COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND
Legislative Session 2025, Legislative Day No. 2

Bill No. 3-25

Mr. Mike Ertel, Chairman
By Request of County Executive

By the County Council, January 21, 2025

A BILL
ENTITLED

AN ACT concerning

Baltimore County Basic Services Mapping Standards – Transportation

FOR the purpose of updating basic services mapping standards relating to transportation, so as to conform with current best practices and Department of Public Works and Transportation traffic impact study guidelines and generally relating to basic services maps and transportation.

BY repealing and re-enacting, with amendments

Sections 4A02.4D
Baltimore County Zoning Regulations, as amended

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.
[Brackets] indicate matter stricken from existing law.
~~Strike out~~ indicates matter stricken from bill.
Underlining indicates amendments to bill.

SECTION 1. BE IT ENACTED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that the Baltimore County Zoning Regulations read as follows:

ARTICLE 4A – GROWTH MANAGEMENT

Section 4A02 – Basic Services Maps

§ 4A02.4. Basic services mapping standards.

D. Transportation.

1. [Intent.] The transportation standards and maps are intended to regulate nonindustrial development where it has been determined that the capacity of arterial and arterial collector intersections is less than the capacity necessary to accommodate traffic both from established uses and from uses likely to be built pursuant to this article.

2. Such development is not intended to be restricted unless there is a substantial probability that an arterial and arterial collector intersection situated within the mapped area will, on the date the map becomes effective, be rated at level-of-service E or F under standards established by THE MOST RECENT EDITION OF the Highway Capacity Manual, [1965,] published by the [Highway] Research Board of the [Division of Engineering and Industrial Research,] National Academy of Sciences [National Research Council].

3. METHODOLOGY FOR CONDUCTING A TRAFFIC IMPACT STUDY SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION TRAFFIC IMPACT STUDY GUIDELINES, WHICH SHALL BE POSTED ON THE COUNTY'S WEBSITE.

[2. Determination of critical vehicle-trip number.

a. For the purpose of this paragraph, the "critical vehicle-trip number" of an intersection is determined by the formula: C = F - E/2 + E in which each letter represents a number of daily vehicle trips through a given intersection at peak hour and

C	=	The critical vehicle-trip number.
F	=	That number which if reduced by one would result in a change in the intersection's level of service from F to E.
E	=	That number which if reduced by one would result in a change in the intersection's level of service from E to D.

b. Determination of reserve capacity. It is intended that the reserve capacity be determined for each district by the formula: N = C - (T + I) in which

N	=	Reserve capacity.
C	=	The critical vehicle-trip number for the most congested arterial intersection in a transportation mapped area on the date the designation becomes effective.
T	=	The number of daily peak-hour vehicle trips, based on actual traffic counts taken by the Department of Traffic Engineering, passing through the most congested arterial intersection in a transportation mapped area.
I	=	The projected number of additional daily peak-hour vehicle trips to be generated by nonindustrial developments that have been approved under the provisions of this article and have not yet been constructed and would most likely pass through that intersection. For partially completed nonindustrial developments, the amount of peak-hour vehicle trips shall be prorated based on number of completed units or square

		footage. However, if N is less than zero under the formula, the reserve capacity in the area shall be zero.

3. Maximum level of nonindustrial development.

a. The level of additional nonindustrial development in a mapped area, as provided above, may not exceed that which would generate the number of daily peak-hour vehicle trips equal to the reserve capacity of that mapped area, based on the following assumptions:

(1) Every 100 dwelling units, other than for the elderly, shall be considered to result in the generation of 85-peak-hour vehicle trips daily.

(2) Every 100 dwelling units in housing for the elderly shall be considered to result in the generation of 25-peak-hour vehicle trips daily.

(3) Every 1,000 square feet of gross floor area of a building or a part of a building devoted principally to retail use shall be considered to result in the generation of 14.70 peak-hour vehicle trips daily.

(4) Every 1,000 square feet of gross floor area of a building or a part of a building devoted principally to office use shall be considered to result in the generation of 2.34 peak-hour vehicle trips daily.

b. The number of daily peak-hour vehicle trips generated by a building or a part of a building to be devoted principally to uses other than dwellings or retail or office uses shall be determined by the Department of Traffic Engineering.]

SECTION 2. AND BE IT FURTHER ENACTED, that this Act shall take effect 45 days after its enactment.