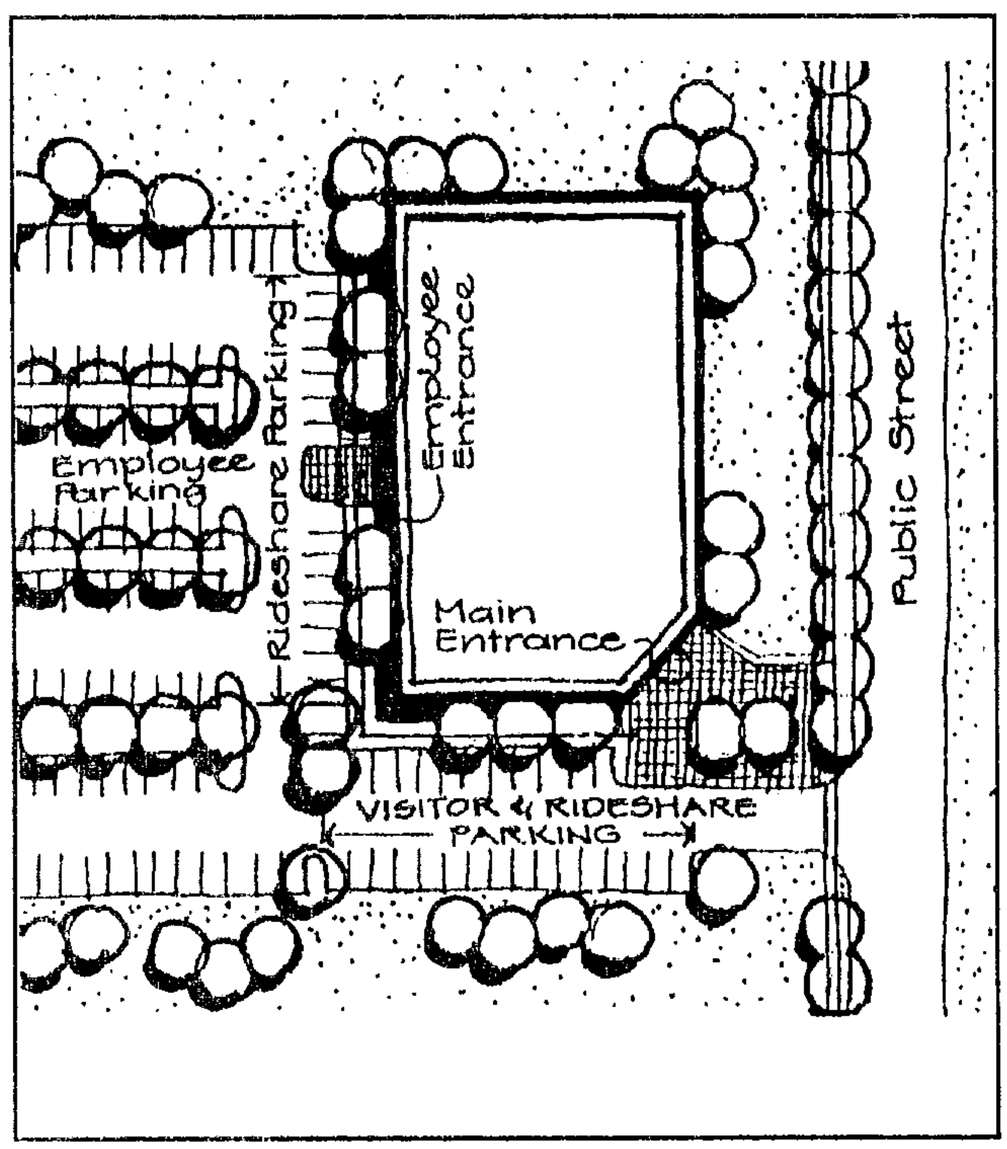
BALTIMOR
OFFICE OF PLANN
OFFICIAL Z

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
DESIGN QUALITY	Planning Board and County Council	Adopt the Hunt Valley/Timonium Design Guidelines into the Baltimore County Comprehensive Manual of Development Policies.	
	Office of Planning	Recommend that a landscaped and fenced buffer between the light rail line and parking, service, and storage areas be included in the Landscape Manual.	
	Office of Planning	Encourage "clean-up" programs for the light rail right-of-way and for existing development adjacent to the light rail line.	HVBF, community associations, county agencies
	Office of Planning	Recommend an amendment to the Baltimore County Zoning Regulations to limit commercial signage visible from the light rail.	
	County agencies	Do not support sign variances along York Road, and encourage Zoning Enforcement to provide stricter enforcement of the sign regulations.	
	The Office of Planning, Department of Economic Development, Office of Community Conservation	Support the creation of local business organizations to address York Road issues such as aesthetic appearance, access and increased marketability.	

ACTION TOPICS	PARTICIPANTS	ACTIONS	RESOURCES
	Local business and community groups	Institute an annual contest for improving the visual quality of York Road.	
COMMUNITY CONSERVATION	County agencies	Insure that the future redevelopment of sites in the HV/T area does not create negative impacts on existing communities.	
	County agencies	Support only small day care facilities with improved standards within residential areas. Larger facilities should be located within the employment area.	
	County agencies	Monitor home-based business occupations within DR zones to insure that negative impacts are minimal.	
	County agencies	Encourage shared access/parking arrangements to reduce the amount of traffic congestion on York Road, making it easier for residents to access their neighborhoods.	
	County agencies	Protect the historic Cockeysville school grounds between Bosley and Matthews Avenues as one of the few common open space areas along the corridor.	
	Department of Economic Development and Office of Planning	Continue support of the Cockeysville commercial area as a small, historic shopping locality.	



Transit stops should be attractive pedestrian spaces designed as part of the building entrance.



Locate parking for rideshare vehicles near the building entrance.

Pedestrian- and Transit-Oriented Design

- Provide sidewalks to connect buildings to each other, the street, and transit stops. Sidewalks are to be paved, lit and landscaped without hindering visibility.

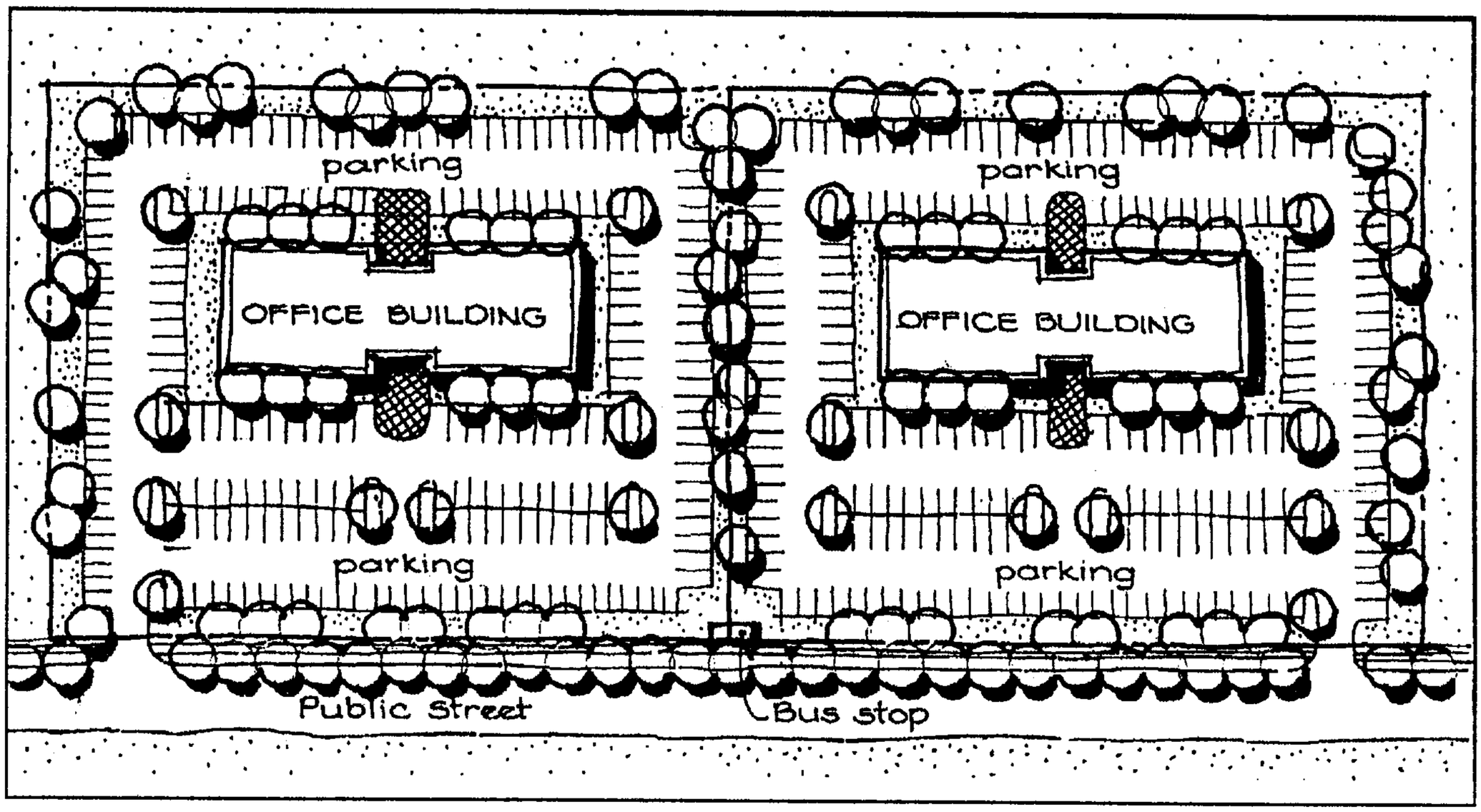
- Provide street trees adjacent to public rights-of-way to help separate pedestrian and motorized traffic.

- Provide direct pedestrian access from the street to the building entrance with minimal crossings through parking lots and drives. Limit parking to one bay width (maximum) between the entrance and the street.

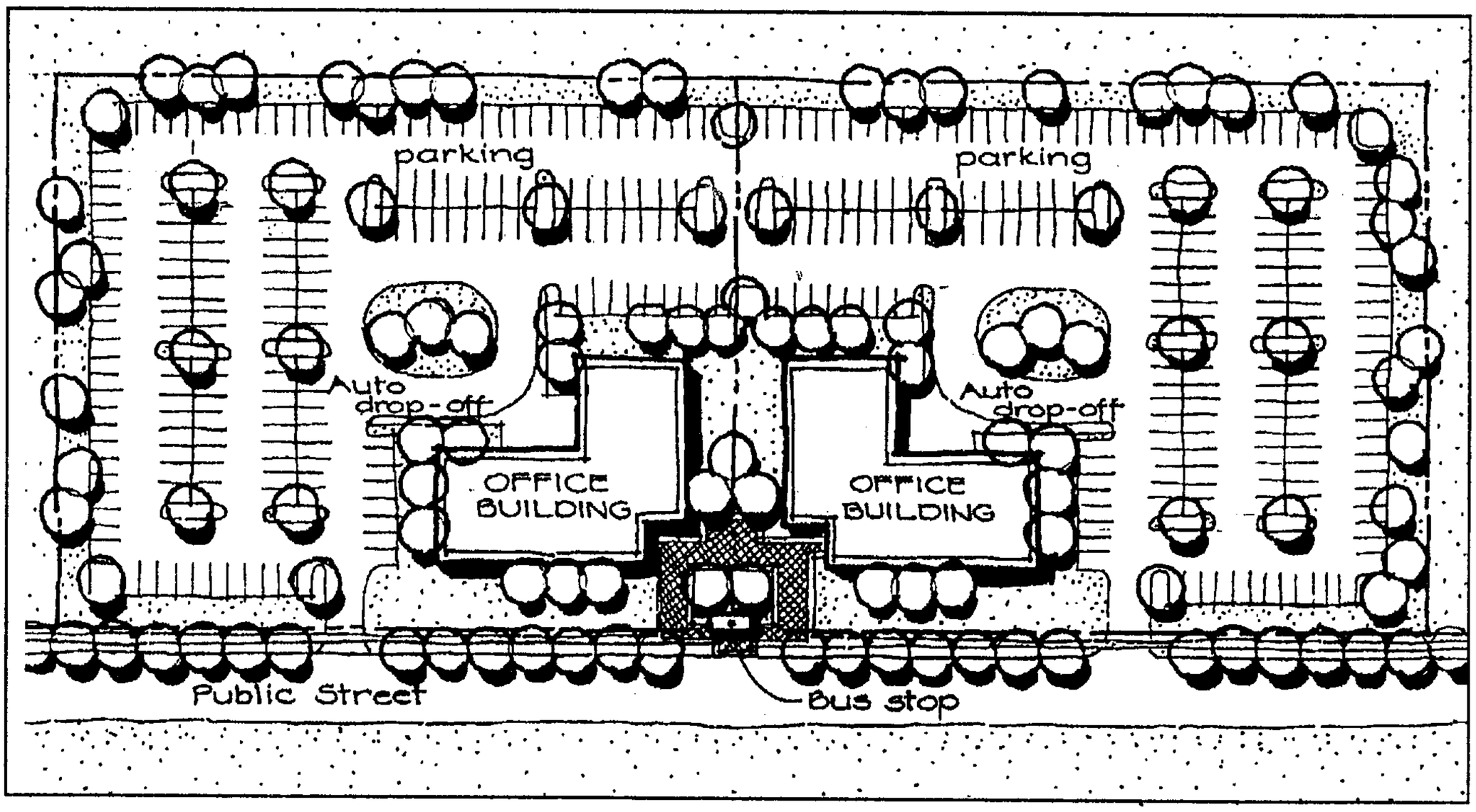
- Orient the building towards the public transportation facility rather than the parking lot. Arrange the building on the site to reduce the walking distance to the transit stop.

- When adjacent to a transit stop, incorporate benches, trash receptacles with lids, lighting, shelters, and where appropriate, bus pull-outs, into the overall development.

- Provide preferential parking close to the building for rideshare vehicles.



This site layout favors access by private auto. Transit users must walk through the parking lot to reach the building entrance.



This site design is "transit friendly." Transit users have direct access to the building. Clustering buildings around a central pedestrian space also encourages pedestrian access and shortens walking distances.