

Prepared for:

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Excerpts from the Greenspring-East Pikesville Community Action Plan - 2010 (CAP):

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### **GOAL 1: Protect housing stock**

**Action 1d: Historic and other areas with covenants should be respected, and not be forced to defend them in court because of zoning designations. <sup>1</sup>**

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1. 3500 Old Court Road, LLC v. the Dumbarton Development Co., Inc. No. 2595 Court of Special Appeals of Maryland. Filed September Term 2008, decision April 6, 2010. Court of Special Appeals affirmed Baltimore County Circuit Court's ruling in favor of Dumbarton Development Company (DDC) challenging the enforceability and meaning of the Dumbarton restrictive covenants. These covenants prohibit the construction of more than one "dwelling" on a single lot, and require that the DDC approve in advance construction of any new structure or modification of any existing structure. This ruling takes precedence over any zoning changes that may occur.

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### **The Impact and Importance of Existing Institutional Uses**

Despite this clear parkland deficit, however, the existing housing stock was built around large open space private institutional uses that were tightly integrated into the community. This includes the Suburban Club golf course, the Druid Ridge Cemetery, at whose duck pond many area residents can be found on a pleasant day, numerous public and private schools with playing fields and auditoriums for performances, and houses of worship, with substantial acreage purchased when land was more easily obtainable, that play host to educational and other activities in which the community participates. Quarry Lake, in addition to the 7 acre Bluestone Park, provides a sense of space with its 40 acre lake. **A key asset for the area has been the preservation in an Agricultural Trust of 92.3 acres of the Jacob and Annita France property, Hidden Waters, which is currently the home of the Chancellor of the University of Maryland. This well maintained property has enhanced the character of the Old Court Road scenic route, but is not open to the public. It would be highly desirable if some of this property were made accessible to the public in the form of walking trails.**

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### **Significant Roads:**

#### **East-West**

The Baltimore Beltway, Interstate I-695 is a major roadway which bisects the community and carries a high volume of traffic. Old Court Road (State 133) is a State Scenic Byway and a Baltimore County designated scenic road of historic interest with a high volume of traffic especially when there is congestion on I-695.

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### **Area Landmarks**

Old Court Road (State Route 133) runs through the middle of the area from east to west between Park Heights Avenue and Falls Road. Old Court Road is one of the earliest named roads in the state for which written records exist. Captain Olden, the builder of Fort Garrison, mentioned a road where rangers made a buffer between settlers and Indians in a report dated 10/9/1697. From his written description and other evidence, the road Olden mentioned is the present Old Court Road / Joppa Road network<sup>2</sup>.

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<sup>2</sup> *A History of Baltimore County* - Brooks and Rockel

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## **I. B. 2 HISTORICAL PERSPECTIVES**

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**Hidden Waters** is located on the north side of Old Court Road between Seven Mile Lane and Greenspring Avenue. Jacob France purchased the property in 1916, but waited 20 years for the landscape to mature before building a 27 room Georgian Mansion. The architect was Gordon Beechler.

Hidden Waters was the home of Jacob and Annita France. After Annita France's death in 1981, and by terms of her will, Hidden Waters, including the manor home and 165 acres, was bequeathed to the Jacob and Annita France Foundation Inc., Mrs. France wrote, in her will **"It is my desire and it was the desire of my late husband, that upon our deaths our homeplace should not be sold for real estate development, but that it should be maintained in approximately its present state and be used for charitable, educational, cultural or recreational purposes. I have given devised and bequeathed said property to the Jacob and Annita France Foundation, Inc. as the directors of the Foundation are familiar with my wishes and desires with respect to the disposition and the use of said property, and I hereby authorize the Board of Directors of the Jacob and Annita France Foundation, Inc. to make dispositions of said property for such purposes and upon such terms and conditions as the Board of said Foundation may deem advisable."**

This property was subsequently conveyed to the University of Maryland Foundation, Inc., which then conveyed all but 21 acres of the property including the manor house, to a local developer. The Foundation has retained the balance of the property, maintaining the manor house as the residence of its Chancellor. Subsequently, according to the Baltimore County real property data base land records, the privately held acreage (133+ acres) was divided into 25 acre parcels which are being placed one by one in to the Maryland Agricultural Trust. As of 2009, 2 parcels remain unencumbered. The community hopes these 2 parcels will eventually be placed in the trust, preferably, with provision for Community access. (Shown as item 10 on map at the end of this section).

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## **I. B. 4 ENVIRONMENTAL OVERVIEW**

**Hidden Waters:** The former Jacob and Annita France property. This property of 155+ acres has been divided into two parts. 21+ acres and the manor house were retained by the University of Maryland Foundation and 134+ acres were sold to a developer. The developer has placed 92+ acres in an Agricultural Trust and 41+ acres remain unprotected. The entire property has ponds, ornamental plantings, and woodlands. This area is part of the scenic Old Court Road Corridor; the surrounding residents would like to see this entire area in the heart of the community to remain as passive open space; the area also serves as habitat for a large deer population and other wildlife species.

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## **II. B. LAND USE AND ZONING**

### **Background**

Historically, Zoning has been considered the primary land use tool that impacts our Quality of Life. It affects the traffic we encounter. It affects the trees and the green open spaces and the streams that we take for granted in the area in which we have chosen to live. It affects whether young people will come to live in and renew our community.

In recent decades, however, various development tools, such as Planned Unit Developments, have evolved that often “trump” actual zoning and create changes in the character of a neighborhood that would not have been possible under existing zoning. Zoning on a property that is inconsistent with current needs when it remains undeveloped, is often left in place because of benign neglect, thus creating a threat to the surrounding communities in the future. As a mature neighborhood that is recognized as entitled to conservation protection, it is important that existing zoning, particularly on undeveloped parcels and older developments on larger lots with the potential for redevelopment, be examined to be considered for different zoning, and that it be recognized that time alone does not give rise to “vesting.” It is particularly important that an appropriate zone be given serious consideration to be placed along Old Court Road to maintain the rural character of that road, which has been designated a “Scenic Road” and is in danger of losing that quality.

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## **LAND USE IN OUR COMMUNITY ACTION PLAN (CAP) AREA**

**Definitions:** For purposes of land use in the study area various terms will be used that are defined as:

**Study Area or Community** is the entire Community Action Plan Area (sometimes “CAP Area”).

**Neighborhood(s)** are the areas within the CAP Area that link together. These linkages are based, not simply on housing types, but also on commonality of schools, history, alliances in land-use controversies, shopping center preferences, (which become casual meeting areas), road and traffic impact, and undeveloped corridors.

**Subdivisions** are the areas within our Neighborhoods that were completed at approximately the same time and share similar housing types, and frequently community associations. Since there are so many of these only those will be identified that have achieved recognition on ADC maps or the official Baltimore County Zoning Map. Other subdivisions are recognized and known by name. . . .

### **The Identification of Neighborhoods, and their approximate boundaries**

The following Neighborhoods with their component Subdivisions beginning from the city line and moving north have been identified:

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**5. The West Old Court Road-Park Heights Neighborhood:** This is an area that begins at the west side of the Greenspring Avenue, Beltway Interchange and extends West along the Beltway to the Park Heights Avenue interchange where it extends south to Smith Avenue and north to Midfield including houses on both sides of that road, over to Lightfoot Drive and north back to Old Court Road traversing both the north and south sides of Old Court Road eastward to Greenspring Avenue.

Historically Included Subdivisions: Eden Roc, Helmsley Court, Stevenson Crossing, Longmeadow Estates, (*Fields of Stevenson*), Dumbarton Heights, Dumbarton (*Dumbarton Improvement, Dumbarton-Stevenson, Stevenson Crossing, Stevenson Post, Stevenson Village Condos, Stevenson Commons Condos, Old Court Greenspring, Enclave I & II, Greater Midfield, Wellwood*). Most of these subdivisions and associations are made up of single family homes and condominiums, with strong, active community associations and most belong to community umbrella groups.

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## **THE STUDY AREA AND THE BALTIMORE COUNTY ZONING MAP**

### **Zoning Types**

Although, as discussed above, there are many facets to land use, the underlying defining character of land use remains the Zoning Classification. This plan uses conventional delineations of Low, Medium and High Density to describe the area. In what follows, we have also tried to bring to these categories some of the history surrounding their development so that what is in place today can be understood in its own historic context. For purposes of the Greenspring/East Pikesville Community Action Plan,

Low Density is DR 1, DR 2, and any of the RC Zones.

Medium Density is DR 3.5 to DR 5.5

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### **Development in Low, Medium and High Zones**

The development in our communities must be looked at in the context of the zoning regulations in force at the time of development in order to understand comparability or the lack thereof. Three time periods and the significant differences as applied to our Low and Medium Density Zones have been defined.

**The Pre-1970 developments:** Prior to the adoption of zoning in Baltimore County in 1945, the area known as Dumbarton was developed on large lots of generally 2 to 3 acres. In addition, a number of estates existed along the Old Court Road area from Falls Road to Stevenson on large acreage parcels. After the introduction of the zoning regulation most of the subdivisions in our communities were built under DR 1 and 2 in the East and West Old Court Road and Stevenson Neighborhoods. Significantly those zones at that time (1955 to 1970) mandated that the minimum net lot area per dwelling unit would be 40,000 square feet for DR 1 and 20,000 square feet for DR 2. .... The net effect of these requirements was that land was often left behind creating either actual open space or the feeling of spacious open areas.

**The 1970 through 1992 developments:** Finding that the maximum number of dwelling units permitted on residential tracts were not being utilized; in 1970 the regulations were changed to eliminate the minimum lot size in a subdivision on parcels that allowed density greater than 6 lots. This, along with the requirement that areas be carved out for storm water management, had far reaching consequences on the appearance and lot sizes in subdivisions built during this period. In addition, if there was enough density great flexibility was given to housing types within zones. It would be fair to say that subdivisions during this period built under DR 1 are more comparable to pre-1970 subdivisions built under DR 2; that DR 2 is more equivalent to DR 3.5 and the DR 3.5 is more equivalent to DR 5.5. Except for subdivisions in the East Greenspring - Pimlico Road area, there was little developed in our study area applying these regulations.

**Post 1992 development:** Recognizing that the quality of development under the 1970s regulations did not meet modern expectations, an attempt was made in 1992 to find a middle ground. Although not reverting to minimum lot sizes, the current regulations provide some relief within the confines of permitted housing types and flexibility through the use of the PUD and the Special Exception. These tools if properly utilized, permit developments to provide greater open spaces, better design, and amenities for their residents. The Comprehensive Manual of Development Policies supplements and complements these regulations.

A clear example of the problem is a development proposed in 2009 in a DR 1 zone on Old Court Road, where the lot sizes would have been half an acre, while the adjacent homes, built to the pre-1970 R40 code, were over an acre. Clearly, the proposal is not compatible with the lot sizes in the surrounding neighborhood, yet technically it meets the zoning criteria.

**GOAL 2: A recurring theme of the Community Action Plan for Pikesville-Greenspring is that there should be a sufficient variety of housing types to meet the needs of multigenerations and multi-socio/economic levels. A second recurring theme is that these goals MUST be supplemented with the need to retain the “green” character of our community and reach out to retain existing open space - always recognizing that the serious deficit of public open space must be met. This means that not only should there be opportunities for lower to medium priced housing, which we have been successful in achieving, but the “estate character” of Old Court Road that offers an alternative close to the city for those not wishing to live far out in the suburbs must also be preserved. These two goals act in tandem to help assure that Pikesville Greenspring remains both a green community and a community that reflects the entire spectrum of our society. It is with these goals in mind that we recommend Actions 2a, 2b, and 2c.**

**Action 2a:** Rezone the Old Court Road Corridor and the area west of Park Heights Avenue between Slade Avenue and the Beltway to an appropriate zone that will protect the character of the area.

**Action 2b:** Baltimore County should develop a new institutional zone that allows institutional uses without residential density.

**Action 2c:** Add a requirement in all residential zones that lot sizes in a proposed new development should be compatible with lot sizes in the surrounding neighborhood.

## **OPEN SPACE IN THE COMMUNITY ACTION PLAN (CAP) AREA**

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While institutional uses do not count as formal Open Space, they do provide visual open space that preserves the feeling of openness that characterizes the Community and they should not be targeted or considered as potential infill. We welcome the preservation in an Agricultural Trust of 92.3 acres of the Hidden Waters property on Old Court Road, the 7 acre Bluestone Park, the one acre tot lot, the expansive waterfront of Quarry Lake, the 92 acres from the schools and developers' open space, and the 1/3 acre surrounding Ft. Garrison, but these 192.6 acres plus an allocation for the Regional Parks, fall far short of the 627 acres of public Open Space we should have in our area per the standard set in the Maryland Land Preservation, Parks and Recreation Plan 2009.<sup>11</sup> We would like to see more action to preserve the visual Open Space we currently have, try to make it more accessible to the public, and provide more open space wherever possible.

The Community wants to see the scenic and historic Old Court Road corridor retain its rural character as a designated Scenic Byway, and receive the maximum amount of protection both from zoning, and to the extent there is any, the development process (see Goal 2).

[See maps of area on pages 50 - 51]

## **II. C. ROADS AND TRAFFIC**

### **Arterial Roads**

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These roads can be described as being principally for the purpose of moving traffic through a neighborhood to or from local or collector roads, to destinations either within the Greenspring/East Pikesville area or out of the Greenspring/East Pikesville area entirely. There are three categories of Arterial roads, minor arterials, principal arterials and interstate principal arterials.

Minor arterials may have homes with direct access to them, but principal and interstate principal arterials do not have direct access. Most local, collector and minor arterials are typically County Roads, whereas principal and interstate principal arterials are owned and maintained by the State the exception being Old Court Road, which is a State Road. Different sections of the same road may have different categories. Examples of roads in the community with these designations are:

**Minor Arterials:** Smith Avenue, parts of Greenspring Avenue, Green Summit and its continuation to Old Pimlico Road, Old Court Road and Park Heights Avenue.

### **The Pattern of Our Roads**

Increased road traffic is more significant in the suburban environment than in the grid pattern found in our urbanized city cousin at the edge of the study area. In the city, many streets provide alternatives to each other. The patterns of streets within the study area, however, were designed to prevent cut-thru traffic through the creation of dead ends, courtyards and cul de sacs. Therefore, when moving through the community to various destinations for any but the shortest trips there is no choice but to access the same, few through streets. For north and south, Stevenson Road, Park Heights Avenue, and Greenspring Avenue are used. For east and west, Old Court Road and Smith Avenue are used. These are roads where people live, where children play and wait for school buses, where bikers bike and joggers jog and people walk and which they must cross. They are neighborhood roads and they are the only way out of our

developments to get a loaf of bread or see the doctor or ride car pool. When they are jammed or there is too much traffic, residents are left isolated in developments, not linked as a neighborhood.

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### **The Impact of the Baltimore Beltway**

The Baltimore Beltway, which is a major corridor in Baltimore County, runs through the middle of the community, roughly parallel to Old Court Road. Because of the slow, double light intersections on Old Court Road (at Stevenson Road and at Park Heights Avenue), this road is generally avoided, and the Baltimore Beltway is often used as a local road.

When the Beltway becomes jammed, the opposite happens, and a substantial number of Beltway motorists use Old Court Road. When commuters are alerted by traffic reports of accidents or other traffic tie-ups on the Baltimore Beltway, detours are announced on the radio and drivers are told to use Old Court Road, Smith Avenue or Greenspring Avenue to reach the I-83 Expressway. Even narrow, windy Hillside Road becomes an escape route to Towson. These tie-ups cause overwhelming disruption of the area's local roads, and they are not infrequent.

### **The Impact of Northern Development**

As development occurs north of the community in the Valleys, and the area along the Reisterstown Road corridor north of Hooks Lane, it has caused increased trips downtown by way of the I-695 and I-83. Though the new bridge across the Beltway has greatly improved the traffic flow along Reisterstown Road, and into and out of the Beltway ramps, there are still motorists using community roads as a by-pass. They are taking Hooks Lane to Park Heights Avenue to Old Court Road (sometimes via Autumn Drive and Stevenson Road) to access the Greenspring Avenue Beltway entrance, or following Old Court Road directly to I-83. A Maryland State Highways traffic study also shows a large amount of traffic at the Greenspring interchange coming from the north.

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### **Sidewalks**

A considerable number of the local roads within the Pikesville/Greenspring plan area lack sidewalks, but the results of the survey conducted for this Action Plan show that many residents without sidewalks want their roads to remain that way.

Most of the local roads that lack sidewalks are in the northern part of the plan area, roughly beginning at Old Court Road.

A number of collector roads have few or no homes directly located along the road; the absence of sidewalks on these collector roads makes pedestrian travel difficult and dangerous, and encourages the use of automobiles for all trips from home. Sidewalks and/or jogging or cycle paths should be considered where they would alleviate the danger to these activities along these roadways.

### **Greenspring Avenue, Old Court Road and the Beltway**

This intersection is one of the most problematic in the area, though substantial improvements have been made as a result of the anticipated increased flow of traffic to and from Quarry Lake. Unique problems with this intersection that are not capable of easy resolution are:

- Traffic frequently backs up on the exit ramp, and occasionally comes perilously close to backing up onto the Beltway itself. This has improved with the construction of an additional lane as the ramp approaches Greenspring Avenue. Once southbound traffic can pass through the Greenspring/Old Court intersection, there is no further problem with traffic flow on Greenspring Avenue until Smith Avenue.

- Frequently, Beltway traffic diverts onto the southbound Greenspring Avenue exit. This is done as a way of using Old Court Road as an alternate route to the Jones Fall Expressway, or even using Greenspring Avenue as an alternate route to pick up the Jones Falls Expressway further to the south (Northern Parkway, Cold Spring Lane).
- Eastbound traffic on Old Court has a difficult time getting through the Greenspring Avenue intersection, since many cars need to travel north to enter the Beltway and there is only room for a very short turning lane. Traffic can be backed up for half a mile when schools let out.

Two private schools are located on Old Court Road on either side of Greenspring Avenue. Park School is located 1 mile to the east, and Beth Tfiloh Community School is located 1.4 miles to the west. At the start and end of the school day, a high volume of traffic, composed of students being driven to and from their schools either in busses or car pools, move through this intersection during a short period of time. This traffic added to the normal flow, causes the intersection to reach or exceed its capacity.

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### **Improvements**

We sincerely appreciate the Improvements that the Maryland State Highway Administration and Baltimore County have made in the area particularly to Greenspring Avenue and its intersection with Old Court Road to accommodate the induced vehicular growth.

The Maryland State Highway Administration, funded by the developer, has added an additional lane to Greenspring Avenue between the Beltway and Old Court Road, and then south of Old Court Road, almost down to Valley Park Drive.

The issue of eastbound traffic on Old Court, turning north into Greenspring and the Beltway ramps still needs to be resolved.

### **GOAL 1: Assure that any increased traffic along the Old Court, Greenspring Avenue and the ramps to and from the Beltway does not create a safety hazard.**

**Action 1a:** Require that any proposed development in the area demonstrate how they will assure that vehicle growth will not impede safety, health and the quality of life in the Greenspring/East Pikesville area.

**Action 1b:** Continue bi-annual meetings between the Community and State and County traffic experts to review traffic problems and opportunities for improvements.

### **Old Court Road Corridor**

The section of Old Court Road between Greenspring Avenue and Falls Road, a “Scenic Byway” minor arterial road running along the eastern boundary of the plan area, is greatly affected by Beltway overflow.

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Though Old Court Road, between Park Heights Avenue and Greenspring Avenue, operates at a Level of Service (LOS) “E” (poor) during peak hours (data from SHA), there is no strong Community sentiment to correct this situation, except at the intersection with Greenspring Avenue.



**GOAL 2: Maintain Old Court Road in its present historic configuration and cross section, including the Falls Road intersection.**

**Action 2a:** Meet with Maryland State Highway Administration and share with them the community's concerns.

**Action 2b:** Note that State Highway Administration architectural and site design guidelines apply to new developments along Scenic Byways (see section on Scenic Byways).

**Intersections that require studies:**

**Old Court Road and Seven Mile Lane**

A traffic signal at the intersection of Old Court Road and Seven Mile Lane was designed to improve that intersection, which is near to Pikesville Middle School and therefore faces the problem of school-related congestion. Traffic that would have moved through the intersection before at its own pace is now constrained by the signal sequencing. Vehicles traveling West on Old Court Road are still delayed by a single car waiting to turn left into Seven Mile Lane. A study should address the best timing for this busy signal, as well as a possible "Yield" sign for right hand turns.

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**Landscaping and Streetscaping**

With the exception of the intersections of Smith and Greenspring-where the Community maintains a small landscaped garden, the traffic islands on Greenspring Avenue, and the intersections at Old Court, Stevenson, Sudbrook and Park Heights, little recent attention has been given to aesthetic landscaping of streets and intersections.

- Most of the ancient oaks that once stretched along the north side of Old Court Road (in the vicinity of the historical properties now held by the University of Maryland Foundation, Inc.) were first severely pruned and then taken down completely to reduce the risk of branches damaging power lines during storms. These trees should be replaced with a variety that is decorative but not as tall, and less likely to present problems for the power lines.

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(re sidewalks):

There is little consensus on this issue, however, since many residents of communities that do not have sidewalks prefer to keep it that way. Even in those areas where sidewalks are present, many require maintenance or improvement, and owners have been reluctant to do so. Even if cost were not a factor, acquiring the necessary land to build a sidewalk could be difficult (an example is Old Court Road, west of Greenspring Avenue).

**Bikeways**

There is increasing interest in developing bicycle paths both for recreational riders, and for residents anxious to reduce their reliance on the automobile, both for getting to work and shopping. The proposed bikeways in our area are as follows:

<b>Street</b>	<b>From</b>	<b>To</b>
<b>Old Court Road</b>	<b>Reisterstown Road</b>	<b>Green Spring Avenue</b>
Park Heights Avenue	Old Court Road	Green Spring Valley Road
Stevenson Road	Old Court Road	Greenspring Valley Road

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**GOAL 6: Reinforce the aesthetic coherence of neighborhoods within the plan area.**

**Action 6a:** Reverse the deterioration of Old Court Road' s status as a scenic route.

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## **II. D. LANDSCAPING IN AN URBAN CONSERVATION AREA**

**Streetscapes:** Reclaiming scenic streetscapes and creating others where needed is of great importance. Streetscaping along major roads and intersections was addressed in the preceding section on Roads and Traffic. It was noted that the Old Court Road Scenic Corridor has suffered considerable tree loss (as have other areas) and that community identity is strengthened by landscapes that unify the different parts of our area. The loss of the ancient oak trees on Old Court Road is particularly unfortunate, but they should not be replaced by the same species in the same locations; as noted in the section on Utilities and Infrastructure, these oaks were constantly trimmed to avoid overhead power lines. Oaks do not take kindly to such treatment; they also suffered much storm and vehicle damage over time. Another streetscape mistake is the use of the over-used Bradford Pear along many subdivision streets. Although its white flowers in Spring and attractive shape when young seemed to suggest a landscaping "find," it has proved a disastrous choice. Its weak wood succumbs to the slightest storm damage; broken and severed limbs are scattered over neighborhood streets after every storm. Monoculture-the use of a single species-is not a good streetscape choice in any case; disease spreads more easily and, except for formal landscapes and avenues, looks artificial. In areas with nearby woodlands, a varied and more natural approach is more appropriate, and will connect our neighborhoods to each other and to our natural areas.

**GOAL 1: Maintain and Upgrade the Old Court Road scenic corridor.**

**Action 1a:** Use a variety of trees and shrubs to avoid disease and deal with the problem of overhead power lines and above ground installations serving underground utilities. Plant shrubs and small trees under power lines. Taller trees should be further back from the road edge. Some good choices here: thornless cultivars of Honey Locust, Tulip Tree, Persimmons (only males along roads), Sycamore, and some Red and White Oaks well back from power lines. As wildlife, including deer, love acorns, several problems can be avoided by planting Oaks away from road edges. Redbuds, Spicebush and Witch hazel might be considered among smaller trees and shrubs. Underplanting with native wildflowers or ground covers would also enhance the corridor. Wild columbine, Mayapples and Bloodroot are among low-maintenance and attractive choices here.

**Action 1b:** Meet with appropriate State and County officials to set up a restoration timeline; designate a community representative to work with them.

**Action 1c:** Encourage community residents along Old Court Road to consider similar plantings near driveways and road edges to unify the area. Properties without overhead power lines have many more choices.

**Action 1d:** Encourage county officials to provide information on this topic to interested residents and associations.

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## **II. E. UTILITIES AND INFRASTRUCTURE**

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The area within the boundaries of this Community Action Plan includes communities dating back 150 years or earlier (some individual houses were built in the 17th century), as well as developments so new that they are still in construction. Many of our older homes have been built around the Old Court Road, which itself is one of the oldest roads in the State, and dates back to early Indian settlements. Some of our public water and sewer lines are over 70 years old while others are more recent. Though most residents have public utilities, from Old Court Road to the northern boundary there are some areas that depend on wells and septic systems, and some areas that desire to continue in that way.

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**GOAL 6: To plant trees along the roads, and beautify the entrance to the community from Beltway exit 22.**

**Action 6:** Old Court Road is one of the oldest roads in the state, and had some ancient oaks along it that have gradually died and been cut down. These trees should be replaced. Members of the community have requested that trees also be planted at Barton Oaks & Overbrook, Old Court & Park Heights, Ridge & Crossland, along Greenspring Avenue, Brooks Robinson Drive, Rockland Run, and Smith Avenue.

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**GOAL 3: Mitigate traffic congestion at our Public and Private Schools.**

**Action 3a:** The speed of vehicular traffic around the schools remains a problem for Summit Park at Green Summit and Diana roads. Traffic problems have been noted on Old Court Road adjacent to Beth Tfiloh.

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The section on Police has been updated to reflect our new substation. Other first responders were added. The section on Deer has been reworked and updated.

- Land Use and Zoning—Phyllis Friedman, lead, Lois Jacobs, second.  
There were many changes needed in this vital section as a result of developments that have taken place over the past 10 years. Of particular concern was a proposed development on Old Court Road that put in conflict the interpretation of the DR 1 zone and the need for compatibility with the surrounding neighborhood. Several months were spent on this section.

Questions related to the above information should be directed to:

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