



TOWSON COMMUNITY PLAN

As Adopted By The Baltimore County Council on February 3, 1992

Towson Community Plan
adopted by the County Council on February 3, 1992

The Citizens of Baltimore County

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Baltimore County Council

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Office of Planning and Zoning
Department of Environmental Protection and Resource Management
Department of Community Development
Department of Recreation and Parks
Department of Public Works
Economic Development Commission





401 Bosley Avenue
Towson, MD 21204

(410) 887-3211
Fax (410) 887-5862

The Honorable Douglas B. Riley
TO: Councilman, 4th District

DATE: August 7, 1992

P. David Fields, Director
FROM: Office of Planning and Zoning

SUBJECT: Towson Community Plan

ERRATUM

In preparing the final version of the Towson Community Plan for publication, one Council revision to the Planning Board's proposed text was unfortunately omitted. On page 15 in the final printed version of the Towson Community Plan adopted by the Baltimore County Council on February 3, 1992, the word "studied" in the last sentence of the second paragraph below the heading "2. Residential Development and East Towson:" should be deleted.

The sentence should read as follows:

The land area north of Fairmount Avenue and west of Dulaney Valley Road should be for high density residential redevelopment which may necessitate an adjustment of the Town Center boundary in this area.

Copies of the plan not yet distributed/sold have been revised accordingly. We apologize for any inconvenience this may have caused.

Dave Fields

P. David Fields
Director

PDF:WF:pat

cc: Baltimore County Council Members
Planning Board Members
County Administrative Officer
All recipients/purchasers of Towson Community Plan

TCP.WFM/TXTPAT

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1. ACKNOWLEDGEMENTS

The Towson Community Plan is the culmination of six years of analysis, review, discussion, debate, public hearings, newspaper articles, and letters to the editor. An immense amount of interest and energy on the part of the local citizenry, business community, development community, and planning professionals has resulted in a Towson Community Plan that attempts to balance the needs of all these diverse groups.

Originally, debate centered on issues of traffic and the scale of projects to be built in the Central Business District. The 1989 Walmsley Plan recommendations were concerned principally with the core of Towson. However, the residential communities surrounding the core rightly responded that the focus of the plan was much too narrow. That which is fostered in the center of Towson, they argued, necessarily impacts upon those communities encircling the center.

Accordingly, the Towson Plan Subcommittee of the Planning Board expanded the scope of the project to include the needs of the residential communities. A thorough analysis of the East Towson Enhancement Area was undertaken by that community. A preliminary analysis of the needs of other neighborhoods in close proximity to the core resulted in the recommendation that "Inner" and "Outer" neighborhoods be designated Community Conservation Areas.

While debate on the merits and methods of community conservation continues, the underlying issue is still unresolved as to who has the right to decide the future shape and scale of Towson. Property owners in the core are anguished by the assertion that a plan can diminish, as they see it, their development rights and the value of their property. Community members, on the other hand, seek greater influence over the future course of their home town.

In the final analysis, there is no simple response to these concerns. To a larger extent, forces beyond the control of anyone in the community, the business world, or the government will dictate how Towson grows and changes. The recession which lingers as this plan is approved indicates that little change will occur in the next few years. When the recession ends, the market demands for land use may be dramatically different.

The hope of this plan is that Towson will remain a special place to live, work and play. The Towson Community Plan aspires to be a guide for the remainder of the decade, paving the way for a reassessment of our County as the 21st century begins.

Thanks must be extended to all those who labored so long in the development of this plan. First of all, the staff of the Office of Planning and Zoning must be commended for their efforts in pulling

together the disparate elements of this plan into a workable whole. The staff spent countless hours with dedicated community members, property owners, developers, the Planning Board and the County Council in working through the issues.

Next, tireless community volunteers need to be recognized, from those who served on the original Towson Task Force to those who guided its final recommendations. With no stake in the plan other than preserving the community which they love, dozens of volunteers reviewed data, grappled with obscure planning theory, debated the implications of plan recommendations, and lobbied for adoption of the plan.

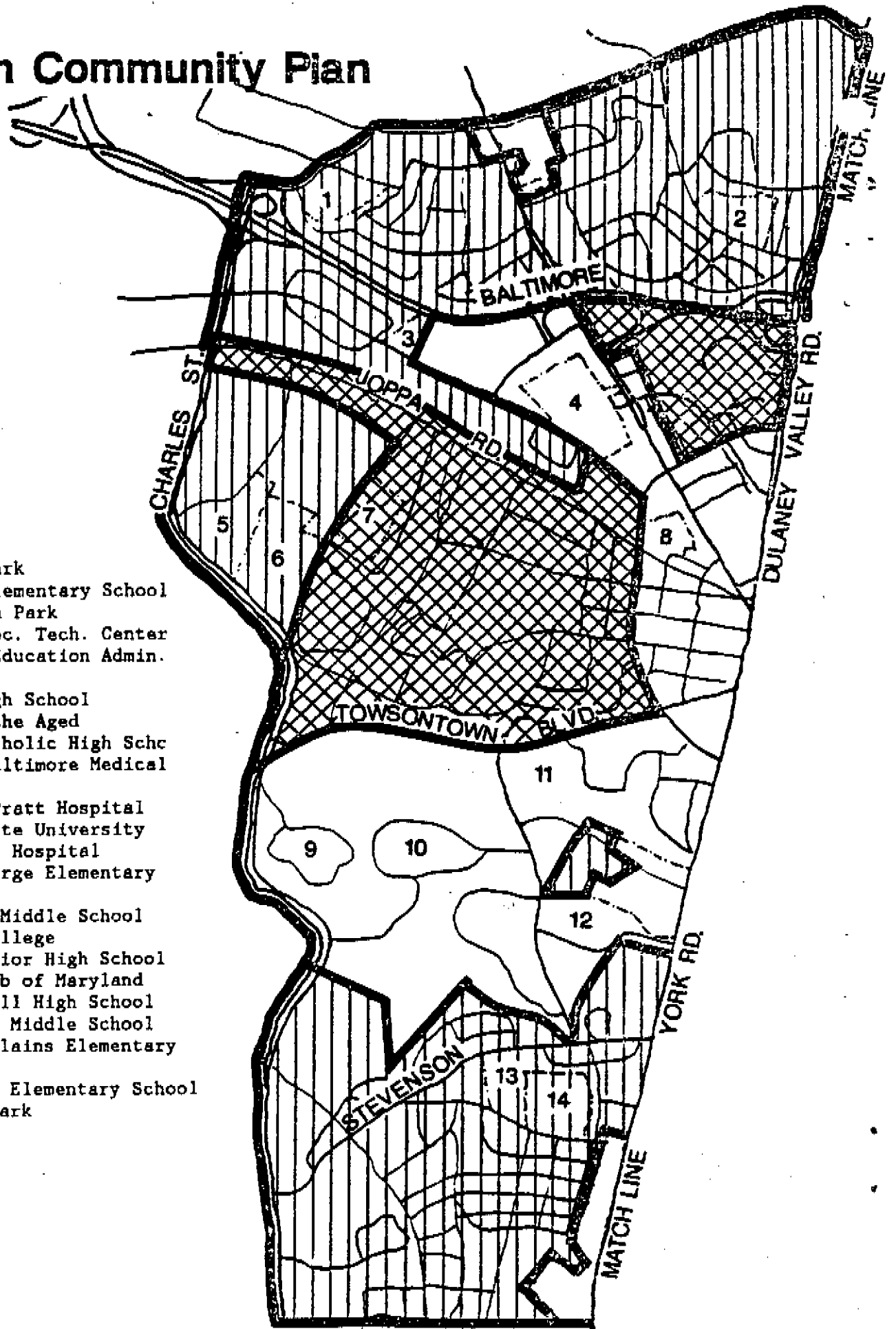
The willingness of the business community and developers in working with the planning staff and community volunteers must also be commended. They met the challenges addressed to them in many ways, particularly in devising workable standards for developing transportation management programs and for design review policies.

The members of the Planning Board's Towson Plan Subcommittee must also be given a major share of the commendations for this final version of the Towson Community Plan. It was their task, in a very short time frame, to merge the often conflicting testimony which they had heard at the Planning Board's Public Hearing, into one coherent document. The Subcommittee members rose to the challenge, presenting the County Council with the Towson Community Plan in October, 1991.

The hard work and dedication of all the aforementioned groups have resulted in the currently adopted Towson Community Plan. It represents the best judgement of the County Council as a guideline for the responsible development of Towson in the 1990's. As the Plan now moves into the implementation stage, the Council hopes that many of the people involved in the creation of the plan will also be involved in its implementation. By the end of this decade and the 20th Century, it is our hope that the people of Towson will look back at the Towson Community Plan as a vision realized.

Towson Community Plan

1. Orchard Park
2. Hampton Elementary School
3. Kenilworth Park
4. Central Voc. Tech. Center
5. Board of Education Admin. Office
6. Loyola High School
7. Home for the Aged
8. Towson Catholic High Schc
9. Greater Baltimore Medical Center
10. Sheppard Pratt Hospital
11. Towson State University
12. St. Joseph Hospital
13. Rodgers Forge Elementary School
14. Dumbarton Middle School
15. Goucher College
16. Towson Senior High School
17. County Club of Maryland
18. Calvert Hall High School
19. Loch Raven Middle School
20. Pleasant Plains Elementary School
21. Stoneleigh Elementary School
22. Glendale Park



2. INTRODUCTION

Towson, which continues to realize dramatic growth, has a unique opportunity to be the City of Baltimore County, and a symbol of the County's identity. Towson is the only area of the County that serves as the government, business, and financial center, is the home of major institutions and college campuses, and continues to be a popular place to live. These functions serve as a tremendous economic, employment and residential base.

The physical environment includes retail shops along the streets, high-rise residential buildings along the ridge, office buildings surrounding the Court House Square, and native stone churches grouped along Baltimore Avenue. These building groupings and local design features form distinct design sub-areas each with its own character. The tight, intensively developed street grid is the organizing element for all of these elements and has the most potential to create a human-scaled, special place unlike any other area in the County. The physical form and image of Towson envisioned by this plan can be the focal point of civic pride. Development intensity remains intact; the challenge is to improve the development design quality. Through a new design review process and urban design plan, future projects will be required to meet or exceed the design standards, streetscape guidelines and open space requirements set out in this document.

The well-maintained, richly landscaped neighborhoods that surround the core are a major asset to Towson and must be conserved. While the plan outlines a strategy for design, land use and transportation issues within the core, it recommends that the core remain within its present boundary to keep from expanding into the neighborhoods. The residential areas must retain their stability through conservation, maintenance, traffic reduction, parking management strategies and the strict enforcement of zoning and development regulations and controls.

The form and image described in this plan cannot be achieved overnight, but public improvements and future development projects will make Towson an enjoyable place to work, live and visit.

3. SUMMARY OF RECOMMENDATIONS

The major recommendations set out in the Towson Community Plan are as follows:

1. Extend the boundaries of the plan area to include residential neighborhoods and major institutions adjacent to the Towson Town Center. The plan boundaries generally extend from Seminary Avenue (west of Dulaney Valley) and the Beltway to the City line and from Charles Street to Loch Raven Boulevard except to include all of the Loch Raven Village Community Conservation area which extends east of Loch Raven Boulevard as diagrammed on Map 1.
2. Identify appropriate residential areas within the plan as Community Conservation Areas and prepare a zoning overlay district.
3. Implement the East Towson Enhancement Area recommendations to revitalize the historic African American Community.
4. Continue the following provisions of the BM-CT district as it applies to Towson to:
 - a. permit a maximum FAR of 5.5 as of right; and
 - b. allow building heights as per the height tent requirements except adjacent to the East Towson Enhancement Area.

Revise the BM-CT district to:

- a. establish height limits of 75 ft. for commercial uses and 90 ft. for residential uses adjacent to the East Towson Enhancement Area and illustrated on Map 2;
 - b. establish appropriate amenity open space requirements; and
 - c. ensure that new development meets the urban design and land use criteria and guidelines as established for each design sub-area in this document.
5. Require a master plan for the government campus and for all government owned buildings and properties in Towson.
 6. The proposed Baltimore County Design Review Panel should review all projects within the Towson core based on the design guidelines. Recommendations of the Panel will be sent to the hearing officer.
 7. Prepare an open space plan for the commercial core and surrounding neighborhoods based on the open space concept in the urban design plan.

8. Make improvements to the road network which would:
 - a. improve access to and through the town center;
 - b. restrict unnecessary traffic in residential neighborhoods; and
 - c. facilitate increased public transportation.
9. The Basic Service's exemption for Towson will remain. However, if, within the next five years, all of the following are not implemented, then the Basic Services exemption will be lifted and all projects within the BM-CT district will be subject to the same Basic Services Standards as the rest of the County:
 - a. Transportation analysis.
 - b. Transportation Management Association (TMA).
 - c. Analysis of appropriate basic services.
 - d. Legislation to establish community conservation areas is adopted.
10. Establish a public-private Transportation Management Association, TMA, which would be responsible for submitting standards for trip reduction to be reviewed on an annual basis as part of the Basic Services Maps Update.
11. Identify the criteria for the subsequent preparation of a Towson parking management plan
12. Coordinate a committee of residents, local business people, and County agency personnel to review implementation efforts for the Plan.
13. Prepare an Historic Preservation Master Plan for Towson which will be subject to review and approval by the Planning Board and County Council. When approved the Plan will become an integral part of the Towson Community Plan.
14. Prepare a commercial corridor overlay district for Towson which would deal with issues such as signs, code enforcement, and design and landscaping.

4. LAND USE

LAND USE ISSUES

Towson has undergone dramatic changes as a result of the growth over the last 15 years. It is now an urbanized center, dominated by business, institutions and government. This 9 A.M. to 5 P.M. employment and retail center still does not provide full services for local residents or attractive evening entertainment activities. Mixed use development is encouraged and essential to the core. A blend of commercial, retail and residential uses would be a stimulant for evening activities.

The development of Towson's town center has brought a significant economic infusion to the area and benefit to the County. Economic growth must not be halted. Yet the growth and high density development has also brought changes to the physical environment that raises a complex set of issues and questions.

Development within the town center has occurred without:

- preparing an integrated plan;
- adequately addressing the human scale with respect to buildings and roads;
- adequately considering the influence and impact on the neighboring communities; and
- considering the impact of large scale redevelopment on existing infrastructure.

ELEMENTS OF THE LAND USE PLAN:

- A. Zoning
- B. Land Uses
 - 1. Central Towson Core and surrounding commercial areas.
 - 2. Residential development and East Towson Community Conservation Area.
 - 3. County Government property.
 - 4. Commercial strips extending from the core.
 - 5. Fairmount/Dulaney Valley Area.
 - 6. Baltimore Avenue Area.
 - 7. RO Transition Areas.
- C. Historic Preservation
- D. Economic Development

A. ZONING

The BM-CT standards permit large, tall buildings to be constructed. Issues with respect to human scale, relationships to other buildings and to pedestrians have arisen and should be addressed by the Baltimore County Zoning Regulations (BCZR) as described in Section 5, Urban Design, of this Plan.

The current floor area ratio (F.A.R.) and building height regulations within the BM-CT should remain in place with one exception. This exception is for reduced building height immediately adjacent to the East Towson Enhancement Area.

The proposed Baltimore County Design Review Advisory Panel should make recommendations directly to the Hearing Officer. If the Design Review Panel is not adopted within one year, establish a Towson Design Review Panel consisting of design professionals and community members.

Recommendation: Prepare an amended BM-CT district for Towson to include the following additional standards:

1. Height Restrictions

For parcels adjacent to the East Towson Enhancement Area (See Map 2) along the east side of Virginia Avenue between Towsontown Blvd. and Pennsylvania Ave. and along Pennsylvania Ave. between Virginia Ave. and Fairmount Ave. the maximum building heights are as follows:

- a. 75 ft. for commercial buildings.
- b. 90 ft. for residential buildings.

However, a parcel having an approved County Review Group (CRG) effective as of this date, shall have a height restriction not greater than the height previously approved.

2. Amenity Open Space and Setbacks

Amenity open space will continue to be required. However, applying the existing standard percentage to all development may not be appropriate to meet the goals of the Open Space Concept Plan that is described in Section 5, Urban Design.

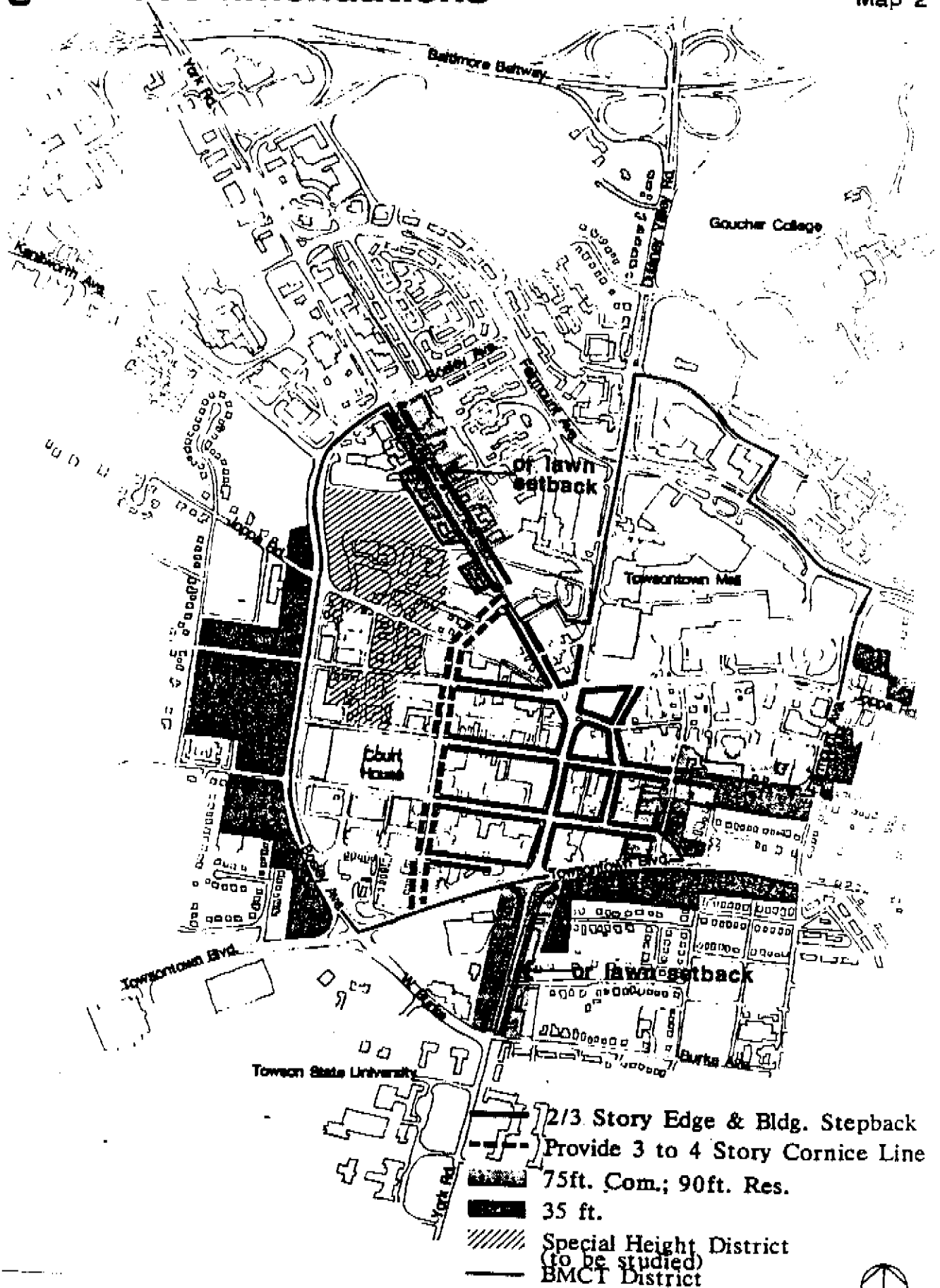
The existing requirement needs to be reevaluated to review:

- a. the reasons for the recent variance requests;
- b. the appropriateness of commercial development percentage; and
- c. the appropriateness of the residential development calculation.

The requirement for amenity open space may be changed to clearly define useable open space for a development. In addition, off-site open space improvements within the public right-of-way or within an adjacent park may also be appropriate solutions. It is recommended that amenity open space implement the community's open space plan.

Height Recommendations

Map 2



Generally, amenity open space for each development will be required to include:

- a. streetscape as described in Section 5, Urban Design;
- b. minimum on-site open space to meet the needs of the building users; and
- c. contributions in land, money in lieu of or both to implement the overall open space concept plan.

The intent is to avoid fragmented open space parcels that are not desirable and may not form a cohesive whole. Each stage of a development plan should be self-sufficient for amenity open space.

The front and side yard requirements currently in the zoning should be replaced by the development criteria contained in the Urban Design Section.

Other amenity open space issues which need additional study are:

- a. off-site contribution for public open space and streetscape improvements;
- b. variances for interior amenity open spaces; and
- c. setbacks and streetscape amenities will be required as outlined in the urban design plan.

3. Design Considerations

- a. Projects should be reviewed by a Design Review Panel within the sub-area (design areas) recommendations.

Recommendation: The Comprehensive Manual of Development Policies (CMDP) should be amended to allow for the Design Review Advisory Panel to provide guidelines and to review the following Towson Community Plan areas:

1. The Urban Design Study Area (Map 1);
2. The hospital properties south of the core including St. Joseph Hospital, Greater Baltimore Medical Center, and Sheppard Pratt; and
3. The college campuses of Goucher College and Towson State University; design review of TSU projects would be voluntary.

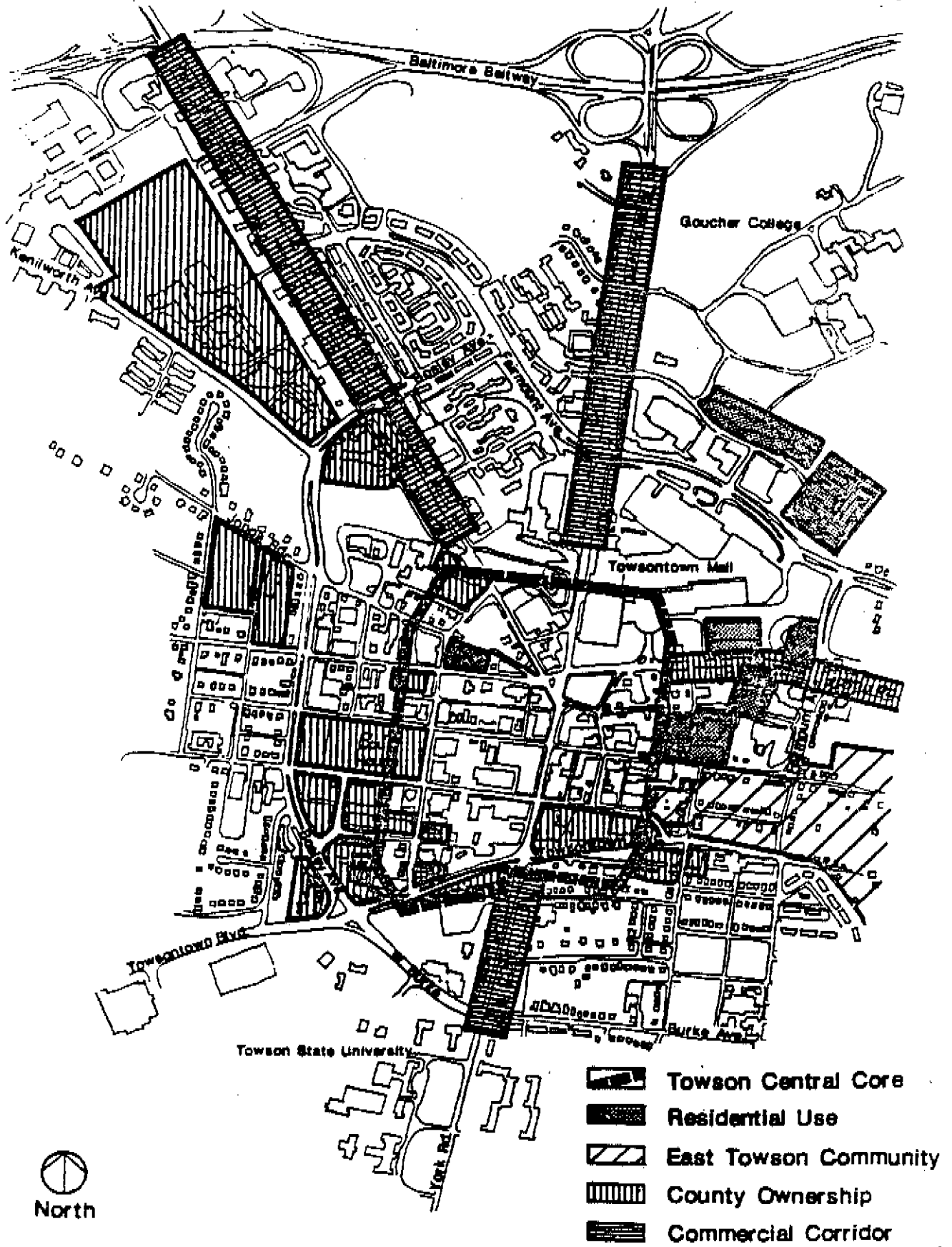
All County Review Group (CRG) projects that have been approved will be allowed to proceed without further review unless changes are requested or the approval period expires.

B. LAND USES

The land use plan within the town center is divided into sub-areas or design areas (Map 5). These sub-areas recognize that there are different activities, needs, relationships to road and pedestrian systems, to the residential communities and to urban

Land Use Structure

MAP 3



design features in Towson. Each area offers different potentials for Towson's future and requires different solutions for design and development.

1. Central Core:

The older shopping district of the 300, 400 and 500 blocks of York Road and the first blocks east and west of York Rd. on Allegheny, Pennsylvania and Chesapeake Avenues need attention. Redevelopment should be encouraged and new construction should be designed to better serve pedestrians to avoid building facades with no windows, doors or design relief. This may include 2 to 3 story street edge with retail uses. Efforts must also be made to preserve and restore the historic facades and structures in this district. Linkage to the new Towson Town Center Mall must also be provided through obvious pedestrian connections, including through the development project that may occur where the temporary park is now located on the northside of Joppa Road.

Recommendation: Create an economically healthy retail, residential and commercial core area.

1. Maintain an active retail area that remains open after 5:00 P.M. and until at least 9:00 P.M.
2. Encourage the expansion of cultural activities in the town center.
3. Intensify efforts to reuse the Hutzler's building.
4. Preclude street level use of parking garages and service areas except for entries and exits.
5. Encourage mixed commercial and residential uses.

Recommendation: Revitalize the older shopping district (the 300, 400 and 500 blocks of York Road and crossing streets of Allegheny, Pennsylvania and Chesapeake Avenues).

1. Design buildings fronting on the 300, 400, 500 blocks of York Road and two blocks east and west of York Road on Allegheny, Chesapeake and Pennsylvania to provide sidewalk level retail or service uses where practical.
2. Utilize streetscape details recommended for Central Towson in the Urban Design Plan. York Road should have all brick sidewalks.
3. Work with property owners and Landmarks Commission to include historic facades and buildings for rehabilitation or re-use where appropriate.
4. Create and maintain strong pedestrian connections and linkages between Towson Town Center Mall and the Central Core.

Recommendation: Eliminate all billboards.

2. Residential Development and East Towson:

Residential construction boomed between 1975 and 1985 in the town center. Except for the Penthouse Condominium and recently sold Burkshire Tower near Towson State University, residential development is concentrated along the Joppa Road. Ridge in the northeast quadrant, north of Pennsylvania Avenue. Residential buildings are also located north of Goucher Boulevard across from the Mall.

Additional residential construction within the town center is highly desirable. A market study focusing on residential development should be initiated with the assistance of the Department of Community Development and the Economic Development Commission to consider various zoning and tax incentives. It is hoped that a non-elderly market can also be attracted. Future construction should be encouraged in proximity to the older shopping district, particularly west of Virginia Avenue, between Chesapeake and Pennsylvania Avenues which would provide an appropriate transition from the East Towson neighborhood. The land area north of Fairmount Avenue and west of Dulaney Valley Road should be — for high density residential redevelopment which may necessitate an adjustment of the Town Center boundary in this area.

Recommendation: Set an aggressive program to attract residential construction within and around the core.

1. Evaluate and target the demand, including an assessment of non-elderly and affordable housing projects.
2. Provide a profile of supply, demand, amenities, etc., required to attract residential uses.
3. Explore the possibility of the Baltimore County Revenue Authority being a partner in a joint venture project.
4. Identify tax deferrals, credits and incentives and zoning mechanisms to facilitate development.
5. Explore the development of the property west of Virginia Avenue between Chesapeake and Pennsylvania for residential, or mixed-use including residential, as a transition from East Towson neighborhood to the core.

The historic East Towson community of single family homes has been jeopardized by the infiltration of commercial uses and intrusion of major roads. The community desires stability and neighborhood preservation. This plan encourages the rehabilitation of its housing stock and the residential development of various in-fill parcels. The plan also addresses transitional heights, uses and setbacks, buffering and potential zoning changes.

Recommendation: Assist East Towson in its efforts to complete and implement its community conservation plan.

1. Provide transitional heights, uses and setbacks for commercial property abutting this community.
2. Encourage residential infill opportunities even though that may require waiver of residential transition areas requirements.
3. Increase residential development through rehabilitation and in-fill construction consistent with community plan.
4. Renovate Carver School for use as community center.

3. County Property:

The County government owns numerous parcels throughout the town center. In addition to the County Office Building, County Courts Building, converted school buildings, and leased space in the Investment Building, there is a repair shop on the south side of Towson Boulevard, surplus materials warehouse on Virginia Avenue, the Carver School, and an expansive parking lot on the south side of Chesapeake Avenue. The County needs to prepare a "government campus" master plan and bring alternative proposals before citizens for public review and discussion.

The Court House Square is a pleasantly landscaped open space, but other County properties are not all well maintained. Baltimore County government must address the use and appearance of some of its other property. Priority consideration should be given to the properties in and adjacent to the East Towson neighborhood and to the preparation of a plan for these properties that would also benefit the community.

Recommendation: The Baltimore County government should develop a master plan that would reflect its special role in the town center.

1. Reinforce the campus-like setting of the Court House Square with uniform landscaping and lighting.
2. Identify all County facilities within the area and prepare preservation or redevelopment scenarios for each. Specific consideration should be given to those in the East Towson area such as the surplus stores building, Carver School and the repair shop. The County should work closely with the community to identify better uses for these properties.

4. Commercial Corridors

The commercial corridors, York Road, Dulaney Valley Road, Joppa Road, which lead to Towson should be designated as gateway corridors and incorporate special landscaping and

design treatment. Businesses may need financial assistance to provide improvements and those should be targeted by the Economic Development Commission. This assistance is intended to strengthen the businesses and to establish improved and attractive frontage, landscaping and signage. Sidewalks should be constructed and connected where possible. Commercial activity on the north and south ends of York Road should be enhanced but not expanded into residential areas.

Recommendation: Property and business owners along commercial corridors should, where appropriate, upgrade the appearance of each property to improve the gateway entrances into Towson. The County should prepare a commercial corridor overlay district for the Towson Community Plan core which would:

1. limit the proliferation of signs and reduce the allowable size of signs;
 2. intensify a code enforcement program in these areas;
 3. establish a continuity of setbacks, buffers and landscaping;
 4. commit necessary capital improvement program and operating funds to assist existing businesses interested in upgrading, recognizing the need for flexibility due to the different uses;
 5. encourage street level retail and service uses;
 6. prevent further commercial intrusion on York Road south of Burke Avenue into residential areas; and
 7. retain maximum height established by the existing retail buildings on York Road between Burke Avenue and Towson-town Boulevard.
5. Fairmount/Dulaney Valley (Towson Town Center Mall and Edenwald area)
1. Develop north edge of Joppa Road/south side of Towson Town Center Mall as linkage to older shopping district and improve pedestrian connections between each.
 2. Maintain predominant residential uses on the west side of Dulaney Valley Road between Fairmount Avenue and the Beltway.
6. Institutional Towson (Baltimore Avenue area)
1. Encourage low-scale office uses, and retention of existing residential building character north of the government complex.
7. RO transition areas
1. Discourage the future development of Class B office buildings within the RO zones.

2. Convert the old jail to a community service facility such as a cultural arts center, day care facility, elder care facility, or neighborhood activity center.

C. HISTORIC PRESERVATION

Many of the older buildings in the town center are significant reminders of the historic development of Towson. With a few exceptions, plans have not been initiated to preserve historic structures and facades or to make them an integral part of Towson's future development.

Mechanisms must be developed to protect Towson's historic structures. Tax benefits, zoning incentives and design review consideration of various easements may be appropriate; the Transfer of Development Rights (TDRs) should also be considered. Those buildings that should remain due to their architectural or historic character should be identified. Steps to preserve these structures or facades must be done in conjunction with the respective property owners.

A list of buildings of historic and/or architectural significance has been prepared by staff of the Landmarks Commission and is included in the Appendix on page 100.

Recommendation: Create specific mechanisms for historic preservation and protection of historic facades, structures and sites throughout Towson.

1. Develop a preservation master plan that identifies buildings to be preserved and defines and adopts mechanisms for the preservation of historic structures or facades appropriate to all historic sites in the town center. The plan should consider zoning, taxes, facade easements, and other mechanisms. The plan would be subject to review and approval by the Planning Board and County Council and would become an integral part of the Towson Community Plan when adopted.
2. Work with property owners to identify and select the preferred uses or mechanisms for the individual properties.

D. ECONOMIC DEVELOPMENT

The layout of Towson - the patterns of land use - is insignificant if no attractive physical environment is present which would attract people to use and make them comfortable once they are here. The town center should be an interesting and desirable place for people to go after the workday ends. Shops, cultural arts activities and retail uses should extend hours of operation to create more activity in the evenings and on weekends. The Economic Development Commission should perform a marketing study to identify best uses, the proper mix of uses and the integration of uses. Promotional efforts must also be

accelerated, in conjunction with the local civic organizations, residential community representatives, and others to attract and stimulate business activity.

Recommendation: Conduct a marketing study within 12 months after this plan is adopted. The study should evaluate opportunities and constraints on retail, office, entertainment and residential development.

1. Develop a strategy for the support of shops, theatres and retail activity currently not found in the area.
2. Pursue the creation of a community art and cultural center for Towson, possibly in conjunction with Goucher College and Towson State University.
3. Work with Revenue Authority to assemble land for redevelopment within the core.

5. URBAN DESIGN

URBAN DESIGN COMPONENTS

The form and image of Towson is created by its vistas, views, gateways, skyline buildings, landmarks, design character, and scale. The Urban Design Plan details the three-dimensional form for Towson and describes the quality environment desired and the deliberate integration of the open space network, streetscape and amenities, public rights-of-way definitions, and development patterns.

Elements of the Urban Design Plan include:

- A. Streetscape System;
- B. Open Space Concept and Framework;
- C. Development Guidelines for Design Areas; and
- D. Design Review Advisory Panel.

This urban design framework with the land use and transportation plan components provides a comprehensive, interrelated structure for the Towson core with recommendations for implementation.

IDENTIFICATION OF ISSUES

This urban design section describes a strategy to improve the quality and character of Towson while addressing the following issues of concern.

- . The design quality of new construction in the Towson Core.
- . The lack of pedestrian and retail connection from the Towson Town Center Mall to the traditional retail strip of the 300, 400 and 500 blocks of York Road.
- . The development of the Towson Transit Center site.
- . The potential expansion of the government complex.
- . The lack of pedestrian connection of Towson State University and Goucher College to the core of Towson.
- . The parking structures that offer no design relief for the core and nearby neighborhoods.
- . The need for a Design Review Advisory Panel.
- . The lack of open space in and around the core.

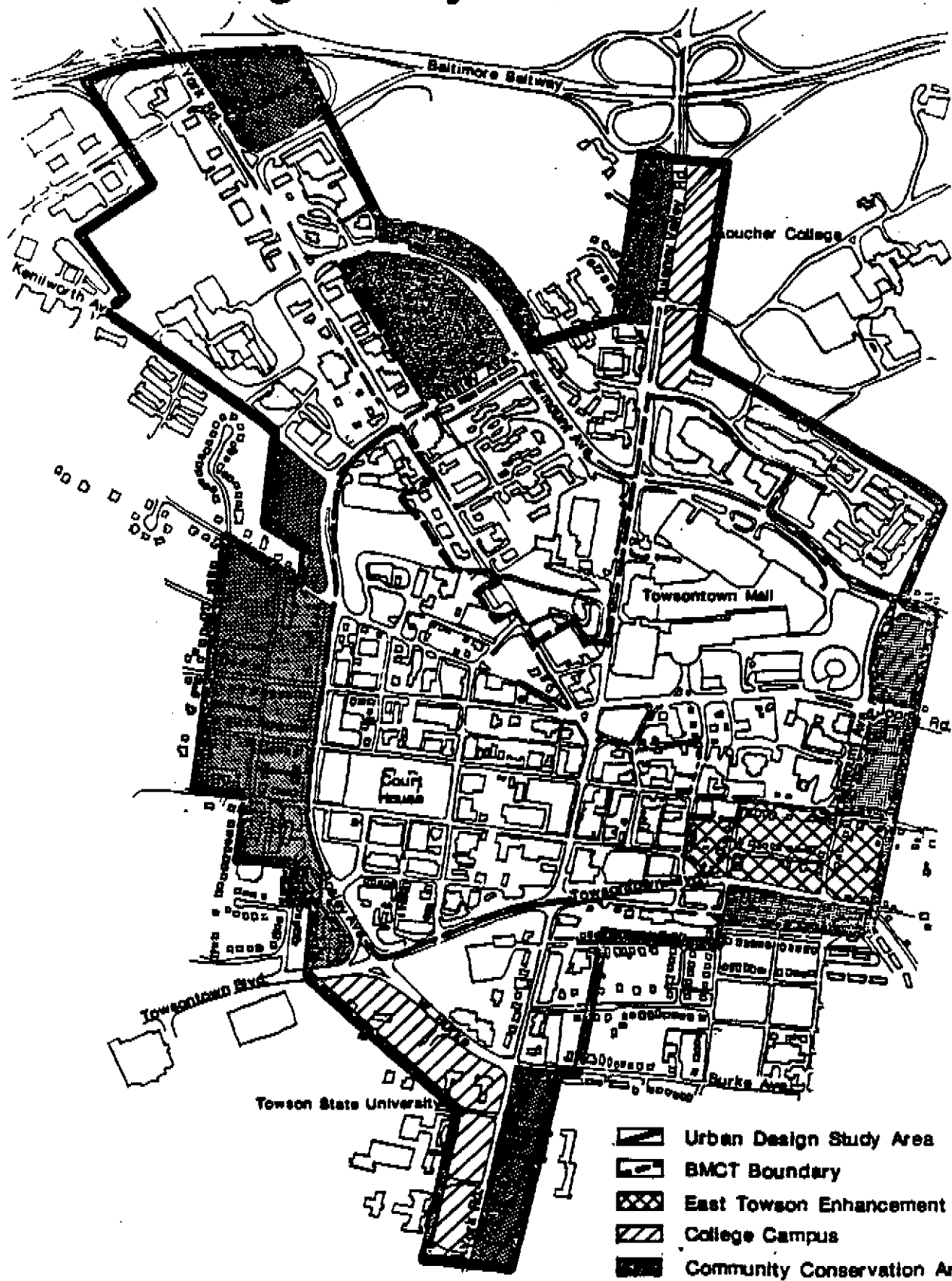
STUDY AREA






The Urban Design Study Area extends beyond the confines of the existing BM-CT district for the urban core. The study area was expanded to include (See Study Area Map 4):

- Community Conservation Areas adjacent to the BM-CT district.
- The East Towson Enhancement Area that borders the BM-CT district.

Urban D sign Study Area

MAP 4



-  Urban Design Study Area
-  BMCT Boundary
-  East Towson Enhancement Area
-  College Campus
-  Community Conservation Area

- The edges of Towson State University along Towsontown Boulevard, Burke Avenue and York Road, and Goucher College along Dulaney Valley Road.
- The areas within the Fairmount, Goucher, Towsontown and Bosley loop road.
- The York Road corridor from the Baltimore Beltway to Towson State University.
- Dulaney Valley Road from the Beltway to the core.

INFORMATION COLLECTION ANALYSIS

Existing Design Features and Inventory (Map 5)

Existing design features that contribute to the overall form, image and design of Towson were identified and mapped. Design features were considered important or significant if they distinguished Towson from other areas in Baltimore County. These features were then incorporated into the design recommendations and guidelines. Buildings of historical significance (defined by a previous study and listed in the Appendix) were also mapped to identify location and concentration.

Development Opportunities (Map 6)

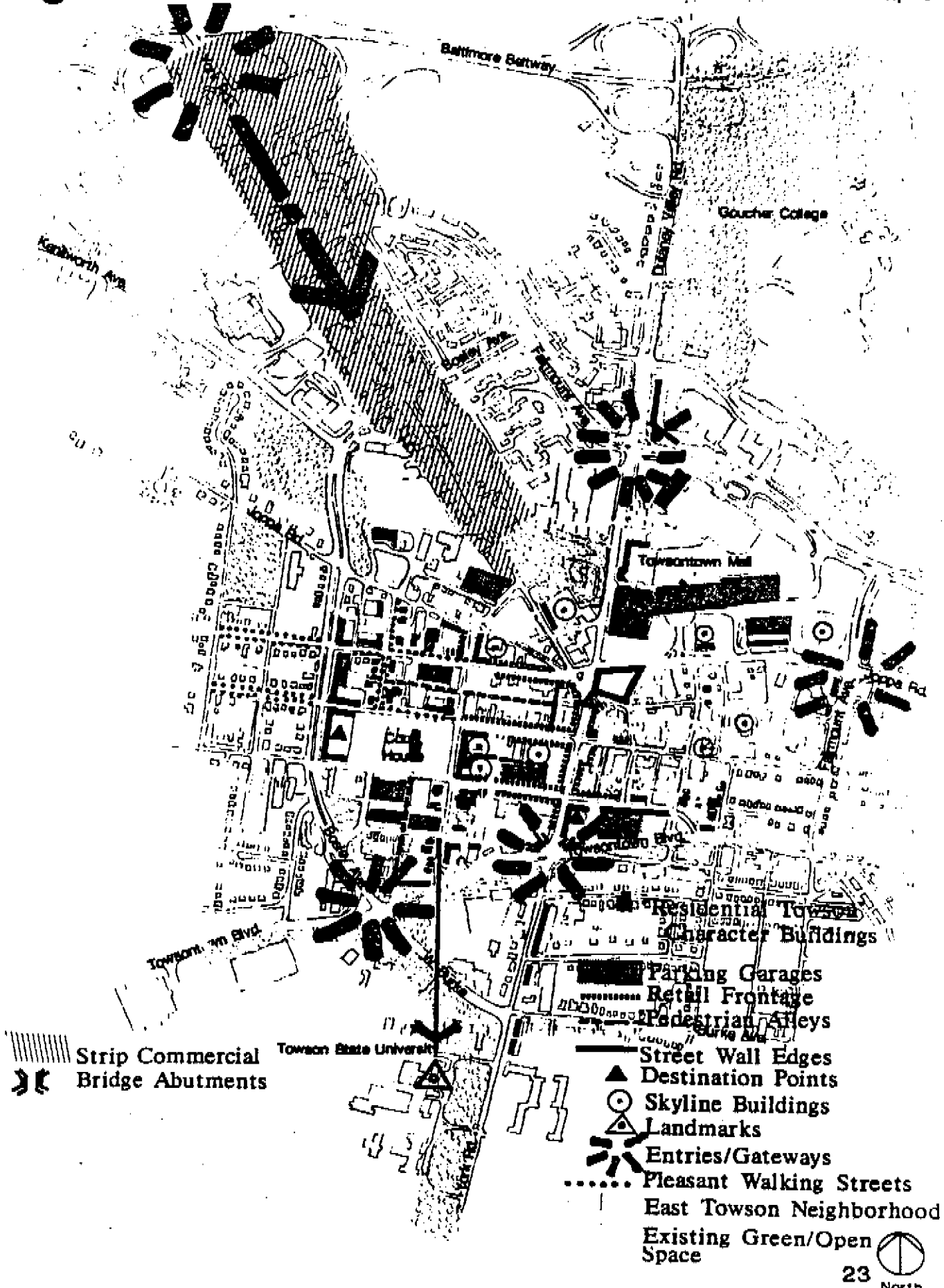
Existing development, recent construction, and undeveloped parcels within the urban design study area were evaluated for their permanence or likelihood of change. If a building or site was vacant or undeveloped, then it was considered an opportunity site or most likely to change. If a site appeared to be under utilized or in need of substantial repair, then it was considered as a site that may redevelop in the future. This identification was beneficial in determining which areas of the core need attention in terms of urban design recommendations.

Design or Sub Areas (Map 7)

Areas within the commercial core were grouped according to similarity of form and image. Buildings and sites were grouped by type, land use, open space, landscape treatment, design features and road network. The Design Areas are:

- | | |
|----------------------------|--------------------------------|
| - Central Towson | - East Towson Enhancement Area |
| - Fairmount/Dulaney Valley | - York Road North and South |
| - Government Campus | - E, SE, SW, & W Transitions |
| - Institutional Towson | - College Campuses |

Opportunity sites are included within each design area and plans for development should consider the form and image context of its design area. Additional details of the urban design analysis process can be found in the Appendix.



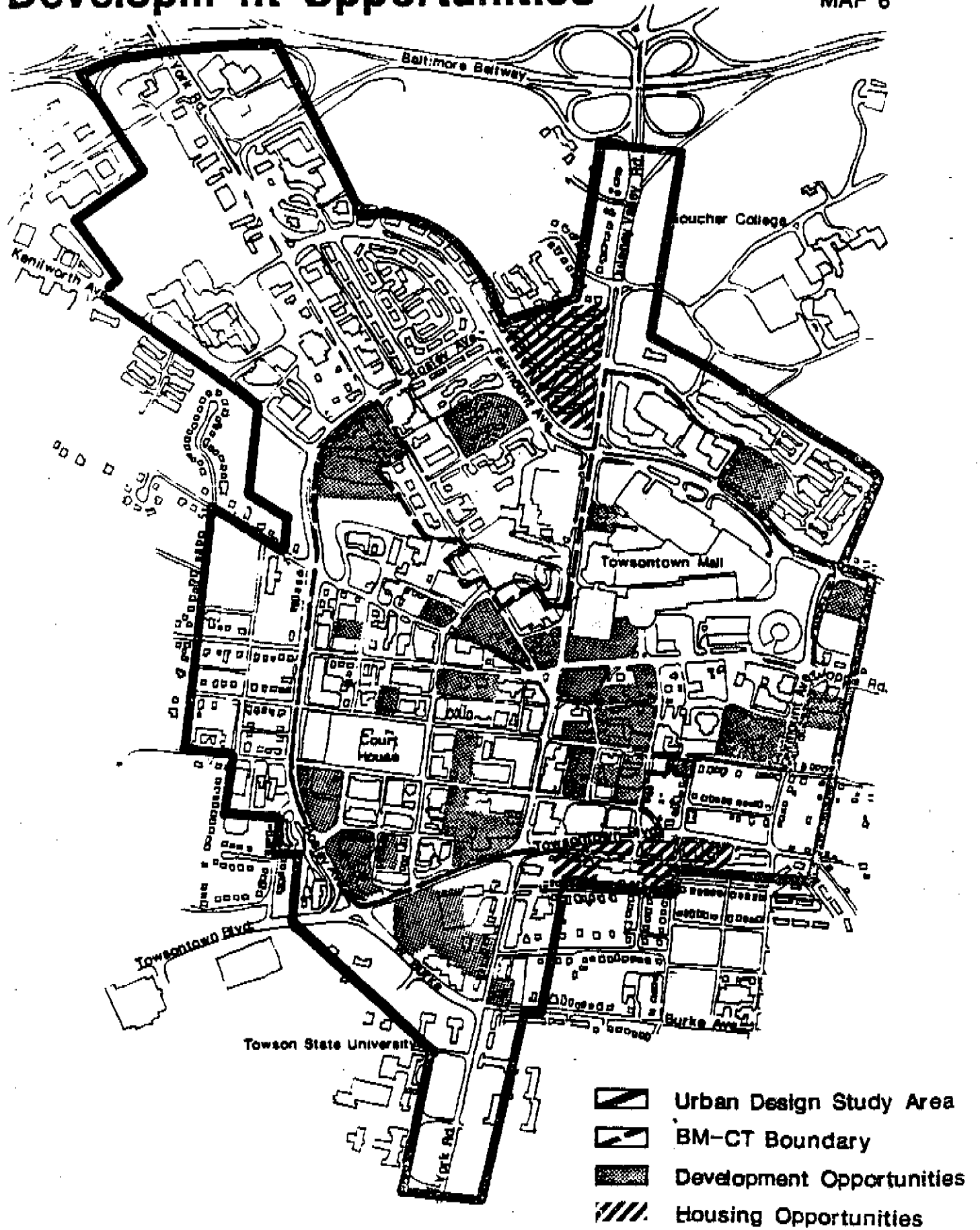
Strip Commercial
Bridge Abutments

Towson State University

Parking Garages
Retail Frontage
Pedestrian Alleys
Street Wall Edges
Destination Points
Skyline Buildings
Landmarks
Entries/Gateways
Pleasant Walking Streets
East Towson Neighborhood
Existing Green/Open Space

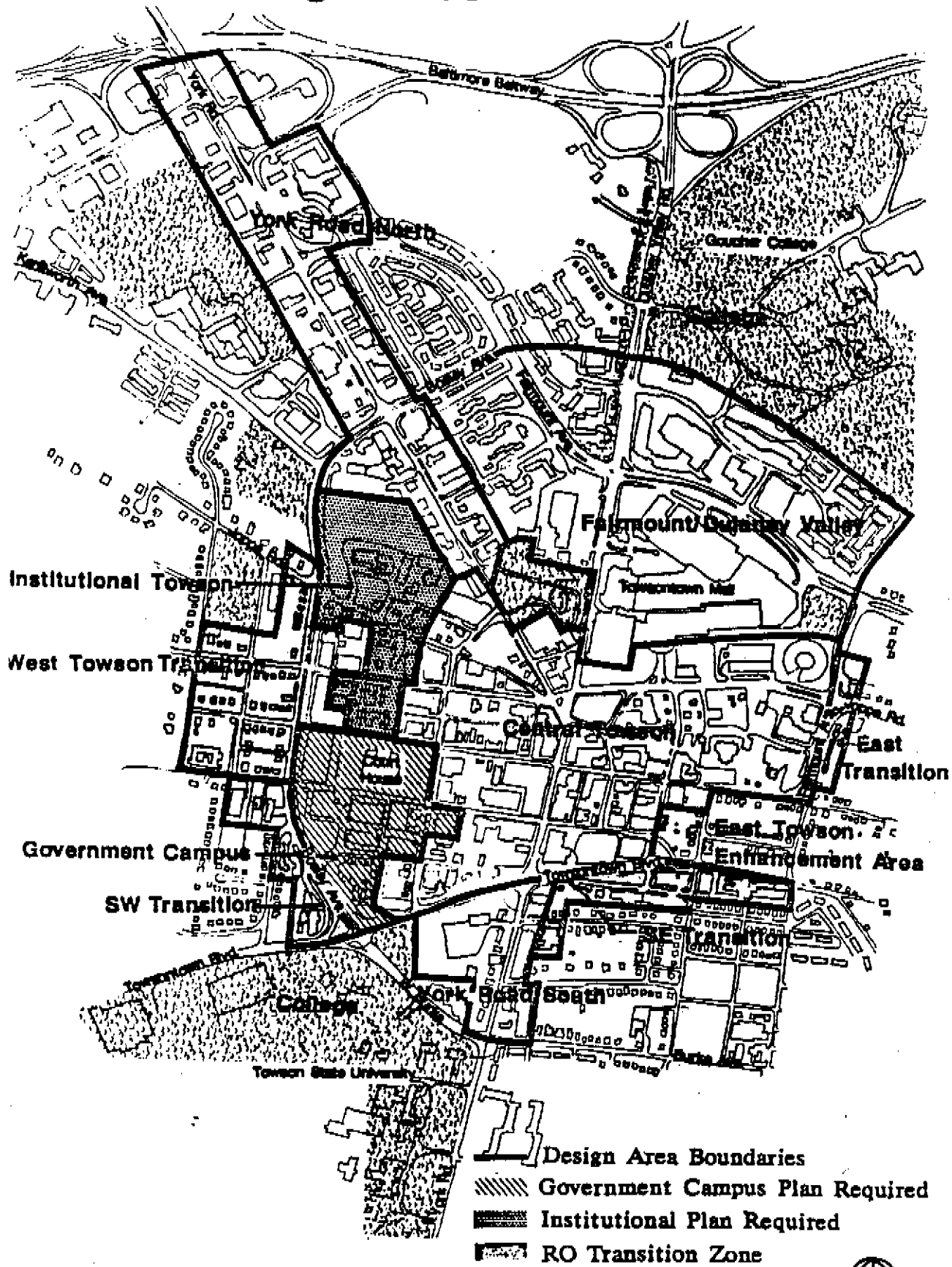
Development Opportunities

MAP 6



Proposed Design Areas

MAP 7



THE URBAN DESIGN PLAN ELEMENTS

A. Streetscape Definition

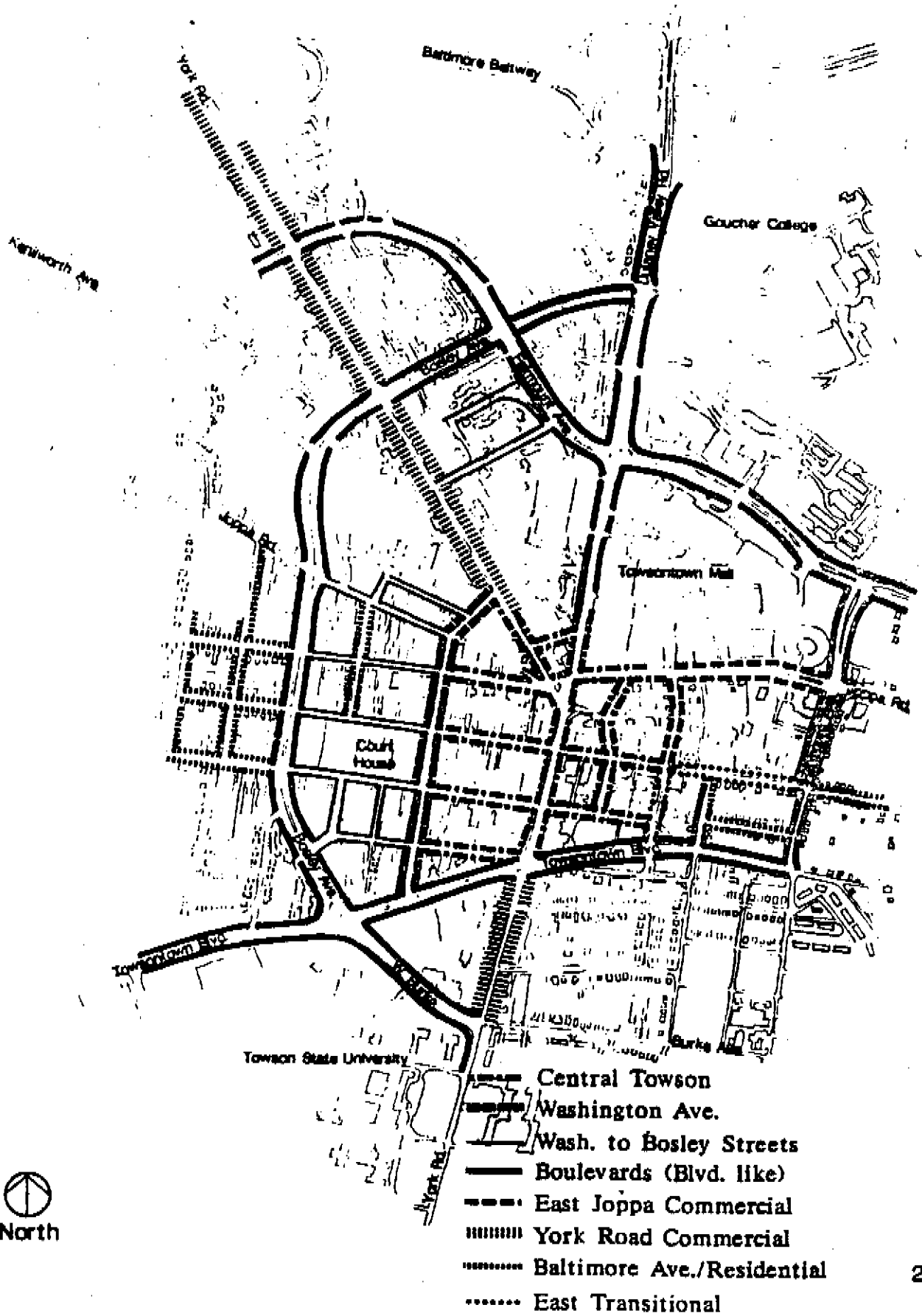
A streetscape system is the most significant public improvement that can be made in Towson to unify the design areas and provide a coherent image. The proposed streetscape systems prioritize pedestrian needs and influence the overall urban form.

The proposed streetscape system guidelines are designed to:

1. Provide unifying landscape themes for the design areas.
2. Establish minimum building setback lines for appropriate sidewalk widths.
3. Establish build-to lines, particularly in the Central Towson design area, to maintain a unified urban street wall system.
4. Provide a setting for including other pedestrian amenities, such as street furniture and decorative lighting.
5. Aid transition between new buildings and existing buildings.
6. Provide identification and entry.
7. Maintain the remaining alleys for both service and delivery access as well as pedestrian connections to rear parking areas.

The most important principles for all of the streetscape types are consistency and continuity. The streetscape requirements are mapped for each block (see Streetscape Map 8). The eight prototypes are:

1. Central Towson (Map 9) - This streetscape is very urban and is designed to be a high-capacity, pedestrian-oriented system. All-brick sidewalk paving is recommended along the 300, 400 and 500 blocks of York Road to differentiate this street from the other urban streets. The details of this streetscape system include:
 - 20-25' setback from curb to face of building.
 - Trees in plant beds or grates - 30 ft. on center.
 - Pedestrian level decorative lighting 60 ft. on center, generally.
 - Street furniture: benches, waste receptacles, planters.
 - Recessed entries.
 - Display windows.
 - Sign bands and canopies.
 - Coordinated directional and parking signs.
 - Drives and curbcuts as integral part of streetscape; pedestrian orientation, handicap accessible.
 - No drive-up-teller drives crossing sidewalks.
 - Crosswalk islands.



- Minimal sidewalk grades.
 - No hedges between curb and building along retail streets.
 - Consolidated newspaper boxes.
 - Bike racks.
 - Bus shelters as part of the building design and streetscape.
 - Mid-block pedestrian crossings at Allegheny, Pennsylvania and Chesapeake between Washington and York Road.
 - Restaurant tables along sidewalk where possible.
2. Washington Avenue (Map 10) - This street is to be treated similarly to the Central Towson streetscape, except for a more generous setback that would allow for a double row of street trees where possible.
 3. Boulevards or Boulevard-like (Map 11 and Open Space Map 17)
 - This streetscape system affords a generous building setback to allow for a double row of trees and additional landscaping features. It is desirable to plant trees in the median strips whenever possible.

Additional considerations include:

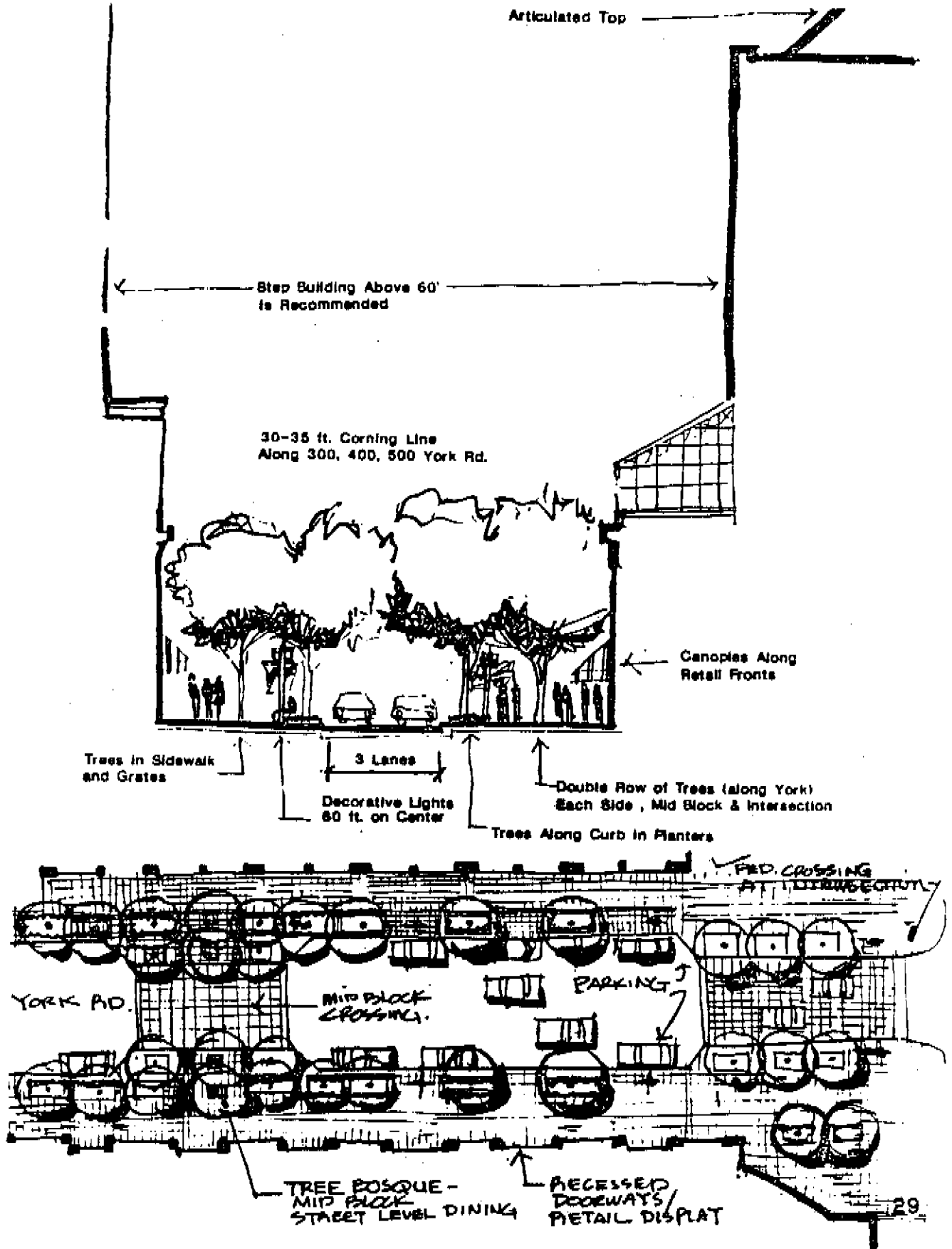
- a. Vehicular drop-off lanes are not desirable on the boulevard designated streets, particularly along Bosley Avenue. For development sites along the designated boulevards, provide visitor access/parking along the cross streets or alleyways.
 - b. Pedestrian walks should be separated from the curb by a landscaped strip.
4. East Joppa Commercial (Map 12) - This streetscape is similar to the Boulevard streetscape, except the roads do not have a median strip.
 5. Pennsylvania/Chesapeake Avenues (Map 13) - This streetscape system connects the Boulevard system of Bosley Avenue to the more urban system of Washington Avenue. This system requires a planting area between the curb and sidewalk and between the sidewalk and the building.

Additional considerations include:

- a. The County should plant street trees between the sidewalk and curb around the Courthouse and the County Courts Building.
6. York Road Commercial (Map 14) - The intent of this streetscape system which applies to the segments of York Road between Burke Avenue and Towsontown Boulevard and between

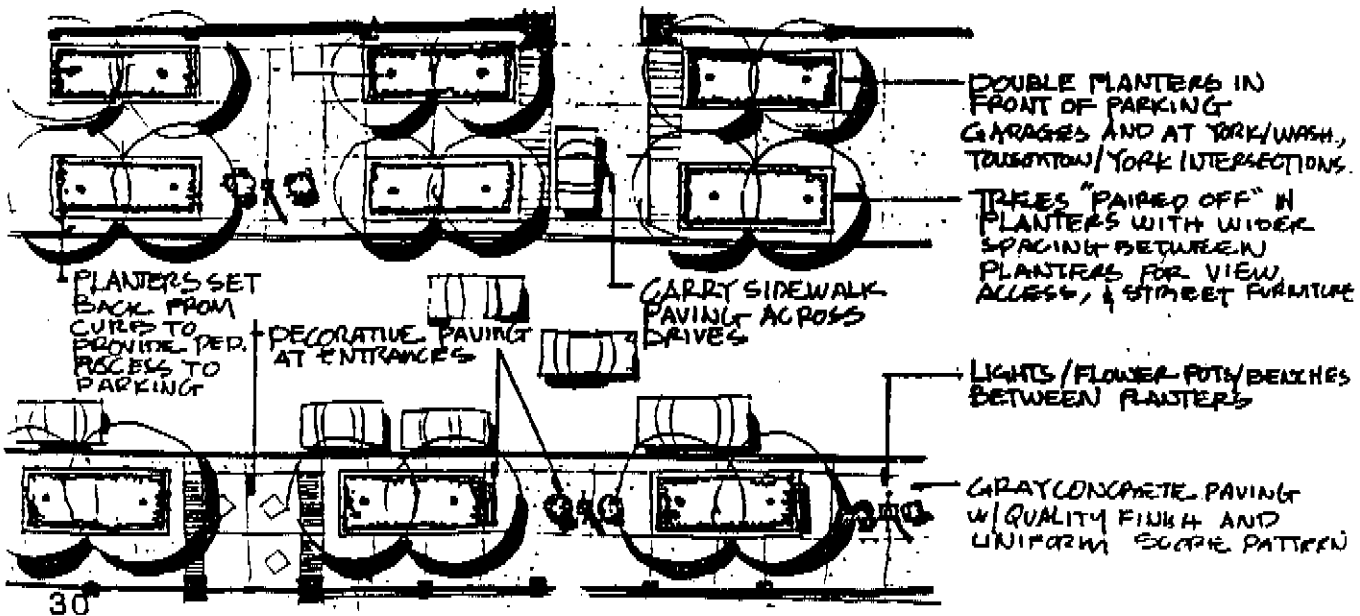
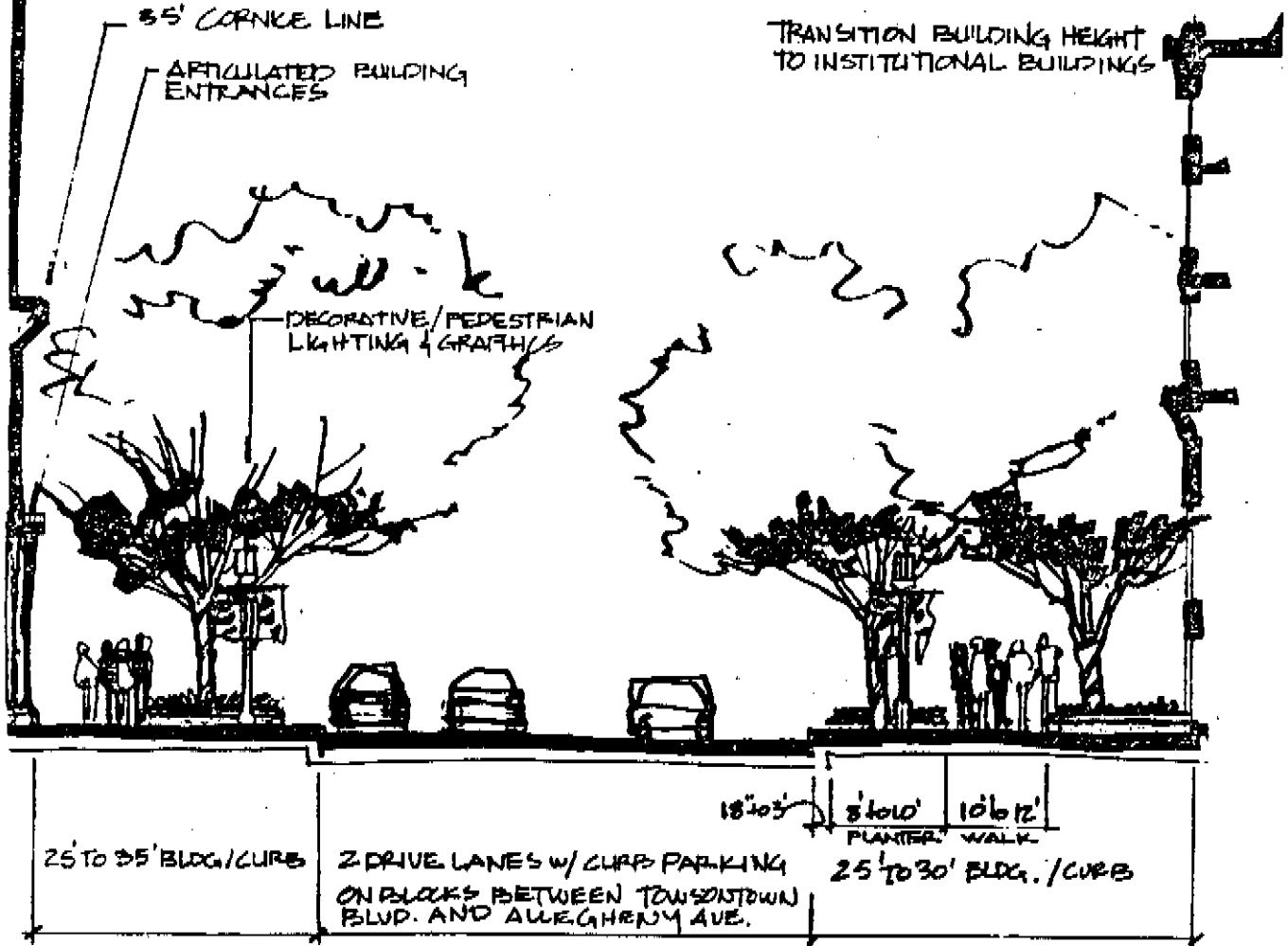
Central Towson

Map 9

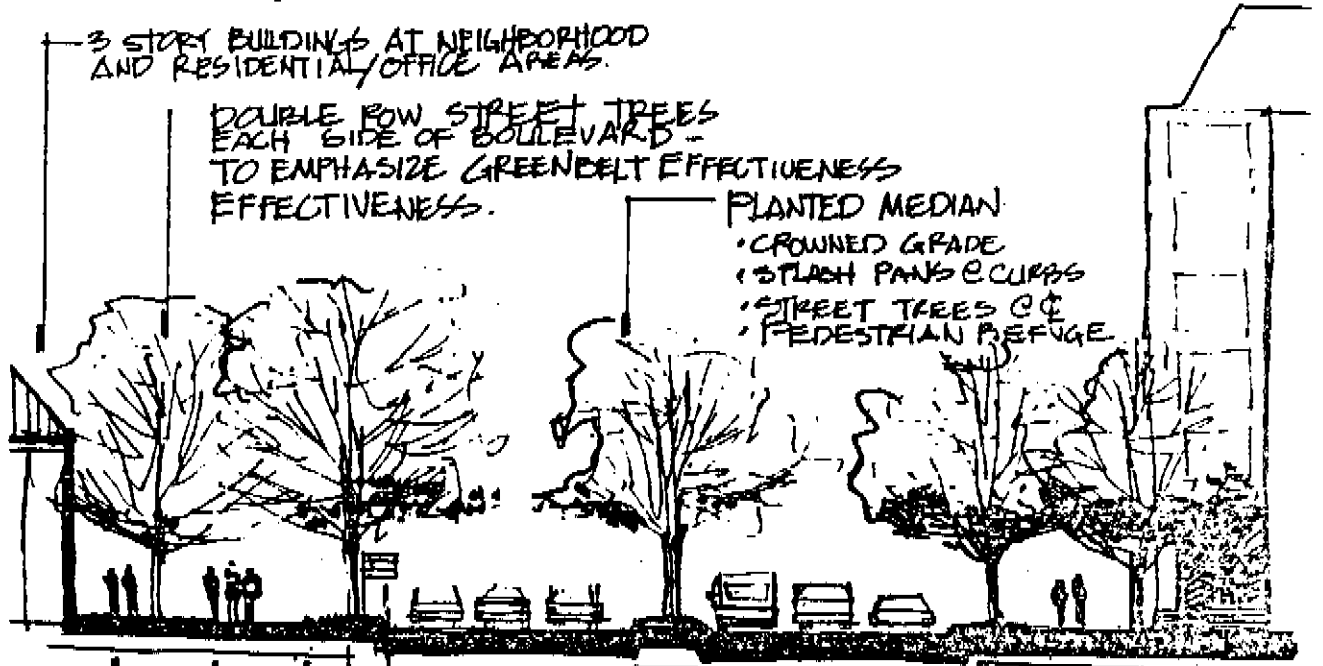


Washington Avenue - Office

Map 10



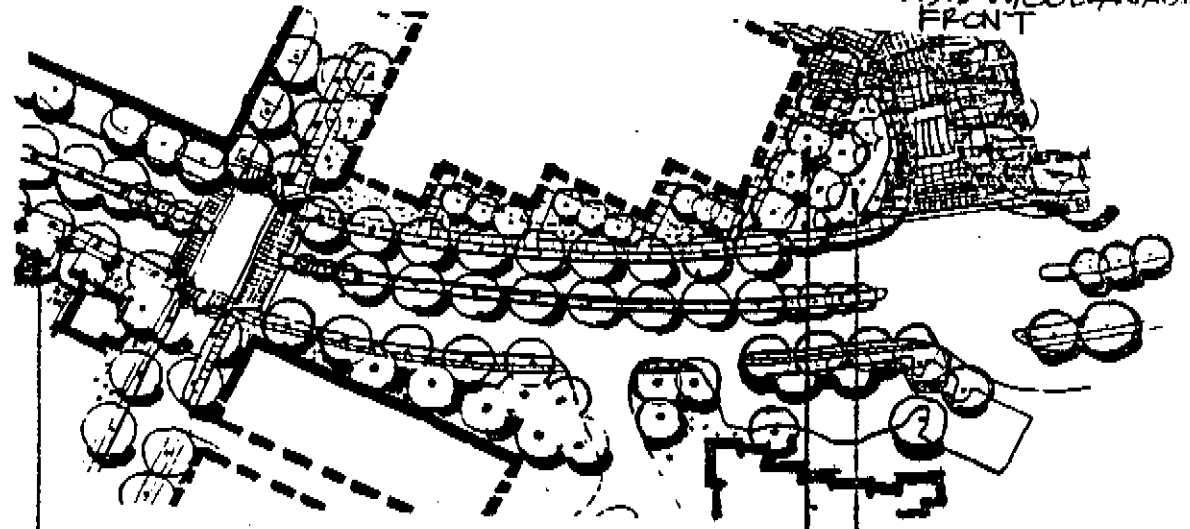
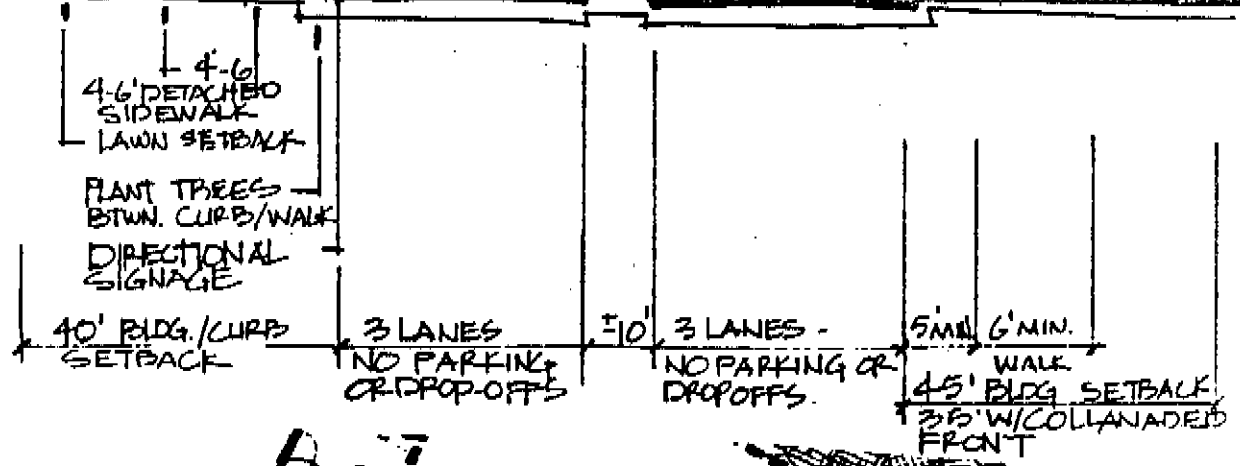
Boulevards



3 STORY BUILDINGS AT NEIGHBORHOOD AND RESIDENTIAL/OFFICE AREAS.

DOUBLE ROW STREET TREES EACH SIDE OF BOULEVARD - TO EMPHASIZE GREENBELT EFFECTIVENESS.

PLANTED MEDIAN
 • CROWNED GRADE
 • SPLASH PANS @ CURBS
 • STREET TREES @ C
 • PEDESTRIAN REFUGE



ARTICULATED CROSSWALKS @ APPROPRIATE INTERSECTIONS

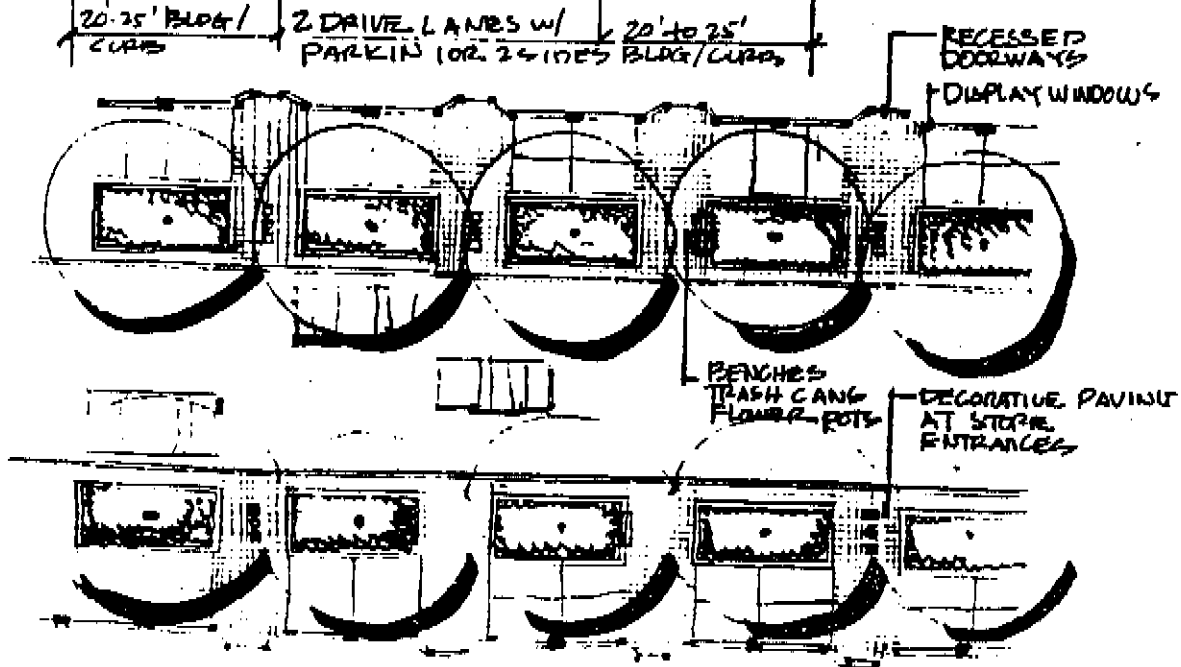
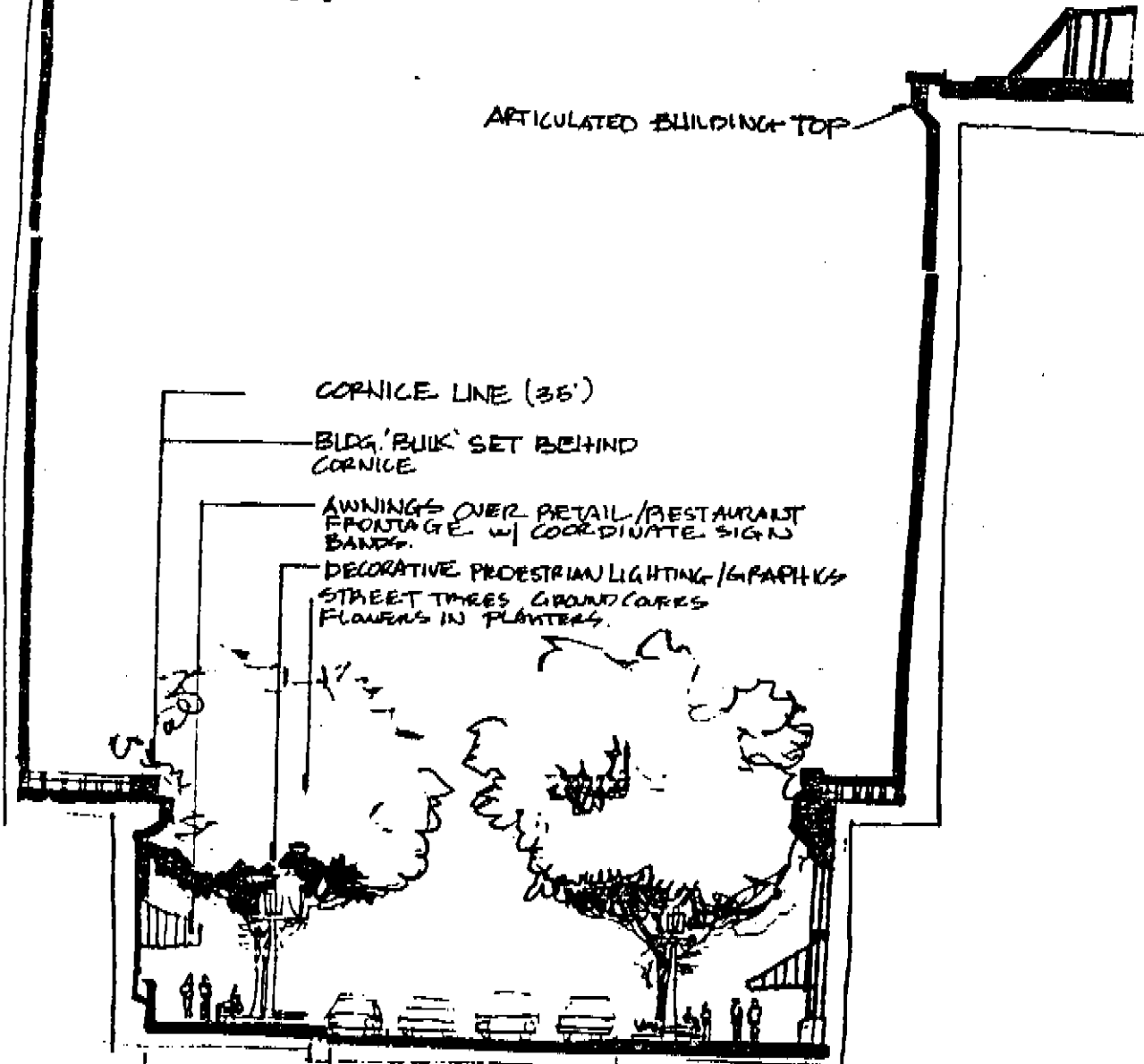
PROJECT IDENTIFICATION AND ENTRANCE LANDSCAPING WHERE 31

SCREENED PARKING

PLAZAS AND PEDESTRIAN SYSTEM CONNECTED BY BOULEVARD.

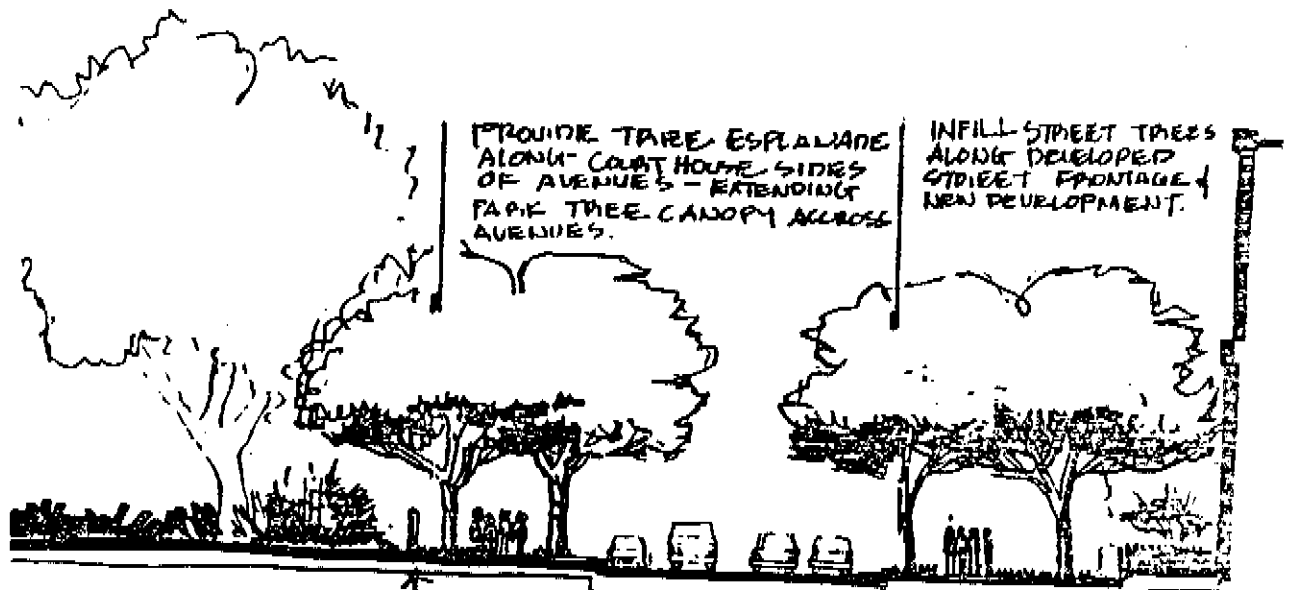
East Joppa Commercial

Map 12



Penn./Chesapeake Avenues s-Institutional

Map 13



PROVIDE TREE ESPLANADE ALONG COURTHOUSE SIDES OF AVENUES - EXTENDING PARK TREE CANOPY ACROSS AVENUES.

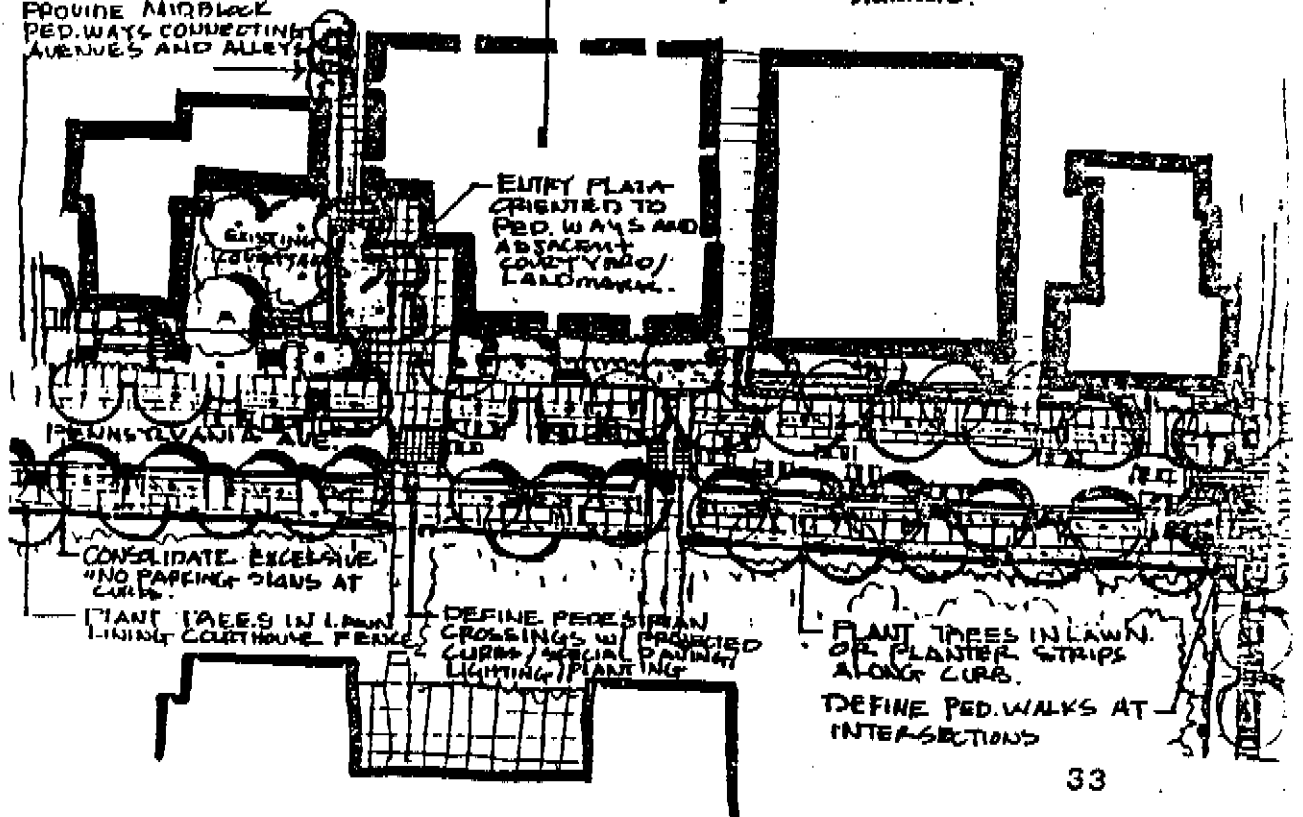
INFILL STREET TREES ALONG DEVELOPED STREET FRONTAGE - NEW DEVELOPMENT.

COURTHOUSE IRON FENCE
COURTHOUSE LANDSCAPE
PRESERVE TREE PLANTINGS ALONG FENCE (GARDEN PERIMETER)

6'0" PLANT BED
5'0" LAWN/ENTRANCE WALK LANDSCAPING
TWO DRIVING LANES WITH PARKING, LOADING OR TURN LANES.
MATCH PREVAILING BUILDING TO CURB SETBACKS (APPROX 40')

PROVIDE ARCHITECTURAL/LANDSCAPE TRANSITIONS BETWEEN NEW BUILDINGS AND EXISTING LANDMARK BUILDINGS.
PROVIDE MIDBLOCK PED. WAYS CONNECTING AVENUES AND ALLEYS.

DELINEATE PARKING/LOADING ZONES AND PED. CROSSINGS WITH CURB PROJECTIONS & CLEAR/CLEAN SIGNAGE.



ENTRY PLAZA ORIENTED TO PED. WAYS AND ADJACENT COURTYARD/LANDMARK.

CONSOLIDATE EXCLUSIVE "NO PARKING" SIGNS AT CURB.

PLANT TREES IN LAWN LINED COURTHOUSE FENCE

DEFINE PEDESTRIAN CROSSINGS W/ PROJECTED CURBS/SPECIAL PAINTING LIGHTING/PLANTING

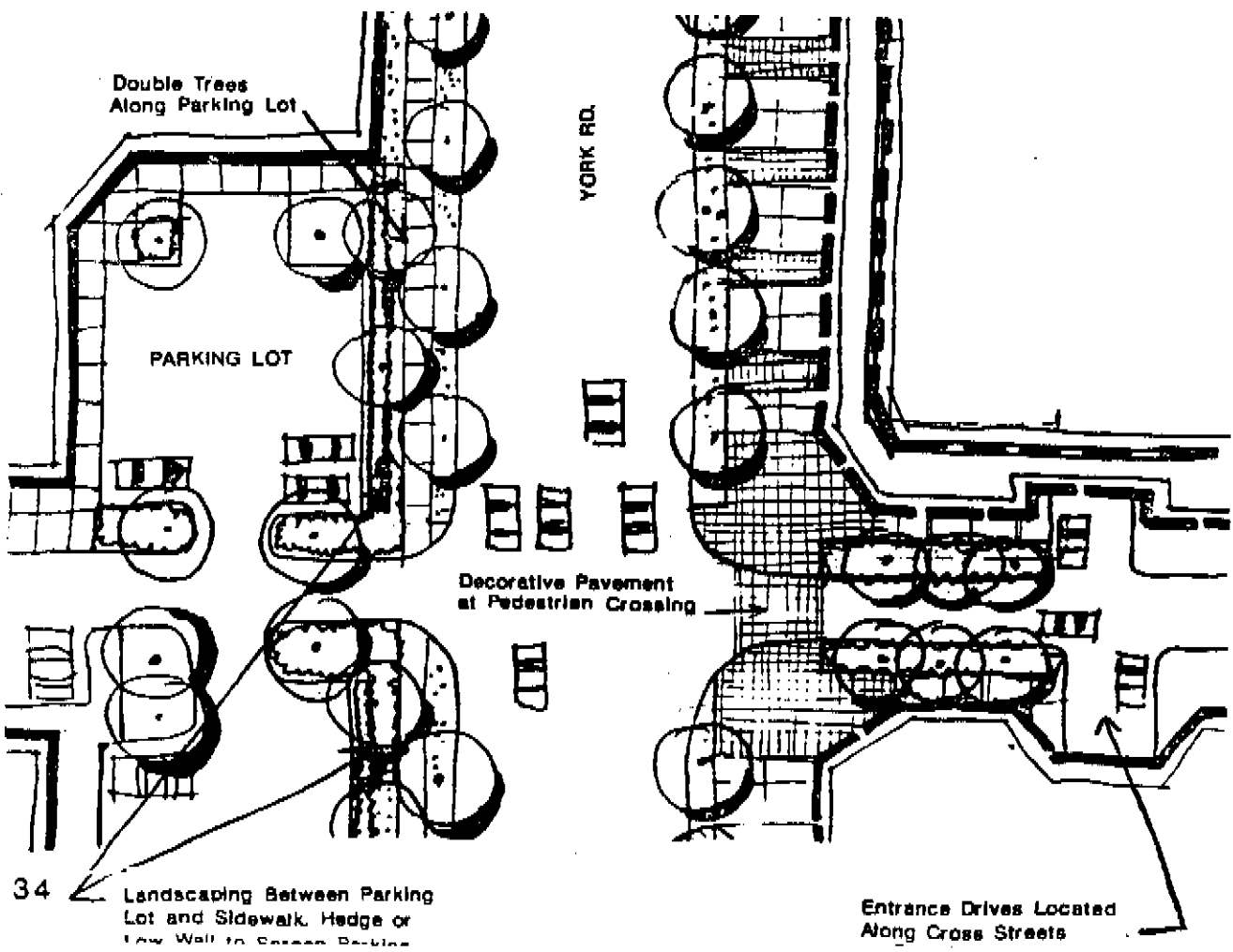
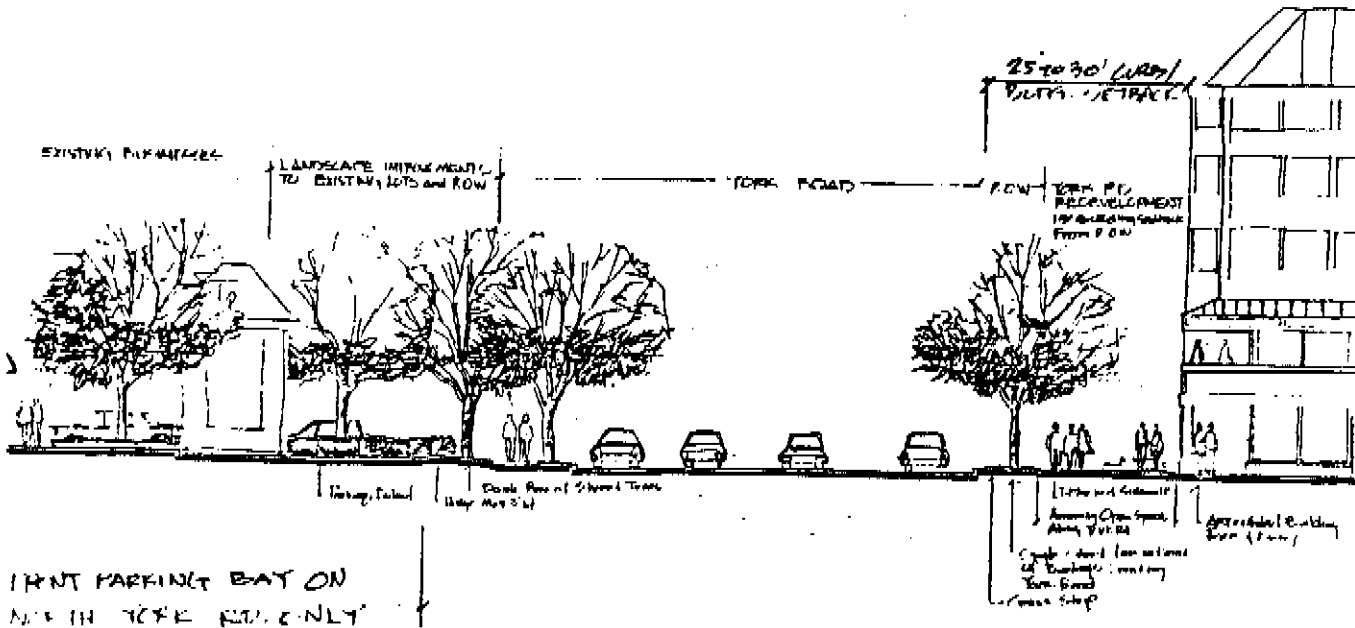
PLANT TREES IN LAWN OR PLANTER STRIPS ALONG CURB.

DEFINE PED. WALKS AT INTERSECTIONS

York Road Commercial Boulevard

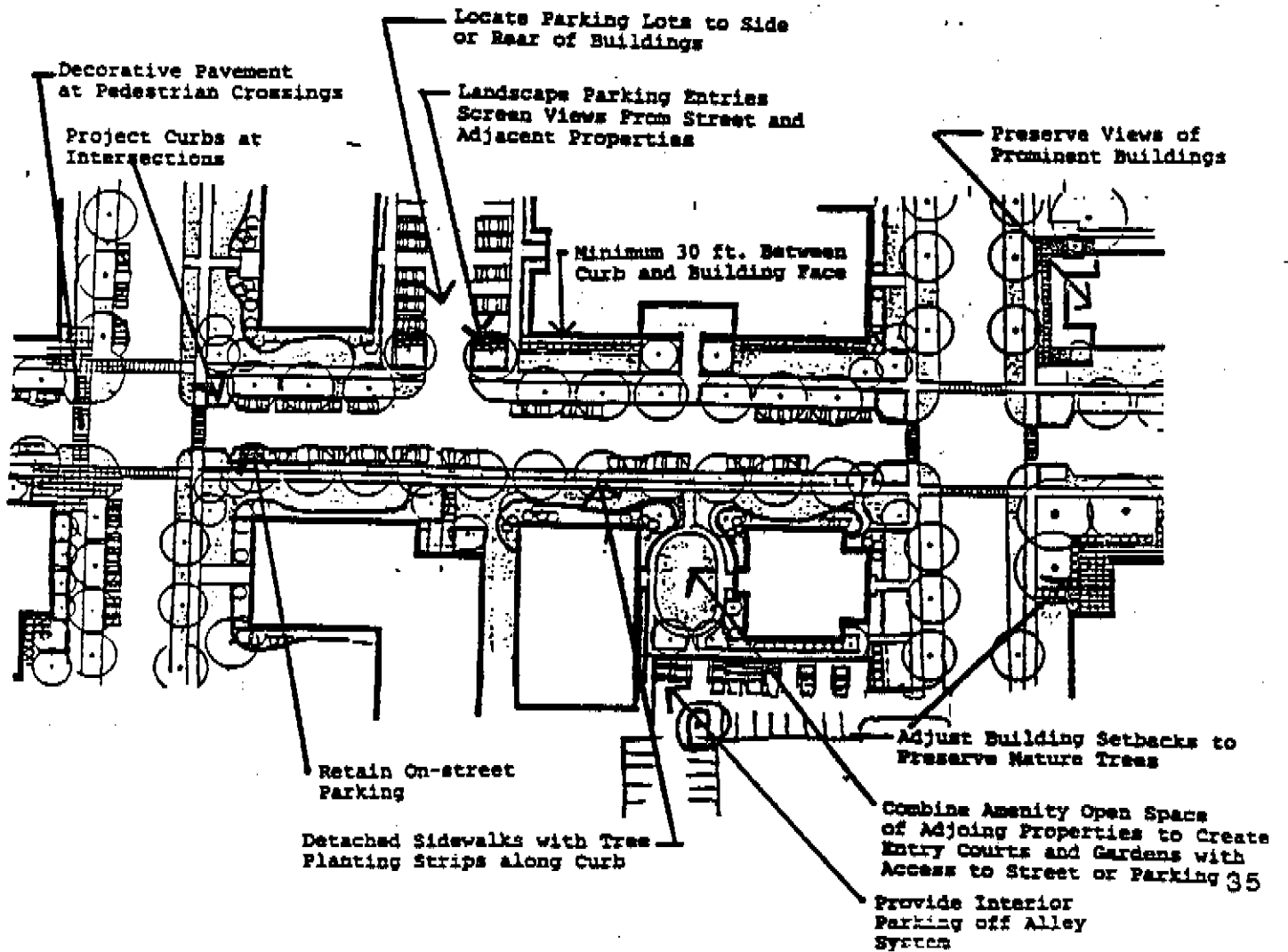
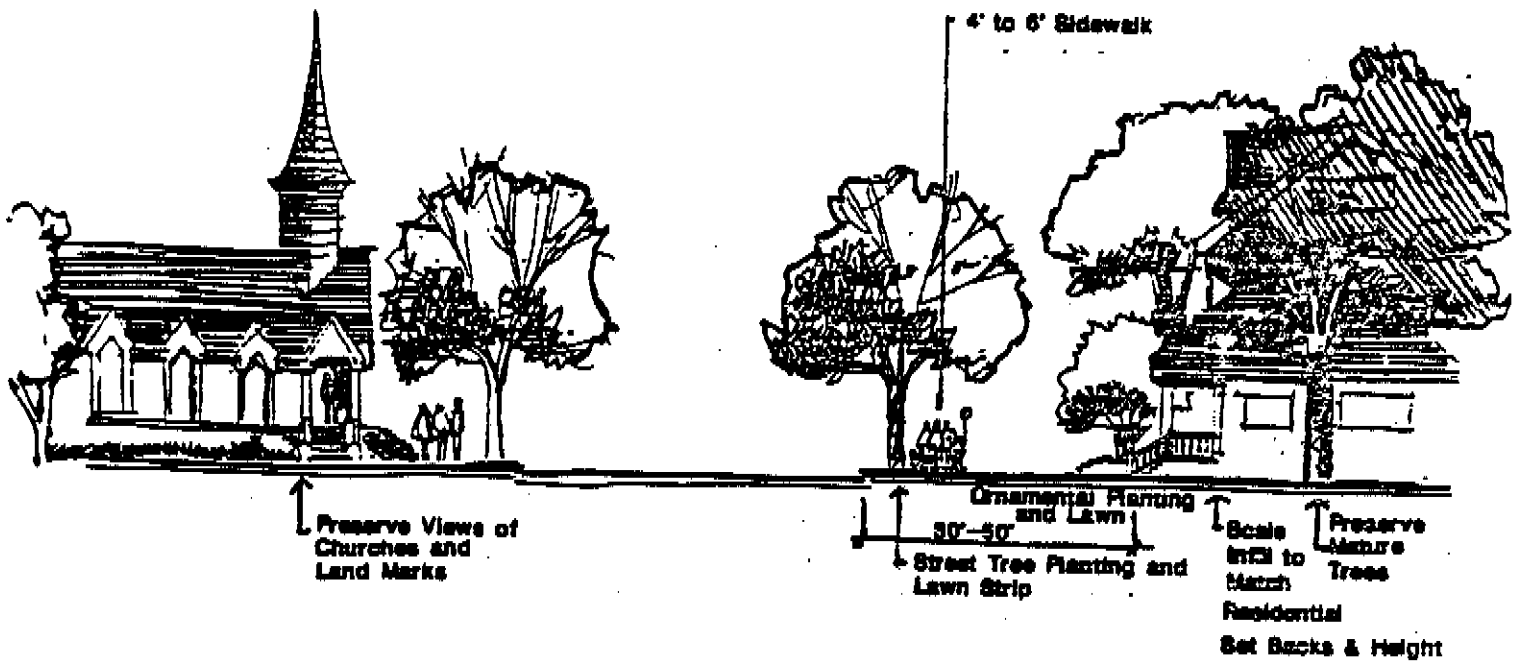
Map 14.

(NORTH/SOUTH OF "MAIN STREET TOWSON")

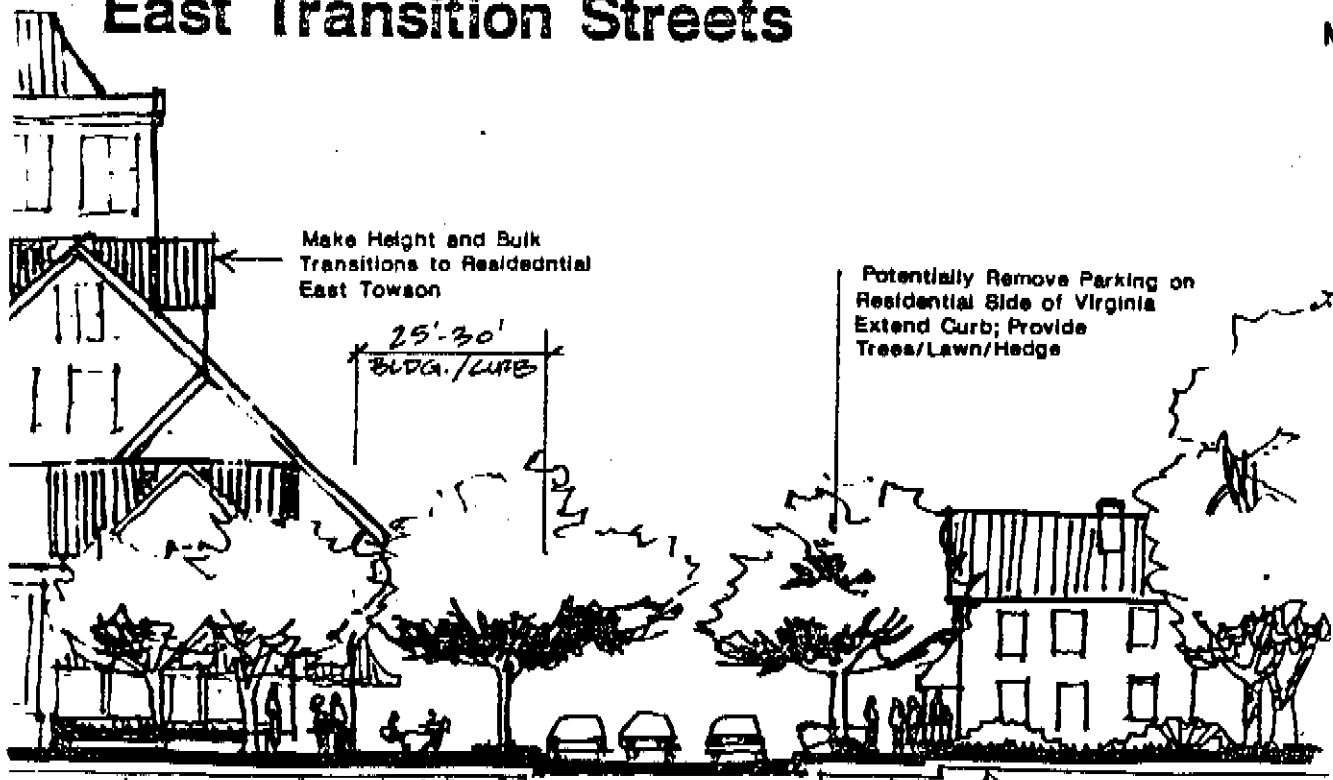


Baltimore Ave./Residential Streets

Map 15



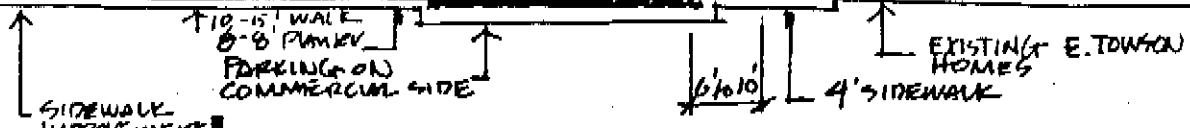
East Transition Streets



Make Height and Bulk Transitions to Residential East Townson

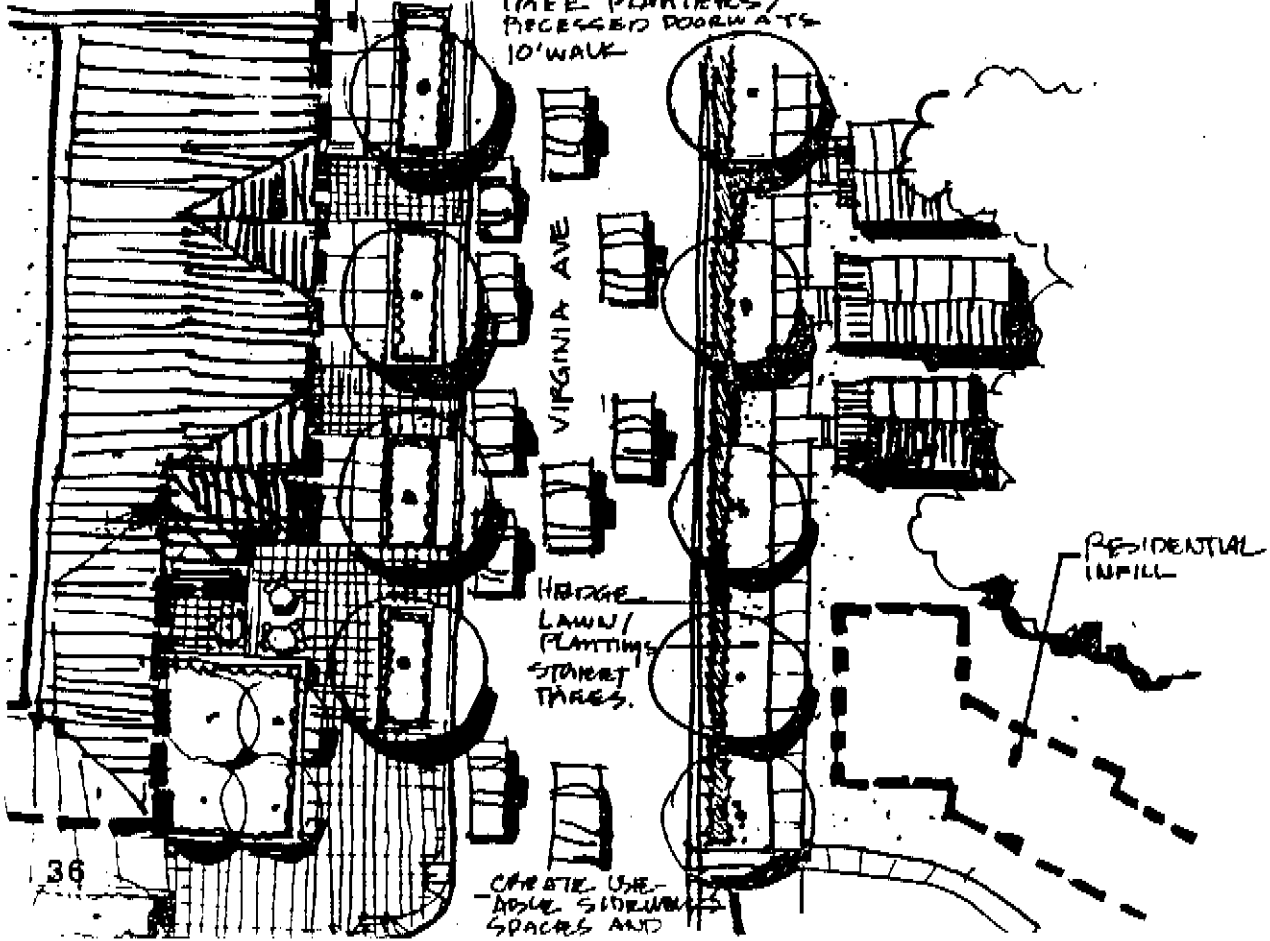
Potentially Remove Parking on Residential Side of Virginia
Extend Curb; Provide Trees/Lawn/Hedge

25'-30'
BLDG./CURB



SIDEWALK IMPROVEMENTS THAT ENHANCE NEIGHBORHOOD CHARACTER

PROVIDE NEIGHBORHOOD RELATED BUSINESSES ON STREET LEVEL. PROVIDE SPECIAL PAVING, TREE PLANTINGS, RECESSED DOORWAYS 10' WALK



CREATE USE-ABLE SIDEWALK SPACES AND

Washington Avenue and the Beltway is to create uniformity of the corridor with landscaping. These plantings are encouraged along the curb and new buildings should be located closer to the street. All parking areas should be landscaped.

Additional considerations include:

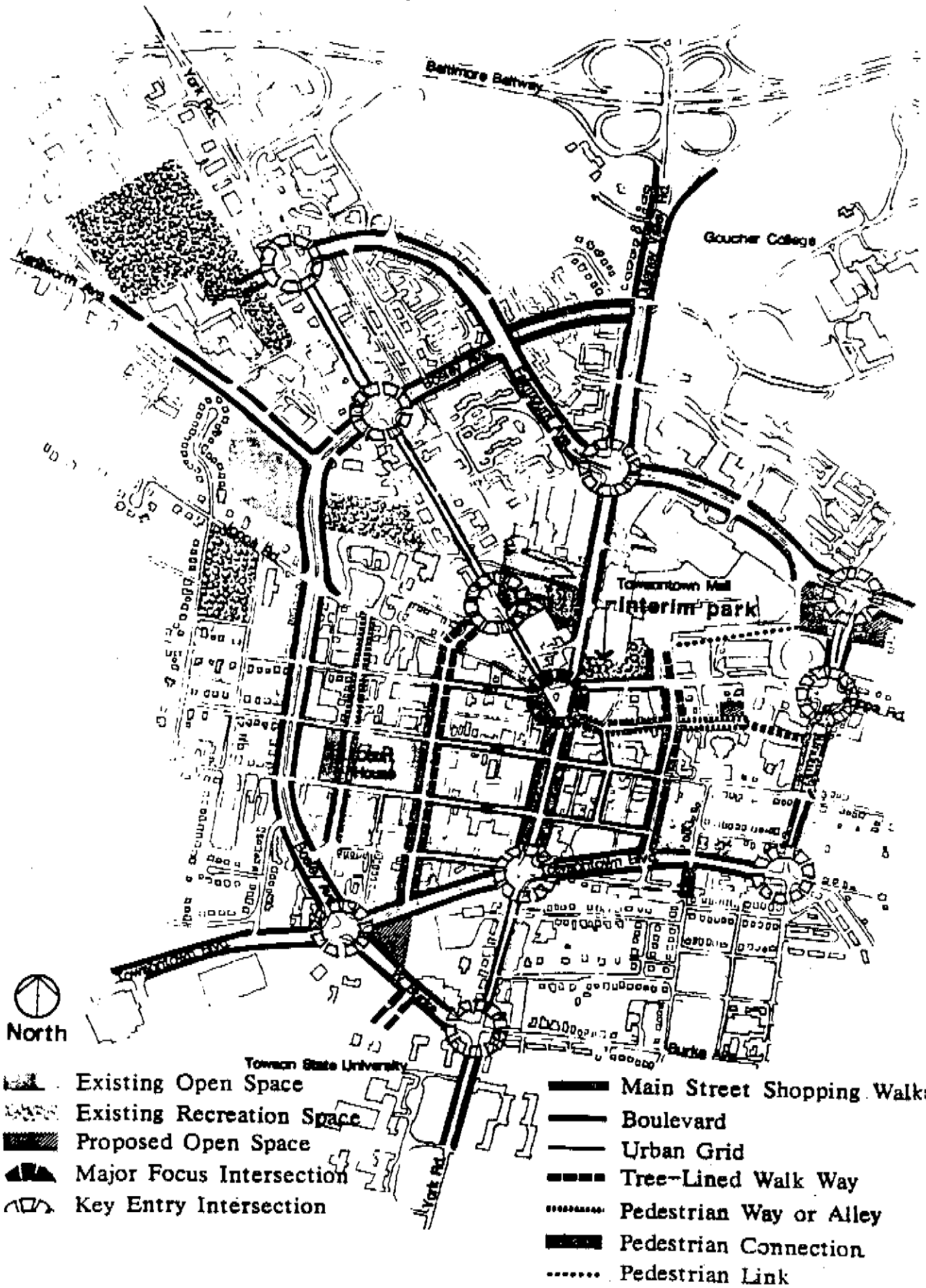
- a. If the parking lot is adjacent to the York Road right-of-way, then a double row of trees between the right-of-way parking lot is desirable.
 - b. The County should work with the property owners and BC&E to remove the utility poles and place power lines underground. Integrate bus stops and street furniture with the landscape treatment.
 - c. On the east side of York Rd. south of Towsontown Boulevard it may be desirable to retain the building-to-lawn-to-curb relationship.
7. Baltimore Avenue/RO Streets (Map 15) - The intent of this system is to maintain the residential and pedestrian-oriented character of the streets-to-lawns-to-buildings relationships. This system is applied to Baltimore Avenue, the West Towson Transition Area and the East Towson Enhancement Area.

Additional considerations include:

- a. This streetscape should attempt to preserve mature trees. Ornamental landscaping would be appropriate to maintain the residential character in these areas.
 - b. Surface parking lots along the Baltimore Avenue right-of-way, between Pennsylvania and Joppa are discouraged; rear and sideward parking would be more appropriate in this area and in the transition zones.
8. East Towson Commercial Transition (Map 16) - This system is similar to the East Joppa Commercial streetscape except that building height and bulk transitions are recommended on development parcels adjacent to the East Towson Enhancement Area.

B. The Open Space System

The open space network for Towson (Map 17) provides open space and park components linked by a boulevard and streetscape system. The open spaces provide a variety of uses and functions, including:



- Focus and amenities for the community.
- Passive and active recreation areas.
- Organized development sites.
- Buffer spaces.

The open space system builds on the few green spaces that currently exist in Towson. The key recommendations for open spaces are:

1. Existing Green/Open Spaces
 - a. Retain and improve existing public grounds and parks within and around the Towson Core for convenient use by Towson residents and workers. Consider existing County properties as potential open spaces and connections to the Towson Open Space Framework.
 - b. Courthouse Square and Plaza
Provide convenient and identifiable pedestrian access north/south from Baltimore Street across the Courthouse Plaza.
 - c. Prospect Hill Cemetery
Acquire public easement around or through the cemetery to connect pedestrian traffic from the Core to Dulaney Valley and Towson Town Center.
 - d. Retain or relocate existing park at Bosley Avenue and Susquehanna within the Government Campus Plan. Retain landscaped right-of-way along Bosley Avenue.
2. Existing Recreation Spaces
 - a. Towson Town Playground/Tennis Courts
 - Relocate improvements within residential areas of the Core after redevelopment of the Joppa Road parcel.
 - b. Develop neighborhood oriented recreation and landscape improvements at the Carver School playground.
 - c. Develop community oriented recreation and landscape improvements to Towson Vocational/Technical School grounds and facilities.
 - Provide pedestrian access to the school from the Core and surrounding neighborhoods.
 - Develop entrance off York Road as a landscaped park entry and terminus to Fairmount Avenue Boulevard.
 - Consider updating this space as a major urban recreational center and provide nighttime activities.
 - d. Maintain neighborhood park at Joppa Road and Highland Avenue.
3. Proposed Open Spaces
 - a. Preserve green space along Towsontown Boulevard and acquire pedestrian/landscape easement at Bosley for pedestrian

crossing to TSU and creation of landscaped entry treatment to Core.

- b. Develop neighborhood park and gateway treatment on abandoned Fairmount Boulevard right-of-way at Goucher Avenue and the wooded property on the corner. Develop open spaces on each side of this new intersection.
- c. Consider developing the County property on the south side of Towsontown Boulevard as open space.
- d. Redesign Library Plaza to integrate new streetscape and parking garage.
- e. Develop recreational and park spaces as part of future high-rise developments of which a portion of improvements are accessible to the public.
- f. Incorporate amenity open space along streets and alleys.
- g. Development sites along Washington and Virginia Avenues may be appropriate for additional dedicated landscape edges.
- h. Encourage the provision of passive open space in the East Towson area.

4. College Campuses

- a. Request public presentations of campus plans for TSU and Goucher College.
- b. Provide pedestrian links to Core and retain landscaped frontage along York Road, Towsontown Boulevard and Bosley Avenue.
- c. Connect colleges into overall open space plan.
- d. Plan potential pedestrian connection from Washington Avenue through valley to Towson State University.

5. Boulevards (Also see Streetscape Map 8)

- a. Provide landscaped entry treatments at Towsontown/Bosley; Bosley/York, Fairmount/Dulaney Fairmount/Pennsylvania; Towsontown/York intersections.
- b. Plant street trees in Fairmount/Goucher median strip.
- c. Retain generous lawn setback at the Immaculate Conception Church along Bosley Avenue and Joppa Road.
- d. Relocate the County Service Station area to provide an adequate landscaped zone to identify entry into Towson. May be appropriate area for fountain or sculpture.

6. Major Streets/Urban Grid

- a. Provide pedestrian and streetscape improvements on Washington, Virginia, and York Road and the east west Core streets.
- b. Encourage special landscape edges along Washington Avenue in order to provide a green network from the Prospect Hill Cemetery to the Towson State University campus. (See Map 18)

7. Alleys
 - a. Provide pedestrian improvements along alleys within the Urban Core.
 - b. Develop Shealy as a pedestrian way and extend easement to Fairmount Avenue to connect high-rise residential buildings with the traditional retail strip.
 - c. Organize public open spaces and recreational facilities along Shealy Avenue pedestrian way.
 - d. Connect to pedestrian way south of Towson Town Center Garage at Virginia Avenue and Fairmount Avenue
 - e. Acquire open space easements along Core alleys to secure internal pedestrian flow.

8. Additional Linkages
 - a. Consider utilizing the property where the water tower once stood near the Towson Catholic High School as a pedestrian easement connecting the Core with Bosley Avenue and Kenilworth pedestrian ways and parks.
 - b. Acquire public use of private cemetery drive through Church property behind Towson Catholic High School.
 - c. Provide pedestrian access via Maryland Avenue through County properties between Towsontown Boulevard and Susquehanna.
 - d. Provide pedestrian way along Dulaney Valley from the core to Goucher College .
 - e. Provide pedestrian crossings at mid-block along Allegheny, Pennsylvania and Chesapeake Avenues.
 - f. Provide a pedestrian easement along the south side of the Towson Town Center Mall, through or around Prospect Hill Cemetery, along the north side of the Immaculate Conception school athletic field and along the north side of the cemetery edge abutting Kenilworth Avenue. This greenway concept needs additional study. (See Map 18)
 - g. Maintain the view corridor along Washington Avenue from the Court House Square to the cupola of Stephen Hall on the Towson State University campus.

9. The Department of Recreation and Parks should enter into discussions with owners of currently undeveloped parcels for temporary conversion to passive open space. This conversion to open space should be considered a part of the public benefit in a future development project.

C. Development Guidelines for Design Areas

The quality of development within all of the Design Areas (Map 7) is critically important. The design guidelines are to build on the best design features and historic development patterns of Towson. The proposed guidelines do not attempt to homogenize the Design Areas, but work to unify and to form more cohesive environments.

The guidelines focus on the following design features:

1. Similarity of building height.
2. Relationship of street walls formed by individual buildings.
3. Similar rhythms of solids and voids, open areas, development patterns, and building facades.
4. Similar proportions of entry window patterns and other openings.
5. Relationships of material and color.

The design guidelines are grouped into the following categories for each of the Design Areas:

- Form and Image
- Building Design

These guidelines follow:

1. CENTRAL TOWSON

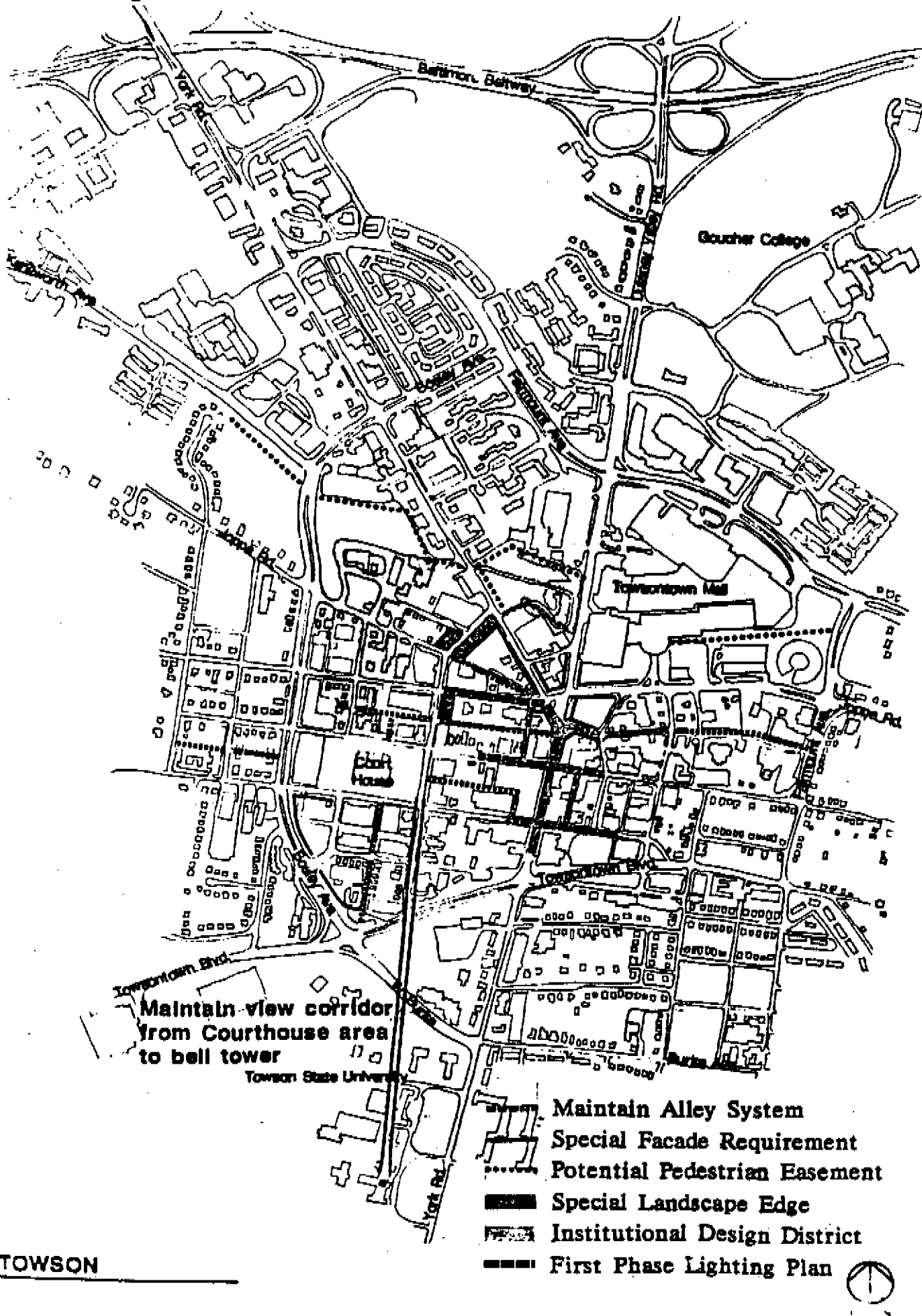
This area includes much of the street grid of the business core as well as the high rise residential buildings along Joppa Road.

Form and Image

- Encourage special facade treatments for all new buildings that face the Joppa/York/Dulaney Valley intersection. This prominent intersection should exemplify the quality development desired for Towson and be the "signature" commercial intersection for the core. (See Map 18)
- Plan for additional skyline buildings along E. Joppa and E/W of 300/400/500 York.
- Maintain Street Grid.
- Extend streetscape qualities into East Towson Commercial area along Joppa Road, Delaware, Virginia & Pennsylvania Avenues.
- Develop Pennsylvania as a main pedestrian cross street from Fairmount Avenue to Bosley Avenue.

Building Design

- Encourage retail along street edge and maintain 2 to 3 story - 35' height along all 'urban' streets between Washington and Virginia and consider stepback of additional bulk from the ± 35 ft. height.
- Avoid parking garages/service areas along streets except for entry/exit.
- Screen parking garages with architectural treatment that is similar to building design.
- Continue horizontal emphasis of building design
- Incorporate masonry materials into building design as a primary facade treatment.



- Avoid mirrored/reflective glass along street level of building.
- Large building masses should be designed to minimize the scale.
- The building edge may be recessed to provide an arcade along the shopping streets. Arcades that face north are discouraged because of the lack of sunlight.
- Maintain solar access along east/west blocks.

2. FAIRMOUNT/DULANEY VALLEY

This area includes the new mall and the dense suburban development within the Towson core.

Form and Image

- Design adequate sidewalks to connect the interior of buildings and development parcels to the public right-of-way for use of pedestrian movement.
- Provide 'urban buildings' on developable parcels.
- Develop key entry intersections at Dulaney Valley/Fairmount and at Goucher/Fairmount.
- Place tall buildings along the Dulaney Valley Road right-of-way, stepping back to a 4-6 story edge next to existing townhouse or single-family development.
- Emphasize Dulaney Valley Road as a major entry route into Central Towson.

Building Design

- Establish design relationships for new structures with urban core buildings.
- Orient buildings to streets.
- Orient buildings entry facade along boulevard edge and Dulaney Valley Road when sites abut these roads.

3. INSTITUTIONAL TOWSON

This area includes the three churches on the west side of Towson and small scale residential conversions.

Form and Image

- Maintain Baltimore Avenue as a low-scale, pedestrian oriented way.
- Maintain scenic views of the churches and courthouse.
- Maintain lawn and sideyards to reinforce existing building patterns.
- Retain area as a low scale transition area between downtown area and West Towson Transition area.
- Designate a special design district within the BM-CT district that includes the three church properties along Baltimore Avenue. Design details are listed in the Design Guidelines Section.

Building Design

- Maintain residential or low-scale office character with appropriate building materials.
- Maintain existing bulk.
- Design new or infill buildings north of Pennsylvania in the same scale as the converted residential buildings.

4. WEST, SW, SE AND EAST TRANSITION ZONES

Form and Image

- Provide height, bulk and scale transitions from boulevard "loop" to neighborhoods.
- Respect traditional right-of-way along edges.
- Respect existing building lot patterns - consolidate parcels at street corners - not mid block.
- The fronts of buildings should face boulevards.
- RO transition areas should maintain residential, low-scale development patterns.

Building Design

- Incorporate pitched roofs into new building designs.
- Design new buildings to reinforce front and side yard setbacks that are predominant within the zone or adjacent neighborhood.
- Discourage Class B office buildings in the RO zones.

5. GOVERNMENT OFFICE CAMPUS

Form and Image

- Design major core entries at Towsontown/Bosley and at York and Bosley. Buildings and landscape treatment should reinforce and provide entry experience.
- New buildings should present a "front" facade along boulevard edge.
- Provide scale and bulk transition from RO zones to Institutional Towson Zone.
- Consider area for cultural amenities.
- Prepare a government campus plan before any additional structures are built on public land.

Building Design

- Design building wall (front) to parallel Bosley Avenue
- Provide bulk/height transitions to Baltimore Avenue/West Towson.
- Encourage colonnaded walk along Bosley (except north fronts).
- Utilize building corners for special design features.
- Continue horizontal window patterns for continuity.

6. YORK ROAD NORTH

Form and Image

- Reinforce vista of Towson Urban Core seen from Fairmount/York intersection.
- Emphasize street rather than separate buildings and parking lots.
- Simplify and clean up commercial building and site signs.
- Provide gateway entry treatment at York/Fairmount and York/Bosley.
- Emphasize commercial redevelopment from Allegheny to Bosley Avenues.

Building Design

- Construct uniform, moderately scaled buildings.
- Provide special building treatments at intersections.
- Orient building fronts to the street.
- Locate building fronts up against streetscape.
- Encourage structured parking to the side or rear yard of a redevelopment site.

7. YORK ROAD SOUTH

Form and Image

- Encourage street level retail with building bulk stepped back behind retail front between Towson Boulevard to Bosley and York/Burke intersection.
- Treat York Road/Towson Boulevard intersection as major gateway into Towson Core incorporating railroad bridge abutments.
- Unify intersection at York/Bosley/Burke through landscape treatment.

Building Design

- Respect predominant building setback on east side of York Road.
- Face building front to York Road.
- Turn corner at Burke and York with well articulated building facades with special entrance treatment at corner.
- Maintain predominant building height and bulk on east side - make transitions to Towson Manor residential area (east side).
- Encourage taller buildings along west side of York Road.
- Continue 35' retail height with bulk stepped back behind retail facade on the west side.
- Continue 4-5 story building facades with landscaping setbacks on the east side.

8. EAST TOWSON NEIGHBORHOOD

(NOTE: This includes streetscape recommendations.)

Form and Image

- Provide height, scale and bulk transitions from core development and Joppa high-rises to the neighborhood.
- Respect traditional right-of-way along edges.
- Retain residential use and character of the neighborhood
- Provide neighborhood identification and historical references at Towsontown Boulevard/Virginia, Pennsylvania/Fairmount, and Towsontown Boulevard/Fairmount.
- Renovate Carver School building and grounds.
- Install appropriate lighting with low cutoff devices.
- Pave all surface parking lots with a durable, dustless surface and landscape in accordance with the Baltimore County Landscape Manual, Class "B" Screening requirements.
- Discharge parking lots that are not associated with a principal building on the same site.

Building Design

- Retain residential character of buildings
 - . Pitched roofs, porches, front yards.
 - . 35' building height.
 - . Traditional design elements.

Streetscape

- Provide street tree program for residential streets.
- Provide pedestrian connections to the core and to Towson Manor.
- Construct sidewalks on Virginia Avenue wide enough to encourage use as a pedestrian way.
- Provide landscaped entry treatment and neighborhood identification at Fairmount/Pennsylvania.

9. COLLEGES

Form and Image

- Retain landscaped, open space setting along Dulaney Valley/Goucher College and York and Bosley/Towson State University.
- Incorporate views of Towson State buildings and cupola on York Road and from Washington Avenue
- Encourage campus style layout with large lawn setbacks, generous tree-lined walks, and screened parking areas.
- Retain forest cover.
- Accent significant buildings and green spaces.
- Provide pedestrian network along campus edges that connect to Towson Core.

- Provide safe crosswalks across Bosley Avenue from TSU at Towsontown Boulevard and York Road intersections.

Building Design

- Maintain traditional campus design style.
- Retain views of cupola at Towson State University.

D. Design Review Advisory Panel

A proposed amendment to the BCZR to establish a Baltimore County Design Review Panel would make recommendations about the development plan to the Hearing Officer. The Panel would assess the site plan, open space, circulation, building design and landscape features. The Comprehensive Manual of Development Policies (CMDP) lists the locations and types of projects that would be subject to design review, including the CT district - commercial and town center core of Towson.

If this Countywide Design Review Panel is not adopted within one year, A Towson Design Review Panel, comprised of design professionals and a community member, will be established to review proposed developments within the Urban Design Study Area.

The Panel's objective will be to interpret the design principles and development guidelines set forth in this Plan. The Panel may recommend a design which varies from the principles and guidelines for development provided that the change better supports the goals of the Towson Community Plan.

6. TRANSPORTATION

INTRODUCTION

The transportation plan primarily addresses traffic issues for the town center environs.

The ability to enter, visit and leave Towson safely is important to its growth and vitality. The area's economic development depends on Towson retaining its accessibility. The public transportation system must be improved, but the planning efforts recognize that the automobile will continue to dominate personal trips. Therefore, there is significant emphasis on improving the street and arterial system.

A. Objectives

The Transportation Plan is designed to achieve an efficient street, parking and transit system. The Plan's objectives are:

1. to develop the most desirable usage of the street system;
2. to plan for the additional demands on the road network based on the envisioned growth and development;
3. to enhance York Road, the main street, segment between Joppa Road and Towsontown Boulevard;
4. to address the traffic volume using the local road system which passes through the residential communities;
5. to develop a parking management plan; and
6. to develop viable transit alternatives to serve the core.

B. Plan Elements

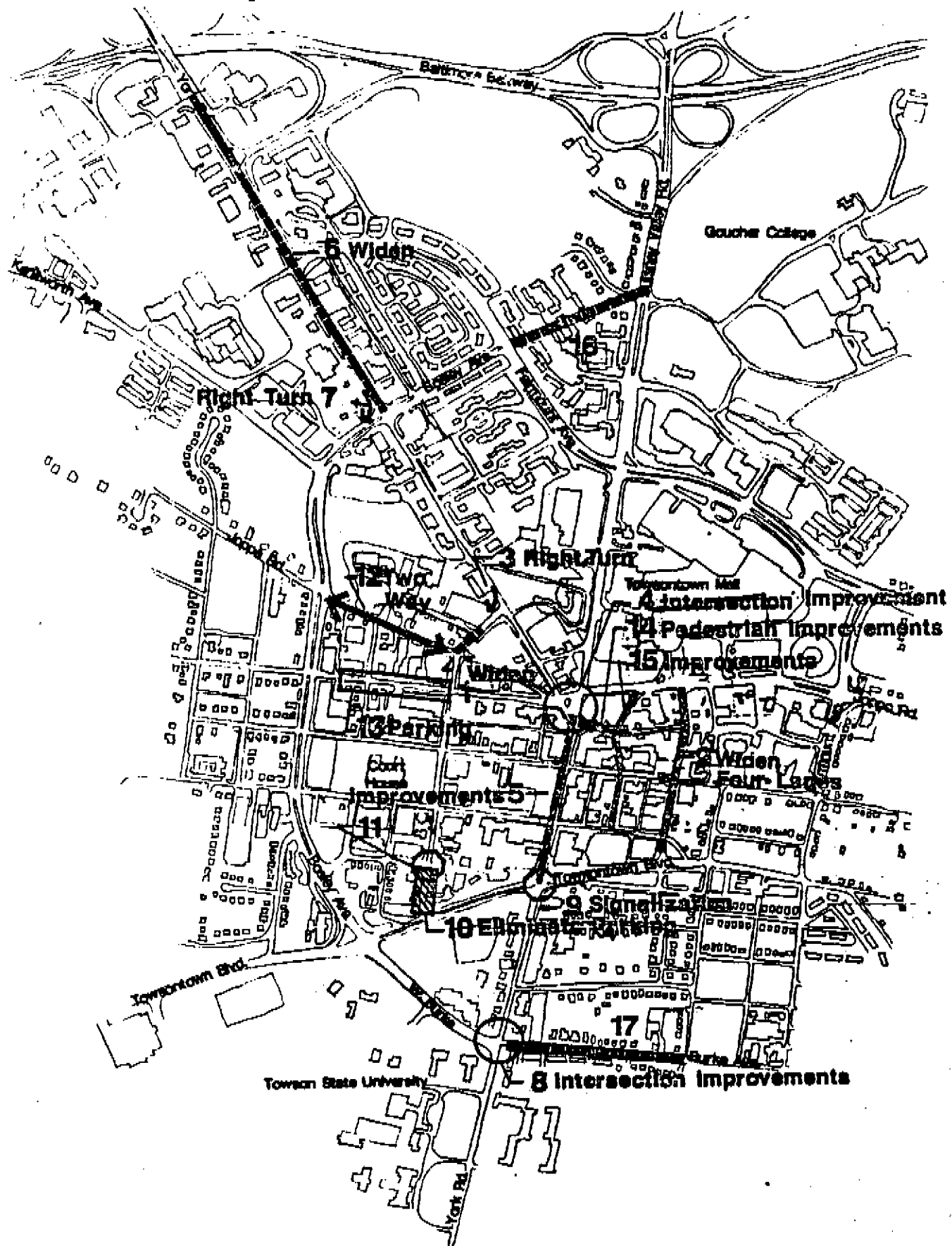
The elements of the Transportation Plan include:

- Ring Road and Street Network
- Neighborhood Streets Southeast of the Core
- Parking
- Growth Potential and Basic Services
- Transit and Transportation Alternatives
- Creation of a Transportation Management Program/Authority

RING ROAD AND STREET NETWORK

The system which serves the town center is part of an integrated road network that makes its way to the core area from all directions. As a result, the movement of vehicles significantly affects the town center and the adjacent residential communities. Increases in

Core Transportation Map



traffic and parking demands have coincided with the growth of Towson's town center. The 1978 Plan proposed the completion of the Ring Road and the construction of two north-south distributors, Washington Avenue on the west side and Virginia Avenue on the east. The Ring Road and the distributors were designed to reduce the traffic on York through the Old Shopping District and to convert York Road into a semi-mall.

A. Ring Road

The ring road system originally designed for Towson has been completed except on the southeast side. Adjustments have been made to prevent further intrusion into the historic East Towson community. Southbound Fairmount Avenue traffic has been routed to turn right onto Pennsylvania, then left onto Virginia to reach Towsontown Boulevard. Fairmount is one-way northbound between Hillen and Pennsylvania. These diversions create an inefficient pattern and have not been effective in limiting traffic through the neighborhoods. In addition, Burke Avenue and York Road continue to carry heavy volumes of traffic.

The transportation recommendations for Towson are based upon the increased use of Bosley Avenue, Towsontown Boulevard and Fairmount Avenue and a de-emphasis of York Road for through traffic (see Core Transportation Map).

The roadway alternatives are designed to protect residential areas and to ensure that preferable improvements are not precluded by future development.

Recommendations:

1. Improve signage to encourage the use of Towsontown Boulevard.
2. Consider future right-of-way acquisition for improvements to Dulaney Valley Road at Fairmount.
3. Consider right-of-way reservation to further complete ring road system by connecting Bosley Avenue to Dulaney Valley Road in conjunction with redevelopment of residences (see #16, Transportation Map).

B. Street Network

York Road remains congested and pedestrians are not able to easily cross from east to west. The "Cross Roads" intersection of York-Dulaney Valley-Joppa-Allegheny intersection continues to be confusing and problematic.

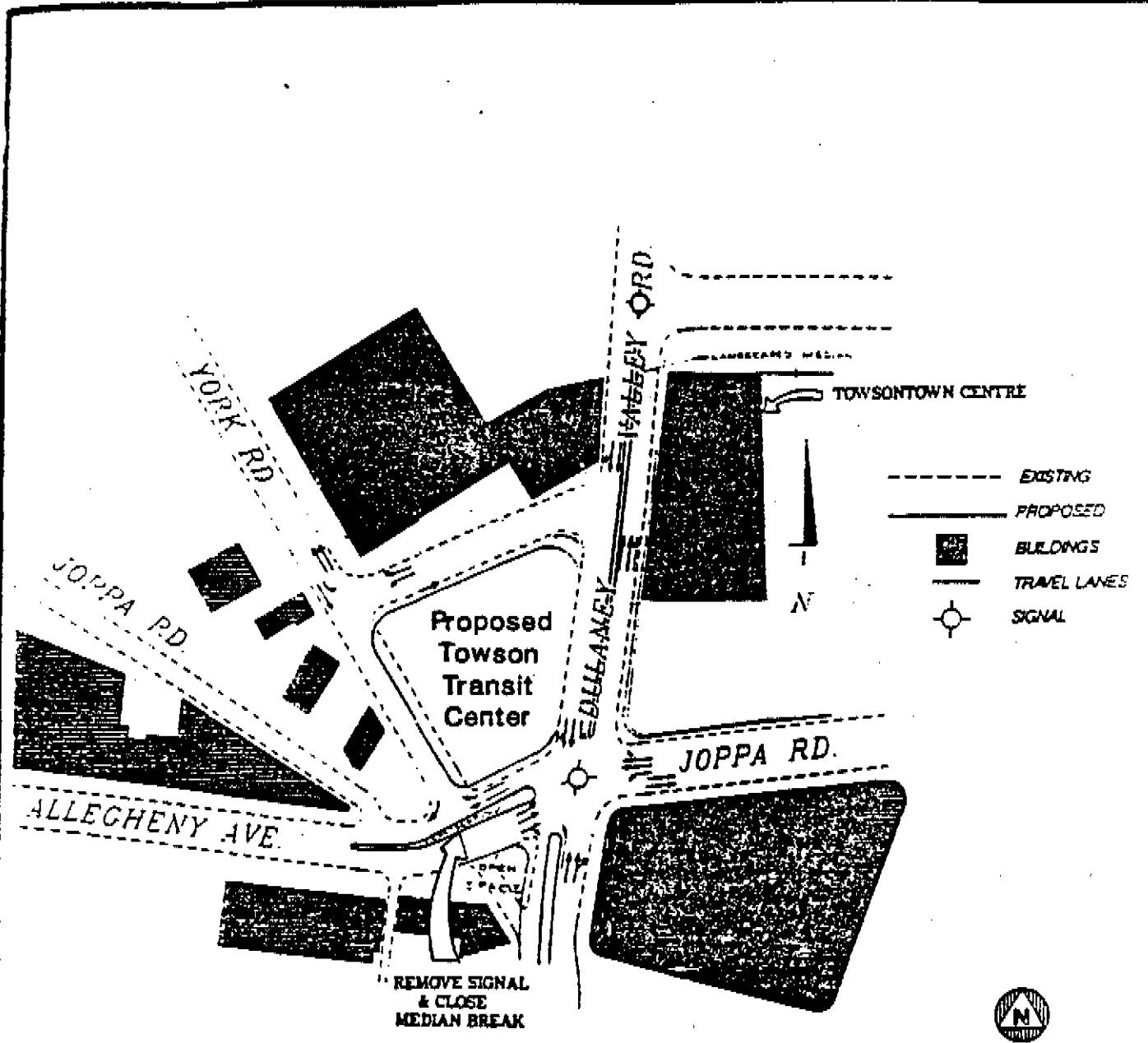
The de-emphasis of York Road as a through street will place greater emphasis of traffic movement on the Ring Road and on Washington and Virginia Avenues. As a result, Washington Avenue, between Ware Avenue and Joppa Road, and Virginia Avenue from Pennsylvania to Joppa on its west side, will need to be widened

(Items 1, 2, Transportation Map). A capital program commitment of nearly \$500,000 will be required for these changes. In addition, the southbound curb lane of York Road should be converted to right-turn-only lanes at the York and Bosley and York at Washington intersections (Items 3, 7, Transportation Map).

The "Cross Roads" intersection of Joppa-Dulaney Valley and York Road (#4, Transportation Map) should be reconfigured to prevent southbound York Road traffic to continue south of Joppa Road (Figure 1). York Road must be reduced from four lanes to three lanes between Joppa Road and Towsontown Boulevard (#5, Transportation Map). This should necessitate a crucial capital program commitment of approximately \$1.3 million and could involve a transfer of York Road for Bosley Avenue with the State of Maryland. This exchange along with the other suggested modifications are recommended to improve pedestrian movement throughout the town center.

Recommendations:

1. Change the use of, and patterns on, York Road by:
 - a. Increasing York Road to five lanes between Bosley Avenue and the Beltway, creating a center-turn lane (#6, Transportation Map).
 - b. Make the curb lane on southbound York Road from the Beltway a right-turn-only lane onto Bosley Avenue (#7, Transportation Map).
 - c. Investigate the need to the transfer of Baltimore County's Bosley Avenue (between York Road and York Road) for the State Highway Administration's York Road (between Bosley Avenue and Burke Avenue).
 - d. Program Capital funds for the necessary requirements to reduce York Road between Joppa Road and Towsontown Boulevard from four to three lanes, and left turns at intersections (#5, Transportation Map).
 - e. Make the southbound curb lane on York Road at Washington Avenue a right-turn-only lane (#3, Transportation Map).
 - f. Change the signal at York and Burke to increase the time for left turns from northbound York to westbound Burke (#8, Transportation Map).
 - g. Improve signalization and signage to direct northbound York Road traffic onto Towsontown Boulevard (#9, Transportation Map).
 - h. Increase York Road to five lanes between Burke Avenue and Towsontown Boulevard, creating a center turn lane (#18, Transportation Map).
2. The intersection at York-Dulaney Valley and Joppa should be reconfigured as stated in the "County Interagency Comments to the Planning Board" (Figure 1), eliminating the southbound movement of traffic on York Road south of Joppa Road. This requires:



York Rd./Joppa Rd./Dulaney Valley Rd./Allegheny Ave.
Intersection

FIGURE 1

- a. Making the southbound curb lane of York Road at Washington Avenue a right-turn-only lane (#3, Transportation Map).
 - b. Specifically addressing problems of pedestrians crossing Joppa Road to go to Transit Center or businesses on the north side of Allegheny, with the elimination of right-turn-on-red from southbound Dulaney Valley and an evaluation of a bridge, pedestrian light, timing of lights, etc. (#4, Transportation Map).
3. Widen Washington Avenue and Virginia Avenue, to emphasize their use as an alternative to York Road.
 - a. Widen the north end of Washington Avenue to four lanes (between Ware Avenue and Joppa Road) (#1, Transportation Map).
 - b. Eliminate on-street parking on Washington between Chesapeake Avenue and Towsontown Boulevard to create four through lanes (#10, Transportation Map).
 - c. Evaluate the need for a traffic signal at Washington and Susquehanna to improve pedestrian crossing (#11, Transportation Map).
 - d. Improve signage at York Road and Towsontown Boulevard. (#9, Transportation Map).
 - e. Widen Virginia Avenue between Pennsylvania Avenue and Joppa Road to 4 through lanes and eliminate on street parking on Virginia; if any widening is necessary, it should be on the west side of Virginia Avenue (#2, Transportation Map).
 4. Convert Joppa Road to a two-way street between Bosley and Washington (#12, Transportation Map).
 5. The 100 block of West Allegheny should have two lane cartways plus short-term parking bays on both sides of the street (#13, Transportation Map).
 6. Shealy Avenue along the south side of Hutzler's should become a walkway between York Road and the current parking lot entrance behind the stores on Shealy, open only to emergency vehicles (#14, Transportation Map).
 7. Delaware Avenue should be made a 20-foot travelled way with a 7-foot wide parking bay on each side (#15, Transportation Map).
 8. All new construction in the town center should include or incorporate off-street loading and unloading capability.

NEIGHBORHOOD STREETS

While vehicles must be able to easily enter and exit the center of Towson, it is critically important to take steps to mitigate the increasingly negative impact and stress experienced by the communities through which these roads pass. Joppa Road, Chesapeake Avenue, Burke Avenue, Hillen Road and York Road (from the south) are experiencing growing volumes of traffic. The preservation and well-being of the residential communities require new approaches to the expanding traffic problems which could ultimately cause their destabilization.

Recommendations:

A. Hillen and Burke

Hillen Road-Burke Avenue between Goucher Boulevard and York Road is a minor arterial which carries a heavy volume of traffic to Towson from the east. The 12,000 ADTs place enormous stress on the road system and on the residential communities of Greenbrier, Knollwood-Donnybrook, Aigburth Manor and Burkleigh Square. While action must be taken to reduce traffic volume yet enable vehicles to get into Towson, major road changes are not recommended at this time due to the critical shortage of capital funds and the potentially devastating implications for the communities. Major road changes should be studied by the Office of Planning and Zoning and the Department of Public Works to determine if widening, reconfiguration or other changes are warranted.

Steps must be taken to increase use of Towsontown Boulevard and Hillen Road by those entering and exiting Towson. By redirecting traffic on to these roads and making a section of Burke Avenue one-way the level of service at York and Burke will be lowered from its F-level status. Traffic will be routed into Towson and the negative impact on the residential communities of Burkleigh Square, Towson Manor Village, Aigburth Manor, Knollwood-Donnybrook and East Towson can be avoided. See Figure 2 for initial improvement to the Hillen Road/Burke Avenue intersection.

Ultimately, the intersection of Hillen and Burke should be reconfigured to direct all westbound traffic on to westbound Hillen Road to connect with Towsontown Boulevard (Figure 3). The curve on Hillen Road and Burke can be modified. Eastbound traffic will also find this route easier to use and, by signage and signalling, encouraged to use this road.

The de-emphasis of Burke Avenue as a major east-west connector should provide some overdue relief for residential communities that are being eroded by the increasing number of vehicles passing through.

B. Other Street Improvements

1. Install traffic signs, in consultation with the communities, to prevent right turns into the communities from southbound Stevenson Lane in the A.M. and to prevent commuter traffic from entering Stevenson Lane via the communities in the P.M.
2. Make Burke Avenue one-way eastbound between York Road and Maryland Avenue. (#17, Transportation Map).
3. Modify the curve at Hillen Road. (Figure 3).
4. Conduct a study within five years to determine other road changes which may be needed, including the possible widening of Hillen Road.

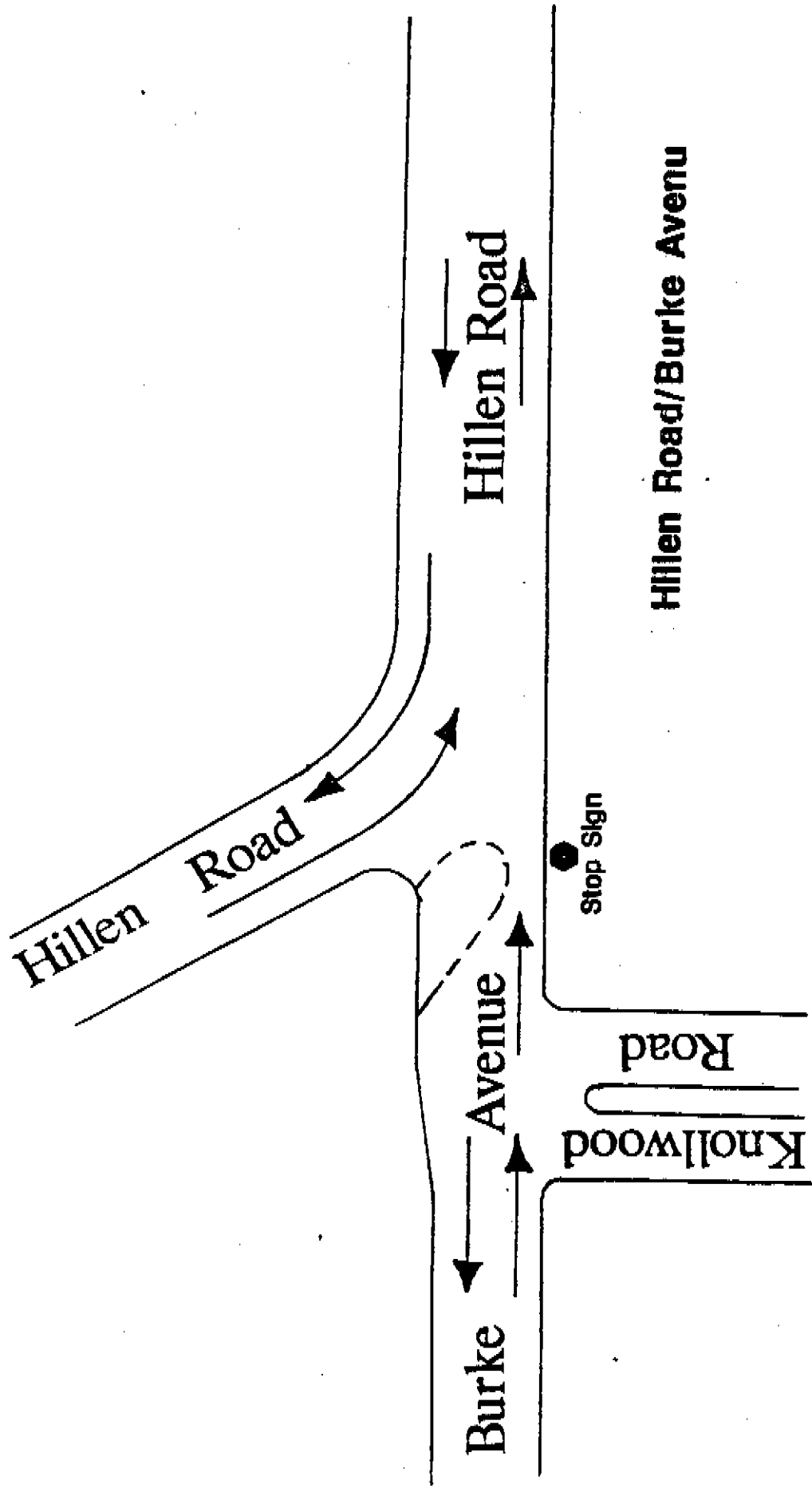


FIGURE 2

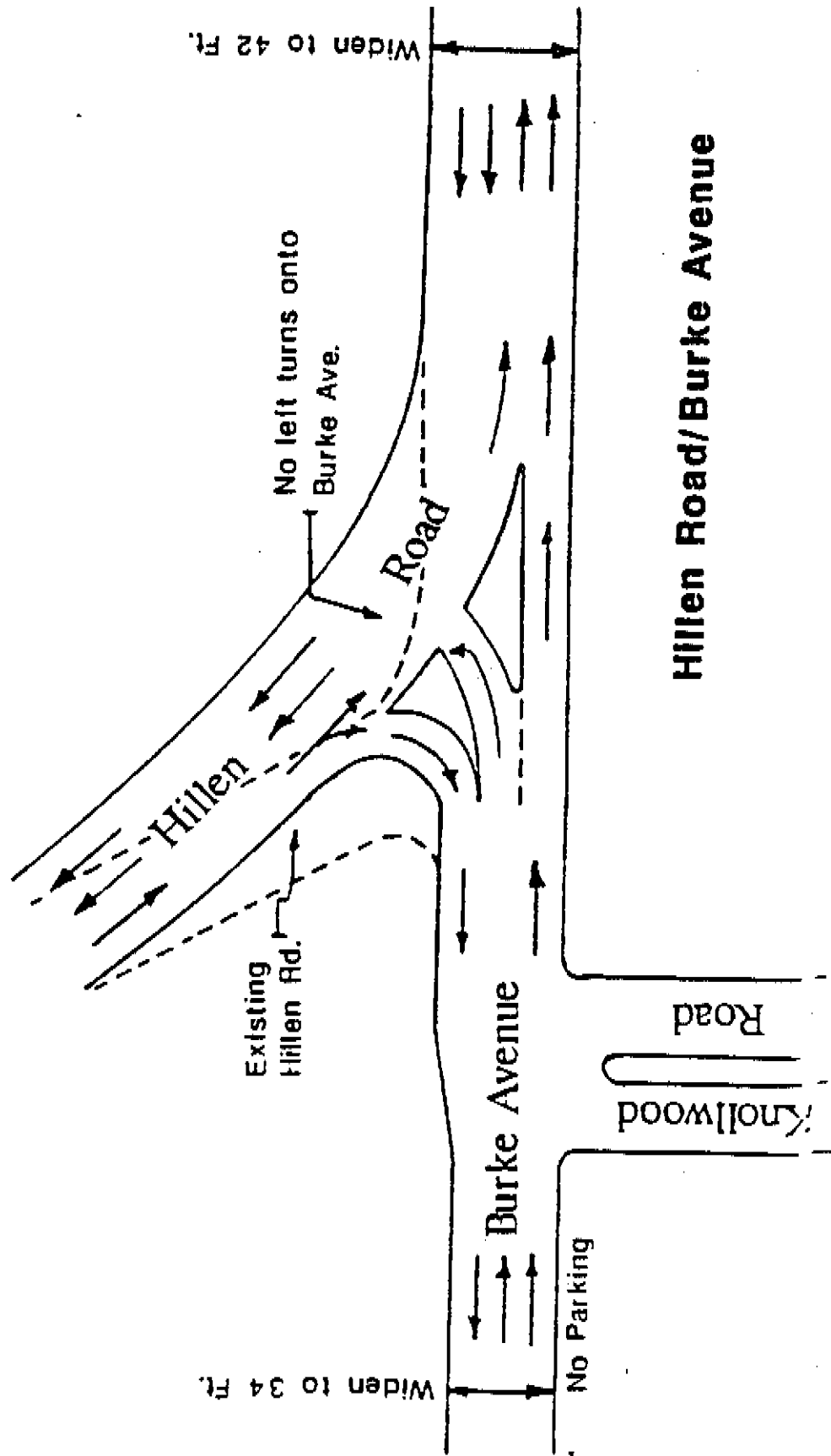


FIGURE 3

BASIC SERVICES

The exemption from Basic Services legislation in Towson for transportation should remain in place. However, as development continues to bring increasing traffic volumes, strategies must be in place to address the increase in traffic volumes. Towson developers, businesses and residents need to work with the County and local civic groups to devise effective solutions. Strategies do exist to maximize the capacity of existing roads and intersections to offset the effect of additional traffic volumes. The following must be accomplished to assess the extent of the current problems and to plan for future traffic mitigation:

1. Conduct a complete transportation analysis of the study area, including origin/destination analysis; employer surveys of where employees live and types of transportation options available for workers; intersection volumes and turning movements; road capacities; placement of signal timing; placement of additional crossing signals and warning signs; and a connection to the light rail system.
2. Establish a Transportation Management Association to prepare long range programs to reduce the number of daily trips to Towson. Transportation problem solutions may include, but are not confined to: ridesharing; staggering work hours; expanding or initiating transit or paratransit services; parking management; and improving pedestrian facilities. An advantage of a TMA is that it is not restricted by bureaucratic constraints and is free to implement solutions in a creative and timely fashion.

Central to the formation of a TMA is a firm commitment by the private sector. This is necessary since after the TMA is functioning properly (about 3 years) government support is usually limited to technical assistance. Baltimore County will assist in the formation of a Towson TMA and assist the group in identifying trip reduction strategies for the plan area. Public funding will be sought for the initial 2 or 3 years of operation. By then the TMA is expected to be totally self supporting.

3. Establish a parking management program that works in conjunction with the Revenue Authority to provide adequate parking in the garages at an appropriate cost, provide on-street parking for short term business and shopping, and coordinates an effective residential permit parking system.
4. Analyze the appropriateness of level of service designations for Town Center areas to determine appropriate criteria for urban intersections.

5. Adopt legislation for Community Conservation Areas.

If these five elements are not completed within five (5) years after the adoption of this plan, then the exemption from Basic Services should be lifted and Towson subjected to the same standards as the rest of the County.

PARKING

A. Introduction

Parking is of critical concern to merchants, property owners, and shoppers. A 1987 Barton Aschmann Associates, Inc. report inventoried a total of 13,750 spaces, including 4,200 off-street spaces available to the general public, 8,900 off-street spaces available to visitors and employees of private buildings, 300 metered on-street spaces and about 350 free on-street spaces.

Parking ratios were modified in 1978 to reflect the fact that suburban standards did not apply to a compact walkable town center, several "trips" could be accomplished without moving a parked automobile and much "sharing" could be expected.

Residential parking has also become a problem as vehicles driven by town center employees and university students have overflowed into the neighborhoods. The Residential Parking Program designed to deal with this problem has had only mixed success.

The Baltimore County Revenue Authority, a quasi-public agency, has been the key agency in providing parking for Towson and has done an outstanding job. In 1978, the Authority operated two garages of about 1,800 spaces, four surface lots with about 340 spaces and an on-street inventory of about 400 spaces, for a total of 2,740 spaces. In 1984, the Authority added a third garage behind the Baltimore County Office Building, bringing the total number of garage spaces to approximately 3,200. With the completion of the Tolbert Garage in 1989 and the Library Parking Facility in 1991, 1,800 more spaces have been added. The present supply for the town center is sufficient, although all parking is not provided at the front door of every business.

B. Parking Plan

A parking management plan, as a component of a Transportation System Management Program, must be established which addresses on and off-street parking in the town center and in the adjacent residential communities. The Baltimore County Revenue Authority is the appropriate body to lead the formulation and implementation of such a plan.

The parking management plan should maximize public parking benefits and result in a balanced mix of short-term and long-term parking strategically close to patron destinations, with appropriate pricing and enforcement hours. This plan should also

address issues of subsidized parking, ridesharing, and car and van pooling potential. Incentives for developers and businesses, as well as mandatory participation, to support alternative transit programs such as transit passes and carpooling should also be examined. Finally, the parking management plan should recommend opportunities for business participation in funding customer and employee parking programs such as Park-N-Shop validations and ridesharing programs.

Baltimore County does not dedicate the revenues generated from parking fines to the support of the County's parking program. In many other jurisdictions, parking fines are a pledged income source for the financing of parking facilities. Baltimore County should consider pledging this income stream to the County's parking program so that the Revenue Authority can continue as a self-sufficient parking provided in Towson.

Due to the relatively low initial fees charged in new parking structures, public garages rarely break even financially in the first few years of operation. This deficit, or "gap" can be offset by reducing construction costs, increasing initial patron fees or dedicating alternative revenue sources. In various locations around the country, parking district taxes have been successful in providing additional funding for the development of public parking. Alternative revenue sources such as ad valorem, parking district property taxes, tax increment financing and parking excise taxes should be explored by the Revenue Authority and Baltimore County as a part of its long-term planning for financing parking construction and implementing its parking plan strategies.

The Revenue Authority should also investigate the use of air rights in its plans for any future garages in the Plan Area and work with the future developers to integrate its structures with commercial and/or residential uses.

The meter district for Towson should be expanded to include other areas on the fringe of the town center that are now being used for long-term parking. This would better ensure the turnover of these spaces and prevent long-term parking in these fringe areas by employees who are working in the center of Towson. Although current zoning law precludes meters in residential districts, discussions should occur with communities in the inner impact area to determine if this could help reduce the non-residential parking.

The residential parking program should also be reviewed and possibly amended to further restrict town center employees and Towson State University students from parking on residential streets throughout the day. Consideration should be given to further restrictions on residential parking. However, the critical ingredient in the success of the program will be an increase in enforcement capability.

The Revenue Authority and County government should explore a means for shifting enforcement from the Police Department to the Authority and the use of meter and parking monitors with enforcement authority.

Recommendations

1. Work closely with the Revenue Authority in strengthening parking management and enforcement in the Towson Plan Area.
2. Provide the Revenue Authority with the powers to set on-street parking rates in conjunction with the rates charged in its off-street facilities to make on-street parking less desirable for long-term users. Presently the most valuable spaces (on-street) are the least expensive, encouraging meter feeding and, in effect, reducing the supply of short-term parking within the town core.
3. Increase the enforcement of parking regulations, including the residential parking program. Grant the Revenue Authority enforcement powers to assist the Police Department or transfer parking enforcement responsibilities from the police department to the Revenue Authority and/or private contractors. This can lower enforcement costs, encourage enforcement, and increase the efficiency of these services.
4. Pursue strategies to increase car-pooling and vanpooling by Baltimore County employees, including subsidies for car-pooling and van pooling. Successful programs with County employees could serve as models for the private sector. County employee parking subsidies should be reduced to economically motivate individuals to use other modes of transportation.
5. Baltimore County, as a component of a Transportation Management Program, should work with the Revenue Authority to develop a parking management plan for the Towson Plan Area.
6. Add on-street meters within the town center where appropriate.
7. Review residential parking standards to eliminate abusive use of residential streets by nonresidents.
8. Identify alternative revenue sources, other than receipts, such as parking district property taxes, parking excise taxes and fines from illegal parking or vehicle operation in Towson and its neighborhoods, etc. to facilitate a parking management plan.
9. Maintain current parking standards, except for providing compact car spaces.
10. Create shared parking code standards for the town center, retail, office and residential uses.

ADDITIONAL STUDIES

1. The Harms Report provided an excellent assessment of the road system within the town center. A serious problem, however, is the lack of information about traffic origins, destinations and

movement throughout the entire Plan area. Therefore, recommendations can only focus on the short-term. An area-wide study should be performed, as a component of a Transportation System Management Program, within twelve months of the Plan's adoption under the direction or supervision of the Office of Planning and Zoning so that decisions about long-term, capital improvements can be incorporated into the FY '94 budget. The study should examine:

- existing ground count of average daily trips (ADTs); - an analysis of ADTs generated by approved developments and planned construction;
 - routings of existing and future traffic, including an examination of neighborhood impacts;
 - the origins and destinations of traffic;
 - intersection Level Of Service (LOS) including projections based on planned developments such as Towson Town Center;
 - the implications for capital program;
 - recommendations for re-routings and methods to enhance, improve the road system; and
 - an examination of the turning opportunities, signaling and signage on roads close to neighborhoods and ways to minimize impacts of neighborhoods.
2. The Office of Planning and Zoning and Departments of Public Works and Environmental Protection and Resource Management should conduct a study of the existing, and potential, buffering for arterials feeding Towson through residential communities and work with the effected communities to develop funds to address landscaping needs.
 3. The Bureau of Traffic Engineering should perform a survey of road patterns and signaling in residential communities in the inner impact area and address identified problems with the communities.

TRANSIT AND TRANSPORTATION ALTERNATIVES

Reliance on the automobile has not eased and other transit alternatives will have little or no immediate impact on the traffic problems in Towson and the Plan area. However, it is vital to Towson's long-term health that serious attention be given to identifying reasonable transportation alternatives and to the means for funding and publicizing them. The road system may be able to accommodate a modest increase, but unless steps are taken to mitigate the volume of motor vehicles, Towson's economic well-being will be jeopardized.

Plans for a Transit Center to coordinate the State Mass Transit Administration (MTA) regional bus service with other local transit services have been discussed and studied by a citizen's group and numerous County officials over the past four years. The triangle between York Road, Dulaney Valley Road and Investment Place is the selected site of the Transit Center. The proposed layout of the facility

will enable mixed use development at a later date. The Transit Center will be an important part of Towson's transit plan. Landscaping, pedestrian access, and functional design must be high priority components in the Transit Center's planning if it is to be an integral part of the town center. The County and MTA, however, must also develop a strategy to increase cross-County bus routes and ridership so that the Transit Center achieves its potential.

Access to the Transit Center by pedestrians is of great concern and must be resolved immediately. As changes in the York Road-Joppa-Dulaney Valley Road intersection are made, the County must establish clear, easy ways for pedestrians to enter and exit the site from the west, south and east.

The County, as a component of a Transportation System Management Program, in conjunction with the MTA, the Revenue Authority, and Towson civic groups should develop a program to encourage developers, property owners and employers to support transit passes for employees and other measures to reduce reliance on motor vehicles.

Towson must also be connected with the Central Light Rail Line which will connect Baltimore City, Anne Arundel County, BWI Airport, and Timonium-Hunt Valley. Although there are no funds planned or programmed for the Towson line, two steps must be taken: 1) develop a bus connection from Ridgely, with short headways during peak-use periods, to the Transit Center, and 2) initiate an alternatives analysis, including preliminary engineering, for future connections and the future location of the Towson line into or near the town Center.

A thorough analysis should be made to determine whether Towson can support a park-and-ride service for employees when parking facilities are located outside the town center. The use of existing, outlying parking, short shuttle bus headways and reduced parking incentives in the town center should be factored in. The best local example is the shuttle service to Annapolis from the Navy-Marine Corps Stadium. A park-and-ride program may work best with Baltimore County government employees.

Recommendations

1. Ensure that the development of the Transit Center at Dulaney Valley and York Roads has the highest standards for pedestrian access, design and landscaping. Evaluate plans to use Investment Place for transit vehicles only.
2. Initiate a strategy, in conjunction with the MTA, to develop the site for mixed uses.
3. Create a program to increase cross-County bus service which serves Towson.
4. Work with the Revenue Authority and local business groups, as a component of a Transportation System Management Program, to

develop a five-year plan to reduce reliance on motor vehicles and to encourage alternatives. This plan should consider:

- a. support for transit passes as an employee benefit or instead of parking subsidies;
 - b. use of park-and-ride shuttles to move employees in and out of the town center; and
 - c. the development of incentives as part of the public benefit identified through the zoning and development process.
5. The County Department of Aging should analyze levels of service and need for the large number of elderly in Towson and expand County Ride or privately operated service to meet that need.
 6. Expand discussions with the MTA to ensure that Towson is connected by buses with short headways to the Ridgely stop on the Central Light Rail Line (CLRL) when service opens in 1992.
 7. Initiate an alternatives analysis, including preliminary engineering work, for the location of a light rail connection between the CLRL and Towson.
 8. Investigate the creation of a shuttle park-and-ride service for Baltimore County government employees to reduce parking needs of workers who do not need their vehicles during the work day.
 9. Support the widening of the Beltway and improvements to its ramps, in conjunction with the placement of sound barriers for existing neighborhoods such as Orchard Hills, Dulaney Valley Improvement Association, Stoneridge and Dulaney Towers.

7. COMMUNITY CONSERVATION

A. INTRODUCTION

The 1989-2000 Baltimore County Master Plan clearly recognizes the purpose of designating Community Conservation Areas (CCAs) as "to maintain or enhance the physical, social, and economic resources of the County's older, urban area communities." The specified goals include:

1. to direct development to areas where adequate public facilities and services do exist;
2. to encourage redevelopment rather than new development;
3. to regulate public and private uses detrimental to the economic and social well-being of a community;
4. to establish land use patterns that do not increase extraneous traffic through residential neighborhoods;
5. to involve citizens in a careful review of all projects; and
6. to investigate county-wide revenue sources to provide increased capital funding.

COMMUNITY CONSERVATION OVERLAY DISTRICT

One way to address land use patterns and to regulate detrimental uses is to establish a Community Conservation zoning overlay district. This district would be specific for each community Conservation Area. The following general requirements would need to be met to establish a district.

First, the district could only be applied pursuant to a community plan. It would take effect when the plan was approved by the County Council.

Second, an "umbrella" community group would need to be designated by the neighborhoods in the plan area that could guide development and implementation of the plan. This group would also agree to serve as a conduit for notifying groups within its boundaries about projects and issues. The umbrella group would inform any affected neighborhood association about any community input meeting required for review of a development plan.

Detailed neighborhood plans should be prepared by residents after the overall Community Conservation plan has been completed. Some provisions, such as a specific list of significant historical properties,

should be addressed after the overall Towson Plan is completed and approved.

B. Towson Community Conservation Area (CCA)

The boundaries of the Community Conservation Area for Towson are shown on Map 1A on page 2. In general, the boundaries apply to residentially zoned land within the Towson Community Plan boundaries. Excluded are the major institutions of Goucher College, Towson State University, St. Joseph's Hospital, the Greater Baltimore Medical Center, Sheppard Pratt, and several major commercial areas. Small areas of RO, O-1, and BL zoning surrounded by residential zones are included.

Each of the growth management areas applied to Towson -- Urban Center, Employment Centers, and Community Conservation Areas -- may contain residential, office, business, or industrial zones. Each of these categories gives a focus to the type of development that will be encouraged. The intention of a Community Conservation designation is to protect existing residential areas from nonresidential encroachment, not to constrain the ability of businesses, industries, and institutions to use their property and to grow and prosper on their sites.

In addition, a zoning overlay district is proposed to be applied to the residentially zoned areas within the Community Conservation Area. Special zoning provisions are recommended to be applied to the properties covered by the overlay. These are outlined in section (C) below.

C. General Provisions for all Community Conservation Areas (CCAs)

1. Design Requirements:

All infill development within an existing community which requires a finding of compatibility should have densities, lot sizes, building design and materials, housing type, and open space ratios compatible with the surrounding community. Such development should follow the compatibility guidelines of the CMDP and maintain the character of the surrounding community, including the existing street pattern and open space network. A "Community Design Review Advisory Group" could be established to make recommendations to the OPZ on any development project identified for review by the Director of the OPZ.

2. Preservation of Historic or Architecturally - Significant Structures:

The overall Towson Community Plan may designate some structures as significant to the community. Individual neighborhoods may also determine that certain buildings have architectural or historic value. A list of these structures should

be included in any neighborhood plan. Assistance should be sought from the Landmarks Commission in such designation. Every effort should be made to have the historic structures listed on the County registry.

3. Vacant or Abandoned Properties:

All vacant buildings within the Towson CCA must be well maintained.

4. Livability Code:

Provisions of the livability code should be extended to the exteriors of all owner-occupied properties within the Towson CCA. Provisions for enforcement must be coordinated with the Department of Community Development.

5. Waivers:

Waivers of standards should be permitted only when of clear benefit to the neighborhood.

6. Zoning and Development

The following guidelines should apply to zoning and development in the Community Conservation areas:

- Additional nonresidential zoning should be discouraged.
- Class B office buildings should be discouraged in the RO zones.
- Infill housing development should match the existing density of the surrounding area, unless the development involves an elderly housing facility on a major institutional site.
- The appearance of existing businesses should be upgraded where needed.

7. Issues Related to the Town Center

- Maintaining the Boundaries

The boundaries of the EXISTING BM-CT district and the boundaries of the Towson Core, as designated in the Plan, should not be allowed to expand during the life of this Plan.

8. Reduction of Through Traffic in Neighborhoods

The Office of Planning and Zoning and/or Traffic Engineering should undertake a traffic management plan to focus on through traffic in residential areas. Parking should also be analyzed. The study should examine the "inner" areas first. The recommendations should be developed in consultation with the immediately-impacted neighborhood associations.

9. Neighborhood Open Space Plan

A neighborhood open space plan should be developed to address the following issues:

- . providing pedestrian access to the town center;
- . improving or strengthening existing parks;
- . linking parks and other open space together;
- . maintaining as much open space as possible on institutional and large, undeveloped sites; and
- . promoting the development of the Herring Run-Towson Run stream valley park.

10. Major Institutions

Any land that is part of one of the major institutions (Towson State University, Goucher College, Greater Baltimore Medical Center, St. Joseph's Hospital of Sheppard-Pratt) that is proposed to be developed residentially, and will not be integral to the institutional use, should become part of the Community Conservation Area and subject to all the provisions of the Community Conservation Area Plan. Any redevelopment of major institutional sites should provide for preserving significant amounts of open space.

D. Zoning Overlay District Provisions

1. The Towson overlay district will be divided into three components. These are:
 - a. the "Outer Neighborhoods" which are those residential areas impacted by the expansion of nonresidential zoning and through traffic, but not to the same extent as the "inner" neighborhoods.
 - b. the "Inner Neighborhoods," which are those residential areas closest to the commercial core and are most directly impacted by development and traffic pressures extending from the town center; and
 - c. the "Enhancement Area" of East Towson, for which a detailed neighborhood plan has been prepared.
2. Outer Neighborhoods

The outer neighborhoods are relatively stable residential communities. However, the proliferation of Special Exception uses within the neighborhoods can have a deleterious effect on those who reside there. Unacceptable levels of noise and traffic may result from residences which are also used for Special Exception purposes. In order to minimize the detrimental side effects which can result from Special Exception use, the following standards should be met:

- a. the establishment, maintenance, or operation of the Special Exception will not be detrimental to or endanger the public health, safety, morals, convenience, or general welfare in a manner not addressed by the criteria below;
- b. the use will not tend to overcrowd the land and cause undue concentration of population;
- c. the use will not tend to interfere with adequate provisions for public facilities;
- d. the use will not tend to interfere with adequate light and air;
- e. the use will not be inconsistent with the purposes of the zoning or the spirit of the Zoning Regulations;
- f. the particular use proposed, at the particular location proposed, will not have any adverse effects above and beyond those inherently associated with such a use regardless of its location within the zone;
- g. the Special Exception use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, or substantially diminish and impair property values within the neighborhood;
- h. the establishment of the Special Exception use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district;
- i. the use will be sited and operate so that the vehicular and pedestrian traffic and parking generated by the use will not be hazardous or substantially conflict with existing traffic or parking in the neighborhood;
- j. Neighborhood Need: The preponderance of evidence must clearly demonstrate that for the public convenience, a need exists for the proposed use to service the population in the general neighborhood. The demonstration of need must take into account the present availability of such uses to that neighborhood and whether the neighborhood already has such uses.
- k. County Need: A need exists for the proposed use due to an insufficient number of similar uses presently available to serve existing population concentrations in the County, and the use at the location proposed will not result in a multiplicity or saturation of similar uses in the same general neighborhood of the proposed use.

3. Inner Neighborhoods

The close proximity of the inner neighborhoods to the town core makes these areas desirable, especially for office use by businesses which work closely with the County government. Special Exception office uses for lawyers, engineers, surveyors, and doctors impact these neighborhoods very heavily, bringing in more traffic, large parking lots, storage of materials outside, and, in general, creating an ambience more

suitable to a business community than to a residential community. Certain Special Exceptions are inherently so objectionable to these communities that they should not be allowed. Others, if not properly applied, can be very disruptive to residents of the inner neighborhoods. Therefore, the following provisions should apply:

- In drafting the legislation to create the zoning overlay district, consideration should be given to a provision stating that all existing nonresidential uses must comply with the current signage standards and, wherever possible, meet the intent of or be equivalent to the provisions of the Landscape Manual.
- All uses permitted by right in DR Zones will be allowed.
- Variances of zoning regulations should only be allowed for residential uses.

The following Special Exceptions should not be granted:

- funeral establishments,
 - veterinarians' offices,
 - controlled excavations,
 - radio stations,
 - television studios, and
 - wireless transmitting and receiving structures.
- The following Special Exceptions should be granted only when:
- 1) the property owner occupies the subject property;
 - 2) no other similar Special Exception use exists within 1000 feet of the requested Special Exception;
 - 3) the property owner certifies that he has met with all contiguous property owners and representatives of the local community association to discuss the requested Special Exception;
 - 4) parking for all vehicles associated with the Special Exception use can be accommodated on site:
 - boarding or rooming houses.
 - tourist homes
 - offices or studios.
- All other Special Exceptions shall meet the following overall criteria:
- 1) A Special Exception use shall be deemed a privilege permitted when the use is found by clear and convincing evidence to be consistent with the standards defined in D.2. a-k, above.
 - 2) Burden of Proof: The applicant seeking the Special Exception bears the burden of proof throughout the proceeding to demonstrate that the use is consistent with the standards of D.2. a-k, above.

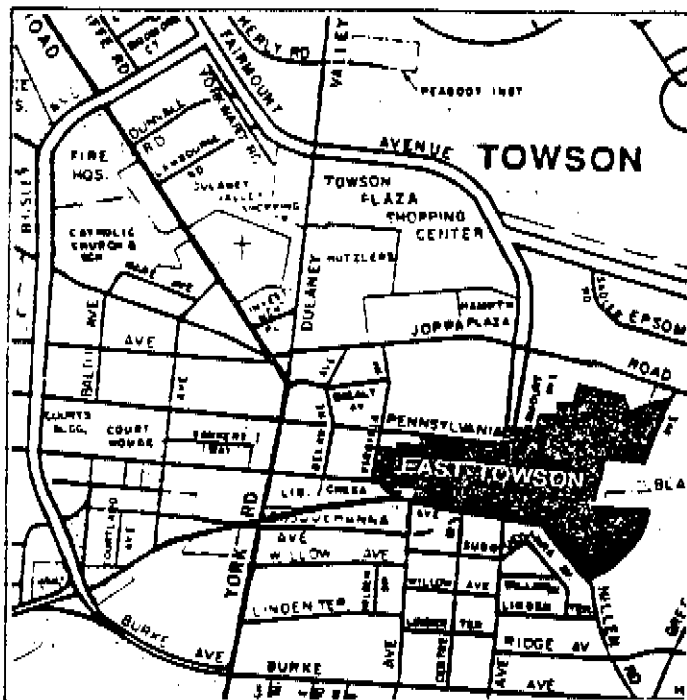
8. EAST TOWSON COMMUNITY CONSERVATION AREA

INTRODUCTION

The residents of East Towson have expressed their hopes and desires to preserve and restore this historic African American Community. This document is a plan to remain the oldest existing community in Towson.

Today, East Towson is a quiet residential community with tree lined streets located on the eastern fringe of the Towson Town Center (See Map 1). It enjoys many advantages due to its proximity to the central business district, conversely this proximity has generated development pressures and traffic issues related to its location.

The original property owners were freed slaves who until 1830 had been in service at the Hampton Mansion. The East Towson community is the only remaining portion of the larger African American community that from 1830 to 1960 extended as far as the York Road and Bosley Avenue area, in an area known as "Sandy Bottom," and in North Towson and West Towson. The North and West Towson African American communities no longer exist. The newly reconstructed Mt. Olive Baptist Church and church owned duplex located on the Southwest corner of York and Bosley are the visible reminders that the York Road commercial corridor was once home to a large African American community.¹



**EAST TOWSON
VICINITY MAP**

MAP 20

¹ The Evening Sun, "East Towson Natives Don't Want to Quit Tranquil Homes," p. B2, October 26, 1977.

I ACTION PLAN

The Baltimore County Master Plan 1989-2000 designated certain areas of the County as "enhancement areas." They were defined as "communities that have experienced a degree of physical decline and require County action to address specific problems such as poor condition of public facilities and private housing stock." (p.38)

Enhancement areas are located primarily in older areas of Baltimore County; some border commercial centers.

Action plans should be developed for these enhancement areas in order to stabilize these residential communities, and to continue to make them desirable places in which to live. They should have priority for the use of C.I.P. (Capital Improvement Program) funds for infrastructure improvements, open space acquisition, community services and facilities as well as for affordable housing. These improvements will foster civic involvement among the communities' current residents and may favorably influence prospective home buyers.

DEMOGRAPHIC TRENDS

The following chart indicates the population changes from 1970 - 1990 within the East Towson community (See Map 21). Residents report that the neighborhood population is aging.

	1970*	1980*	1990**
TOTAL POPULATION	397	396	335
OWNER OCCUPIED UNITS	53	55	64
RENTAL UNITS	59	74	43
VACANT UNITS	---	---	4

*Data source - U. S. Census Bureau

**Population - U. S. Census Bureau

Housing tenure is estimated

PROCESS

The East Towson African American Community has developed a community conservation plan for this enhancement area in order to achieve neighborhood stabilization, redevelopment of affordable infill housing and adequate buffers and protection from commercial encroachment of the Towson commercial core.

A community work group comprised of East Towson property owners and residents worked to develop an action plan for strengthening the residential community. Meetings were held often and were open to the public. Business owners and developers were invited to discuss development proposals as well as short and long-term plans, for sites near the community; the seven who participated by giving presentations and answering questions were:

Baltimore County Dept. of Central Services
Baltimore County Revenue Authority
Baltimore Gas & Electric Company
Daft, McCune and Walker
Heritage Properties
Manor Care, Incorporated
Preferred Building Systems

ACTION PLAN COMPONENTS

A. LAND USE

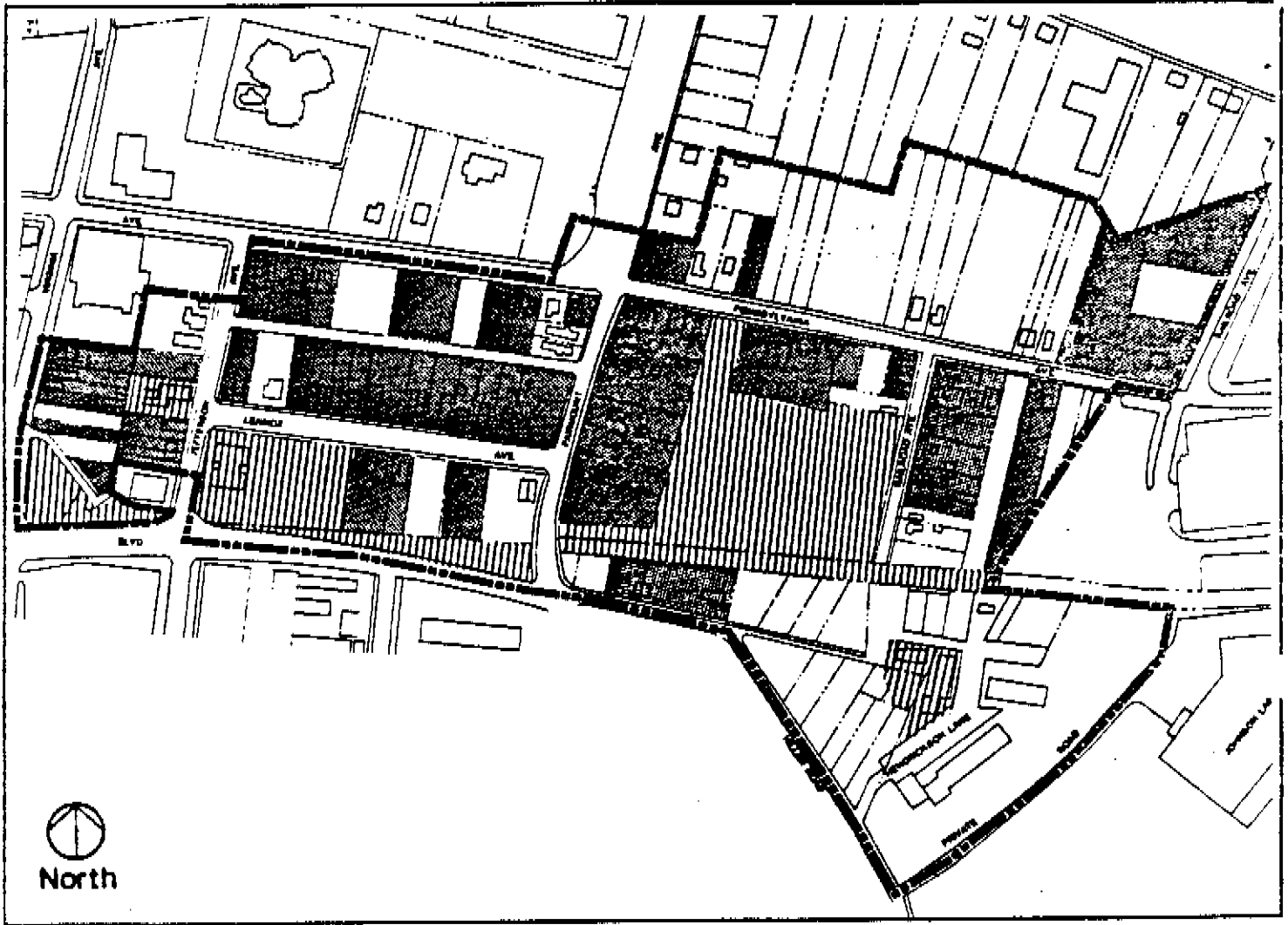
1. Existing Land use





The East Towson community conservation plan comprises approximately 31 acres ± with the predominant land use being single family and semi-detached dwellings and townhouses. Additional uses include the two churches, the St. James A.U.M.P. Church at 413 Jefferson Avenue and the Mt. Calvary A.M.E. Church at 300 Eudowood Lane and the Carver School at 300 Lennox Avenue. These institutional uses serve as anchors for this community. The Elks Lodge at 411 E. Pennsylvania Avenue is a fraternal organization that is an important social organization within the community.

Other non-residential land uses include the Baltimore Gas & Electric sub-station, Cambrill's Plumbing and Heating Contractor's office at 318 E. Pennsylvania Avenue and Technigraphics of Maryland at 398 Eudowood Lane.

2. Proposed Land Uses

Development of affordable housing on vacant parcels is the preferred use, since neighborhood stabilization is the primary objective of this Plan. The "transitional blocks" along the east side of Virginia Avenue and the south side of Pennsylvania should retain the RO zoning classification or be rezoned to ROA. The existing patterns of single family or semi-detached buildings should remain.



-  EAST TOWSON COMMUNITY BOUNDARY
-  OWNER OCCUPIED HOUSING
-  RESIDENTIAL, NOT OWNER OCCUPIED
-  NON RESIDENTIAL

The Elks Lodge should remain at its present location on 411 E. Pennsylvania Avenue. Future plans to renovate or expand the Elks Lodge should be reviewed with the community prior to submittal to Baltimore County.

Expansion and renovation of the Mt. Calvary A.M.E. Church is highly desirable to better serve the needs of the community.

The Carver School should be renovated for use as a community/recreation center. A portion of the building is used for a Head Start program and meeting rooms and there is an existing outdoor recreation area. A structural assessment of the building is necessary to determine the feasibility of a full conversion.

The Baltimore Gas & Electric sub-station located in the area since 1952 should remain at its location on the south side of Pennsylvania Avenue and the west side of Railroad Avenue. The Baltimore Gas & Electric Company will work with both the community and the Office of Planning & Zoning to provide better landscaping/screening around the perimeter of the substation.

Technigraphics of Maryland, formerly Maryland Etching, may remain at its location on Eudowood Lane. Future expansion plans should be reviewed with the East Towson community prior to their submittal to Baltimore County. In the long term, this site should be considered for housing as illustrated on the design plan on Map 24.

B. ZONING

1. Existing Zoning

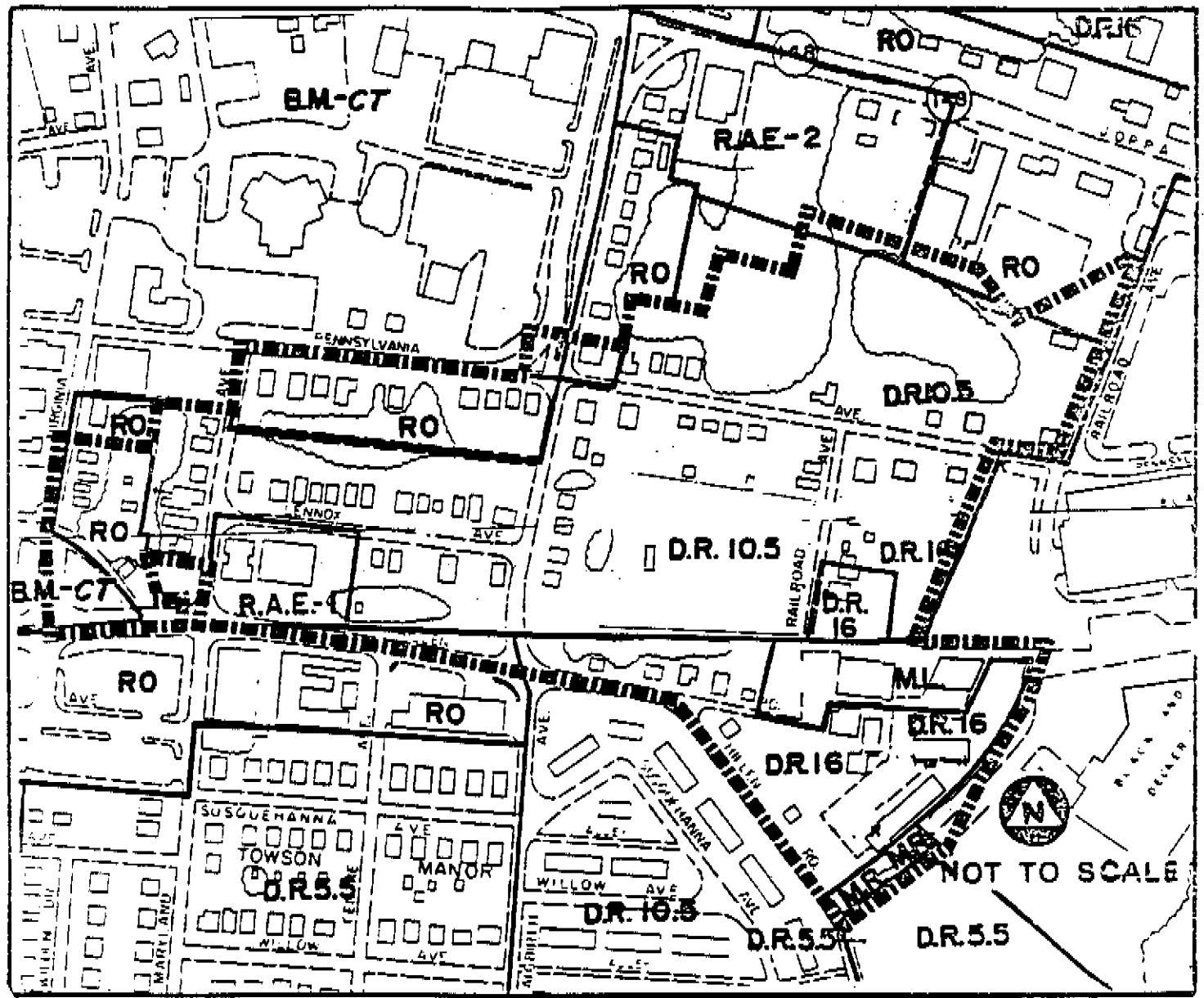
The use and density allowed by the existing zoning designations do not protect and preserve the remaining residential community. Previous Towson plans assumed that the "loop road" would be widened and completed and that the property within "the loop" would be commercially redeveloped.

From 1971-1980, the houses on Virginia, Jefferson and Lennox Avenues were zoned BM-CT, Business Major with a Town-Center district. The remaining houses were zoned DR 16, a classification that is more appropriate for garden apartments or multi-family dwellings than for single family and semi-detached housing.

In 1980, the RO (Residential Office) zone was established which was intended to provide a transition between commercial and residential zones. The BM-CT designation was rezoned and RO put in place on the east side of Virginia

East T wson Existing Zoning

MAP 22



Avenue and on the south side of Pennsylvania between Jefferson and Fairmount and along Fairmount Avenue north of Pennsylvania Avenue. Most of the remaining residential community was rezoned from DR 16 to DR 10.5, a category more in keeping with lot sizes and densities. DR 16 was retained for the Hendrickson Lane Apartment sites as well as the Mt. Calvary A.M.E. Church.

Generally, the RO zoned parcels have not been converted to office uses, but have remained residential. These homes form a significant part of the community. There is no effective transition from the Town Center to the residential community.

Since 1980, zoning patterns have remained essentially the same except in 1988 when the Carver School was rezoned from DR 10.5 to RAE 1 in an effort to redevelop the site with elderly housing.

The East Towson community plan area consists of the following zoning classifications: RO (Residential Office), DR 10.5, (10.5 dwelling units per acre), DR 16, (16 dwelling units per acre) and RAE 1, (40 dwelling units per acre) and ML, (Manufacturing Light). (See Map 22.)

The approximate acreage by zone is as follows:

<u>Zoning Classification</u>	<u>Gross Acreage ±</u>
RO	4.16
DR 10.5	18.7
DR 16	5.8
RAE 1	1.15
ML	1.07

2. Proposed Zoning

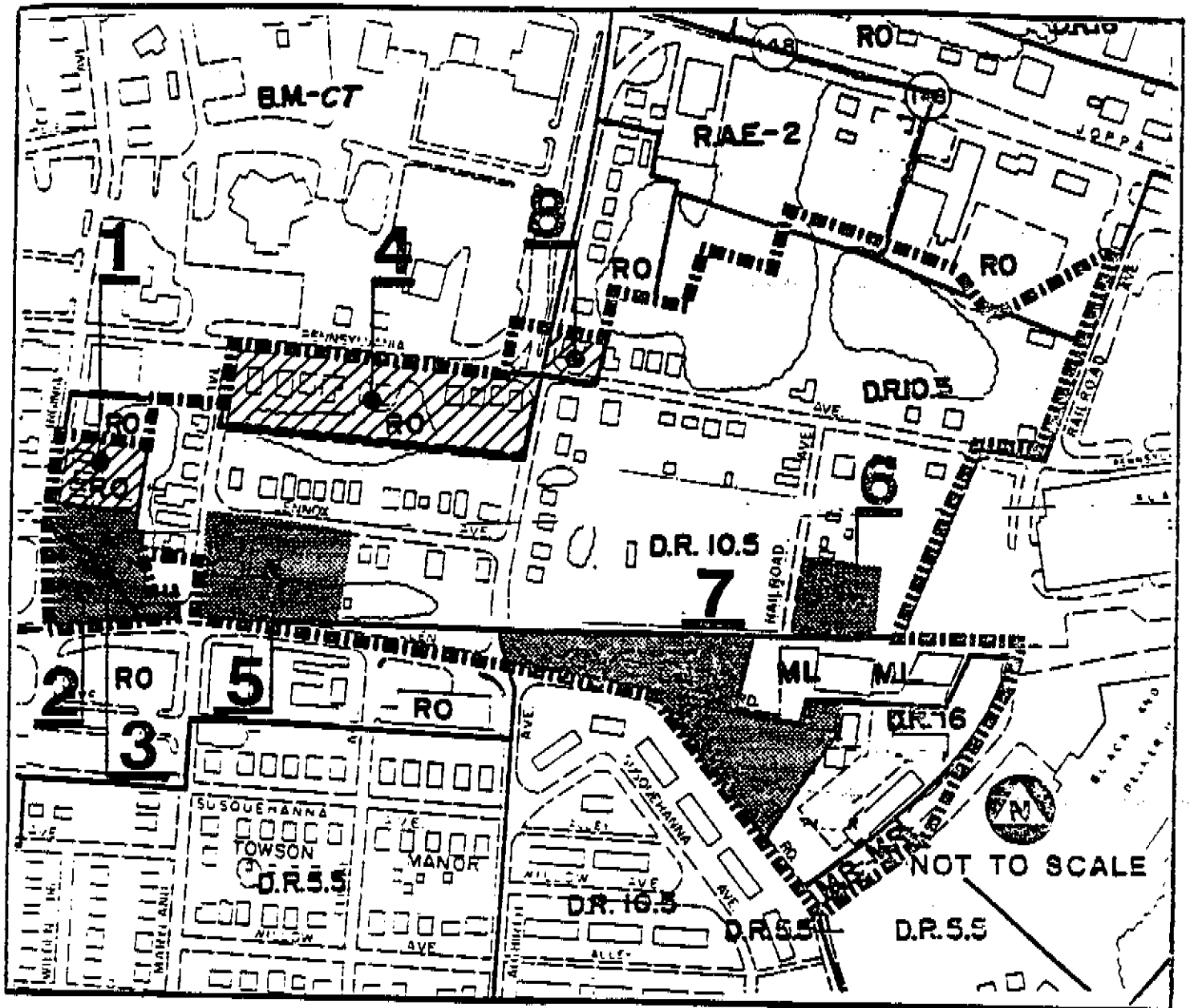
The zoning should provide opportunities for infill housing, renovation/restoration of the Carver School for use as a community building, and the expansion of Mt. Calvary A.M.E. Church. Zoning should provide an effective transition from the town center to the residential community as well as stability for the residential community. Infill housing should be in accordance with design guidelines which will be developed in the Design portion of the plan.



The following zoning changes should occur through the 1992 Comprehensive Zoning process (See Map 23.)

Ex. Zoning	Prop Zoning	Location	Rationale
1. RO	RO or ROA	e/s Virginia Ave., 406, - 410 Virginia Avenue	To provide a better transition from the town center; Class A office buildings, or residential uses desirable
2. RO & BM-CT	DR 10.5	n/e corner Towsontown & Virginia (Revenue Authority Property)	To allow for the construction of a semi-detached house and single family house, to anchor this corner
3. RO	DR 10.5	133 E. Chesapeake Avenue	To be compatible with the predominant zoning in the community.
4. RO	RO or ROA	s/s Pennsylvania Avenue between Fairmount and Jefferson	To provide a better transition from town center; Class A Office Buildings or residential uses are desirable.
5. RAE 1	DR 10.5	s/s Lennox Ave. e/s Jefferson Carver School	To be compatible with the predominant zoning within the community. To allow for full use as a Community Center.
6. DR 16	DR 10.5	e/s Railroad Avenue	To be compatible with the predominant zoning within the community
7. DR 16	DR 10.5	s/s Eudowood Lane, n/s Hillen Road	To be compatible with the predominant zoning within the community (Mt. Calvary is acquiring these properties for church expansion)
8. RO	RO or ROA	n/e corner Fairmount & Pennsylvania	To provide a better transition between the adjacent RO zoning and the residential community, Class A Office Buildings or residential uses are desirable

East Towson Proposed Zoning

MAP 23



-  Proposed R.O. or R.O.A.
-  Proposed DR.10.5

Technigraphics of Maryland, formerly Maryland Etching Company, occupies the ML zoned property on Eudowood Lane. The ML zoning should remain in place for the present time. However, Baltimore County Economic Development Commission and the Office of Planning and Zoning should assist the printing company in relocating to a more suitable site outside the East Towson community. If this relocation occurs, rezoning the site to DR 10.5 is appropriate.

C. ZONING REGULATIONS

1. Uses by Right in DR Zones

A. Infill affordable housing is the preferred use within the plan area.

1. Definition of Affordable Housing

Affordable Housing for the East Towson community is defined as housing affordable to households with income at or below 80 percent of the Baltimore area median income. For a family of four that this income limit would currently be \$34,800. Affordability would generally be determined through the proportion of monthly income required for housing, which should not exceed 30 to 35 percent. The 1991 income levels representing 80 percent of the Baltimore area median by household size are shown below:

"Eighty Percent of Baltimore Area Median"
"Adjusted for Household Size"

Size	Income
1	24,350
2	27,850
3	31,300
4	34,800
5	37,600
6	40,350
7	43,150
8	49,950

The rent or sale price affordable to households with income at or below this level varies depending on the type of assistance provided. Community Development Block Grant (CDBG) loans to a nonprofit developer may be applied to pre-development, land acquisition or construction costs to reduce housing costs. Buyers may also be assisted with CDBG funds for soft second mortgages or state funds which provide low-interest mortgage and/or settlement expense loans.

B. The following uses will be permitted within the plan boundaries:

1. Dwellings, including, but not limited to, one-family detached houses, one-family semi-detached houses, one-family group houses, patio houses, side-and-back- attached houses, two-family houses, town-house apartment buildings (including group-house apartment buildings), garden apartment buildings, and other apartment buildings.

In the case of housing for the elderly and assisted living facilities of fewer than four, see Section 432. [Bill No. 36, 1988.]

2. Local open space tracts or other common amenity open space.
3. Privately sponsored day care and nursery programs, as an ancillary use, within housing for the elderly projects, as defined in Section 101 of these regulations. [Bill No. 47, 1982.]
4. Accessory uses or buildings other than those permitted by Special Exception
 - a. Swimming pools, tennis courts, garages, sheds
 - b. Family child care homes for up to eight children in accordance with Bill 7-91.
5. Group child care centers and nursery schools within
 - a. Churches
 - b. Community Buildings
 - c. School Buildings
 - d. Residences as a Special Exception

C. Residential transition area (r.t.a.) definitions, uses and restrictions should remain in place in accordance with Section 1B01.1.B of the BCZR. However, r.t.a. standards may be relaxed for affordable infill housing by the County Review Group (CRG) or equivalent hearing officer. Section 1B01.1.B.1.c. exceptions to residential transition area may need to be amended.

1. A community input meeting must be held and the Compatibility/Design Review Process must occur prior to the granting of relief from r.t.a. standards.

2. Uses by Special Exception in DR Zones

- A. The following uses are permitted by Special Exception within the plan area:
1. Community buildings, swimming pools or other similar civic, social, recreational or educational uses, including tennis facilities provided that no tennis facility in DR 10.5 or DR 16 shall comprise more than six courts. (See Section 406.A of the BCZR)
 2. Group child care centers Class B - more than 12 children pursuant to Section 424 of the BCZR.
 3. Nursery schools pursuant to Section 424 of the BCZR.
- B. Any Special Exception shall meet the following overall criteria:
1. A Special Exception use shall be permitted only when the use is found by clear and convincing evidence to be consistent with the standards defined in D.3 a-k.
 2. Burden of Proof: The applicant seeking the Special Exception bears the burden of proof throughout the proceeding to demonstrate that the use is consistent with the standards of C.1. a-k.
 3. In a Community Conservation Area, there is a presumption that a Special Exception use is not consistent with the standards of C.1. a-k, which must be overcome by clear and convincing evidence.
- C. Improved Criteria for Granting Special Exceptions
1. Special Exceptions should be granted only in those few cases where the applicant can meet the following standards as set out on page 65 a-k in the Community Conservation Section.
 2. Inspections: The Zoning Enforcement Office shall inspect all Special Exceptions in the East Towson CCA to determine if they meet the requirements established by the Zoning Commissioner for each use.
 3. If a building or property in residential use is modified in order to be changed to another use that requires a Special Exception hearing before

permission is granted for the Special Exception, the Special Exception cannot be granted for a period of three years.

3. Uses by Use Permit In All Residential Zones, All Industrial Zones and In RO

Group child care centers, Class A (more than eight children but less than 12 children as an accessory use within single family detached dwellings (refer to Section 424.4 of the BCZR).

4. Variances

Variances in residential zones for uses other than residential additions, infill affordable housing, or church expansion should be discouraged.

5. Vacant or Abandoned Properties

Vacant or abandoned properties should be well maintained.

D. DEVELOPMENT PROCESS

1. Compatibility Review/Design Requirements

- a. Infill affordable housing is the preferred use for vacant parcels within the East Towson plan area (unless designated as open space, church expansion or community center expansion).
- b. All infill development within the East Towson plan area will require a finding of compatibility with densities, lot sizes, building design and materials, house type and open space ratios within the surrounding community. Building materials and architectural styles for all housing - single family, semi-detached and/or townhouses - should be compatible with the existing houses within the community.
- c. Residential transition area standards may be relaxed for affordable infill housing provided a community input meeting has been held and provided all compatibility standards have been met. (An amendment to Section 1B01.1B.1.c. of the Baltimore County Zoning Regulations may be used to create an exception to r.t.a. standards.)

2. Streetscape and Buffer

- a. Proposed redevelopment of sites within the town center and adjacent to the community will have an effect upon the East Towson Community in terms of traffic, character

of the area and liveability of community. Streetscape treatment along major streets that border the community is particularly important and should be of the highest quality.

b. The "Transitional Blocks"

The parcels within the community conservation plan that are immediately contiguous to the BM-CT district are greatly impacted by their close proximity to the core. These "transitional blocks" are the 400 block of Virginia Avenue and the 300 block of East Pennsylvania Avenue.

Landscape standards are needed which exceed the present Landscape Manual requirements to provide better buffers within the transitional blocks and the remaining community.

These standards should include the following:

1. Provide a boulevard treatment along Pennsylvania and Virginia Avenues. Street trees on center along Pennsylvania Avenue (both the n/s and s/s between Jefferson and Fairmount).

Within the RO zoned areas, (i.e. e/s Virginia Avenue, s/s Pennsylvania and the n/e corner Fairmount and Pennsylvania) the following standards should apply if redevelopment occurs to a nonresidential use:

1. Utilize shared access with small shared parking in the rear yard.
2. Pave the alley paralleling Pennsylvania Avenue but allow no new curb cuts on the southside corner of Pennsylvania.
3. Acquire off site easements for landscaping if it is not possible to provide an adequate buffer on site.

3. Assembly of Lots

The assembly of lots except for the purpose of constructing affordable housing, or church expansion in accordance with the plan should be discouraged.

4. Community Actions

- a. An East Towson Community Review Panel may be established to make recommendations to the hearing officer or other equivalent development authority for any development project, special exception request, or infill housing project.

- b. The East Towson Compatibility Review Panel may consist of representatives from the umbrella group, neighborhood residents and if possible design professionals, i.e. architects or landscape architects who live or work within or nearby the plan boundaries.
- c. The East Towson community will review waivers from the Development Regulations on a case by case basis. For example, a waiver of CRG meeting or public works standards may be desirable if it is in keeping with the spirit and intent of the community conservation plan.

E. **TRANSPORTATION**

1. Road Recommendations

Transportation solutions should be developed with continuing input from the East Towson Community in order to minimize the impact of commuter and town center traffic upon the community.

The following strategies are recommended:

- Fairmount Avenue - No widening
- Hillen Road - Retain as a 2-lane road
- Virginia Avenue - Remove on street parking if necessary, do not widen beyond existing paved width
- Delaware Ave - Increase commuter use of Delaware

A new north/south street will be created linking Eudowood Lane and Pennsylvania Avenue and the proposed townhome/flat development north of Pennsylvania Avenue.

2. Permit Parking

In conjunction with Baltimore County's Traffic Engineering and OPZ, a permit parking program should be developed to alleviate commuter parking problems and minimize inconvenience to East Towson residents. The program will need to be carefully staged since the two RO zoned blocks are not eligible for permit parking under current legislation.

It may be necessary to amend the permit parking legislation so it will apply to nonresidentially zoned areas within the Community Conservation Areas and/or Enhancement Areas.

F. HOUSING

1. Strategies to Improve Quality of Housing

Rehabilitation of the existing housing stock is another means to achieve community conservation.

2. Home Ownership

Baltimore County Office of Community Development has available for home owners rehabilitation loans and grants for minor maintenance. This Department also has available information about low interest mortgages to renters who wish to purchase the homes they have been renting. The three Baltimore County owned rental properties should be made available for sale to those individuals currently renting them.

3. Community Actions

A community work session is needed to provide "hands on" assistance for East Towson land owners who wish to make application for loans and for grants.

An education program in cooperation with Community Development is needed to provide information about the availability of local and state rehab loans to landlords and homeowners. A one day workshop to assist residents in making application for loans or minor maintenance grants for the elderly would provide useful information.

With the East Towson enhancement area, a citizen's team would make exterior inspections and would proceed with a positive intervention prior to submitting a complaint through the Enforcement Section of Community Development. For example, if exterior painting is needed or shutter, porch, roof or other repair, the citizen's team will assist the property owner in making application through Community Development for obtaining a rehabilitation loan or grant. If the home owner is not eligible for these programs, the team will work with a program to be developed in the future in conjunction with the Home Builders Association of Maryland. A youth work force will be trained in cooperation with the public and private sector to provide minor maintenance at low cost while at the same time developing construction skills in the youth.

G. HISTORIC BUILDINGS

Owners of buildings that qualify for the County's Preliminary and Final Landmarks List, like St. James A.U.M.P. Church, Carver School, and the "shotgun shack" on Railroad Avenue should apply for listing. A commemorative plaque should be placed at the former site of the Prince Mason's Lodge.

The Executive Director of Historic Towson and the Executive Secretary, Baltimore County Landmarks Preservation Commission can provide assistance concerning the process for listing these buildings.

2. DESIGN PLAN

INTRODUCTION

The design component of the East Towson Community Conservation Area/Action Plan as shown on Map 5 is intended to:

1. strengthen the identity of the East Towson community;
2. stabilize the existing residential community with the development of infill affordable housing;
3. increase and improve public open space;
4. encourage a pedestrian environment;
5. develop the Carver School as a community center; and
6. represent the ideal for the East Towson Community.

Community Identity

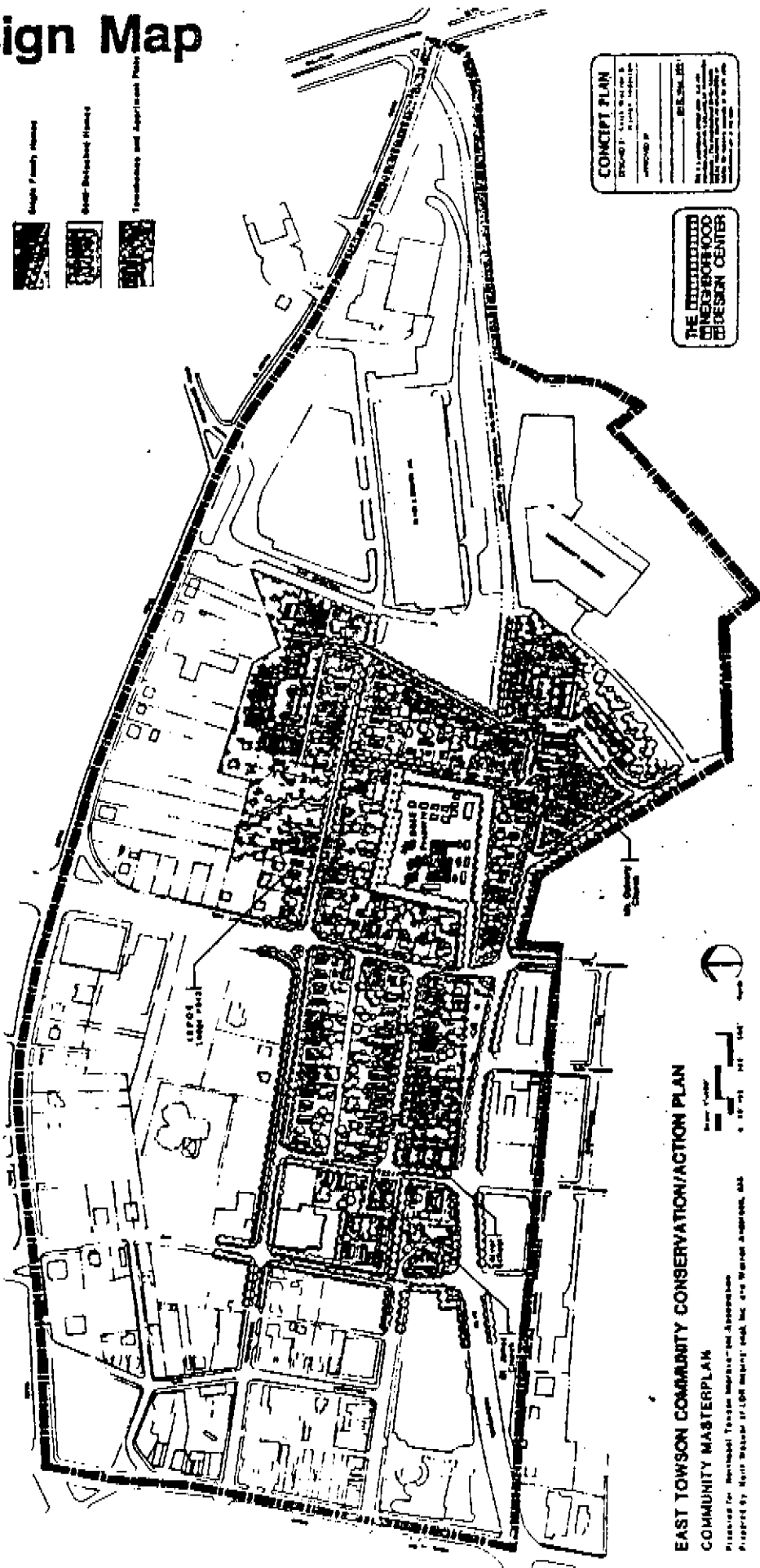
Gateways should be established at the intersections of Virginia Avenue and Towsontown Boulevard, Fairmount Avenue and Towsontown Boulevard, and Fairmount and Pennsylvania Avenues to clearly define the community. Gateways will include identity signs and be landscaped with ornamental trees and shrubs.

Affordable Housing

The existing housing stock in East Towson consists of ± 81 single family homes and duplex units and 29 townhouse apartments. The design plan illustrates a total of 202 housing units in the community. The plan provides for four housing types: approximately 27 single family homes, 24 semi-detached homes, 29 townhomes, and 12 flats.

The architecture and streetscape on Lennox Avenue should be used as the model for revitalization of the community. Affordable housing should be compatible with existing housing in style, material, and siting.

Higher density housing--townhomes and flats--should be located north of Pennsylvania Avenue, behind existing homes, to serve as a transition area from the very high density development on Joppa Road. A semi-detached unit and single family units should be located at the gateway corner of Virginia Avenue and Towsontown Boulevard; townhomes and/or flats should be located along the north and south sides of Eudowood Lane between a new north/south street and the Black & Decker site.



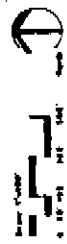
- Single Family Homes
- Group-Building Homes
- Townhouses and Apartment Units

CONCEPT PLAN
 PREPARED BY: [Name]
 DATE: [Date]

THE [Name] NEIGHBORHOOD DESIGN CENTER

EAST TOWSON COMMUNITY CONSERVATION/ACTION PLAN
COMMUNITY MASTERPLAN

Prepared for: [Name]
 Prepared by: [Name]



Single family detached and semi-detached homes should be constructed on individual lots. Lots equal to or greater than 50 feet wide are suitable for semi-detached homes.

The stream and surrounding wetlands through the property north of Pennsylvania Avenue make this site difficult to develop except for the frontage along Pennsylvania Avenue. Development is restricted by a 100' setback requirement from the stream and 25' setback requirement from designated wetlands. Lots for detached houses can be divided along the frontage in a linear manner.

Public Open Space

The present site of the Masonic Lodge should become public open space to serve as a connection between Virginia and Jefferson Avenues. This open space should also allow the opportunity for expansion of St. James A.U.M.P. Church. County-owned property along Towsontown Boulevard and the northeast corner of Fairmount Avenue and Towsontown Boulevard should be used as public open space, with the corner of Fairmount and Towsontown developed as a vest pocket park. The gateway at Towsontown Boulevard and Virginia Avenue should also become a vest pocket park. The stream crossing the Mangione Property should provide an open space corridor to Joppa Road and would be dedicated to Baltimore County as part of the subdivision process.

Pedestrian Use and Vehicular Circulation

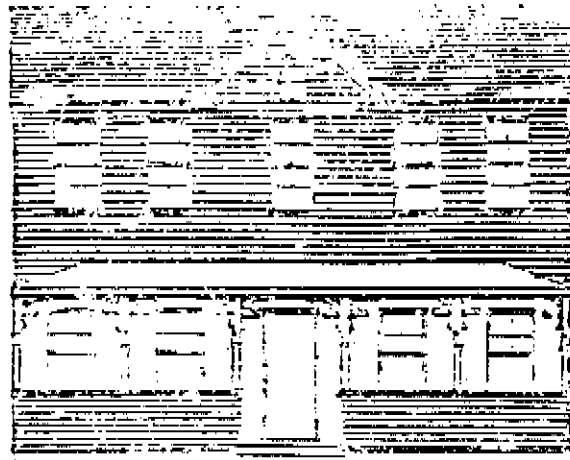
Pedestrian traffic should be encouraged by creating shaded walkways along all residential streets. Pedestrian access to the town center should be enhanced along Towsontown Boulevard, Virginia and Pennsylvania Avenues. All pedestrian traffic should be routed along streets except for open spaces which will connect streets. Long-lasting shade trees such as oaks, maples, and sycamores should be planted along sidewalks of each residential street. Where the right-of-way is too narrow to accommodate street trees, the County should arrange, to the extent possible, to plant trees within front yards on private lots.

Pedestrian access should be provided along Maryland Avenue and Center Avenue to improve the connection with Towson Manor Village.

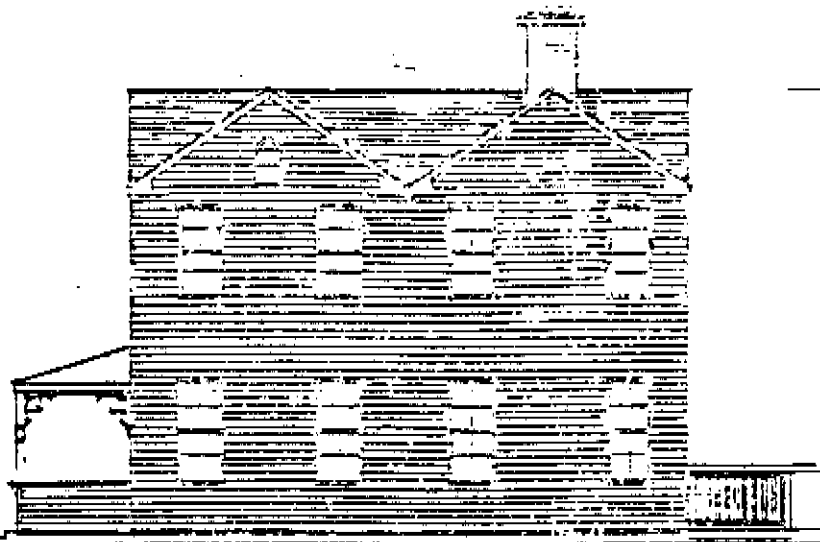
A new north/south street should be created linking Eudowood Lane and Pennsylvania Avenue and the townhome/flat development north of Pennsylvania Avenue. The development north of Pennsylvania should include an entry drive to provide vehicular access into the development. Railroad Avenue has been re-opened at the south terminus to improve vehicular access to the east side of the community. The re-opening of Railroad Avenue not only re-establishes the link to Eudowood Lane, but provides a drop-off for Mt. Calvary A.M.E. Church.

Single Family Detached House

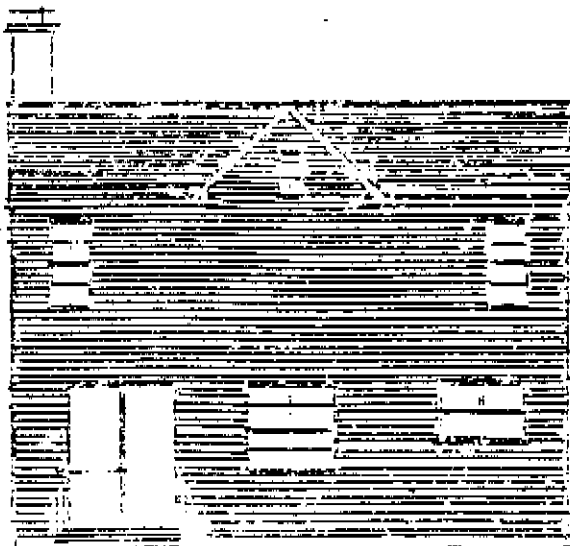
Wide Lot



FRONT



SIDE

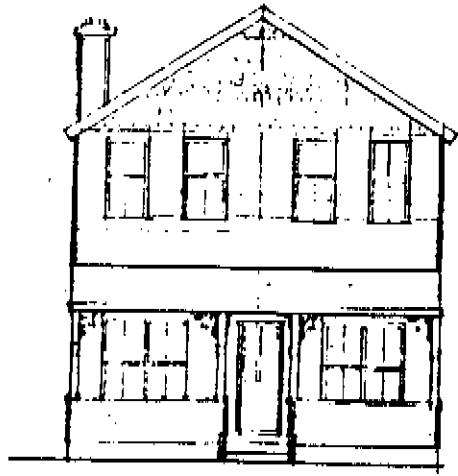


REAR

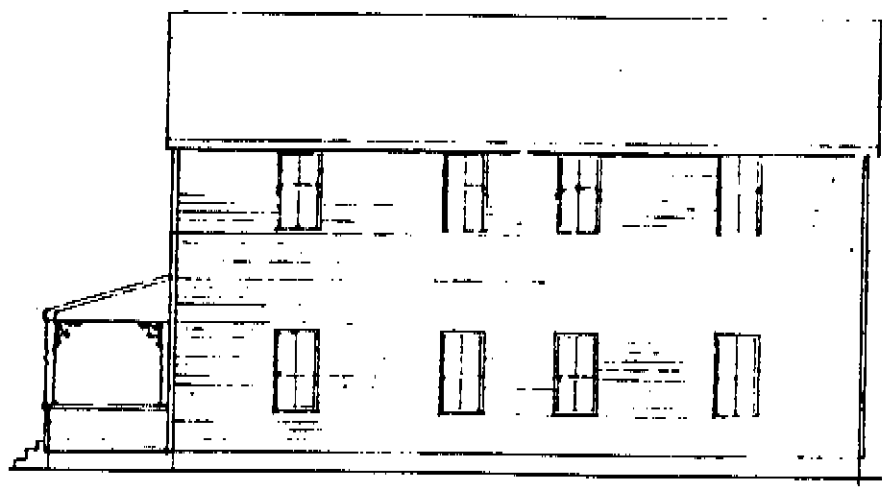
THE [] NEIGHBORHOOD
[] DESIGN CENTER

Single Family Detached Elevations

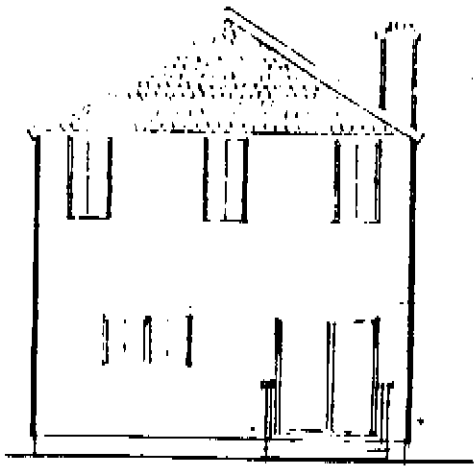
Narrow Lot



FRONT



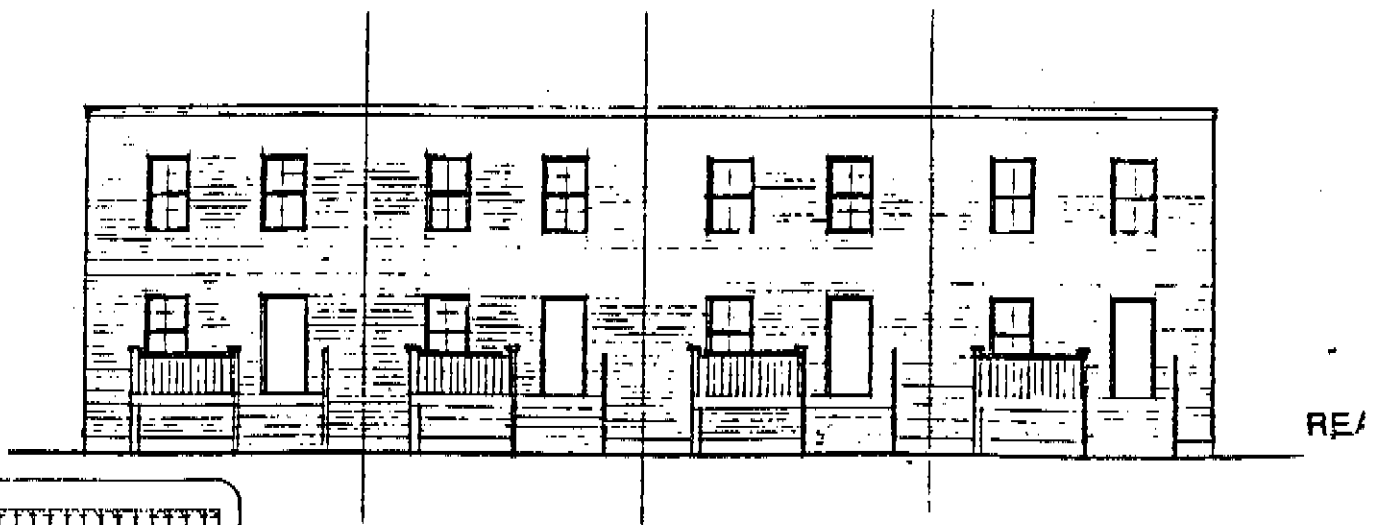
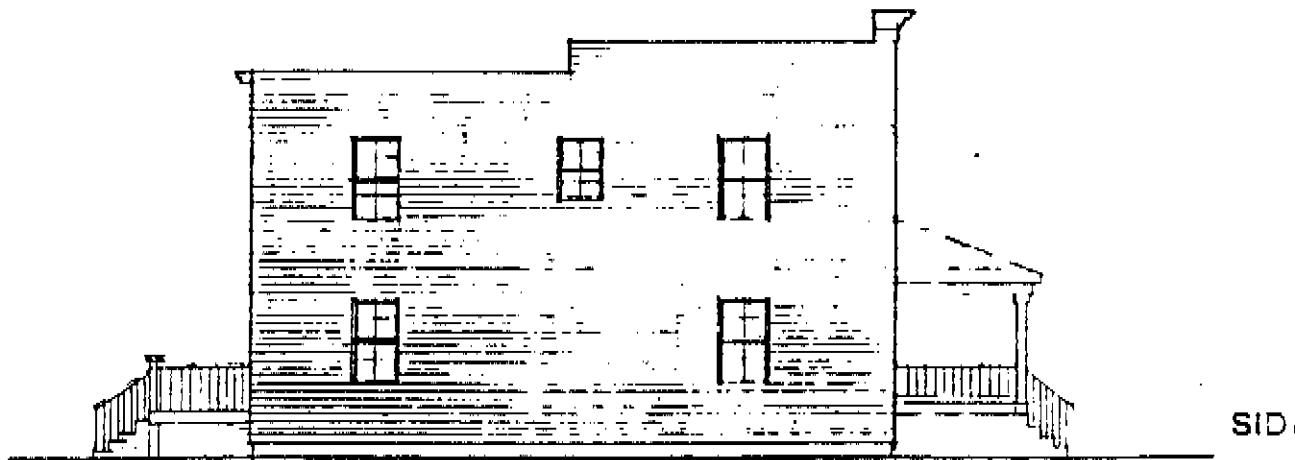
SIDE



REAR

THE [STYLIZED] NEIGHBORHOOD DESIGN CENTER

Rowhouse Elevations

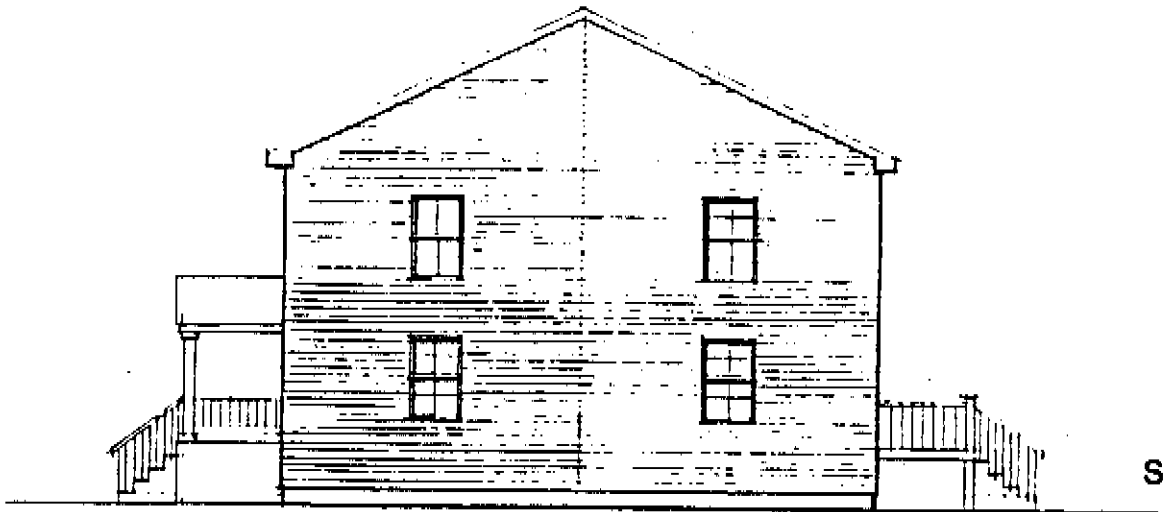


THE UNIVERSITY
NEIGHBORHOOD
DESIGN CENTER

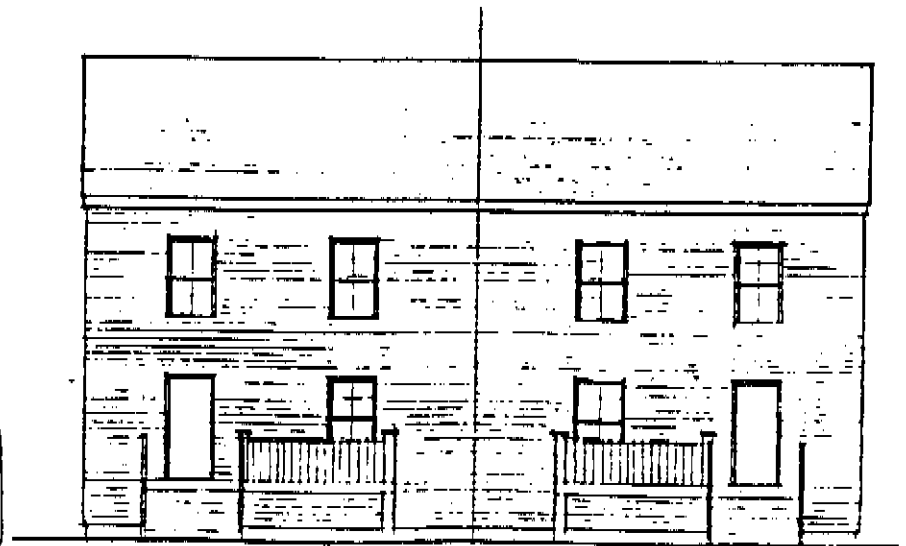
Duplex Elevations



FRONT



SIDE



REAR

THE [logo] NEIGHBORHOOD
DESIGN CENTER

Community Action

The community will work with Baltimore County, Baltimore Gas & Electric and the State Forester to develop a street tree replacement/planting program. Curb cut parking along Lennox Avenue should be removed in favor of curbside parking. Landscape improvements along the perimeter of BG&E's site will serve to buffer this site and the surrounding residential properties.

Community Center

East Towson is fortunate to have four nodes of community activity which help define its identity: the Elks Lodge, Carver School, St. James A.U.M.P. Church, and Mt. Calvary A.M.E. Church. Development of the Carver School into a community center and the expansion of the Mt. Calvary A.M.E. Church will enhance the effectiveness of these community anchors.

Analysis of the Carver School building for possible expansion to include a child care facility, meeting space for community groups, and upgraded interior and exterior recreational facilities should be completed expeditiously. Off-street parking will be provided adjacent to the school.

Affordable Housing Prototypes

The architectural drawings on the preceding pages are the affordable housing prototypes for four styles of infill housing. They are a single family detached house on a narrow lot, a single family detached house on a wide lot, a semi-detached (duplex) house and town-houses.

The architectural style is very simple; the detailing emulates the Victorian style of the houses existing within the community. There are front porches, gabled roofs, and windows on three sides of the house.

3. EAST TOWSON IMPLEMENTATION

A. IMPLEMENTATION ACTIONS

Implementation of the East Towson Enhancement Area Action Plan will require the services and resources of both private and public agencies. Immediately following the adoption of the East Towson Enhancement Area Action Plan by the Baltimore County Council, the Office of Planning and Zoning, and the North East Towson Community Improvement Association with assistance from other County agencies will prepare a detailed implementation schedule for specific actions outlined within the plan.

B. COMMUNITY IMPLEMENTATION ACTIONS

A nonprofit, community based development corporation will be responsible for coordinating implementation efforts. The North East Towson Community Improvement Association is in the process of establishing a development corporation. Immediately establish a Board of Trustees comprised of residential and nonresidential property owners to promote and continue dialogue, share expertise, create a mechanism for implementing community enhancement programs.

The rehabilitation, development, sale and rental of new housing should be the responsibility of the East Towson Development Corporation (ETDC). In order to ensure that the ETDC will have control over new housing, private funds in addition to public funds will be needed.

The ETDC will work in conjunction with the Towson business community, the local churches, foundations, other nonprofits and government agencies in the implementation phase of the plan. Some elements of the plan may require the joint efforts of all public and private entities while other elements may be the sole responsibility of an individual agency or organization.

Developers and property owners should work with the East Towson Community to:

1. discuss specific development proposals prior to submittal of plans to Baltimore County for CRG approval or extensions.
2. notify the community of Design Review Panel (DRP) meetings, in the event that a DRP is formed for the review of a developer's specific proposal.
3. minimize development/traffic impacts of new development upon the adjacent residential neighborhoods.
4. address the issue of the surface parking lots that are unpaved and lack screening.
5. provide technical assistance to the East Towson Community to meet its objectives.
6. assist in the development and funding of a Revolving Loan Fund to assist residents in acquiring, developing and rehabilitating housing in the East Towson Enhancement Area Action Plan.

9. IMPLEMENTATION

Implementation of the Towson Community Plan will require a comprehensive program under firm direction dealing with a wide variety of actions. Changes will be required to both the Zoning and Development Regulations. Funding requirements will need to be met through the Capital Budget, County agency programs and through contribution from developers as part of the development process. Further studies will need to be undertaken by County staff, especially in the Office of Planning and Zoning and the Department of Public Works, Environmental Protection and Resource Management, and Recreation and Parks. The implementation of the neighborhood plan for East Towson will require assistance from the Department of Community Development, while traffic improvements and studies will require the participation of State agencies as well as County personnel.

Coordination of the infrastructure, streetscape and signage improvements will require input from the Economic Development Commission, who will also need to continue to promote the quality growth of businesses in the town center.

The current policy of active business, community and professional participation in all these ongoing implementation activities should be continued and strengthened, with the County providing strong leadership to ensure all interests are effectively represented.

Implementation Schedule

PLAN ISSUES	TASK	PAGE
Plan Review	Adopt Planning Area Boundaries	3
	Establish Committee for Implementation	7
Zoning	Amend BM-CT Towson Legislation	7, 10
	--amend height adjacent to East Towson	10
	--evaluate amenity open space requirements	10, 11
	--include design requirements	12
	Prepare Community Conservation Overlay District	7
	Prepare Commercial Corridor Overlay District	8, 16, 17

PLAN ISSUES	TASK	PAGE
Land Use	Create healthy retail/office/residential core	14
	Prepare Revitalization Plan for 300, 400, 500, York	14
	Prepare Program to Attract Residential Development	15, 16
	Assist East Towson	16
	Prepare Master Plan for County Property	16
	Prepare Market Study for Towson	19
	Fund Commercial Corridor Improvement Program	17
Historic Preservation	Prepare Preservation Master Plan	8, 18
Urban Design	Establish Design Review Panel	7, 48
	Prepare Open Space Plan	7, 37
	--landscape boulevards	40
	--relocate Towson Mall park equipment	39
	Streetscape Implementation	26-37
	Refine Development and Design Guidelines	41-48
	Prepare Lighting Plan	43
Designate Special Design District along Balto. Ave.	43	
Transportation	Create Transportation Management Association	6
	Fund Design and Ring Road Improvements	51
	Improve York Road	52
	Improve York/Dulaney Valley/Joppa Intersection	52
	Widen Washington Avenue	54
	Widen Virginia Avenue	54
	Improve Hillen/Burke Intersection	55
	R.O.W. acquisition for Dulaney and Fairmount	51
	Identify other Transportation Issues	61
	Prepare Parking Management Plan	59
Evaluate transit alternatives	62-64	
Community Conservation	Establish Community Conservation Areas	65
	Community Design Review Advisory Group	65
	Evaluate residential traffic patterns	67
	Neighborhood Open Space Plan	68
East Towson Community Conservation Area Action Plan	Implement Proposed Zoning Changes	77
	Implement Transitional Blocks Requirements	84
	Implement Transportation Solutions	85
	Establish Permit Parking	85
	Implement Design Plan	87-90
Fund Revolving Loan Program	95	

10. APPENDIX

A. URBAN DESIGN ANALYSIS

1. Permanent, Potential Change and Opportunity Sites (Map 3)

The first analysis map evaluated the existing buildings and sites as per the permanence of the development or the likelihood of change.

The following criteria established a scale to evaluate buildings and sites based on the perception of permanence. The Opportunity Site map illustrates permanent development, potential change areas and highlight opportunity areas.

a. Permanent (Hard, least likely to change):

- new or recent construction
- parking garage
- structure greater than 5 stories
- government facility
- building that unifies the design area
- religious or education-oriented use

b. Potential Change Sites (Semi-Hard/Semi-Soft):

- well maintained, low-scale building
- building with insufficient off-street parking
- lot adjacent to high-rise structure
- low-scale building in need of some repair
- underutilized property
- landscaped surface parking lot

c. Opportunity Sites (Soft, most likely to change):

- significantly underutilized property (economically, F.A.R.)
- surface parking lot
- building in need of substantial repair
- vacant structure
- unimproved lot
- site that detracts from the coherence of the design district.

Therefore, if a building or site is vacant or undeveloped, then it received the designation of most likely to change. On the other hand, if a building was recently constructed or greater than five stories, this structure was considered permanent or least likely to change.

This step was beneficial in determining which areas of the core need attention in terms of urban design and land use recommendations.

2. Proposed Design Areas

Each Design Area is defined by its form and image relationships to the study area and adjacent areas as well as to the street and open space networks. Each area was also evaluated for its future impact and each opportunity site was reviewed for its development potential. Then, opportunity sites were incorporated into design areas. The process created a variety of edge types and allows for future flexibility to adjust the edges.

The most significant design area is Central Towson which includes much of the street grid of the business core. The Fairmount/Dulaney Valley area includes all of the blocks along Fairmount Ave from Dulaney Valley Road to Bosley Avenue. East and Southwest transition areas were added because they are adjacent to the BM-CT district. The colleges were also identified as design areas because of their proximity to the commercial core.

The resulting Proposed Design Areas map delineates the following design areas:

- Central Towson
- Institutional Towson
- Government Campus
- York Road North
- York Road South
- Fairmount/Dulaney Valley
- East Towson Enhancement Area
- Southeast Transition
- West Transition
- East Transition, and
- Southwest Transition

3. Relationships to Streets and Open Space

Each design area and opportunity site was evaluated in terms of connection to the street and boulevard system and the open space network. The street system was reviewed in terms of the organization of the design areas.

The 300, 400, 500 blocks of York Road are the retail spine with an extension of this spine along Dulaney Valley Road to connect to the Towson Town Center Mall. Bosley Avenue, Fairmount Avenue, Goucher Boulevard and Towsontowne Boulevard form the overall organizing element connecting the neighborhoods to the commercial and government center. Washington

and Virginia Avenue potentially serve as significant pedestrian and vehicular linkages within the interior of the core. Joppa/Allegheny is a major east-west street predominantly along the ridge line. Along this route are the skyline forming buildings. York Road, north and south of the core, remains an important commercial street extending beyond the study area.

The open space concept is designed to provide landscape relief for the commercial, governmental and high-rise residential center. Landscaped boulevards and streets connect existing open and recreational spaces and link potential open spaces.

B. HISTORIC BUILDING INVENTORY

- A. National Register of Historic Places and Baltimore County Final Landmarks List.**
Baltimore County Courthouse (1855)
400 Washington Avenue
Anneslie (c. 1855)
529 Dunkirk Road
Auburn House (rebuilt 1849)
7310 Osler Drive
- B. National Register of Historic Places**
Sheppard and Enoch Pratt Hospital (1862-91) and Gatehouse (1860)
6510 N. Charles Street
Towson Armory (1933)
311 Washington Avenue
- C. Final Landmarks List**
Aigburth Vale (Mansion and its 1868 Gatehouse)
212 Aigburth Road
Baltimore County Jail (1854 portion)
Court House Court (formerly 201 Baltimore Avenue)
Greenwood, or the Deford House
6901 N. Charles Street
Old Towson High School
308 Allegheny Avenue
Prospect Hill Cemetery
York Rd at Washington Avenue
Towson Police Station (1926)
308 Washington Avenue
- D. 19th Century Structures**
Woods Tenant House
506 Greenwood Road
Woods House
1213 West Joppa (old street number)
Gott's Hope (log house)
507 Chestnut Avenue

Wier House
604 Chestnut Avenue
Union Hall (Babcock Memorial Church Manse)
1620 Loch Ness Road
Stange-Stansbury House
1610 Cottage Lane (near Union Hall)
Stone House (on Sheppard Pratt property)
7800 Osler Drive
The Casino (on Sheppard Pratt property, 1st occupational therapy
program)
6501 N. Charles Street
Schwartz Avenue (cluster of houses)
400 block south side
Dumbarton House
300 Dumbarton Road
Solomon Schmuck House (Jordelle)
617 York Road
Methodist Protestant Parsonage
(Delaware Avenue)
410 Delaware Avenue
Daniel Lee House
100 E. Pennsylvania Avenue
Chew House, Red Stone - Duplex
512-514 Virginia Avenue
Chew House, Blue Stone - Villa
518 Virginia Avenue
Ensor House (Restored
(After Recent Fire)
30 W. Pennsylvania Avenue
Trinity Church and Its Buildings
120 W. Pennsylvania Avenue
Calvary Parsonage
120 W. Pennsylvania Avenue
Mitchell House
706 Washington Avenue
Prospect Hill Cemetery
600 Block York Road
Shealey Cemetery
S/S Shealey Avenue
Odd Fellows Hall
511 York Road
Lee's Store
501-503 York Road
Tinsley Buildings
S/W Corner Baltimore Avenue
Guardian Title
121 Allegheny Avenue
Held's Bakery-Souris'
529 York Road and
1-3 Allegheny Avenue
A. Loose Building
527 York Road
Shealey-Hiss House
17 Allegheny Avenue

- E. 20th Century Structures
 - Fellowship Forest
 - Off Hillen Road
 - Gunther House, Villa Assumpta
 - 6401 N. Charles Street
 - Villa Madrid
 - Charles Street Avenue & Towson Town Boulevard
 - 6730 N. Charles Street
 - Wheeler Hall (Loyola High School Building)
 - 500 Chestnut Avenue
 - Sherlock Swan House (at Loyola High School)
 - 500 Chestnut Avenue
 - Mornington
 - Brook Road & Greenbrier
 - Eudowood Barn, on Baltimore County Public School Loch Raven
 - Middle, near Pleasant Plains Road
 - Victorians
 - on Linden Terrace - unit block
 - Idlewylde, United Methodist Church
 - 1000 Register Avenue
 - Stephens Hall, Towson State University
 - 7900 York Road
 - Glen Esk, Towson State University
 - 8100 York Road
 - Elks Club
 - 4 W. Pennsylvania Avenue
 - First National Bank
 - 405 Washington Avenue
 - 1937 Post Office
 - 101 W. Chesapeake Avenue
 - Immaculate Conception Church and
 - Its Buildings
 - Joppa Road and Bosley Avenue
 - Calvary Baptist Church
 - 122 W. Pennsylvania Avenue
 - Wayside Cross
 - York and Shealey Avenue
 - M&P Railroad Bridge Abutments
 - York Road North of
 - Susquehanna Avenue
 - Maryland National Bank
 - 501 York Road
 - Towson Theatre (Facade on York Road)
 - 512 York Road
 - Union News
 - 26 W. Pennsylvania Avenue
 - Parker's Store
 - 11 W. Allegheny Avenue
 - Methodist Protestant Church
 - 410 Delaware Avenue
 - Hutzler's
 - Dulaney Valley & East Joppa Roads
 - Dr. Jarrett Office Building
 - 115 West Joppa Road

C. COMMUNITY CONSERVATION: TOWSON

The community expressed concerns to the Planning Board that the Walmsley Plan for Towson did not address the impacts resulting from development in the town center on adjacent residential neighborhoods. Both the GTCCA and individual neighborhood associations identified a range of specific issues affecting Towson residential areas which they felt were not adequately addressed in the plan.

The Greater Towson Council of Community Associations requested the inclusion of residential neighborhoods in the Towson Plan as Community Conservation Areas and the establishment of an advisory group to help the Planning Board deal with the following issues:

- a. special exceptions, waivers, and variances;
- b. selected down zoning;
- c. revised RO legislation to protect adjacent residential areas by limiting Class B office buildings;
- d. ways to preserve open space in residential areas;
- e. development of a coherent policy on community care centers, which could apply to Towson;
- f. application of the livability code to all residences in the Towson Plan area;
- g. absentee landlords, investment properties, and vacant houses;
- h. the need to establish a Towson Community Conservation Area Trust for preservation and upkeep of residential properties; this could include acquisition of properties "suffering from years of neglect" and could be funded from development fees in the urban center;
- i. the need for pedestrian-friendly access to the Towson core including a shuttle service between the contiguous and outlying communities and the core; and
- j. the diversion of existing and future traffic from residential areas.

The Planning Board Sub-committee responded by expanding the boundaries of the Towson planning area to include all areas impacted by development in the Towson core and set up an advisory group to deal specifically with Community Conservation.

The group identified the following list of specific concerns, which in general, reinforced the issues raised earlier by GTCCA:

- a. absentee landlords (includes issues with RO and multi-family);
- b. control over undeveloped land; keeping it as "open space";
- c. control over infill development (compatibility);
- d. concern about permitted uses, if an existing acceptable use leaves;
- e. enforcement:
 - extend exterior livability code to all properties;

- . zoning violations, make zoning violations civil crimes with substantial fines;
- f. rooming and boarding houses;
- g. traffic;
- h. nonresidential parking;
- i. problems with RO and offices in homes;
- j. special exceptions/variances/waivers (burden of proof should shift to petitioner);
- k. enhancement of existing strip commercial/encouraging commercial uses that the community finds desirable -- (offer incentives);
- l. liquor licenses;
- m. increase in the jail population in a residential area;
- n. coexistence with TSU;
- o. vacant properties "intervention buying" (earmark violation dollars for purchase of properties by County);
- p. pedestrian access to core;
- q. preservation of historic structures; and
- r. eliminate core exemption from basic services.

Each advisory group member then was asked to rank the top six issues in order of priority. The responses were weighted, with the top choice getting six points, the sixth getting one point. Results are as follows:

# Resp.	Issue	Points
6	Traffic/parking	30
5	No spec. excepts./variances/waivers	28
6	Control/preserve undeveloped land	23
5	Control RO/offices in homes	18
5	Enforcement (various issues)	18
4	Basic services exemption	13
3	Towson State University	3
3	Absentee landlords	3
2	Enhance/promote desirable commercial	2
1	Pedestrian access to core	2

(Also mentioned: Jail, historic structures)

The adoption of proposed CCA overlay district provisions set out in the Towson Community Plan will address the concerns expressed by the community representatives. Once the Towson Community Plan is approved by the County Council, legislation to establish a Towson Community Conservation overlay district will be prepared and submitted to the Planning Board and County Council for review and approval.

D. EAST TOWSON COMMUNITY CONSERVATION

1. Statement of Community Purpose

The residents of East Towson have, through this Plan, expressed our hopes, and desires through faith for the preservation and restoration of our historic African American Community. The document was developed over a 10 month period of time, and is a final response to our community's struggle to remain the oldest existing community in Towson. Our morals and values are not those of materialistic quantities or qualities, but of a higher magnitude.

Although zoning changes were made in 1971 to encourage commercial redevelopment in our community, the residents have remained steadfast to our roots and values, and still residents have been displaced by the "ring road." A constant reminder of the past is what East Towson is. Many want to erase from our memories and not allow future generations to accept our many cultural differences.

Not until we can collectively accept where we came from, will we be able to grow forward as one. We are no different in some respects to other communities. We raise our children to love who and whose they are; to have self respect, dignity, and pride, to teach them to become productive, upstanding moral citizens. Can we do this living someplace else? Yes, but shouldn't we have the choice?

As you examine this document, examine your hearts. Ask yourselves, how you would feel if you lived in East Towson, or your parents, grandchildren or children. Would you not want them to have the opportunity to pursue liberty and happiness in the place of their choosing?

2. Design Plan Credits

The East Towson Enhancement Area Design Plan was prepared by Neighborhood Design Center urban designer Keith Weaver in conjunction with the Northeast Towson Improvement Association, representatives of the Baltimore County Office of Planning and Zoning and Department of Community Development, NCD architect Warren Anderson, AIA, NDC Board members and staff.



Towson Community Plan Working Groups

COMMUNITY CONSERVATION

Charlie Culbertson, Chairman
Joy biddison
Verson Bolte
Martha Clarke
Abby Hoffman
Joanne Holbach
Sue Schenning

P. David Fields
Brent Flickinger
Diana Itter
Amy Johanson

LAND USE

Harold Reid, Chairman
Brad Bowers
Ed Gillis
Robert Hannon
Dave Rhodes
Joyce Routsen

Pat Keller
Carol McEvoy
Ron Schaeffer
Adam Wasserman

TRANSPORTATION

Stephen Lafferty, Chairman
Betsy Kahl
Jay Kerney
Dave Kozera
Ken Mills

Craig Forrest
Jeff Mayhew
Steve Webber

URBAN DESIGN

Phillip Worrall, Chairman
Les Graef
George Holbach
Jeff Lees
Sally Malena
Al Rubeling
Liling Tien
Joe Werner

Wayne Feuerborn
Lynn Lanham
Nicholas Linehan

EAST TOWSON COMMUNITY CONSERVATION ACTION PLAN

Shelley Jones—Hawkins, Chairwoman
Adelaide Bentley
Margaret Brown
Dorothy McManus
Clarence Myers
Ruppert Williams

Diana Itter
Lenwood Johnson
Patty Beere



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