# Community Plan

# 2001

*Lake Roland Dam 1872*

## *Ruxton*

## *Riderwood*

## *Lake Roland Area*

*Developed by:*

Ruxton-Riderwood-Lake Roland Improvement Association, Inc. & J. Christopher Batten, Inc., Land Planning & Design Consultant

*May 2001 / Adopted by Baltimore County Council August 5, 2002 (Resolution 76-02)*

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# INTRODUCTION

## THE GOAL OF THE RRLRAIA COMMUNITY PLAN

To help preserve and/or enhance the "quality of life" of the Ruxton, Riderwood and Lake Roland communities.

## OBJECTIVES OF THE PLAN

1) As an adopted part of the Baltimore County Master Plan 2010, the RRLRAIA Plan will serve as a guide to expectations, policy and services from Baltimore County.

2) As a "living" blueprint to guide the Association in meeting expectations of the community.

## THE AREA REPRESENTED BY THE PLAN

An area roughly bounded by:

- The Baltimore Beltway to the North
- Charles Street and Charles Street Avenue to the East
- The Baltimore City/County line to the South, and
- The Jones Falls/Falls Road corridor to the West

## THE CHARACTER AND MAKEUP OF THE COMMUNITY OF RUXTON, RIDERWOOD, AND LAKE ROLAND

*To enter the Ruxton-Riderwood-Lake Roland Area Community from any direction is to be struck by its quality of respite. Grand old estates and more modest households are situated on narrow winding roads. Here are tree-shaded suburbs, delightful for their rural roots and preserved history. A broad array of distinct neighborhoods, some old, some new, are the woven fabric of the community, which is served by several contained business "villages." These mature neighborhoods work hard to safeguard the environmental and architectural treasures in their midst, and to resist the negative effects of over-development. Designated a Community Conservation Area, they are an asset to Baltimore County.*

## DEFINING THE ISSUES OUTLINED IN THE PLAN

With an emphasis on "community input," several key steps were involved in the process which produced the plan including:

- Mail survey among entire residential household population
- Observation discovery by committee and planning consultant
- Prioritization of issues by residents via a Community Expo
- Recommendations by appointed committees

# The Planning Process

The Ruxton-Riderwood-Lake Roland Area Improvement Association undertook the following:

- Commissioned a professional consultant
- Engaged the entire community for opinions and reaction
- Recruited community volunteers
- Included the Baltimore County Office of Planning throughout the process

## KEY STEPS IN THE PROCESS

| | |
|---|---|
| *January 2000* | J. Christopher Batten, Inc. hired as consultant |
| *January* | Community survey conducted |
| *February* | Volunteer committees (teams) formed |
| *March* | Traffic issues explored with panel of several County and State officials |
| *April* | Light rail issues explored with MTA officials |
| *April* | Discovery tours throughout the community undertaken by teams |
| *April* | 3-day Community Expo presenting preliminary findings and recommendations by teams |
| *May* | Preliminary Team reports reviewed by the Association Board |
| *June/July* | Drafts of Team reports written and submitted to Consultant |
| *August* | First draft of plan developed, with feedback from Office of Planning |
| *September–May 2001* | Community and board review and editing of written plan |
| *May* | Final version of plan completed |
| *June* | Submittal of RRLRAIA Community Plan to Baltimore County Office of Planning |

## EXECUTIVE SUMMARY

The following key community issues were identified and are the focus of the plan. The Community asked for County assistance in addressing these issues.

I. Safety within the community — addressing traffic and light rail issues.

II. Commercial development — expansion and potential for changing the nature or size of businesses.

III. Preservation of the historic fabric and treasures.

IV. Degraded condition of Robert E. Lee Park and Lake Roland.

V. Enrichment of the living experience — potential for walks & trails.

VI. Enhancement of the face of the community — potential for improved signage, flowered commons, blending of commercial areas into the character of neighborhoods.

# County Adoption

After the plan is reviewed by County planning staff, a public hearing will be held by the Baltimore County Planning Board to hear community comments on the plan. If necessary, revisions to the plan will be made before submitting the plan to the County Council for another public hearing, more revision if necessary and formal adoption as an amendment to the **County Master Plan 2010.**

## SPECIFIC ACTIONS REQUESTED OF BALTIMORE COUNTY COUNCIL AND COUNTY GOVERNMENT

There are many actions proposed in this plan—most are to be initiated by the community association and its committees. The following are some of the more specific actions requested of Baltimore County.

1. Traffic (Section 1)
   a. Adopt standard policy for traffic calming (Issue 2)
   b. Meet with community periodically to discuss specific issues
   c. Provide prompt responses to safety concerns of community

2. Development/Zoning (Section 2)
   a. Notify RRLRAIA as soon as development plans are submitted in or around the community
   b. Curb the granting of variances
   c. Tighten need for compatibility when granting special exception conditional use
   d. Adhere to Scenic Route/Scenic Byways guidelines
   e. Adhere to community conservation principles

3. Open Space (Section 3)
   a. Meet with Baltimore City Parks Department officials to determine joint goals of management and maintenance of Robert E. Lee Park (Issue 2, Action 2.1)

4. Walkways (Section 4)
   a. Include sidewalks in the design of proposed Bellona Road improvements (Issue 7)
   b. Assist in planning and construction of sidewalks leading from residential into commercial areas

5. Community Enhancements (Section 6)
   a. Consult with neighborhoods and develop plans for the Ruxton Village Center and the Bare Hills Commercial Village (Issue 2)

*Outreach team posted sign to announce the Community Expo*

*Committee and community study issues @ Expo*

# *Section 1 ✧ Traffic & Light Rail*

*To enter the Ruxton-Riderwood-Lake Roland Area Community from any direction is to be struck by its quality of respite. Grand old estates and more modest households are situated on narrow winding roads. Here are tree-shaded suburbs, delightful for their rural roots and preserved history. A broad array of distinct neighborhoods, some old, some new, are the woven fabric of the community, which is served by several contained business "villages." These mature neighborhoods work hard to safeguard the environmental and architectural treasures in their midst, and to resist the negative effects of over-development. Designated a Community Conservation Area, they are an asset to Baltimore County.*

## INTRODUCTION:

Due to the community's narrow, winding roads, increased vehicle traffic over the years is cause for safety concerns. This is compounded by significant disregard to posted speed limits. Widening "improvements" would only encourage more traffic and even greater speeds.

There is heavy motorist use on the community's major east-west arterial, Joppa Road. Ruxton Road, Boyce Avenue, Malvern Avenue, and Rolandvue Avenue are neighborhood roads inappropriate for expanded use. Falls Road and Charles Street are scenic byways and traffic policy should conform to the guidelines. Pedestrians are forced to walk along narrow roads with neither walkways or shoulders. Walkways should be added to major roads.

The community opposes widening or straightening neighborhood streets to increase vehicular capacity as this would dramatically alter the residential character of the community. The community traffic committee must work with county agencies to identify effective solutions to slow cars and reduce cut-through traffic. The community should also network with other communities and groups with similar interests in finding solutions to calming traffic and obtaining funding for reconstruction, new construction, maintenance, and traffic planning.

Residents adjacent to the light rail line are experiencing increasing noise due to friction between wheels and tracks. The proposed addition of a second rail heightens existing concerns. It is imperative that prior to or concomitant with any double tracking of the light rail, MTA address existing noise and maintenance problems.

## SUMMARY OF GOALS:

- ✧ Recognize that safety and neighborhood scale are both top priorities
- ✧ Work with county and state officials to resolve traffic problems
- ✧ Work with MTA to resolve light rail issues
- ✧ Continue to act as a forum to discuss traffic issues within the community

## ISSUES & ACTIONS:

**Issue #1** ✧ *Policy governing road construction, maintenance and traffic laws are dictated by the State Highway Administration (SHA) and Baltimore County.*

Action 1.1 **[RRLRAIA board]** Establish a Traffic Committee (TC) to work with county and state officials to solve traffic problems in the community.

Action 1.2 **[TC]** Conduct periodic traffic meetings with the community, county and state officials and police to discuss problems and solutions.

Action 1.3 **[TC]** Develop list of concerns based on community input at traffic meetings. Forward list to county and state roads officials and copy to 4th, 2nd and 3rd district councilmen.

**Issue #2** ✧ *Traffic calming devices may help to slow traffic and discourage cutting through neighborhoods.*

Action 2.1 **[TC]** Join with other community associations and work with county officials to develop new policies regarding traffic calming devices such as speed humps or bumps.

Action 2.2 **[TC]** Refer to "tool box of solutions" for traffic calming solutions. (source in Appendix 'D' under 'Traffic')

Action 2.3 **[TC]** Discuss with Baltimore County officials the possibility of installing traffic control devices in the community as part of a "pilot project" to determine effectiveness and problems.

**Issue #3** ✧ *Some traffic problems are caused by community residents.*

Action 3.1 **[TC]** Association newsletter should encourage defensive/cautious driving, walking, telecommuting, clustering errands and carpooling (especially for private school students).

Action 3.2 **[TC]** Lobby for sidewalks along major roads to promote safe pedestrian and bicycle alternatives to vehicle trips.

**Issue #4** ✧ *There are intricate issues throughout the community related to specific intersections, traffic volume and speed. Solutions can be controversial even within each neighborhood.*

Action 4.1 **[TC]** Before attempting to resolve specific traffic issues, establish a process to determine consensus on proposed solutions. Conduct specific traffic issue meetings with county or state roads officials.

**Issue #5** ✧ *There is little public transportation in the community. Such a service could reduce traffic.*

Action 5.1 **[TC]** Review prospects for community shuttle buses with MTA and/or county transportation planners.

*Mid afternoon Saturday at Joppa Road & Bellona Avenue intersection.*

# *Light Rail*

## SUMMARY OF GOALS:

- ✧ Continue to oppose light rail station in Ruxton or Riderwood
- ✧ Work with MTA to resolve light rail issues
- ✧ Insist on buffer design, installation and maintenance

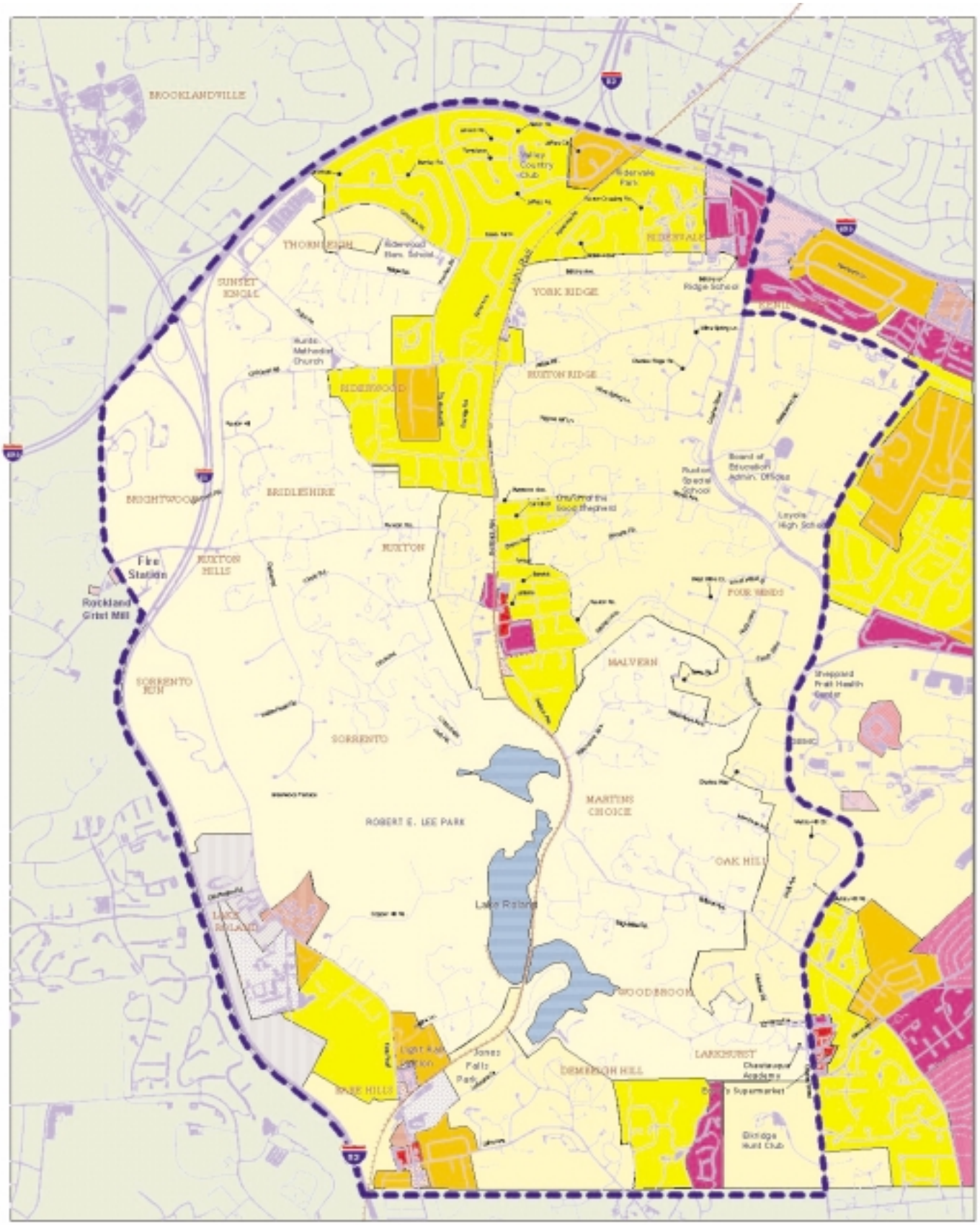
## ISSUES & ACTIONS:

**Issue #1** ✧ *Light rail trains cause disturbance of neighboring properties and are a traffic hazard. Glaring lights of light rail trains, especially along Bellona Avenue between Ruxton Road bridge and Joppa Road bridge, interfere with driver vision.*

Action 1.1 **[TC]** Review plans to insure that sufficient landscape and sound buffers are designed and insist on proper installation and maintenance of those buffers.

Action 1.2 **[TC]** Insist that MTA maintain light rail cars and tracks to reduce noise.

Action 1.3 **[TC]** Review MTA plans to determine that sufficient glare control has been designed for train lights.



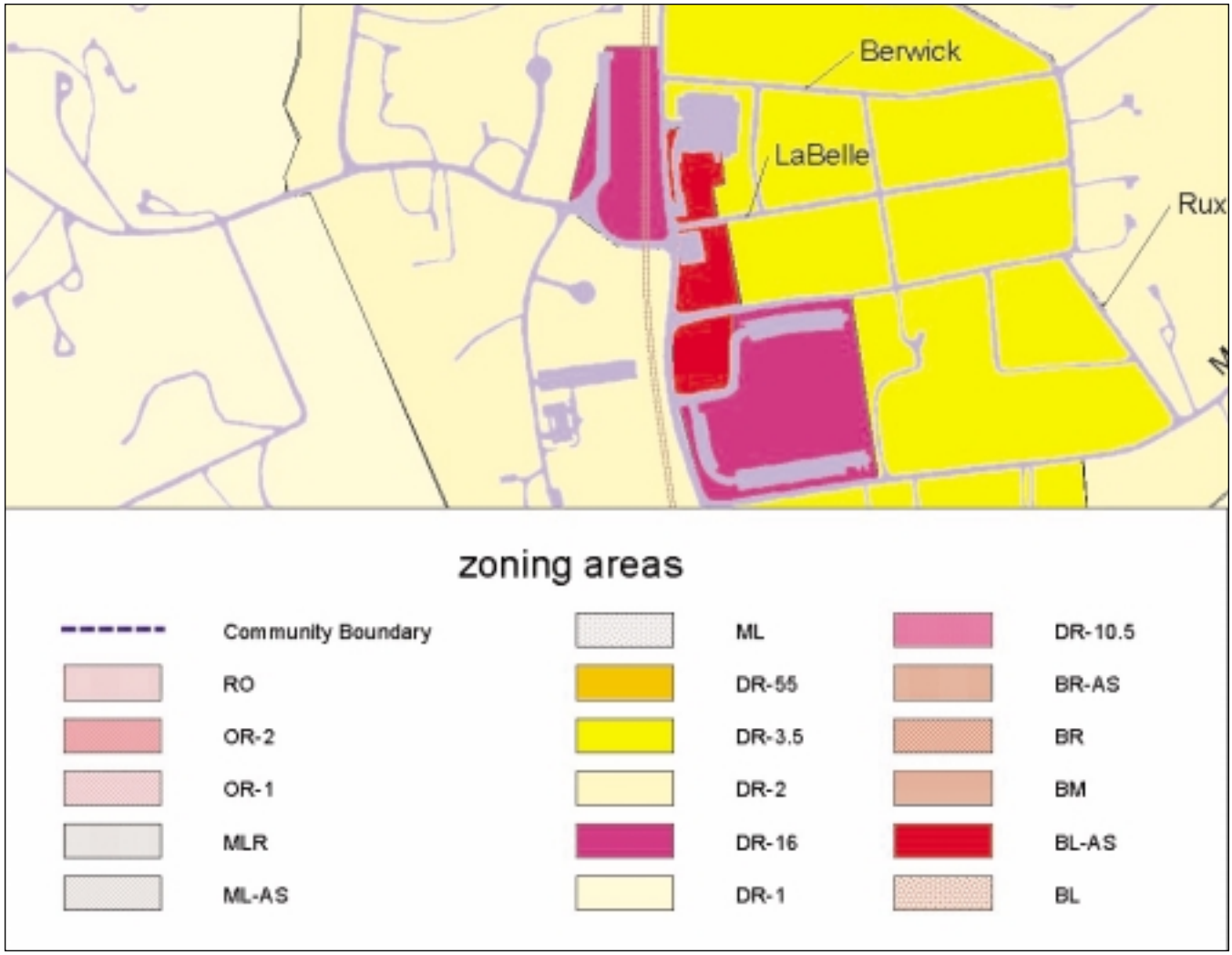

# Zoning

## Community Plan 2001

1000 0 1000 2000 Feet

North

RUXTON RIDERWOOD LAKE ROLAND AREA IMPROVEMENT ASSOCIATION, INC.




## *Key for zoning areas*

| | |
|---|---|
| **RO** | **Residential Office** |
| **OR-2** | **Office/Residential (office w/ accessory commercial uses)** |
| **OR-1** | **Office/Residential** |
| **MLR** | **Manufacturing light restricted** |
| **ML-AS** | **Manufacturing light, automotive services** |
| **Ml** | **Manufacturing light** |
| **DR-#** | **Density residential (#= max. number units per acre)** |
| **BR-AS** | **Business roadside , automotive services** |
| **BR** | **Business roadside** |
| **BM** | **Business major** |
| **BL-AS** | **Business local, automotive service** |
| **BL** | **Business local** |

*NOTE: Patterns used to distinguish some of the above zoning areas have been lost in the file conversion from GIS maps to this more standard jpeg image. To obtain a more legible map contact the Ruxton-Riderwood-Lake Roland Area Improvement Association @ 410-494-7757 or the Baltimore County Planning Office at 410-887-3480.*

# *Section 2 ✧ Zoning & Development*

*To enter the Ruxton-Riderwood-Lake Roland Area Community from any direction is to be struck by its quality of respite. Grand old estates and more modest households are situated on narrow winding roads. Here are tree-shaded suburbs, delightful for their rural roots and preserved history. A broad array of distinct neighborhoods, some old, some new, are the woven fabric of the community, which is served by several contained business "villages." These mature neighborhoods work hard to safeguard the environmental and architectural treasures in their midst, and to resist the negative effects of over-development. Designated a Community Conservation Area, they are an asset to Baltimore County.*

## INTRODUCTION:

Over-development is perceived by area residents to be among the foremost threats to the character of the community. These threats include:

- ✧ Variances to county regulations involving structural additions to residential properties granted by the Zoning Commissioner and the Department of Environmental Protection and Resource Management
- ✧ Zoning violations by residents and businesses
- ✧ The "creep" of businesses, causing decay to the edges of residential sectors
- ✧ The conversion of neighborhood businesses into magnet ("big box") enterprises
- ✧ In-fill development which is considered inappropriate

The zoning designation of land within and surrounding the community is the legal tool governing how that land may be developed. When a community seeks to protect itself, having the proper zoning in place is vital.

In order to be effective with developers, a Zoning & Development Committee (ZDC) must be familiar with the County's complicated development processes, understand its zoning regulations, and act promptly. The RRLRAIA board does not initiate zoning action. Instead, it informs its member neighborhoods of new issues supports those neighborhoods which need to take action.

## SUMMARY OF GOALS:

- ✧ Maintain high quality residential community standards
- ✧ Support neighborhoods opposing variances and code violations
- ✧ Oppose business "creep," magnet commercial enterprises, and high-density residential development
- ✧ Work closely with the county's agencies in furtherance of compatible development, improved streetscapes and protection of historic structures
- ✧ Work to craft legislation which improves communities' position and negotiating powers with regard to development in order to promote conservation goals and residential quality

## ISSUES & ACTIONS:

**Issue #1** ✧ *Requests for variances often accompany renovation and development projects in residential areas. Variances from regulations understandably cause strife in neighborhoods. These variances can be granted by the Zoning Commissioner or the Department of Environmental Protection and Resource Management (DEPRM) if they are not opposed. The granting of variances sets precedents for further variances, weakening neighborhoods' standards and defenses.*

Action 1.1 **[RRLRAIA]** Insure that the executive director monitors planning, zoning and development issues in order to inform the neighborhoods of requests for variances and proposed developments in their areas.

Action 1.2 **[ZDC]** Assist the neighborhood in organizing effective testimony before the Zoning Commissioner — every effort must be made to be successful at this level.

Action 1.3 **[ZDC]** Seek out DEPRM inspectors before environmental variances are granted, since there is no official avenue for community input (whereas developers' engineers talk to DEPRM all the time).

**Issue #2** ✧ *Zoning and building code violations are divisive for neighbors.*

Action 2.1 **[RRLRAIA]** Report suspected zoning and building code violations to the Department of Permits and Development Management.

Action 2.2 **[RRLRAIA]** Support neighborhood's legal action if it becomes necessary to take a violator to court.

**Issue #3** ✧ *Large tracts of land are targets for subdivision, resulting in increased density, increased traffic and loss of open space.*

Action 3.1 **[ZDC]** Work with the Land Preservation Committee (LPC) to address those large parcels of land in the community whose development would be detrimental to the neighborhoods. Advise owners of conservation easements through the Land Preservation Trust (LPT) or of down-zoning (refer to Appendix B).

Action 3.2 **[RRLRAIA]** Maintain a list of LPT properties and their restrictions, as well as a list of large tracts where LPT easements would be desirable.

**Issue #4** ✧ *There are three official opportunities for zoning change by developers. The quadrennial Comprehensive Zoning Map Process engages the developers, the public, planning staff, the planning board and the county council in a tiered series of hearings over 14.5 months. In the years between, the Cycle Zoning process is managed by various county agencies responsible for monitoring development, with more constrained public input, and with the board of appeals rather than the county council making the final decisions. A third process exists for out-of-cycle applications.*

Action 4.1 **[ZDC]** Educate the RRLRAIA board and its neighborhoods about the importance of talking to developers and county staff and testifying at all public hearings. County decision-making about zoning designations *is* responsive to community input.

Action 4.2 **[ZDC]** Encourage developers to attend RRLRAIA board meetings to present their plans. Dialogue improves every development.

**Issue #5** ✧ *Expertly drafted restrictive covenants offered by developers to safeguard communities can be effective, but they are not easily enforced as compliance requires monitoring and costly legal action.*

Action 5.1 **[ZDC]** Seek the most appropriate zoning designation for a tract or a commercial enterprise because this is the neighborhoods' best protection.

Action 5.2 **[ZDC]** Encourage neighborhoods to enter into covenants restricting developers to certain uses — only when the zoning designation is unavoidably permissive and only after expert legal review.

Action 5.3 **[RRLRAIA]** Enter into covenants as rarely as possible and only when there is no other party to do so.

**Issue #6** ✧ *Many schools, medical institutions, religious institutions and retirement communities are in or border this community. They are permitted in residential zones by "special exception." Their expansion and development plans should have positive impacts.*

Action 6.1 **[RRLRAIA]** Invite all "special exception" institutions planning expansion to its board meetings to share their plans.

Action 6.2 **[ZDC]** Work with the County Office of Planning staff, the County Council, and in concert with other community groups to improve compatibility standards for institutional uses in residentially zoned areas.

**Issue #7** ✧ *County law and ordinances control development process. Improvements would empower communities to:*

- ✧ *Argue effectively for compatibility measures*
- ✧ *Ensure environmental protections are adequately applied*
- ✧ *Assure the preservation of historic structures*
- ✧ *Uphold the "Scenic Routes" and "Scenic Byways" (Falls Road, Lake Avenue and Charles Street) guidelines*

*Arden Courts Alzheimer Care Facility on Bellona Avenue (special exception).*

Action 7.1 – 6 **[RRLRAIA]** Craft legislation which:

- ✧ Administrative variances can have an impact and, in addition to posting on the property, should also be posted on the Baltimore County website
- ✧ Sharply improves sloppy compatibility legislation guiding the Office of Planning in large-scale assisted living facility (ALF) development
- ✧ Addresses the absence of citizen input into variance requests before the Department of Environmental Protection and Resource Management
- ✧ Encourages protection rather than elimination of historic structures on developers' tracts
- ✧ Eases the burdens to surrounding residents created by "big box" churches able to evade local restriction by employing new freedom of religion edicts passed by Congress
- ✧ Adds teeth to the "Scenic Route" guidelines often waived in zoning hearings

**Issue #8** ✧ *Positive development can benefit the community.*

Action 8.1 **[RRLRAIA]** Encourage redevelopment projects that improve the appearance and compatibility of existing business uses (see Community Enhancements section).

Action 8.2 **[RRLRAIA]** Encourage restoration and preservation of all of RRLRA's at-risk historic structures as residences or for adaptive reuse as these buildings weave our architectural "story" (see Historic Preservation section).

Action 8.3 **[RRLRAIA]** Support the admirable goals of Maryland's "Smart Growth" Initiative, such as the refurbishing of run-down neighborhoods in the metropolitan area. As an example, the Historic Scott Settlement of Bare Hills is a proud survivor of the pre-Civil War era. It is in need of repairs and restoration sensitive to the architectural achievements of its founder, the Rev. Aquilla Scott (also founder of the St. Johns AME Church on Bellona Avenue in Ruxton). Scott community leaders have begun to work with the County's Office of Community Conservation to preserve and improve the historic dwellings.

**Issue #9** ✧ *It is the view of community associations that the development process is weighted too heavily in favor of developers. It is difficult, costly and time-consuming for citizens to prevail when threatened with incompatible development.*

Action 9.1 **[RRLRAIA]** ] Express support for the office, budget and salary of the People's Counsel whose job it is to challenge, on behalf of the citizens, the County's legally questionable zoning decisions.

Action 9.2 **[RRLRAIA]** Recruit lawyers, architects, and community-friendly developers to the RRLRAIA board as their expertise would be invaluable.

Action 9.3 **[RRLRAIA]** Share expertise and influence with bordering community associations, the Community Conservation Action Group, the Greater Towson Council of Community Associations, and others.

# *Section 3 ✧ Land Preservation*

*To enter the Ruxton-Riderwood-Lake Roland Area Community from any direction is to be struck by its quality of respite. Grand old estates and more modest households are situated on narrow winding roads. Here are tree-shaded suburbs, delightful for their rural roots and preserved history. A broad array of distinct neighborhoods, some old, some new, are the woven fabric of the community, which is served by several contained business "villages." These mature neighborhoods work hard to safeguard the environmental and architectural treasures in their midst, and to resist the negative effects of over-development. Designated a Community Conservation Area, they are an asset to Baltimore County.*

**INTRODUCTION:**

The Ruxton-Riderwood-Lake Roland communities greatly value open space and the rural character of their neighborhoods. However, a lack of uniform distribution of these areas detracts from the community at large.

*Active Recreation* facilities are provided at Riderwood Elementary School, located in the north central part of the community, and Ruxton Center (school), located on the eastern edge of the community, however, neighborhoods located on the western and southern parts of the community have no public facilities.

*Passive Recreation* Lake Roland is one of the most valued assets in the community. It contains unique natural features such as pine barrens, serpentine rock landforms and forests. Three major streams converge into Lake Roland — Towson Run, Roland Run and Jones Falls. The open space, stream valleys, hiking trails and open water in the park provide respite for both city and county residents.

*Preservation of open space* is a concern. Open space is comprised of:

- ✧ Public land owned and maintained by the county, state or city. Baltimore City owns Robert E. Lee Park, and is responsible for its maintenance. Baltimore County owns adjacent land extending north along Roland Run and south from Lake Roland Dam along the Jones Falls.
- ✧ Recreational spaces at local schools are the joint responsibility of Baltimore County Board of Education and Baltimore County Department of Parks and Recreation.
- ✧ Conservancy and privately owned land.

The public open space should not be developed without compelling reason and agreement of the community.

*Privately Owned Parcels* within the community are under tremendous pressure to develop. Again, the community opposes variance requests or zoning changes that enable development. Seeking alternatives to development in order to preserve open spaces, natural environment, and the rural character is highly encouraged. Examples include:

- ✧ The Land Preservation Trust (refer to Appendix B)
- ✧ Programs such as 'NeighborSpace' or 'Adopt-a-Lot' which help preserve the smaller open spaces

The community is proactively dedicated to preserving open space.

*Stream and Stream Valley* degradation is the other key concern of the community. Stream valleys intersect most communities in the area. They include the Jones Falls, Roland Run and Towson Run, as well as many smaller feeder streams. Over-development and impervious paving in upstream communities contributes to the deterioration of stream valleys and causes more severe and frequent flooding and erosion.

## SUMMARY OF GOALS:

- ✧ Preserve and maintain existing parkland
- ✧ Preserve and protect natural resources
- ✧ Preserve the visual landscape
- ✧ Increase usable acreage for active and passive recreation
- ✧ Preserve and improve outdoor recreation facilities
- ✧ Promote land trust to preserve open space and natural resources

## ISSUES & ACTIONS:

**Issue #1** ✧ *Robert E Lee Park is the community's greatest open space resource but there are several serious issues of concern:*

- ✧ The developed part of the park at the southern end has become a magnet "off-leash" dog exercise area. This has resulted in fecal pollution and shoreline erosion that further speeds the siltation of Lake Roland. There are many angry confrontations between dog walkers and other park users.
- ✧ The paths at the Falls Road (west) side of the park are created by and heavily used by trail bikes. There are potentially dangerous conflicts between trail bike riders and pedestrians.
- ✧ Repeated, heavy use by both bikers and hikers leads to degradation of trails and creation of new trails which has created a negative effect on the natural beauty of this forested oasis.
- ✧ Respondents to the community survey expressed interest in repairing and maintaining the area formerly used as a rugby field (refer to Appendix A).
- ✧ Park access for much of the community is limited.

Action 1.1 **[RRLRAIA board]** Establish a Land Preservation Committee (LPC) to promote the policies outlined above and address the issues in this section of the Community Plan. Include a member of the Robert E. Lee Park Conservancy (RELPC) on this committee.

Action 1.2 **[LPC & RELPC]** Solicit support and input from other neighborhood associations, conservancies and task forces in the area around REL Park.

Action 1.3 **[LPC]** Participate in City and County master plan processes.

*Erosion in Robert E. Lee Park from bicycles.*

Action 1.4 **[LPC & RELPC]** Working with representatives of concerned neighborhoods, develop a statement of community positions on park issues and work with Baltimore City Department of Recreation and Parks to resolve the issues.

Action 1.5 **[LPC & RELPC]** Work with Baltimore City and County to improve and maintain the park.

Action 1.6 **[LPC & RELPC]** Educate the public and neighbors to demand enforcement of City and County laws in the park, including dog regulations.

Action 1.7 **[LPC & RELPC]** Establish communication with off road bicycle groups to limit trail use to designated areas maintained by the bicyclists and to promote courteous behavior by the bicyclists. Invite input regarding rules and penalties. Consider establishment of "Trail Club" to help park staff maintain and police trails.

Action 1.8 **[LPC & RELPC]** Work with Baltimore City to have a permanent on-site police presence to enforce regulations in the Park and discourage crime.

Action 1.9 **[LPC]** Cooperate with the Walks and Trails Committee to develop a system of trails to the Park with limited neighborhood access (refer to Section 4, Walks & Trails).

**Issue #2** ✧ *Robert E. Lee Park is unusual in the respect that it is a city-owned park located in the County. Although city residents do travel to use the park, many county residents also use the park. Without this park, the community would have very little public open space.*

*Baltimore City has limited resources to devote to park maintenance, supervision and development. More resources are needed to protect the park assets, the park users and park neighbors.*

Action 2.1 **[LPC & RELPC]** Explore the possibility of shared planning, management, and maintenance of Robert E. Lee Park between Baltimore City (owner) and Baltimore County (location of park).

**Issue #3** ✧ *The zoning for Robert E. Lee Park is currently residential. Although the City at this time has no intention of selling off any portions of the park, the current zoning would permit residential development.*

Action 3.1 **[LPC]** Work with Baltimore County to develop a park overlay zoning designation and other protective control to assure the preservation of the park.

**Issue #4** ✧ *Development of property adjacent to the park would detract from the park visually, functionally and environmentally.*

Action 4.1 **[LPC]** Explore ways to acquire certain adjacent properties that come up for sale on a case-by-case basis through the use of innovative methods such as land trusts, non-profit development corporations, etc.

**Issue #5** ✧ *Additional development reduces open space.*

Action 5.1 **[LPC]** Work with Zoning and Development Committee to promote the Land Preservation Trust and donations of easements by the landowners of large subdividable lots. If necessary, provide professional services needed to establish land trust.

Action 5.2 **[LPC]** Educate communities to the importance of continued vigilance in zoning matters such as proposed variances and special exceptions that impact valued open spaces.

*Former Westminster Railroad bridge over the Jones Falls.*

**Issue #6** ✧ *Natural resources of the community — stream, woodlands and wetlands — are threatened by poor watershed management.*

Action 6.1 **[LPC]** Support current regulations that provide stream protection and insist on county enforcement of these regulations. Vigorously oppose any variances or reduction of environmental restrictions.

Action 6.2 **[LPC]** Promote community awareness, especially streamside landowners, of good watershed management practices. Obtain and distribute literature, submit articles to newsletter and newspapers and conduct "information sessions" featuring environmental experts. Join forces with established organizations such as "Save our Streams" (refer to Appendix D).

Action 6.3 **[LPC]** Support County Master Plan goals to preserve stream corridors such as Towson Run and Roland Run for passive use only.

**Issue #7** ✧ *The Ruxton-Riderwood-Lake Roland Area has very few active recreation facilities.*

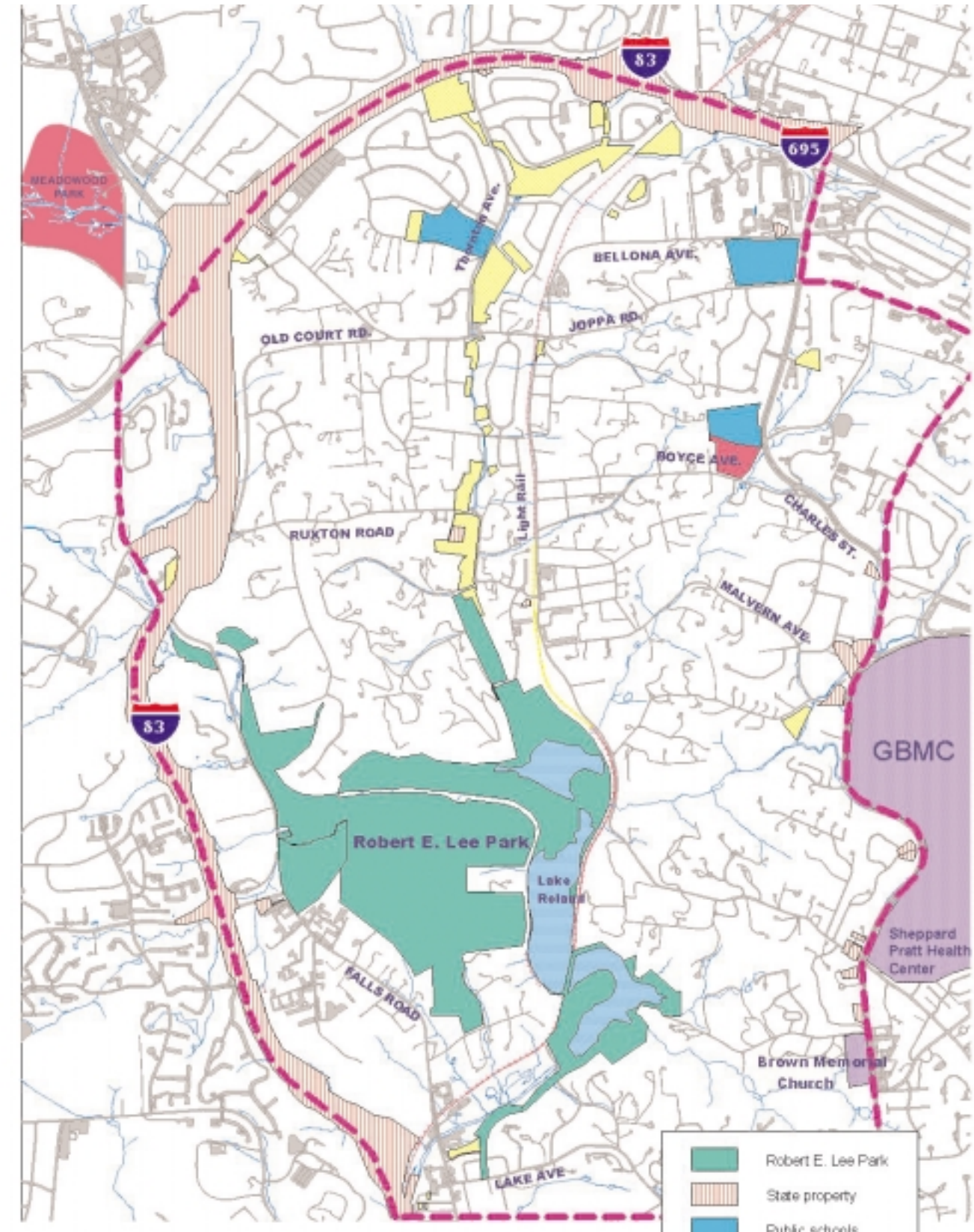
Action 7.1 **[LPC]** Consider possible improvements for open space in Essex Farm Park and the Ridge School which has been closed. Also consider bicycle/pedestrian linkage to the proposed Meadowood Park in addition to or in lieu of new facilities in the community.

Action 7.2 **[LPC]** Promote development and maintenance of small neighborhood parks utilizing programs such as Adopt-a-Lot or NeighborSpace (refer to Appendix D).

**Issue #8** ✧ *Proposals to develop Lake Roland as a more active recreation facility are being considered, however, many residents prefer the current passive use.*

Action 8.1 **[LPC]** Express community attitudes to Baltimore City Parks Department and insist that any plans for the park be developed with early input by the community.

*Railroad bridge over Jones Falls.*




# Public & Institutional Property

# *Section 4 ✧ Walkways and Bikeways*

*To enter the Ruxton-Riderwood-Lake Roland Area Community from any direction is to be struck by its quality of respite. Grand old estates and more modest households are situated on narrow winding roads. Here are tree-shaded suburbs, delightful for their rural roots and preserved history. A broad array of distinct neighborhoods, some old, some new, are the woven fabric of the community, which is served by several contained business "villages." These mature neighborhoods work hard to safeguard the environmental and architectural treasures in their midst, and to resist the negative effects of over-development. Designated a Community Conservation Area, they are an asset to Baltimore County.*

## INTRODUCTION:

Over time many paths and trails throughout the community have vanished due to growth. This has created not only a hazardous environment for those citizens who enjoy the outdoors but contributes, to some degree, to unnecessary vehicle traffic. In addition, the light rail restricts existing pedestrian and bicycle activity by dividing the community virtually in half. Bicyclists and pedestrians are forced to ride on narrow roads without shoulders. Even with the hazardous conditions there are a significant number of people walking and riding bikes. The level of use in such an unsafe environment implies that there are others in our community who would prefer to walk or ride but will not brave the hazards.

## WALKWAY DEFINITIONS:

Walkways are defined as follows for the purposes of this plan:

*Sidewalks:* Used by general public, usually to provide access to and around commercial areas.

*Paths:* For lesser use than sidewalks, would often feed into sidewalk from residential neighborhood.

*Trails:* Primarily for recreational use to provide access through open space.

## SUMMARY OF GOALS:

- ✧ Aggressively seek funding for sidewalks and paths in appropriate community areas.
- ✧ Improve the safety of pedestrians and bicyclists by creating a network of sidewalks and paths in areas of greatest congestion and danger.
- ✧ Require all future roadwork and developments to address the issue of bicycle and pedestrian access and where appropriate develop walks and paths in conjunction.
- ✧ Encourage walkway planning efforts to be jointly undertaken by county and/or state officials working directly with neighborhood task force.
- ✧ Obtain information on issues pertaining to sidewalks and paths including liability, rights-of-way, planning, design and funding sources.

## ISSUES & ACTIONS:

**Issue #1** ✧ *Retrofit walkways are extremely difficult to locate and design in this community due to minimal public rights-of-way, privacy concerns, liability concerns, existing structures, utility poles, trees and topography. There is also a concern that development of walks may detract from the rural character of the area.*

Action 1.1 **[RRLRAIA board]** Establish a Walks and Trails Committee (WTC) to research innovative solutions to such issues as liability, obtaining easements from landowners and construction methods.

**Issue #2** ✧ *Village centers lack safe pedestrian access. The commercial centers of "Ruxton Village" (intersection of Ruxton Road and Bellona Avenue), "Charles Street Village" (Charles Street from Stevenson Lane to Woodbrook Lane), Lake Falls Village, (intersection of Falls Road and Lake Avenue), and Riderwood Village (post office) are not safely accessible by pedestrians or bicyclists. (Refer to Appendix D, Village Centers; Refer to "Possible Walks & Trails" Map).*

Action 2.1 **[WTC]** Make sure that village center streetscape plans include crosswalks and sidewalks as part of the total redevelopment plan. Walks and Trails Committee should provide input and support for these redevelopment projects.

**Issue #3** ✧ *Robert E. Lee Park is also difficult to access from the west.*

Action 3.1 **[WTC]** Work with the Robert E. Lee Park Conservancy to repair and maintain the trail along the railroad bed to Falls Road (see "Possible Walks & Trails" map, T*1 and Section 5, Land Preservation).

**Issue #4** ✧ *The MTA light rail tracks have divided the community into two sections. Prior to its construction, the right-of-way was used as a pedestrian link providing access and community interaction.*

Action 4.1 **[WTC]** Work with the MTA and the Robert E. Lee Park Conservancy to develop at-grade pedestrian crossing of the light rail tracks allowing access to Robert E. Lee Park from the east (refer to "Possible Walks & Trails" map, TC*1).

Action 4.2 **[WTC]** Work with MTA to develop a trail from Essex Farm Park to Ridervale Park connecting them under the railroad bridge (refer to "Possible Walks & Trails" map, TC*2).

Action 4.3 **[WTC]** Promote pedestrian improvements for the Falls Road, Ruxton Road and Joppa Road bridges over the light rail tracks. Ruxton Road and Falls Road improvements should be part of the village center revitalization projects.

**Issue #5** ✧ *There is a lack of designated bicycle routes in the community.*

Action 5.1 **[WTC]** Designate a Bicycle Task Force (BTF).

Action 5.2 **[BTF]** Work with county and state agencies on bicycle safety measures including the following:

Action 5.2a Designate and mark Thornton Road with a bike lane from Joppa to Timonium if width allows.

Action 5.2b Designate and mark the east side of Falls Road from the city line to Joppa with a bike/pedestrian lane.

Action 5.2c Designate a bike lane on Bellona Avenue from Ruxton Road south to Charles Street.

**Issue #6** ✧ *Bellona Avenue from Joppa Road south to Berwick Road is not safe for pedestrian traffic. A sidewalk in this area would provide safer pedestrian access for many residents to the Ruxton Village Center.*

Action 6.1 **[WTC]** Establish Bellona Avenue Walkway Task Force (BAWTF) to determine community support for a sidewalk along the eastern side of Bellona Avenue from Joppa Road south to the Ruxton Village Center. Consider a shortened version of this walkway from Berwick Road to Boyce Avenue over the existing dirt path for the initial phase (refer to "Possible Walks & Trails" map, W*1).

Action 6.2 **[BAWTF]** Based on adequate community support for the walkway, request planning, design and funding assistance from the Baltimore County Office of Community Conservation and elected officials.

**Issue #7** ✧ *There is no safe pedestrian access along Bellona Avenue between Riderwood Village and Ridervale. A sidewalk in this location would link several communities to the Riderwood Village.*

Action 7.1 **[WTC]** Determine neighborhood support for a sidewalk in this location. Based on neighborhood support, request RRLRAIA board send written request to Baltimore County Public Works endorsing the inclusion of sidewalks in these two projects if at all feasible. Follow up with periodic calls to determine status of project.

**Issue #8** ✧ *Baltimore County plans to construct a regional park and sports complex west of Falls Road, north of the Beltway (Meadowood Park). The feasibility of a regional trail from the Penn Railroad Station to Lake Roland is currently being studied. Although the project, if feasible, is several years away, it may be that a link to Meadowood will be considered. Such a trail would be an asset to the RRLR community also, but the community would prefer that such a trail be located on the western edge of the community parallel to interstate 83. There is a Baltimore Gas and Electric transmission line and right-of-way that may be an option the community would support (refer to Possible Walks & Trails Map, T*3). The old Westminster Railroad bed which roughly parallels Falls Road would be another option.*

Action 8.1 **[WTC]** Monitor progress of Jones Falls Trail Study. If and when a real prospect develops, determine community support or opposition for this trail extension. Based on sufficient community support and RRLRAIA board approval, request planning study by Baltimore County.

Action 8.2 **[WTC]** Explore the possibility of reclassifying the Jones Falls greenway from an "environmental greenway" to a "recreational greenway" within the County's Master Plan 2010 and Land Preservation Plan.

**Issue #9** ✧ *County Public Works Department does not always notify communities regarding design of proposed capital projects. Some of these projects present opportunities for sidewalk construction such as Bellona Avenue (Issue #8).*

Action 9.1 **[WTC]** Monitor the Capital Projects Budget to determine if any street projects are proposed within the community and determine community support for sidewalks in the location of such projects. Notify County Public Works Department regarding community support for sidewalks on specific projects in the capital budget.

*Footpath on Bellona Avenue south of Berwick.*

## *Possible Walkway Descriptions:*

**(see map on page 24)**

**VILLAGE CENTERS**

Five village centers are high priority for sidewalk and crosswalk improvements. These would be planned and constructed as part of an overall revitalization plan.

**WALKS**

*W*1* A very difficult construction from Boyce Avenue north to Joppa Road would require cooperation from all private property owners on the east side of Bellona Avenue. If constructed on the west side between the road and light rail, a special exception to light rail setback requirements would be needed. The connection, if possible, would provide walking access for many homes to the Ruxton Village Center. The shortened version of this walk goes from Berwick Road north to Boyce Avenue following an existing dirt footpath (see Issue #8).

*W*2 North Bellona Road Sidewalk*

These sidewalks would be part of a larger public works project already included in the Baltimore County Public Works Capital Budget, Fiscal Year 2000. The sidewalk would connect existing sidewalks on Bellona Avenue east of Ruxton Crossing Road to the Riderwood Post Office and Village Center (see Issue #7).

**LIGHT RAIL TRACK CROSSING**

*TC*1* The possible at-grade track crossing would be similar to one already in the park at the south end of the light rail bridge crossing the lake. It would provide park access to the neighborhoods off of Rolandvue Avenue and the south end of Bellona Avenue. This crossing would have to be in conjunction with trail improvements on the park side of the light rail track (see Issue #4; Action 4.1).

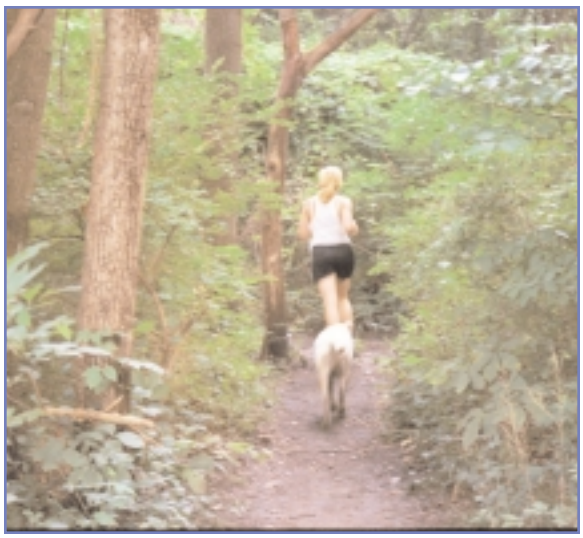
*TC*2* This potential crossing would connect two parks (see Issue #4; Action 4.2 and Issue #7; Action 7.1).

**TRAILS**

*T*1* This is an existing trail over the historic Greenspring branch train right-of-way which served the mills in the 19th century. The trail is located on private park property. Maintenance and policing of the trail are the most urgent needs.

*T*2* This is an existing trail which provides neighborhood access into Robert E. Lee Park from the north. (refer Section 3; Issue #7; Action 7.1).

*T*3* This trail would be part of a network of trails originating at Penn Train Station in Baltimore. It would provide access to the proposed Meadowood Regional Park north of the Beltway (see Issue #8).



*Footpath in Robert E. Lee Park.*

Possible Walkways & Bikeways

# *Section 5 ✧ Historic Preservation*

*To enter the Ruxton-Riderwood-Lake Roland Area Community from any direction is to be struck by its quality of respite. Grand old estates and more modest households are situated on narrow winding roads. Here are tree-shaded suburbs, delightful for their rural roots and preserved history. A broad array of distinct neighborhoods, some old, some new, are the woven fabric of the community, which is served by several contained business "villages." These mature neighborhoods work hard to safeguard the environmental and architectural treasures in their midst, and to resist the negative effects of over-development. Designated a Community Conservation Area, they are an asset to Baltimore County.*

## INTRODUCTION:

Recognizing the history of the community is important in promoting a sense of continuity and permanence. The efforts of prior residents that established a quality neighborhood are greatly appreciated and the community can learn from their efforts in meeting the challenges of today.

The challenge, in part, is to promote an awareness through education, of the historic resources of the community, and thereby develop consensus as to the importance of preserving them.

Ruxton's history is rich and varied, as it reflects many economic, social and political events that parallel the development of the state and country as a whole. Its early history has been recently documented; the details of which may surprise even its most senior residents.

The community's history is expressed in several forms:

- ✧ The built environment of residential, agricultural, religious, industrial, educational and other features that are or have been a part of this community's past and present.
- ✧ The history and evolution of the natural environment, its landscape, which would include our land, streams, soil, and vegetation.
- ✧ The social-cultural history of the people who have inhabited this area over the past three hundred years.

## SUMMARY OF GOALS:

- ✧ Educate community regarding the history of the area
- ✧ Map and describe sites of historic significance
- ✧ Utilize state and county programs to preserve historic features

## ISSUES & ACTIONS:

**Issue #1** ✧ *Educational and preservation programs will be more effective if initiated from within the community.*

Action 1.1 **[RRLRAIA board]** Establish a Historic Preservation Committee (HPC) to sponsor educational and preservation projects.

**Issue #2** ✧ *Education and awareness of history and historic resources is critical to gaining community support for preservation efforts.*

Action 2.1 **[HPC]** Provide educational seminars and lectures, videos, posters and books to identify and raise community awareness of surrounding resources.

Action 2.2 **[HPC]** Initiate historic seasonal or anniversary celebrations, festivals or tours.

Action 2.3 **[HPC]** Design and provide identification plaques at historic sites.

Action 2.4 **[HPC]** Restore, rebuild or improve the historic features or sites as community projects sponsored by local businesses. Install recognition/information signs.

**Issue #3** ✧ *Due to a significant concentration of historic resources, the entire community can be considered for National Register of Historic Places designation. One or possibly several districts within the community could be formed.*

Action 3.1 [HPC] Develop a plan to inform the community about benefits of the historic district designation. Include the following information:

1. District designation would allow any property which contributes to the historic character of the district to be eligible for tax credit benefits. There is no restriction to what property owners can do unless they accept federal or state funds.
2. If benefits are received, the property owner may be required to allow an easement to preserve the structures integrity.
3. Significant alterations would have to be approved by the Maryland Historical Trust.
4. State tax credits may be granted for updating improvements to prolong useful life, such as bathrooms.

Action 3.2 **[HPC]** Determine community support for the designation as required by the Maryland Historic Trust.

Action 3.3 **[HPC]** Work with the Maryland Historic Trust to create area designations compatible with the Trust requirements.

**Issue #4** ✧ *Historic inventory developed in 1987 needs to be reviewed and updated.*

Action 4.1 [HPC] Conduct a survey of area residents in order to amend the 1987 inventory. Survey participants should fill out surveys noting historic facts about the structure, architecture, prior owners and any historic events at that location. The updated inventory would be used by the Maryland Historic Trust in the evaluation of the area for National Register of Historic Places eligibility and Historic District nomination.

**Issue #5** ✧ *Individual properties can be designated for preservation if community support for the district is insufficient.*

Action 5.1 [HPC] Utilizing the updated historic properties listing, contact the property owners and provide them with the National Register nomination form (from the Maryland Historical Trust {MHT} Office of Research, Survey and Registration) for the purpose of documenting and evaluating the condition of the property. Once satisfactorily completed and submitted to the MHT, the property owner may then nominate the structure for register listing. The Governor's Consulting Committee on the National Register will make a recommendation to the State Historic Preservation Officer. If recommended by the consulting committee and State Preservation Officer, the nomination is forwarded to the Secretary of the Interior for final approval. Once listed the property becomes eligible for state and local rehabilitation tax credits, low-interest loans and certain other protections.

**Issue #6** ✧ *Architectural and site design in the historic areas of the community should be consistent with the existing design.*

Action 6.1 [HPC] Request that businesses and homeowners use neighborhood compatible design and provide examples.

Action 6.2 [HPC] Appoint a task force of architectural and site design specialists to establish design guidelines for advising both commercial and residential property owners considering construction, additions or significant alterations to existing structures. Issues such as massing, scaling, detailing and facade should be addressed to help property owners in seeking the most compatible blending with their property and the surrounding structures and land. Prior to guideline adoption by the RRLRAIA, hold public meeting(s) for discussion and further community input. The task force members advise HPC on specific architectural issues. Consider use of guidelines available from MHT or other communities.

**Issue #7** ✧ *Zoning code violations and variances over the years have eroded the quality of our community's historic character.*

Action 7.1 **[HPC]** Insist on enforcement of zoning restrictions.

**Issue #8** ✧ *Attractive landscapes define this community with winding narrow roads, extensive woodlands, mature trees, natural areas and well maintained yards.*

Action 8.1 **[HPC]** Provide recognition for property owners, businesses and developers who set good examples by preserving and enhancing landscapes.

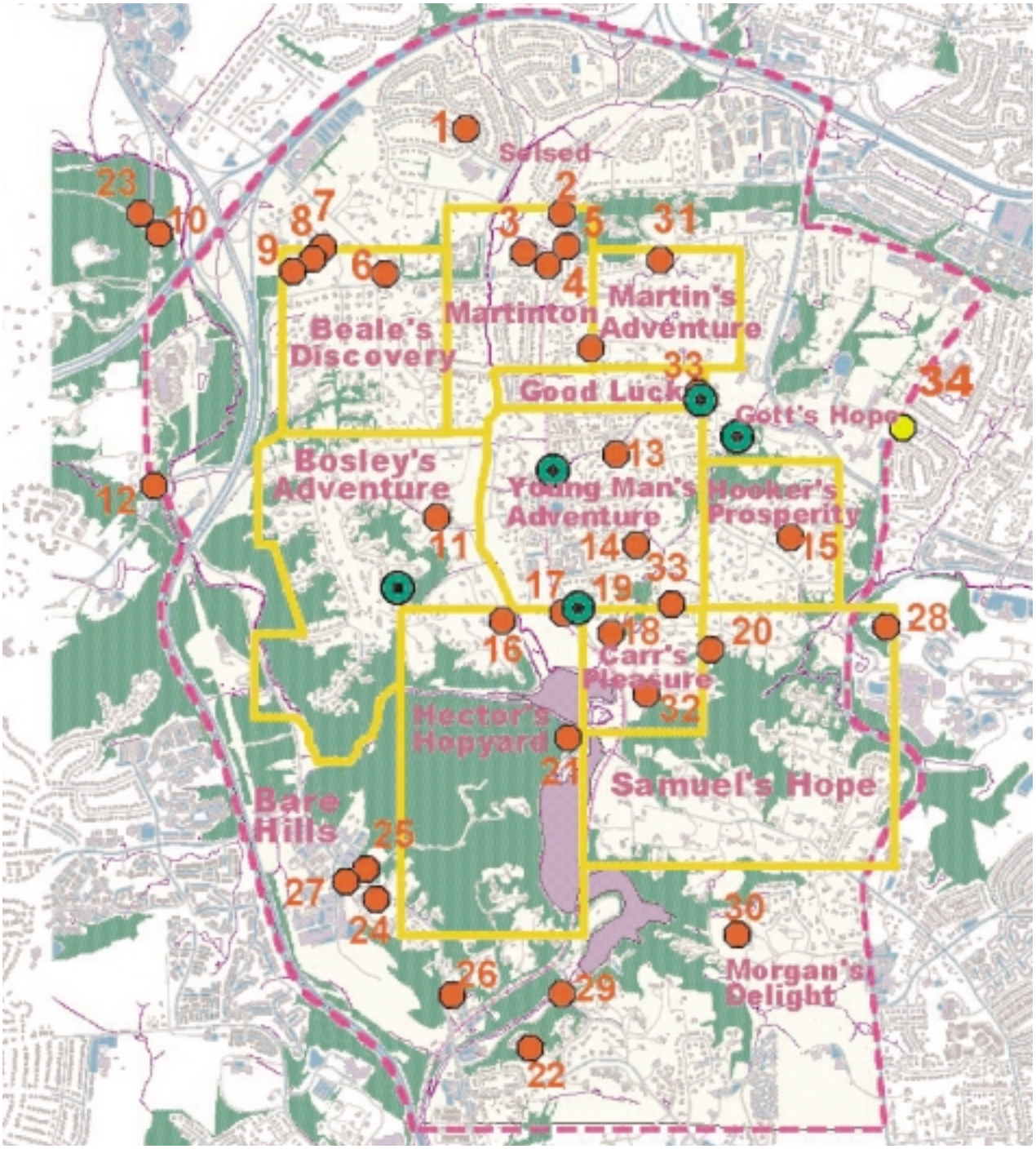
Action 8.2 **[HPC]** Require that all proposed improvements (including walks and trails) be designed and constructed to enhance the historic landscape.

Action 8.3 **[HPC]** Encourage and support homeowners with large lots to donate development rights to the Land Preservation Trust (see Appendix B).

Action 8.4 **[HPC]** Map locations of large trees and significant tree groupings in the community. Include trees listed on the Maryland Bicentennial List and the List of Champions. Encourage landowners to maintain and preserve these significant trees. Consider inducements or requirements for tree preservation.

Action 8.5 **[HPC]** Insist on enforcement of county and state restrictions on forest damage and removal.

# Historic Sites and 18th/19th Century Land Tracts




**Historic Sites Legend**

1. Thornton-Rider home
2. Approximate site of 1854 Railroad Accident
3. Original Rider home circa 1827
4. Riderwood Railroad Station
5. Mary Rider house circa 1879
6. Hunt Church site – original structure 1780
7. Hunt spring house
8. Hunt home
9. Hunt family grave yard
10. Valley Inn
11. Nicholas Ruxton Moore spring house & home site
12. Rockland Village Historic District (1706)
13. Spring house circa 1826
14. Mary Rider Haslup home circa 1890
15. Approximate burial site of Robert Strawbridge
16. Probable burial site Nicholas Ruxton Moore
17. St. Johns AME Chapel & parsonage (1833)
18. Solomon-Bowen Home circa 1745-1776
19. Bicentennial tree
20. Fisher home (1875)
21. Site of Bellona Gunpowder Mills circa 1800-1850
22. Buckingham (1824)
23. Brooklandville RR station circa 1860
24. Bare Hills House (1850)
25. Bare Hills School (1880)
26. Nelson Bowen House circa 1870
27. Scott settlement area circa 1830
28. Benjamin Bowen Home circa 1739
29. Lake Roland Historic District
30. Tyroconnel (1921)
31. Schoolmaster's home (1772)
32. Reese house (1869)
33. Thomas Ellicott house (1869)
34. Gott's Hope House, circa 1747

# *Section 6 ✧ Community Enhancements*

*To enter the Ruxton-Riderwood-Lake Roland Area Community from any direction is to be struck by its quality of respite. Grand old estates and more modest households are situated on narrow winding roads. Here are tree-shaded suburbs, delightful for their rural roots and preserved history. A broad array of distinct neighborhoods, some old, some new, are the woven fabric of the community, which is served by several contained business "villages." These mature neighborhoods work hard to safeguard the environmental and architectural treasures in their midst, and to resist the negative effects of over-development. Designated a Community Conservation Area, they are an asset to Baltimore County.*

## INTRODUCTION:

While enhancing and preserving overall characteristics of the community are addressed throughout the Community Plan, this section focuses on specific upgrading and face lifting opportunities. Essentially, two areas present themselves for upgrading types of improvement.

- ✧ The public domain areas such as the roads, roadsides and bridges as well as the light rail corridor.
- ✧ The small-scale commercial centers throughout the community.

Over the years the roads, bridges and light rail corridor have been upgraded with maintenance efforts. However, further coordination between the community, the county, the state, and the MTA would provide even greater impact. Examples include standardization of the materials used in fencing, guardrails, sidewalks, curbing, and regular maintenance plans.

The commercial centers would benefit immeasurably from a coordinated revitalization effort. Currently, many of these commercial centers are pursuing a "village center" strategy with help from supportive county and state agencies. This has resulted in enhancements such as pedestrian-friendly streetscapes, multi-material crosswalks, lighting and street furniture such as benches, trash receptacles and planters.

## SUMMARY OF GOALS:

- ✧ Seek the support of county and state programs including those provided by the County Office of Community Conservation and the State Highway Administration's Office of Environmental Design.
- ✧ Foster cooperative ventures between the community, local businesses and government agencies.
- ✧ Continually monitor the community for opportunities for improvements.

## ISSUES & ACTIONS:

**Issue #1** ✧ *Opportunities for community enhancement are not seized due to a lack of awareness and/or a lack of knowledge about how to pursue such opportunities.*

Action 1.1 **[RRLRAIA board]** Establish an Enhancement Committee (EC) to identify and pursue community beautification and revitalization projects and funding.

**Issue #2** ✧ *Commercial centers are increasingly congested, often lack a cohesive appearance, and are not pedestrian friendly. Some areas such as Lake Falls, Ruxton Village and Charles Street Village have initiated efforts to revitalize and upgrade the commercial centers. Following is a brief description of current revitalization efforts and prospects:*

- Ruxton Village Center/Graul's Market — *(Bellona Avenue from Malvern Road to Berwick Road)* Exploratory meetings have taken place to determine resources and to propose several improvements to the village area. Because the village lies along both county and state roads as well as the light rail track, a combined effort between the county, the State Highway Administration, the MTA and the community is warranted. The Baltimore County Office of Community Conservation has agreed to coordinate this joint effort and future meetings are currently scheduled which involve the above mentioned parties, as well as local businesses and residents. Improvement efforts will be focused on:
  - Creating a cohesive, attractive village center
  - Developing a pedestrian friendly village core
  - Designing safer traffic flow — ingress/egress and parking
  - Installing continuous sidewalks & crosswalks linking businesses
  - Introducing street furniture (benches, planters, trash receptacles, lamp posts)
  - Landscaping select areas throughout village center and particularly along light rail track

- Charles Street Village Center/Eddie's Market — *(Charles Street from Stevenson Lane to Bellona Avenue)* Community members have hired a planning consultant and sponsored several meetings with county officials, SHA and business owners. The SHA is working with a community task force to explore possible improvements to Charles Street including:
  - Creating a cohesive, attractive market center
  - Discouraging "big box" development
  - Improving exit/entrance configuration
  - Limiting late night hours
  - Reducing crime
  - Establishing attractive landscaping
  - Improving pedestrian and bicycle access
  - Conforming to Scenic Route/Scenic Byways guidelines

- Lake Falls Village — *(Falls Road and Lake Avenue Intersection)* The Greater Falls Road Neighborhoods Task Force, Inc. (which concerns itself with improvements to Falls Road from Northern Parkway to the beltway) is the impetus behind enhancement efforts at the Lake and Falls Road intersection. This group of associations is working to create business/neighborhood dialog and coordinate state/county/city-funding aimed at:
  - Conforming to Scenic Route/Scenic Byways guidelines
  - Keeping signs attractive and to a minimum
  - Encouraging landscaping which brings cohesiveness to the area
  - Limiting late night hours
  - Reducing crime
  - Expanding its friendly outdoor cafe scene
  - Improving sidewalks and crosswalks
  - Creating usable bicycle lanes and trails
  - Establishing an attractive Robert E. Lee Park entryway

- Erecting a Robert E. Lee Park mural
- Studying the MTA's push for a larger light rail station parking lot
- Creating an east-side Falls Road bicycle and pedestrian lane, linking Lake Falls Village and the Bare Hills Commercial Village
- Reducing Falls Road speed limit between Lake Falls Village and the Bare Hills Commercial Village

✦ The Bare Hills Commercial Village — *(Falls Road from Clarkview Road to Old Pimlico Road)* This hodgepodge commercial center is located on Falls Road (a state road designated both a county Scenic Route and a state Scenic Byway) and is eligible for enhancement assistance from SHA and MTA, as well as county improvements. The Falls Road Scenic Route Group has joined with the Greater Falls Road Neighborhoods Task Force to encourage:

- Reducing and coordinating signage
- Encouraging facade improvements
- Encouraging attractive renovation
- Improving landscaping and buffering
- Creating pedestrian access
- Discouraging zoning variances along Falls Road
- Conforming to Scenic Route/Scenic Byways guidelines

✦ Riderwood Village — This small commercial center has recently been cosmetically refurbished. Revitalization might be limited to landscaping and sidewalk upgrades. Planning assistance would have to come from Baltimore County Office of Community Conservation or a private consultant paid for by the businesses and/or community.

Action 2.1 **[EC]** Track progress of task forces involved in revitalization or beautification projects and evaluate any requests for assistance from such groups. Make recommendations to RRLRAIA board regarding such requests.

Action 2.2 **[EC]** Maintain and distribute list of resources for neighborhood associations and task forces attempting to sponsor enhancement projects (refer to Appendix D).

**Issue #3** ✧ *Effective neighborhood and community associations are an essential factor in any community revitalization effort. Having a community facility for meetings, offices and resource files would enhance the RRLRAIA ability to receive input, facilitate committee work, and operate effectively. Such an opportunity has presented itself to the Association.*

Action 3.1 **[EC]** Work with the ad-hoc committee to explore the "yellow house" options across from the Riderwood Post Office. If that option is unacceptable, pursue other options to develop an association office and community meeting place which is controlled by the RRLRAIA. One such option would be as part of a larger adaptive reuse of the Ruxton Ridge School which the County plans to close.

**Issue #4** ✧ *Ridge School is likely to be closed and possibly torn down by the County.*

Action 4.1 **[EC]** Monitor status of Ruxton Ridge School from county schools officials. Let them know that the community is interested in the disposition of the property and lobby for inclusion of community input in the disposal of county owned property and buildings in the community.

Action 4.2 **[EC]** Consider forming a task force to develop adaptive reuse options for the buildings and/or property. Include property neighbor(s) on task force.

**Issue #5** ✧ *Land adjacent to county and state roads is not always well maintained. These areas, especially at the entrances to the community, can either diminish or enhance the community appearance.*

Action 5.1 **[EC]** Propose to RRLRAIA Board that association dues be used to hire landscape contractor to maintain key areas around the community.

Action 5.2 **[EC]** Insure that minimal standards of maintenance are enforced. Notify state and county roads supervisors regarding substandard maintenance.

Action 5.3 **[EC]** Identify islands near the community entrances that could be landscaped. Solicit neighborhood sponsors or local business sponsors to work with the county and state roads to design, plant and maintain landscaping in these locations.

**Issue #6** ✧ *MTA is proceeding with the addition of a second light rail track from the Ruxton Road bridge north to the Beltway. They are developing plans to screen and enhance the tracks in conjunction with the track installation.*

Action 6.1 **[EC]** Have a community member (familiar with landscape design) review plans prior to final design.

*Yellow house across from Post Office could be community office.*

*Ridge School — potential adaptive reuse.*

# APPENDIX A

## *RRLRAIA Residential Survey*

Prepared by Barry Truax, March 5, 2000

### FORWARD

As an integral part of developing input for the Community Plan, the RRLRAIA undertook a mail survey among all the households identified in the Association's defined area. The mail questionnaire was sent out in mid-January and those completed questionnaires received through February 28, 2000 are the basis for this report. A total of 266 responses were received. Subsequently 14 more surveys were received with comments and attitudes generally consistent with the on time survey responses.

### SUMMARY

It is very clear how the community feels…

*To be preserved:*

- The rural character of the community
- Controlling further commercial encroachment
- Monitoring any attempt to change current zoning laws

*To be controlled:*

- Traffic and speed
- Condition of the streets & roads

*To be developed:*

- Pedestrian and bike paths
- Parkland
- Sidewalks

**Q1 How would you rate the overall SAFETY of the streets and roads in the community?**

Base 266

| | |
|---|---|
| Very safe | 17.5% |
| Somewhat safe | 43.5 |
| Somewhat unsafe | 30.5 |
| Not safe | 08.4 |

While 61% of the respondents are reasonably secure, two key reasons were given for concern — speeding and the nature of the streets and roads with no sidewalks.

**Q2 How would you rate the businesses in the community as being GOOD NEIGHBORS?**

Base 252

| | |
|---|---|
| Excellent | 46.8% |
| Good | 42.9 |
| Fair | 08.3 |
| Poor | 02.0 |

The businesses in the community have an overwhelmingly positive presence with no significant negatives among those giving a "fair" or "poor" rating.

**Q3 What could the businesses do to improve their relationship with the community?**

Only 74 respondents (28%) commented with virtually 74 different answers. They ranged from general appearance — cleanliness, landscaping needs, maintaining an informal appearance — to desiring conveniences — coffee shop, pizza shop, video store.

In summary, the residential and business communities do have a strong relationship.

**Q4 Which of the following statements best reflects your attitude toward commercial growth in the community?**

Base 252

| | |
|---|---|
| There is **room for additional** business development in the community | 11.1% |
| The number of commercial businesses in the community are at a **maximum** | 80.6% |
| The number of commercial businesses in the community is **excessive** | 8.3% |

Among those stating:

**Room for additional**, all mentions were for small, specific services… coffee shop, pizza shop, ice cream store, and small restaurant.

**At maximum**. Too much traffic already. No needs. Threats to the residential feel of the area.

**Excessive**. Many comments on traffic and specific reference to the influx of Assisted Living Facilities.

**Q5 Please rate the overall condition of the community's STREETS & ROADS.**

Base 256

| | |
|---|---|
| Excellent | 14.1% |
| Good | 56.3 |
| Fair | 26.2 |
| Poor | 03.5 |

70% giving a "good" or better rating is perhaps, in conjunction with the recent re-paving efforts in the area.

The unfavorable ratings focus on lack of sidewalks (forcing pedestrian traffic into the streets), poor drainage and poor repairs.

**Q6a Please rate the QUALITY OF LIFE within the community.**

Base 252

| | |
|---|---|
| Excellent | 52.4% |
| Good | 42.5 |
| Fair | 4.4 |
| Poor | 0.8 |

Virtually every respondent was positive regarding the quality of life. There were multiple mentions of the community's general attractiveness, quiet surrounds, convenience, maturity and basic scenic beauty.

Minor detractors include some crime and again, speeding and traffic.

**Q7 What additions do you think would enhance the quality of life in the community?**

Base 197

| | |
|---|---|
| Pathways | 75.1% |
| Parkland | 31.5 |
| Sidewalks | 17.8 |

(multiple responses)

There is an overwhelming desire for recreational facilities.

**Q8 Can you identify areas that might accommodate your responses to Q7?**

Three basic thoughts were volunteered by 80 respondents. Paths along the main arteries of Bellona, Joppa and Ruxton roads, development of Robert E. Lee Park and the old "rugby field".

**Q9 The following subjects have been identified by the RRLRAIA for evaluation.**

Please RANK these from most important to least important.

Base 247

| Percent Ranked: | 1st | 2nd | Total |
|---|---|---|---|
| Preserving open space | 12.1% | 19.0% | 31.2% |
| Strict enforcement of zoning laws | 09.3 | 20.2 | 29.6 |
| Street and road safety | 08.9 | 14.6 | 23.5 |
| Reduction of traffic congestion | 04.9 | 10.5 | 15.4 |
| More visible police presence | 02.4 | 06.1 | 08.5 |
| Relocating overhead wires, underground | 02.4 | 06.1 | 08.5 |
| Regular policing of the neighborhood for cleanliness | 00.8 | 02.0 | 02.8 |

**Q10a List the three most positive aspects of our community.**

| | |
|---|---|
| Convenient location | 49.4% |
| The people/neighbors | 25.5 |
| Its rural character | 24.3 |
| General character/beauty | 16.6 |

**Q10b List the three most negative aspects of our neighborhood.**

| | |
|---|---|
| Excessive traffic | 42.1% |
| Lack of pathways/walks | 19.4 |
| Excessive speed | 14.2 |

Question 10 basically summarizes all the prior comments in the study.

*Sidewalk next to Riderwood Elementary School.*

### Q11 Additional comments

The 75 respondents offered a varying array of subjects, the majority of which centered on problems at specific locations:

### Q1b Comments on safety of roads & streets

Speeding (77), no sidewalks (20), blind corners/intersections (17), Narrow, curvy roads (15), traffic (7), lack of sidewalks (7), too narrow, no sidewalks (5), no shoulders(4), thru traffic volume (4), dangerous curves and intersections (3), Intersection signage (3), lack of street lights (3), need safe walking areas (2), more police presence (2), bumpy roads (1) congestion, too narrow (1), Falls Rd. very unsafe (1), flooding, volume, narrow (1), hedges & trees, blind spots (1), light rail exposure (1), lack of street lighting (1) multi-access neighborhoods (1), need street lights (1), no pedestrian/bike ways (1), no police presence (1)outsider traffic., speeding (1), overgrowth, dips (1), overgrowth, too narrow (1), pedestrian provisions (1), poor pedestrian walkways access (1), poor visibility no sidewalks (1), re-evaluate, poor visibility (1), street lights needed on Ruxton Rd. (1), stop signs (1), unsafe intersections (1), unsafe f/pedestrians (1), unsafe intersections (1), visibility, traffic patterns (1).

### Q3 Comments on improving businesses relationships

Cleanup trash removal (8), lower prices (1), no expansion (3), Manor Care traffic (1), reduce glaring signs/lights (2), mix could be improved (1), sponsor comm. Activities (2), more cordial (1), support charity events (2), more sales (1), support comm. Events (2), need exterior upgrades (1), support RRLRAIA (2), new/correct signage (1), more parking (2), no vet in small shopping ctr. (1), improve attractiveness (2), odor control (1), lengthen hours of op (2), painting (1), adhere to agreements (1), parking alternatives (1), attractive screening (1), parking control Rider Ave. P.O.(1), beautification activities (1), parking consideration (1) better appearance (1), pharmacy open on Sun (1), cafe or restaurant (1), pizza place (1), coffee shop (1), police properties (1), comm. support business (1), post hours clearly (1), community sponsorship (1), preserve open space (1), contribute $ to improve (1), provide delivery/pick-up (1), RRLRAIA discounts (1), control noise (1), solicit input from community. (1), create village appearance (1), sponsor community. Playground (1), direct mail (1), stop expanding (1), discounts (1), stop piecemeal development (1), discuss plans in advance (1), stores not open on Sun. (1), discuss their plans (1), suppliers to obey speed limits (1), disperse juveniles (1), support youth activities (1), empty dumpsters more (1), traffic control (1), hrs by one, (1), video store (1), form business assoc. (1), weekly clean up (1), home deliveries (1), work w/ planning comm. (1), home delivery (1), honesty about plans (1), improve building appearances (1), improve Grauls entrance (1), improve parking (1), improve Royal Farms Store (1), improve service. & p.r. (1), join RRLRAIA (1), keep drugstore area clean (1) Landscaping (1), lighting system on Emory Place (1), limit delivery times (1), improved parking (1).

### Q4b Comments on commercial growth

None needed (34), needs are satisfied close by (1), causes traffic & parking problems (33), no “just food” business (1), must retain residential character (12), no chain stores (1), no room/space (12), no more sr. housing (1), coffee shop needed (6), no space (1), no land left (5), only in existing areas (1), small restaurant needed (4), only in existing space (1), running out of space (2), parking maxed out (1), video store (2), pizzeria/ eatery (1), add mailbox near Eddies (1), too much parking in residential areas (1), adds to traffic problem (1), post office jam (1), adequate @ present (1), preserve open space, (1), adequate local services (1), roads can’t support more (1), better convenience store (1), remain residential (1), better use of existing stores (1), replace with lower volume businesses (1), brings in outsiders (1), restaurant wanted (1), character (1), stores w/in walking distance (1), clustered with existing (1), too many elderly projects (1), coffee/sandwich shop (1), too many retirement facilities (1), congestion, parking (1), too much growth Greenspring Station (1), convenience (1), detracts from residential feel (1), develop Eddie's area (1), excessive outside traffic (1), fear impact of development (1), food establishments (1), full line grocery store (1), gas station. @ Joppa & Thornton (1), haphazard signage (1), have right amount (1), ice cream parlor (1), in under utilized spaces (1), inappropriate (1), incr. Usefulness (1), increased traffic (1), keep open space (1), leave well enough alone (1), local pub (1), maxed out (1), more choices (1), more local food stores (1)

**Q5b Comments of concern regarding streets & roads**

repair/resurfacing (10), potholes (9), repair/repave Bellona (7), prune overgrowth (6), blind intersections (5), need resurfacing (5), lack of curbs & sidewalks (4), need repair (44), no sidewalks (4), repave secondary roads (4), Bellona – bumpy (1), Charles @ Chestnut (1), clogged drains (1), congest. on Bellona (1), curbing (1), curves & intersections (1), dips & potholes (1), dislikes white rocks (1), drainage on Locust (1), flooding (1), flooding – Circle Rd (1), flooding @ Chestnut (1), Joppa needs resurfacing (1), litter (1), Narrow roads (1), narrow, volume (1), no planted medians (1), no scenic drive (1), no shoulders (1), no street widening (1), no timely repairs (1), no walkways (1), not well planned for walk (1), poor curbs & gutters (1), poor drainage Bellona (1), poor for pedestrians (1), poor grates (1), poor lighting (1), poor paving Chas. St. (1), repave Malvern (1), repave Ruxton Rd (1), sloppy repair work (1)

*Charles Street at Beltway.*

**Q6b Comments on quality of life (excellent & good)**

Convenient location(40), people/families (2), safe (10), attractive, convenient (7), schools (7), rural atmosphere (5), privacy (4), small town feeling (4), great place to live (2), low crime (2), peaceful, friendly (2), quality of life (2), sense of community (2). stable, pleasant (2), access, schools, rec facilities (1), age mix, prop upkeep (1), clean, property values (1), comm. Events (1), congenial (1), congestion (1), control growth (1), desirable community (1), easy access to LR (1), education, comm. activities. (1), experience (1), good services (1), green, housing variety (1), mature, well maintained (1), neighbors, no MTA (1), open space/wildlife (1), people (1), privacy, pride (1), quiet, friendly, private (1), responsible community (1), responsible people (1), safety (1), scenic friendly location (1), schools, clean, friendly (1), schools, low crime (1), stable values (1)

**Q7 Comments on potential enhancement in the quality of life**

Paths (106), park land (62), sidewalks (31), speed controls/bumps (8), bike paths (7), reduce speed limit (3), light rail stop (2), maintain RELP (2), underground wires (2), clean Lake Roland (1), community gatherings. (1), dredge LR (1), enhance RELP (1), ice cream shop (1), ice rink (1), improve Lake Roland (1), landscaping theme (1), more post boxes (1), new bridge (1), No dogs in RELP (1), open space (1), open space (1), playground (1), public transport (1), recreational areas (1), rugby field upgrade (1), scenic vista (1), security (1)

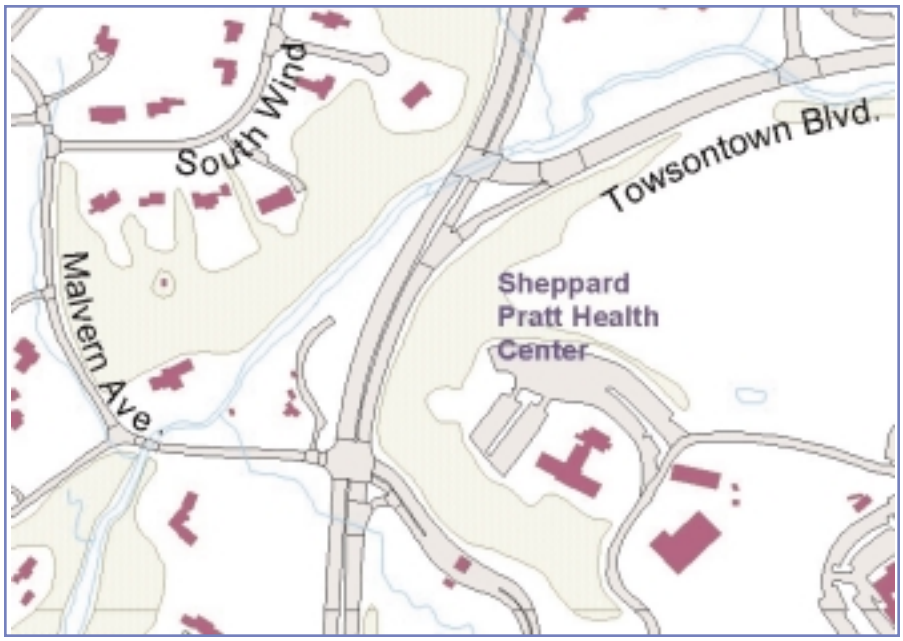
**Q11 Miscellaneous comments.**

4 way stop is a disaster…no new roads or widening…add speed bumps…parks/paths would bring outsiders…allow dogs off leash in RELP pro-active community approach…association to intervene regarding property upkeep – rail station, Bank of Am. ATM @ Grauls…RRLRAIA needs sub groups…better marked access to L…scenic vista along Roland Run…bike path by light rail…signage on Bellona for joggers…blinker @ Darnel & Ruxton slow traffic on Wine Spring!…control development Lake Falls area speed limit enforcement…control housing density…stop sign @ Boyce/Carrolton/Maywood…control land use! T.U. Stadium…no cross walk @ Lake & Falls?…too few upscale condos…crossing of light rail near PO…too large houses on too small lots…

eyesores- boats, trash, autos…traffic light @ Joppa & Old Court…f/new construct trails to RELP …fines for littering?…walkway over Ruxton Rd bridge…future of RELP ??? zoning change vigilance…get rid of used car lot @ Thornton Rd…hates 4-way stop…lack of comm. Interaction…land trust?land trust?, restrict home bus… landscaping around Riderwood…leash dogs!!! …leave well enough alone left turn light @ Joppa & Bellona left turn on Darnall dangerous…L'Hirondelle more responsible…light @ Joppa & Old Court needed…light @ Thornton & Joppa…likes improved policing…maintain present zoning…match neighbors for interests & needs… moratorium on bldg.…more community gatherings…need environmental awareness…need light @ Thorton & Joppa…need police @ RELP day & nite need sidewalk near P.O. need speed enforcement ...no interest from politicians…no light rail stop (5)…no more development…no more zoning variances

**Distribution of respondents by street**

Malvern Avenue (20), West Wind Ct (2), Ruxton Crossing (1), Circle Road (14), Walnut Hill Ln (2), Ruxwood Rd (1), Ruxton Road (14), Barroll Rd, (1), South Wind Rd (1), Boyce Ave (10), Brightside Rd (1), Stanton Ave (1), Bellona (9), Buchanan Rd (1), Trappe Ln (1), L'Hiron. Club Rd (8), Carrollton Ave (1), Twin Maple Ave (1), Indian Head Rd (7), Charles Lane (1), Waterbury Ct (1), Rolandvue Rd (7), Charlesway (1), West Wind Rd (1), Locust Ave (6), Chelsea St (1) Woodbrook Ln (1), Rider Ave (6), Cloverleaf Rd (1), L'Hiron Club Rd (1), Falls Rd (5), Coldwater Ct. (1), Range Rd (1), Joppa Road (5), Curving Lane (1), Maywood Ave (5), Dembeigh Hill (1), Berwick (4), East Wind Rd (1), Ellenham (4), Eastland Rd (1), La Belle Ave (4), Eton (1), Lake Manor Dr (4), Fairview Rd (1), Old Court Rd (4), Greenwood (1), Wine Spring Ln (4), Hillspoint (1), Army Rd (3), Hollins Ave (1), Carrbridge Cir (3), Hollins Lane (1), Chestnut Ave (3), Killington Rd (1), Darnall Rd (3), Kittredge Ln (1), Jack Frost Ln (3), Lake Falls Rd (1), Overbrook Rd (3), Lakehurst Dr (1), Ridervale Rd (3), Lindsay Lane (1), Ruxton Ct (3), Malibu Court (1), Sherwood Ave (3), Meadow Ridge (1), Springway Rd (3), Montrose Ave (2), Ballston Rd (2), N. Charles St. (1), Buckingham Manor (2), Charles Ridge (2), N. Charles St. (1), Coldwater Ct (2), Navy Road (1), Dennis Ave (2), North Wind Rd (1), Halton Rd (2) Old Orchard Ln (1), Meadow Rd (2), Overlook (1), Murray Hill, (2), Pratt Ave (1), Piccadilly (2), Rider Hill Rd (1), Roland Court (2), Riderwood St (1), Ruxton Hill (2), Ridgecrest Ct (1), Ruxway Rd (2), Robin Hood Ct (1), Skyline Rd (2), Rockland (1), Thornton Rd (2), Rockland Vue Ct (1), Thornton Ridge (2), Roland Avenue (1), Montrose Ave (1), Rolandrew (1)



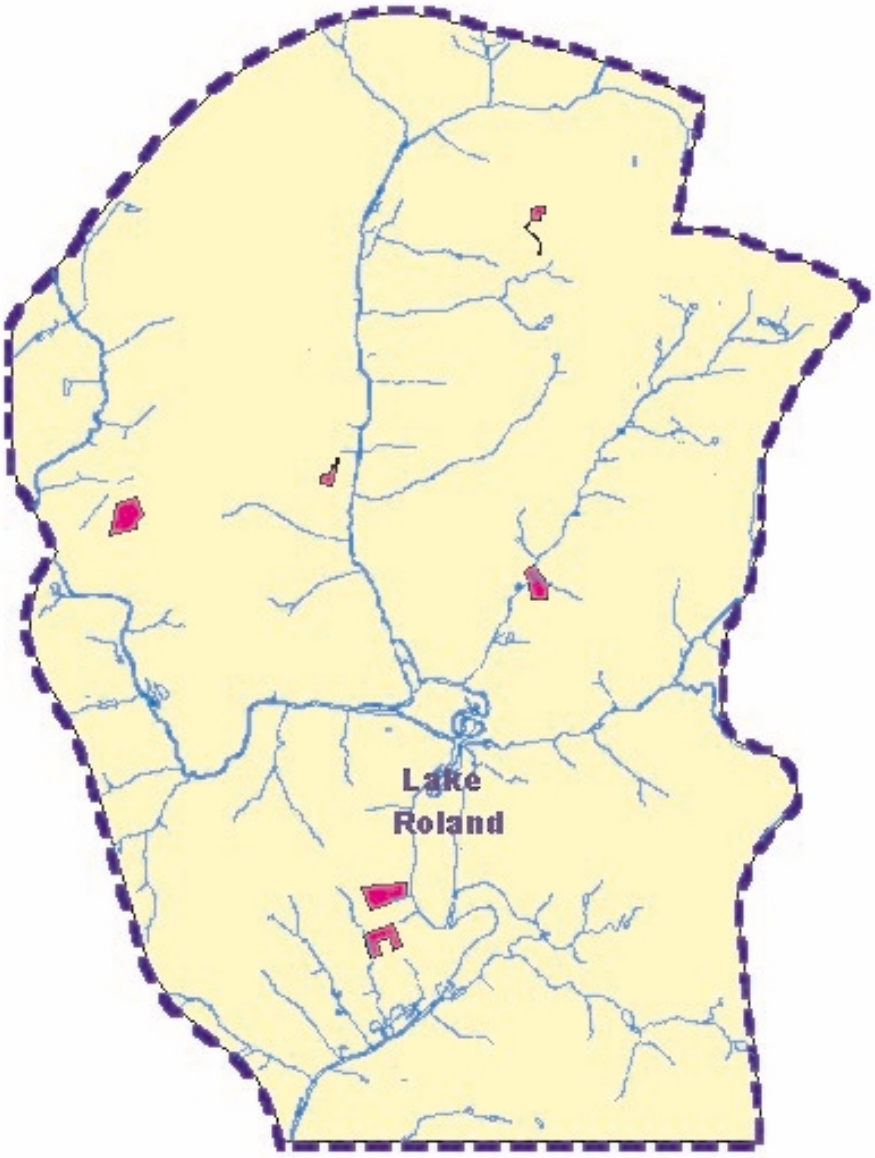

*Charles Street*

# APPENDIX B

## *Land Preservation Trust*

In order to preserve one of the most cherished qualities of the RRLR community, open space, the Ruxton-Riderwood-Lake Roland Area Area Community Association has formed an alliance with the Land Preservation Trust. This action was taken to facilitate the donation of easements to the trust and thereby prevent infill development. Easement donations are tax deductible based on the development value of a property. This instrument, if used, has the potential to positively affect some of the major concerns addressed by several sections of this plan — **development control, open space preservation, and traffic**. Actions recommended in these sections of the plan include the promotion of and solicitation for the land preservation easements.

For more information on the Land Preservation Trust call the RRLRAIA executive director at 410-494-7757.




*Land Trust Easements donate as of August 2000*

# APPENDIX C

## *Community Organization*

How the community is organized both formally and informally has a critical bearing on how well the community can deal with issues as they arise. It will also determine whether the community will be able to follow through on any of the recommendations made in this Community Plan. The purpose of this section of the Community Plan is to describe the systems and the process as they exist today and to propose improvements.

County and state governments are both concerned with issues related to safety and welfare of the community. Even with their considerable resources it is not feasible or desirable for government to understand and deal with all issues at the community, neighborhood or street level. The void has lead to the establishment of both formal incorporated associations (such as RRLRAIA) , neighborhood and homeowner associations, conservancies, "friends-of" groups and task forces — usually with similar and overlapping interests.

In the Ruxton Riderwood and Lake Roland area there are approximately 20 such associations of varying degrees of formal organization and size. Most often they work in cooperation with each other and overlaps are not a significant problem. On occasion however adjacent organizations can be in conflict over issues. On a community level this occurs frequently with regard to Lake Roland and Robert E. Lee Park, the largest community open space and natural resource. Issues related to this important community feature have the added complication of being owned by the City of Baltimore, outside the community's political influence.

On the county level there are several issues such as traffic and development control which are shared by all communities to some degree. In an effort to address these common issues from a broader platform, a coalition of community associations around the county formed beginning with the Project '98 initiative and now organized under the Community Conservation Action Group.

In dealing with complex issues, government bureaucracy and well financed developers, community associations need to use their limited resources effectively. This means joining forces with other communities to address common concerns such as traffic calming and development review and approval processes. It means clarifying the responsibilities for community issues and avoiding groups with similar objectives working against each other.

## *Strategies for Continued Association Effectiveness:*

### AFFECT COUNTY POLICY CHANGES:

1) Join efforts to revise county policies related to development and traffic control by other community associations and collective associations.

2) Appoint representative to Community Conservation Action Group.

### SUPPORT NEIGHBORHOOD ASSOCIATIONS:

Provide support for neighborhood and other community associations, formal and informal, if approved by the RRLRAIA board of directors. The association must present "project objectives" and a specific request to the board. The board will determine what level of support (if any) will be provided.

### EMPHASIZE COMMUNICATION:

Continue newsletter efforts and expand distribution to associations and businesses in the community. Distribute to other community associations around Baltimore County. Invite input to community newsletter from all associations and businesses.

# *Neighborhoods, Associations and Conservancies*

# APPENDIX D

## *Community Resources*

Following are names and phone numbers for the use of RRLR community members in obtaining information and assistance in the ongoing effort to protect and promote the welfare of their neighborhoods. Many of these people provided input useful in the development of this plan. The consultant and community appreciate their time and expertise.

### VILLAGE CENTER PLANNING, DESIGN AND DEVELOPMENT ASSISTANCE:

**Baltimore County Office of Community Conservation**
Mary Harvey, Director, 410-887-4040

**Baltimore County Department of Public Works**
Ray Heil, Planner, 410-887-8022

**Maryland State Highway Administration**
Dave Malkowski, District Engineer (4th District), 410-321-2810
Phil Humbertson, Chief, Design Team, 410-321-2851
Ed Bokman, Design Team, 410-321-2853
Yolanda Takesian, Senior Planner, 410-545-8859

**Metropolitan Transit Authority (Light Rail)**
Diane Ratcliff, Chief of Environmental Planning, 410-767-3771
John Newton, Environmental Planner, 410-767-3769

**Planning Consultants**
Bruce Galloway, Managing Director, Community Conservation Group, Inc., 410-647-2247
Al Barry, AB Associates, 410-547-6900
Chris Batten, J. Christopher Batten, Inc., 410-751-0424

### ROBERT E. LEE PARK:

**Robert E. Lee Park Conservancy** (founded in 1973)
Robert Macht, President, 410-583-1631
Jane Lawrence, Treasurer, 410-235-4015
Louise Hildreth, Secretary, 410-337-8657

**Baltimore City Parks Department**
Marvin F. Billips, Jr., Director, 410-396-6132

### TRAFFIC:

Toolbox of Solutions prepared by Traffic Group for The Towson Partnership's Traffic Calming Seminar,
Nancy Horst, Executive Director, 410-825-9686

### ENVIRONMENTAL PROTECTION (STREAMS):

Save our Streams, Adopt-a Stream 800-448-5826, 410-969-0084

Baltimore County Department of Environmental Protection and Resource Management 410-887-4488

## PARKS:

Adopt-a-Lot or Neighborspace Program, Baltimore County,
Department of Recreation and Parks 410-887-3824

## TRAILS & WALKS:

**Baltimore County Office of Community Conservation**
Mary Harvey, Director, 410-887-4040

**Baltimore County Department of Public Works**
Ray Heil, Planner, 410-887-8022

**Maryland Department of Transportation**
Sylvia Ramsey, T-21 Grants, 410-865-1100, 410-337-8657

**Baltimore County Parks Department**
Pat McDougall, Planner, 410-887-3822

**Planning Consultants**
(see Village Center Planning Consultants above)

**Baltimore City Planning Department**
Beth Strommen, 410-396-8360

## OTHER COMMUNITY ASSOCIATIONS IN BALTIMORE COUNTY

**Pikesville-Greenspring Community Coalition**
Mical Wilmoth Carton, Executive Director, 410-486-6420
Neville Jacobs, Community Plan Coordinator, 410-653-4176

**Towson Partnership**
Nancy Horst, Executive Director, 410-821-6055, fax: 410-825-0517
email: tpartner@bcpl.net

**Greater Towson Council of Community Associations**
(Call RRLRAIA for current phone number)

**Timonium Community Association**
Lou Miller, 410-252-3444

**Community Conservation Action Group (sponsor of "Project 98")**
Carroll Holzer (attorney), 410-825-6961
Ruth & Ernie Baisden, (h) 410-668-2580 (w) 410-767-3752

**Greater Falls Road Neighborhood Task Force, Inc.**
Harold MacLaughlin, 410-637-3219

## BALTIMORE COUNTY GOVERNMENT

**Planning Office**
Planning Director, Pat Keller, 410-887-3211
Area Planners Supervisor, Gary Kearns, 410-887-3480
Area Planner, Laurie Hay, 410-887-3480

**Traffic Engineering**
Darrell Wiles, 410-887-3554
Steve Weber, 410-887-3554
Roads and Streets Maintenance & Repairs, 410-887-3560

## COMMUNITY PLAN TEAM LEADERS

**Community Outreach** (& RRLRAIA President)
Barry Truax, 410-321-4812

**Development & Zoning**
Skip Steuart, 410-828-6022

**Traffic & Light Rail**
Nancy Horst, 410-821-5344

**Historic Preservation** (& Planning Committee Chair)
Joe Coale, 410-321-4703

**Open Space and Environmental Preservation**
George Grose, 410-321-8510

**Enhancement**
Sophie Gerard, 410-296-1063

**Walks & Trails**
Mike Regan, 410-823-3350

**Major contributor to Community Plan,** Sarah Lord, 410-828-4355

**RRLRAIA Executive Director,** Peggy Squitieri, 410-494-7757

**Community Plan Consultants,** Chris Batten, 410-751-0424
Jim Paddock, 717-334-3303

# RRLRAIA PLAN 2001

**The Ruxton-Riderwood-Lake Roland Area Improvement Association, Inc.**
**P.O. Box 204**
**Riderwood, Maryland 21139**
**410-494-7757**