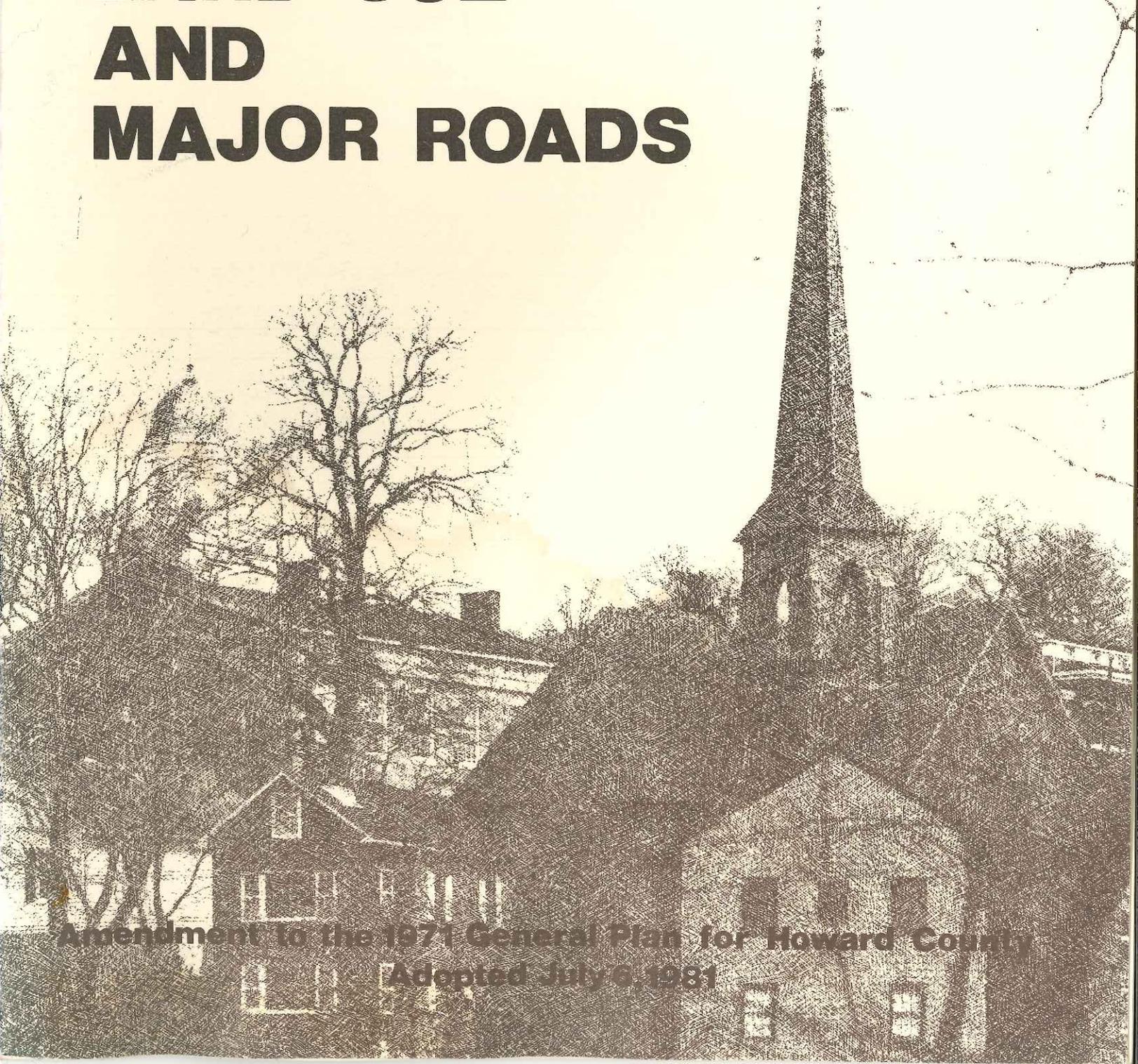


ELLICOTT CITY MASTER PLAN

LAND USE AND MAJOR ROADS



Amendment to the 1971 General Plan for Howard County
Adopted July 6, 1981

ABSTRACT

TITLE: Ellicott City Master Plan, Land Use and Major Roads

AUTHOR: Howard County Office of Planning and Zoning
Division of Comprehensive & Transportation Planning

DATE OF PUBLICATION: November 1981

SOURCE OF COPIES: Division of Comprehensive & Transportation Planning
3430 Court House Drive
Ellicott City, Maryland 21043
301-992-2357

NUMBER OF PAGES: Eleven (11), two (2) maps

ABSTRACT: This document discusses varied land uses for the Ellicott City study area in six separate categories, including several types of residential density. It describes special development guidelines in the areas of environmental preservation, conversion and an Historic District. The report further outlines major road revisions to improve access, and yet deter through-traffic encroachment, to a unique Howard County community. By legislative action of the County Council on July 6, 1981, the proposals were adopted as an amendment to the 1971 General Plan for Howard County.

ELLICOTT CITY MASTER PLAN

LAND USE & MAJOR ROADS

(An amendment to the 1971 General Plan for Howard County)

HOWARD COUNTY

OFFICE OF PLANNING & ZONING

DIVISION OF COMPREHENSIVE
& TRANSPORTATION PLANNING
3430 Court House Drive
Ellicott City, Maryland 21043
301-992-2357

Adopted as amended: July 6, 1981
Published: November 1981

THIS PLAN (MAP) IS PART OF THE MASTER OR GENERAL PLAN FOR HOWARD COUNTY ADOPTED PURSUANT TO THE PROVISIONS OF ARTICLE IV, SECTIONS 406 AND 407, OF THE HOWARD COUNTY CHARTER, BY RESOLUTION NO. 49, 1971 LEGISLATIVE SESSION NO. 5, OF THE COUNTY COUNCIL OF HOWARD COUNTY, MARYLAND, ADOPTED ON DECEMBER 6, 1971 - AMENDED BY THE ADOPTION OF COUNCIL RESOLUTION NO. 29, 1981 LEGISLATIVE SESSION, ON JULY 6, 1981.

COUNTY COUNCIL:

Elizabeth Bobo
ELIZABETH BOBO
Chairman

Ruth Keeton
Ruth Keeton
Vice Chairman

Lloyd Knowles
Lloyd Knowles

Virginia Thomas

Thomas Yeager
Thomas Yeager

Attested to:

Eugene Weiss
Eugene Weiss
Executive Secretary

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
INTRODUCTION - - - - -	1
Background	
Ellicott City and County General Plan	
Goals and Objectives	1
PROPOSALS	
A. Land Use Proposals	
1. Stable Areas - Residential - - - - -	2
<u>Standard Subdivision</u>	
2. Development Areas - Residential - - - - -	2
<u>Low Density - Environmental Development</u>	
<u>Medium Density - Historic Residential</u>	
<u>High Density - Village Housing</u>	
<u>High Density - Garden Apartments</u>	
3. Stable Areas - Commercial - - - - -	4
<u>Historic Commercial</u>	
<u>Historic Office</u>	
4. Development Areas - Basic Employment - - - - -	5
5. Stable Areas - Public/Semi-Public - - - - -	5
<u>Government Administration Center</u>	
<u>Institutional</u>	
6. Conservation Areas - Protection - - - - -	6
<u>Parks and Open Space - Regional</u>	
Patapsco State Park	
<u>Parks and Open Space - Wayside</u>	
New Cut Stream Valley Park	
Riverfront Park	
Patapsco Institute Preservation Area	
B. Special Development Guidelines	
1. Environmental Preservation - - - - -	7
2. Conversion Guidelines - - - - -	7
3. Historic District - - - - -	7
C. Major Road Proposals	
1. Minor Arterials - - - - -	8
2. Major Collectors - - - - -	10
3. Minor Collectors - - - - -	10

INTRODUCTION

Background

The Ellicott City Master Plan effort began in 1973, involved extensive interaction with various community groups, and produced twelve "working papers" on key plan topics, prepared over a two-year period. Major findings and conclusions were presented in a summary planning report, titled Ellicott City: New Life For An Old Town, published in August 1976.

The publication of this summary report led to the creation, in January 1977, of the Ellicott City Citizens Advisory Committee, with responsibility to coordinate, review and recommend steps toward implementation of the Master Plan Report. This committee conducted a series of public meetings to discuss the prior findings and conclusions presented in the 1976 report and in December 1977 presented a final report, titled Ellicott City: New Life For An Old Town, Final Recommendations of the Ellicott City Citizens Advisory Committee.

The Office of Planning and Zoning, Division of Comprehensive and Transportation Planning, sponsored the planning effort and has reviewed and taken under consideration the recommendations of the Citizens Advisory Committee.

Purpose of this Report

As a step toward implementation of the Ellicott City Master Plan Report, the Office of Planning and Zoning has selected a series of land use and major road proposals which are incorporated in this amendment to the General Plan for Howard County. These proposals, which are presented in the accompanying text and map, reflect the conclusions and recommendations of the Ellicott City Master Plan Report and the evolving thinking of the staff of the Office of Planning and Zoning.

Ellicott City and the 1971 General Plan for Howard County

The proposals contained herein are presented under the broad land use and community facilities classification of the 1971 Howard County General Plan. A major finding of the Ellicott City Master Plan Report, however, is that this community is unique -- in its historic character, environmental constraints, major activities, economic potentials, traffic patterns, government facilities and other respects. Therefore, the broad classifications of the General Plan cannot fully describe the specific intent in Ellicott City. The proposals attempt to describe specific intent, within the broad classifications of the General Plan.

Goals and Objectives

Goals and objectives are statements of "what should be." Although they are general, the following major goals are important guidelines for the specific decisions relating to land use and major road proposals.

- o Preserve Ellicott City as an historic mill town, while recognizing its unique position as Howard County's governmental center.

- o Preserve and enhance the natural beauty of Ellicott City and its immediate environs.
- o Develop the economic potential of Ellicott City as a pedestrian oriented center for specialized commercial activities, governmental functions, recreation and visitors activities.
- o Preserve the broad range of housing choices in Ellicott City in a superior living environment, while respecting the environmental characteristics of a specific area.
- o Continue to provide housing choices which reflect the diversity of the Ellicott City area.

Implementation of these major goals will involve many actions. The adoption of land use and major road proposals is but one step in the implementation process. The Master Plan describes numerous proposals for revitalization of the old trade district for organizing and financing revitalization for traffic management, historic preservation, etc. Thus, the adoption of these land use and major road proposals should be followed by other implementation packages.

A. LAND USE PROPOSALS

1. Stable Areas - Residential

Standard Subdivision

There are several existing low density single-family subdivisions in the study area. Most are fully developed, or almost fully developed, and are located adjacent to collector roads. Though generally outside flood plain areas, the subdivisions have other environmental constraints, such as steep slopes and/or shallow depth to bedrock.

Future development in existing single-family subdivisions should be compatible in housing type and density with existing neighborhood characteristics. Site plans for any additional development should emphasize environmental preservation and effective storm water management. Where possible, driveway access should be to local roads rather than directly onto collector roads.

2. Development Areas - Residential

Low Density - Environmental Development

There are large areas of undeveloped or sparsely developed land in the study area which have one or more environmental constraints -- e.g. flood prone areas, steep slope areas, shallow bedrock areas. Furthermore, many areas have special natural value such as mature woodlands.

The area encompassed by the study area lies entirely within and constitutes a large portion of the Tiber River drainage basin. Increases in storm water runoff in the Tiber drainage basin directly affect the old trade district by increasing flood hazards, which in turn may reduce property value and discourage revitalization investment. Increased storm water runoff also damages the environmental character of the study area as

a whole, through erosion and scouring of scenic streambeds. Therefore, the protection of environmental values is of particular importance in the major undeveloped portions of the Ellicott City study area. The undeveloped or sparsely developed portions of the study area constitute the environs of, and lie along the approaches to the Ellicott City Historic District and old trade district. Special attention is warranted to preserve the aesthetic character of the District's historic radial collector roads.

Residential development should be at low density, two dwelling units per net acre and alternative housing types should be permitted where environmental conditions dictate.

In addition to single-family detached housing, single-family attached development would be permitted with a maximum of four units attached. However, lots adjoining existing single-family developments would be required to be consistent with that development. This flexibility in residential development types does not imply flexibility in overall development density which would be maintained at two dwelling units per net acre.

Site development plans should emphasize the protection of environmental values, including preservation of mature woodlands and effective storm water management. Development of areas adjacent to the historic radial collector roads should preserve the natural and aesthetic character of the approaches to the Historic District. Where possible, residential access should be directed to peripheral rather than radial roads.

Medium Density - Historic Residential

Several areas identified as existing residential enclaves are currently being utilized for both residential and private office use. This mixed use is both compatible and desirable in these areas. The land use designation of village housing does not permit private offices except as home occupations, while the designation of historic office would allow these residential areas to redevelop entirely as office use.

The land use designation of historic residential will permit residential enclaves within the Historic District to remain residential in character while recognizing the existence of private offices within these areas. Historic residential will serve as a use category sharing characteristics of both village housing and historic office areas. The development criteria for the Historic Residential use should be the same as in the village housing, except that limited private office uses would be allowed under certain conditions.

High Density - Village Housing

Within the Historic District there are several residential enclaves of special architectural and aesthetic character which predate Howard County zoning controls. Existing development of these enclaves exceeds permitted densities under current zoning, but the historic lot pattern would permit limited infill residential development. The encouragement of new residential investment, including rehabilitation, of compatible character is important in the achievement of historic preservation and downtown revitalization goals.

Village housing is recommended as a use which will permit infill development of historic lot patterns or residential enclaves within the Historic District at a maximum density of eight dwelling units per net acre.

Architectural compatibility is regulated by the Historic District Commission, and may involve building height, bulk and materials, roof character, fenestration and special features (e.g. porches). Landscape compatibility should also be guided by the Historic District Commission, and may involve hedge yards, raised front lawns, canopy or flowering trees, etc. Planning compatibility should be considered in site development plan review and reduction of yard, lot size, lot width and other bulk requirements should be permitted where adverse circumstances would not be created.

High Density - Garden Apartments

There are several existing multi-family developments within the study area which contribute to area-wide housing needs. However, additional sites for high density housing in the study area would violate ecological preservation and transportation objectives, and that locations outside the study area provide more desirable sites for high density development.

3. Stable Areas - Commercial

Historic Commercial

There is substantial regional market potential for the types of specialized commercial activities which have recently been established in the old trade district. Specialized commercial activities, along with certain office and residential uses, are readily adaptable to the building spaces of older structures in the old trade district, and provide a basis for its revitalization. In addition, existing zoning does not provide sufficient flexibility for the adaptation of old structures for new uses to permit the old trade district to fill a new regional commercial role. The major commercial asset of the old trade district is the uniqueness of the collective environment shared by individual business and properties. Enhancement of the collective environment of downtown is an important step towards revitalization of the old trade district for specialized commercial and related activities.

A new historic commercial zone to encourage a diverse but compatible mix of activities in the old trade district is provided. Activities may include convenience, commercial, specialized shopping, professional offices, cultural and residential. The zone should establish permitted and special exception uses for the old trade district, along with appropriate guidelines for these uses. Application of the historic commercial zone is applied to the old trade district along Main Street, and to parking areas directly accessible from Main Street.

Therefore, an important element in the revitalization of the old trade district for specialized commercial and related activities is that of implementing measures to improve the pedestrian environment and the comfort, convenience, safety and pleasure of downtown visitors, residents and employees. Elements include sidewalk paving, benches and crosswalks,

street activities and special functions, public toilets, on-street parking and deliveries.

Historic Office

An examination was made of the historic role of the hillsides overlooking the old trade district and the historic relationship between commercial activities in the old trade district and institutional, governmental, religious and residential activities on the overlooking hillsides. It was found that functional relationships between the downtown commercial area and the hillside institutional areas have weakened in recent decades, and that this trend adversely affects historic preservation and revitalization objectives. Measures to strengthen functional relationships that can unify topographically separated parts of the Historic District should be identified. The 1977 zoning regulations do not provide a useful guide for the development of an appropriate mix of institutions, governmental and professional offices, and residences on hillside areas within the Historic District. The zoning regulations alone are insufficient to bring about the most desirable development on the hillsides overlooking the old trade district.

A new historic office zone to guide appropriate development on the hillsides overlooking the Historic District is needed. The zone should permit a mix of governmental functions, private offices (in converted residences and in new structures of compatible architectural and landscape character), residences, and supporting cultural and commercial uses. Open spaces, landscaping and parking requirements should ensure that development does not degrade the visual quality of existing properties. Historic District controls should ensure the preservation of architectural character.

It is also necessary that major development in historic office zones be accompanied by the preparation of an integrated site design plan which identifies the most effective approach to achieve preservation of architectural character, development of site amenities, controlled conversion of existing structures for new uses, sensitive mixing of new with existing development, improved functional relationships among public and private offices, and more efficient access and parking.

4. Development Areas - Basic Employment

Areas outside the Historic District which have direct access from major ring roads may develop in a manner relatively independent of the special goals and criteria for the Historic District and its environs.

A basic employment land use area for development under current zoning for commercial, light industrial and office uses is recommended. Traffic access should be from U.S. Route 40. Traffic impacts on Frederick Road and on the residential section of Ridge Road should be avoided.

5. Stable Area - Public/Semi-Public

Government Administrative Center

Consideration was given to the historic role of Ellicott City as a seat of County government, and the expansion of government administrative

functions at the confluence of Rogers Avenue and Court House Drive. It is important that the provision for an efficient government administrative center at this location is supported while at the same time recognizing the need to minimize potential traffic impacts of such a center on the Historic District and the old trade district.

A government administrative center land use area is established to include the major concentration of County and State administrative offices, plus limited private office development. Transportation systems should provide efficient access to the administrative center from U.S. Routes 29 and 40, yet avoid through traffic impacts on the old trade district. The County Court House, jail and parking areas are also designated as part of the government administrative center. The major function of the Court House will be to house the Circuit courtrooms and related facilities.

Institutional

Taylor Manor Hospital, a large tract and significant private employment center, is expected to remain in institutional use. Additional area adjoining the hospital has been designated for future institutional uses related to the hospital including housing for the hospital employees and domiciliary care facilities. Smaller sites expected to remain in institutional use are included in residential or historic office land use categories.

6. Conservation Areas - Protection

Parks & Open Space - Regional

The extensions of the Patapsco State Park proposed by the Maryland Department of Natural Resources preserve land of scenic beauty and environmental sensitivity, provide needed regional recreation and open space resources, do not impose major traffic impacts on the Ellicott City Historic District, and offer opportunities for linkage with specialized commercial and cultural activities in the old trade district. It is anticipated that the park will be expanded as proposed with the exception of those areas which are substantially developed in residential uses.

Parks and Open Space - Wayside

Many of Ellicott City's natural assets were found to be hidden from view, undeveloped or grievously neglected and the development of these assets is a prerequisite to improving the environmental quality of the planning area.

The following series of complementary park and community facility proposals to remedy current deficiencies, to promote revitalization, and to relate particular opportunities to development concepts for the town as a whole are recommended:

New Cut Stream Valley Park. The historic New Cut Road, the beautiful streambed of New Cut Run, and adjacent natural areas should be preserved and developed as a stream valley park. Low intensity open space uses may include a walking trail and picnic areas.

Riverfront Park. A riverfront park should be developed to provide access to the Patapsco River for residents, shoppers and visitors to

the old trade district and to be the "hub" for a system of walking and biking trails extending to the Patapsco State Park, Oella and New Cut Stream Valley Park.

Patapsco Institute Preservation Area. The objective of this land use proposal is to integrate the Patapsco Institute site and ruins into the life of the Historic District in general and Court House Hill in particular, without closing off long range restoration and development options.

B. SPECIAL DEVELOPMENT GUIDELINES

1. Environmental Preservation

The findings regarding environmental constraints and their particular significance are presented in the Land Use Proposals section of this report. These findings apply to residential and non-residential land use proposals alike within areas of major streambeds, floodplains and steep slopes with over 25 percent grade.

Development of any type should be strictly limited and controlled in major streambed, floodplain and steep slope areas. Specific guidelines for environmental preservation may vary according to the underlying land use category. Particular attention to management of storm water runoff in the Tiber drainage area is recommended.

2. Conversion Guidelines

A number of larger residences of special architectural or historic character are located in the study area. These residences and their sites contribute significantly to the historic and visual character of the Historic District and its environs. However, they are threatened by changing housing market conditions to the degree that it is increasingly difficult for a relatively small household to adequately maintain larger older dwellings. Housing constructed for larger households in previous decades is less suited to the needs of smaller contemporary households. Increased land values threaten encroachment of incompatible development on the environs of the historic residences.

A special exception use applying to larger historic residences in the planning area is recommended. The purpose is to permit owners to adapt to changing market conditions while preserving the architectural character of the structure and the environmental character of the residential property.

Special exception approval would permit conversion, remodeling or alteration of existing structures to provide a greater number of dwelling units while imposing minimum floor area, lot area, and off-street parking requirements for the residential property.

3. Historic District

The preservation of special architectural and visual qualities in the Historic District is important, not only for preserving history, but also as a foundation for economic revitalization efforts. The County's Historic District ordinance establishes appropriate general criteria for

development applications but guidelines are needed to facilitate administration of the ordinance in the Ellicott City Historic District, and incentives are needed to encourage preservation efforts.

Applications should consider the architectural features and historic value of existing structures, and the compatibility and interrelationships of new development with its surroundings. General and detailed guidelines should be developed for applying the criteria of the ordinance in the Ellicott City Historic District and incentive programs should be prepared to encourage preservation efforts.

C. MAJOR ROAD PROPOSALS

Increasing traffic volumes on the Historic Ellicott City radial road system damage the environmental, aesthetic and economic character of the study area in general and the old trade district in particular. A large portion of this traffic is through traffic having neither origin nor destination in the study area. The through traffic volumes which impact the Historic District are relatively minor "spillovers" from the ring road system formed by U.S. 29, U.S. 40 and I-70. Most through traffic in Ellicott City could use the ring road system with little if any increase in travel time. This is particularly the case if the ring road system is developed according to State highway plans. Various proposals to accommodate regional through traffic within the ring road system, such as a downtown bypass, have several major flaws which warrant rejection. The existing Ellicott City radial road system is fully efficient to accommodate all present and prospective residential and non-residential traffic with origins or destinations in the study area.

A "traffic-to not-thru" strategy should be developed which gives priority to specialized traffic destined for the old trade district, residential traffic within the study area, and to natural and aesthetic values of the historic radial road system, and which can be implemented expeditiously and relatively inexpensively.

1. Minor Arterial

Rogers Avenue

The major function of Rogers Avenue is to provide access to the government center without attracting through traffic to the Historic District and the old trade center, and to serve as one link in a series of roads connecting U.S. Route 40 and Maryland Route 103. The secondary function of Rogers Avenue is to provide access to adjacent residential development. Accordingly, Rogers Avenue should be designated a minor arterial highway.

Frederick Road: Rogers Avenue to Toll House Road

The function of this section of Frederick Road is to serve as a link in a series of roads connecting U.S. Route 40 and Maryland Route 103, and to provide access to the government center without attracting through traffic into the Historic District. Frederick Road from Rogers Avenue to Toll House Road should be designated as a minor arterial highway.

Toll House Road

The major function of Toll House Road is to provide access to the government center without attracting through traffic to the Historic District and the old trade center and to serve as one link in a series of roads connecting U.S. Route 40 and Maryland Route 103. The secondary function is to provide access to residential development areas which could otherwise result in direct traffic impacts onto Old Columbia Pike or Frederick Road. Accordingly, Toll House should be designated a minor arterial highway.

Old Columbia Pike: Toll House Road to Maryland Route 103

The major function of this segment of Old Columbia Pike is to direct traffic destined for the government center to Toll House Road and to de-emphasize use of Old Columbia Pike by traffic with destinations east of the Patapsco River.

Old Columbia Pike from Toll House Road to Maryland Route 103 should be designated a minor arterial. Redesign of the intersections is required at Toll House Road-Old Columbia Pike and at Maryland Route 103-U.S. Route 29.

Court House Drive: Rogers Avenue to Ellicott Mills Drive

The major function of this segment of Court House Drive is to provide access to the government center at Rogers Avenue. A secondary function is to serve as one link in a series of roads connecting U.S. Route 40 and Main Street to provide access to Baltimore County. This segment of Court House Drive should be designated a minor arterial highway.

Ellicott Mills Drive

The main function of this road is to provide access to the Old Trade District from U.S. Route 40 and to serve as one link in a series of roads connecting U.S. Route 40 and Main Street, providing access to Baltimore County. Therefore, Ellicott Mills Drive should be designated a minor arterial highway.

Main Street: Ellicott Mills Drive to Patapsco River

The major function of this segment of Main Street is to serve as one line in a series of roads connecting U.S. Route 40 and Baltimore County. This segment of Main Street also provides access to the Old Trade District, where traffic signals, crosswalks and other measures should be applied to enhance the shopping and cultural environment. Main Street from Ellicott Mills Drive to the Patapsco River should be designated a minor arterial highway (Historic).*

*The "Historic" road designation implies design criteria and special land development controls to preserve the historic quality of the District. Major design elements involve right-of-way width, pavement width, minimum design speed, maximum grade and maximum degree of curvature. Flexibility should be employed in applying these design criteria to specific situations. Typical cross section to address historic roads should be developed. Special land development controls involve buffering, setbacks and clustering and should limit road access to properties at selected points. The subdivision and land development regulations should be amended to incorporate these controls, where necessary.

2. Major Collector

Ridge Road: Non-residential Segment

The major function of Ridge Road should be to provide access from U.S. Routes 40 and 29 to non-residential development areas of Rogers Avenue. The Ridge Road residential neighborhood should be protected from through auto traffic and Ridge Road should not be used for access to the government center. The non-residential segment of Ridge Road should be designated a major collector highway.

Main Street: Rogers Avenue to Ellicott Mills Drive

The predominant uses located along this segment of Main Street are roadside residences, many of which are historic, some in deteriorated physical condition, mostly affected by close proximity to heavy traffic volumes. Scattered among the residential properties are non-residential uses, some of which have a blighting influence on the residential environment. Measures to minimize traffic impacts on the residential environment are required. Main Street from Rogers Avenue to Ellicott Mills Drive should be designated a major collector highway (Historic).

Old Columbia Pike: Toll House Road to Main Street

The predominant uses located among this portion of Old Columbia Pike are roadside residences. Measures to minimize traffic impacts on these roadside residential environments are required. Where possible, new development should have access to peripheral roads rather than direct access to Old Columbia Pike. Accordingly, Old Columbia Pike from Toll House Road to Main Street should be designated a major collector (Historic).

3. Minor Collector

New Cut Road

The major function of this historic road is to provide access from Maryland Route 103 to institutions along New Cut Road: Taylor Manor Hospital, New Cut Stream Valley Park, future uses of a former elementary school site, and St. Paul's Church. Use of New Cut Road for access to Baltimore County or government centers east and north of the old trade district should be de-emphasized. As an element in the proposed stream valley park, the scenic qualities of the historic road should be preserved, and appropriate roadside parking and picnic areas provided. Where possible, new development should have access to peripheral roads rather than direct access to New Cut Road. Therefore, New Cut Road should be designated a minor collector highway (Historic).

College Avenue

The functions of College Avenue are to provide access to Taylor Manor Hospital, future uses of a former elementary school site, St. Paul's Church, the Patapsco State Park, scattered residences and large areas of future low density residential developments. Where possible, new development should have access to peripheral roads rather than direct access to College Avenue. Therefore, College Avenue should be designated a minor collector highway (Historic).

Court House Drive: Ellicott Mills Drive to Court House

The major function of this segment of Court House Drive is to provide access to the office, institutional and residential uses in the vicinity of the County Court House. This segment of Court House Drive should be designated a minor collector highway.

County Executive	J. HUGH NICHOLS
County Council	ELIZABETH BOBO, Chairperson RUTH U. KEETON LLOYD G. KNOWLES VIRGINIA M. THOMAS THOMAS M. YEAGER
Planning Board	HELEN E. RUTHER, Chairperson SUE-ELLEN HANTMAN WILLIAM P. BRENDEL ROGER S. CARTER J. GORDON WARFIELD ANGELA M. BELTRAM*
Office of Planning and Zoning	THOMAS G. HARRIS, JR., Director AMAR S. BANDEL, Chief Division of Comprehensive & Transportation Planning JOSEPH W. RUTTER, JR. GERALD W. VONMAYER JEAN G. LUNDIN SHARON K. MELIS MICHAEL D. WHITE SHERRY M. LAWLER
Coordinator, Housing & Community Development	ROCHELL BROWN, JR.
Consultant	JAMES M. WILLIAMS Murphy/Williams
Advisory Committee**	ROGER D. MARINO, Chairperson MARVIN SACHS JOANN SHEELY KAY HARRISON DR. THOMAS F. HERBERT CHARLES E. HOGG, JR. MICHAEL D. SPEAR PRESTON PAIRO REV. NICHOLAS W. DOHONY DR. BENJAMIN MELLOR SALLY BRIGHT HELEN JACKSON DR. RENE' GELBER ALFRED W. HILL JAMES DAUSCH PHILIP THOMPSON

*Mrs. Beltram served as Chairperson of the Planning Board during the review of this Master Plan.

**The Advisory Committee was appointed to review and comment upon the consultant's report from the firm of Murphy/Williams; in turn, the Committee then published their own report in December 1977, entitled Ellicott City: New Life for an Old Town - - - Final Recommendations of the Ellicott City Citizens Advisory Committee. Those two reports, along with staff research, formed the basis for this amendment to the 1971 General Plan, and the contribution is gratefully acknowledged. However, no implication is intended that the Committee had approved these proposals as adopted by the County Council on July 6, 1981.