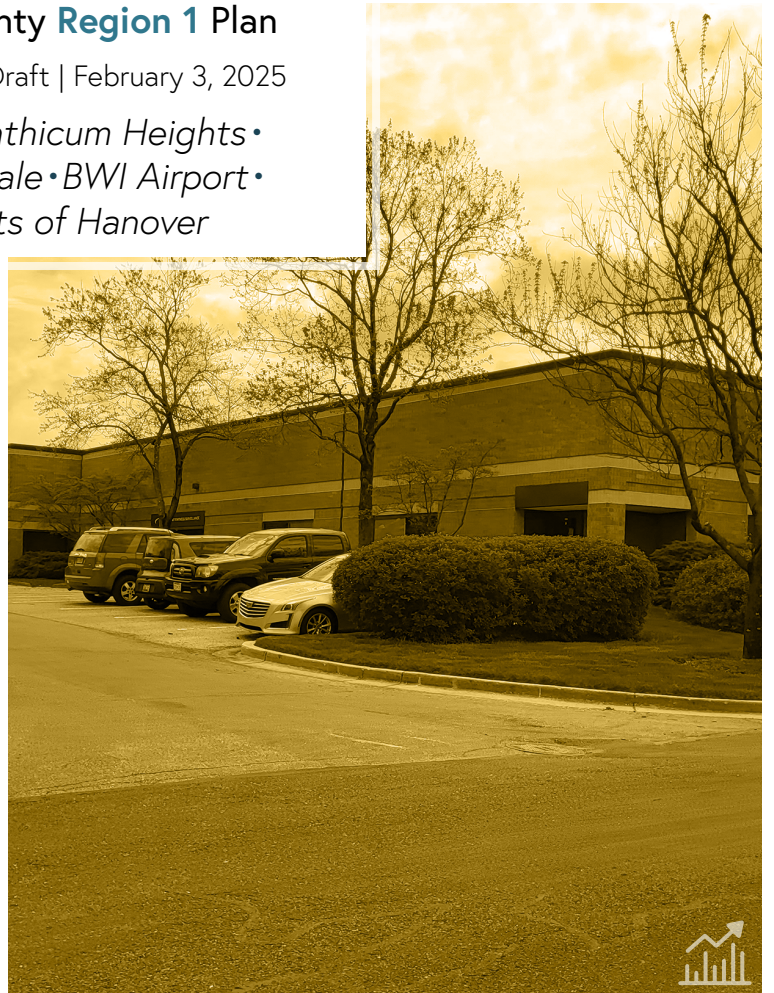
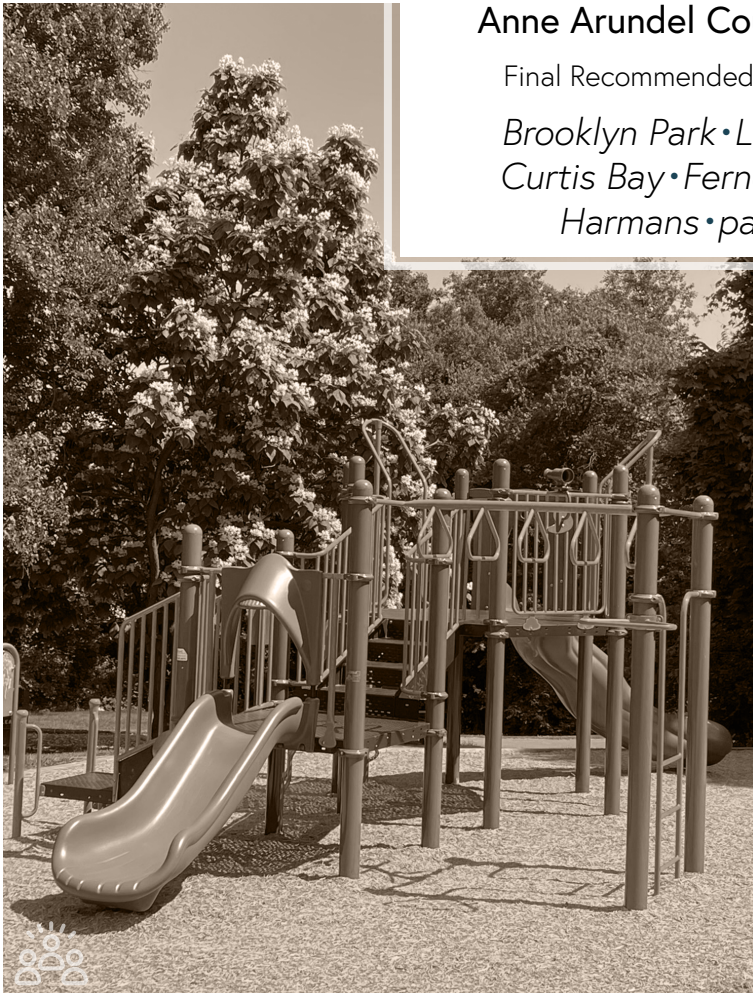


R1

Anne Arundel County **Region 1** Plan

Final Recommended Draft | February 3, 2025

*Brooklyn Park • Linthicum Heights •
Curtis Bay • Ferndale • BWI Airport •
Harmans • parts of Hanover*



Page left intentionally blank

County Executive

Steuart Pittman

Anne Arundel County Council

Julie Hummer, Chair
Lisa D. B. Rodvien, Vice Chair

Amanda Fiedler
Shannon Leadbetter
Allison M. Pickard

Peter Smith
Nathan Volke

Planning Advisory Board

Gustav S. Kurtz, Jr, Chair
Melanie Hartwig-Davis, Vice Chair

Lawrence Blevins
Edward Evans
Van Mason

Elizabeth Rosborg
Dawn Stoltzfus*

Stakeholder Advisory Committee

Caren Karabani, Chair
Eric Friend, Vice Chair
Shawn Ames
Maureen "Mo" Bryant
Derek Demby

Corey Fenwick
Sandy Hartzell
Nicole James
Patricia Jones
Jim Krapf

Jim Lucas
Daniel McGinty
Jennifer Shields
Marilee Tortorelli

Department of Public Works

Arundel Community Development Services, Inc.

Department of Health

Fire Department

Anne Arundel Community College

Office of Information Technology

Partnership for Children, Youth, and Families

Office of Planning and Zoning

Office of Transportation

Department of Detention Facilities

Library Services

Anne Arundel Economic Development Corporation

Department of Inspections and Permits

Department of Aging and Disabilities

Department of Recreation and Parks

Police Department

Office of Emergency Management

Anne Arundel County Public Schools

Department of Social Services

Office of Law

Special thanks to all of the residents and stakeholders who participated in meetings, completed surveys, and provided the County with input to create this plan.

* Resigned December 2024

INTRODUCTION 6

 Overview..... 6

 Plan Purpose..... 7

 Vision Statement..... 8

 Organization of the Plan..... 10

 Equity in Region 1..... 12

 Our Community, Our Voice..... 14

 Key Issues and Recommendations..... 16

EXISTING CONDITIONS..... 18

 Region at a Glance..... 18

 Region 1 Communities..... 22

NATURAL ENVIRONMENT..... 30

 Introduction..... 30

 Sensitive Areas..... 30

 Water Quality..... 32

 Land Conservation..... 33

 Equity in the Natural Environment..... 36

 Current Environmental Regulations..... 37

 Water and Sewer Service..... 38

 Challenges and Opportunities for the Natural Environment..... 40

BUILT ENVIRONMENT..... 42

 Introduction..... 42

 Housing..... 43

 Challenges and Opportunities for Housing..... 51

 Land Use and Zoning..... 52

 Challenges and Opportunities for Land Use and Zoning..... 65

 Transportation..... 66

 Challenges and Opportunities for Transportation..... 71

 Cultural Resources..... 72

 Challenges and Opportunities for Cultural Resources..... 76

 Climate Change and Sea-Level Rises..... 76

HEALTHY COMMUNITIES 78

 Introduction..... 78

 Recreation and Park Facilities..... 79

 Health, Aging, and Disability Services..... 82

 Public Schools..... 83

 Other Public Facilities and Services..... 86

 Challenges and Opportunities for Healthy Communities..... 87

HEALTHY ECONOMY..... 88

 Introduction..... 88

 Existing Conditions..... 89

 Current Economic Development Programs..... 92

 Challenges and Opportunities for a Healthy Economy..... 94

IMPLEMENTATION..... 96

 Introduction..... 96

 Implementing the Region Plan's Recommendations..... 97

 Measuring our Success..... 98

 Acronyms..... 100

 Implementation Matrix..... 101

Appendix

 Glossary..... 113

 Relevant Plans..... 119

 Development Policy Area and Development Policy Area Overlay Changes..... 122

 Planned Land Use Changes..... 129

 Development Policy Area and Development Policy Area Overlay Map..... 141

 Planned Land Use Map..... 142

 Public Involvement & Planning Process..... 144

Overview

Anne Arundel County Region Plans are community-driven land use documents that build on the work of Plan2040—the Countywide General Development Plan—in smaller areas. The Region 1 Plan (Plan) evaluates community assets and needs, presents a shared vision for the next 20 years, and makes specific recommendations about planned land use, zoning, environmental protection, transportation improvements, public facilities, and community design. The Plan will be used as a reference for informing future requests that directly affect areas such as a change in zoning, private development plans, and the Capital Budget and Improvement Program. The Region Plans are consistent with the Goals and Policies of Plan2040 and build on the Small Area Plans prepared between 1998 and 2004.

The Region 1 planning process began in April 2023 and started with analyzing community needs and existing conditions to produce background data on the region. In the spring and summer of 2023, the Office of Planning and Zoning (OPZ) solicited applications for the Stakeholder Advisory Committee (SAC) to develop a committee of 15 community members representing various interest groups to provide further insights on their communities and the Region. The SAC first met in November 2023 and held nine public meetings throughout the process to learn about various County initiatives from department staff, exchange ideas, review documents created by OPZ staff, and build consensus on ideas that will shape the future of Region 1. These meetings and other community engagement efforts were tracked through the Region 1 Hubsite, aacounty.org/Region1, and allowed community members to stay up-to-date on planning efforts.

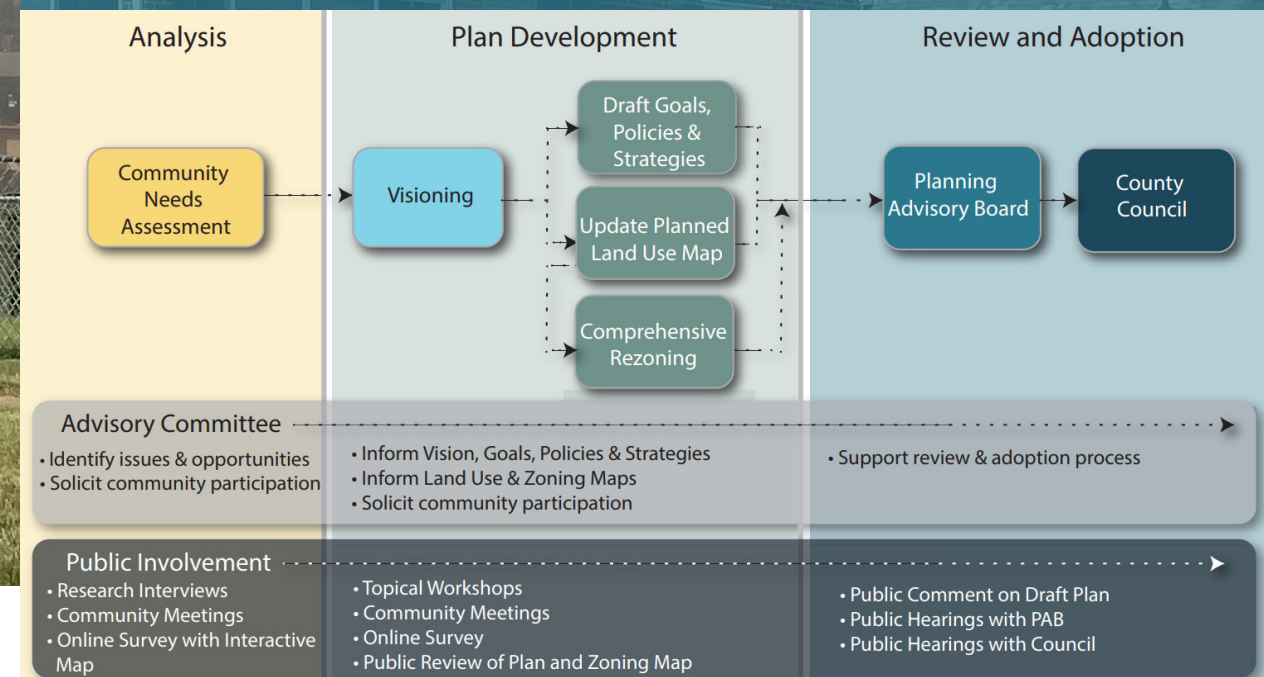
The Plan also draws on public and stakeholder engagement to provide regional strategies and zoning recommendations to address community concerns and opportunities while implementing the goals and policies of Plan2040. To better promote the region planning process and solicit additional community feedback, County staff attended several public events. Among the outreach efforts, staff attended Ferndale Day, hosted drop-in sessions at the Brooklyn Park and Linthicum libraries, and met with other stakeholders in Region 1. A more detailed list of outreach efforts can be found in Appendix 8.3 Public Involvement and Planning Process.



Plan Purpose

The Plan provides regional and community scale data and perspective from Brooklyn Park, Linthicum Heights, Curtis Bay, Ferndale, BWI Marshall Airport, Harmans, and parts of Hanover to implement and enhance the goals, policies, and strategies of Plan2040. This data and perspective is intended to inform a shared vision for the next 20 years and identify specific recommendations about land use, zoning, environmental protection, transportation improvements, public facilities, and community design throughout Region 1. Ultimately, the goal of the Plan is to enhance the quality of life of residents and visitors in Region 1 by addressing local priorities and concerns.

The other key component of the Region Planning process is the comprehensive zoning process. The Region Planning process is the County's fifth comprehensive zoning process and proposes consistency changes to make the Zoning Map more closely aligned with actual development on the ground and the Plan2040 Planned Land Use Map. County staff conducted an analysis of land use and zoning as part of Plan2040 and the Region Plans and identified key issues that should be addressed to make Plan2040 and zoning more effective development management tools.





Vision Statement

Region 1 is a thriving community that celebrates individuality and diversity, fosters inclusivity, and upholds equitable opportunities for all. The community takes pride in the character of our suburban neighborhoods while embracing the need for sustainable growth, economic development, providing essential services and amenities, and protecting the environment. Our unwavering commitment provides housing options that cater to the unique needs of our residents and a reliable, efficient, and accessible transportation system that seamlessly connects our community, employment centers, and amenities. The community provides a welcoming space for businesses that offer a variety of employment opportunities. The quality educational system is accessible to all and equips our youth with the knowledge and skills necessary to become successful and engaged citizens. Our commitment is to ensure a sustainable, adaptable, inclusive, and resilient community for future generations.

Developing the Vision

The Region 1 planning process involved a series of public meetings, questionnaires, outreach events, and public engagement that shed light on the community's thoughts on and desires for the future of Region 1. The Region 1 Stakeholder Advisory Committee (SAC) drew from these conversations, informational meetings from County departments, and the SAC's own experiences to develop a shared vision for the future of Region 1. The vision statement is reflected throughout the content of this Plan and will be used as guidance in the implementation of the Region 1 strategies.

Organization of the Plan

The Plan provides an introduction to pertinent data that illustrates where there are gaps in infrastructure and amenities, inequities for residents and visitors, and imbalances with policies for how and where the Region should grow based on public engagement. This data sets the foundation for distilling what the issues are that face Region 1. Community descriptions help illustrate the Region's assets and chart a path for how the community will grow in the future.

The issues identified through an analysis of the data are grouped into four major themes:



These chapters include contextual information and data that help illustrate the challenges and opportunities of the Region. Given that this Plan builds on the work of Plan2040, the goals, and policies identified in Plan2040 are referenced to provide a brief overview of the priorities in the Region. Goals represent the desired outcome of a future condition; the end state toward which we aim. Goals tend to be general and broad. Policies are statements of intent upon which County decisions are evaluated.

The challenges and opportunities set the stage for the specific strategies. Strategies, also called Implementing Strategies, are specific actions for further study and consideration by the County government to accomplish the Plan's goals and policies, address the challenges, and leverage the opportunities. These strategies are listed in the Implementation Matrix found in Chapter 7. To facilitate the implementation of this Plan, each strategy includes a performance measure, an implementation schedule and mechanism, and a responsible agency so progress can be tracked.

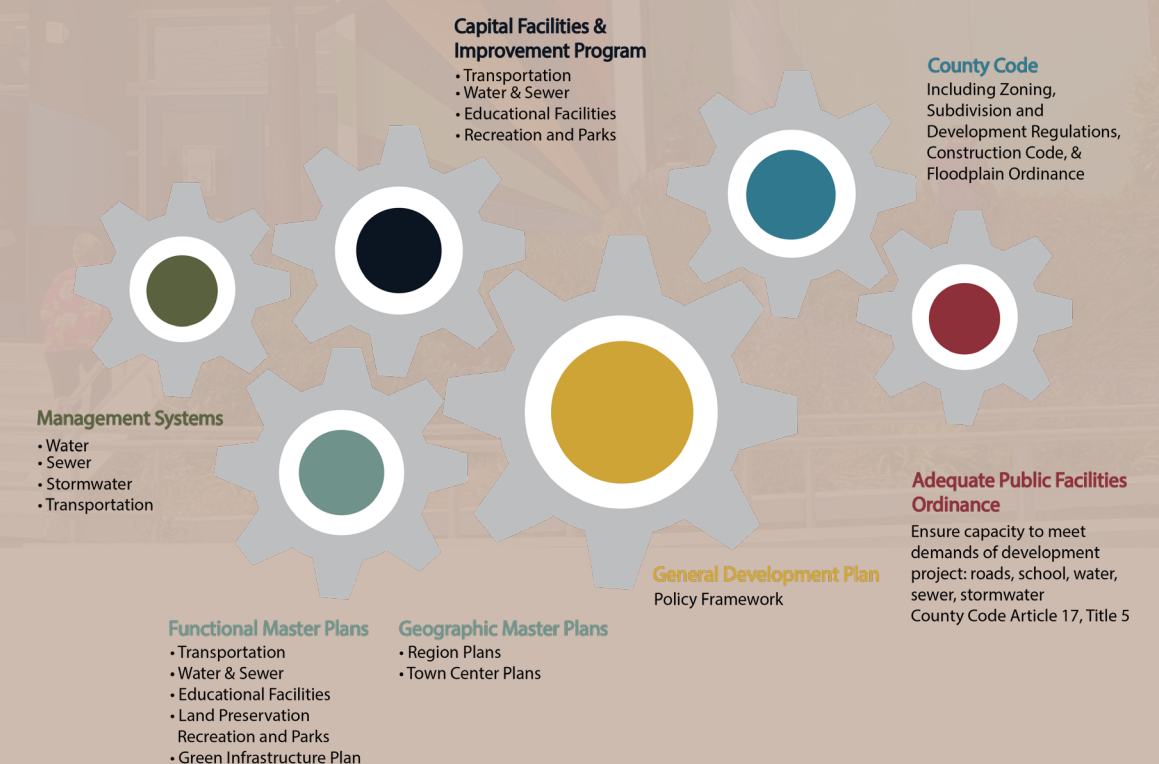
It should be noted that some strategies may refer to other topics. In these situations, some topics, such as housing and jobs, are referenced in multiple goals and policies.

Relationship to Plan2040 and other plans

The Plan is intended for use as a guide for County policies and decisions. Given the interconnectedness and wide range of issues that impact land use, the Plan draws upon the work of other plans in the County - most notably Plan2040. In accordance with the State's Land Use Article, policies and implementation actions are required to be consistent with or have consistency with Plan2040. These actions will further the implementation of Plan2040 and not be inconsistent with it. The elected officials and staff of the County will use the Region 1 Plan to:

- Provide a framework and common goals for all County plans
- Guide policy decisions
- Inform changes to County laws
- Inform the County's resource and budgeting decisions
- Evaluate and measure progress toward achieving Countywide goals

Plan2040 covers a broad range of interconnected topics related to land use. Some topics are addressed through policies in multiple chapters, while others receive more detailed treatment in complementary functional and strategic master plans developed by County departments, including the Department of Recreation and Parks, Anne Arundel County Public Schools, and the Office of Transportation. In this way, Plan2040 connects and coordinates the plans and work of all County programs related to land management. For a brief description of the relevant plans, please see Appendix 8.3.



Equity in Region 1

Public policy, including policy related to land use, housing, public infrastructure, and public services, has contributed to inequality across the County. Following the recommendations of the Planning for Equity Policy Guide prepared by the American Planning Association (APA), Anne Arundel County has tried to consider equity in all policies.

The APA guide defines equity as "just and fair inclusion into a society in which all can participate, prosper, and reach their full potential."

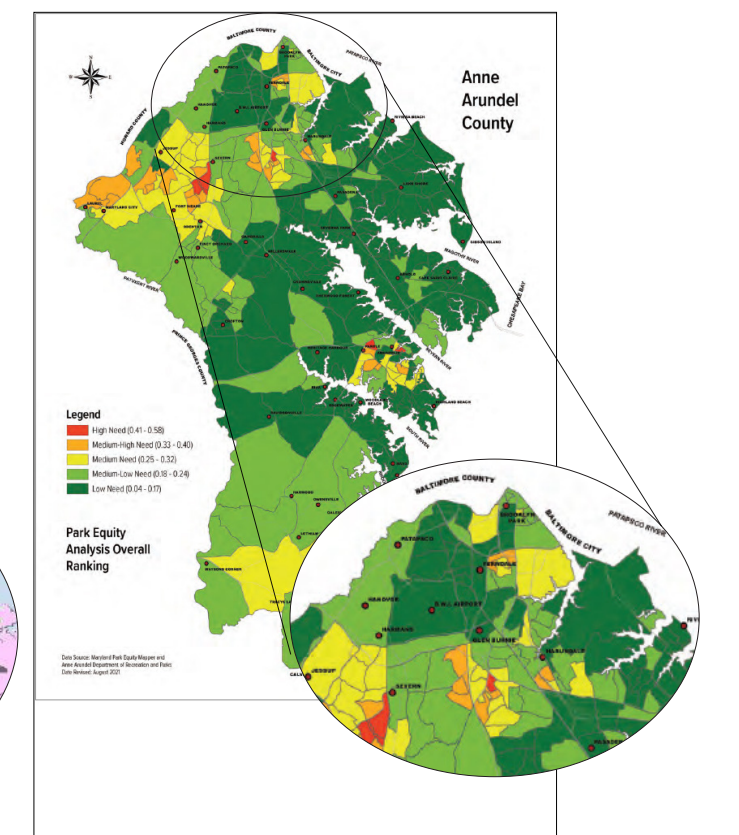
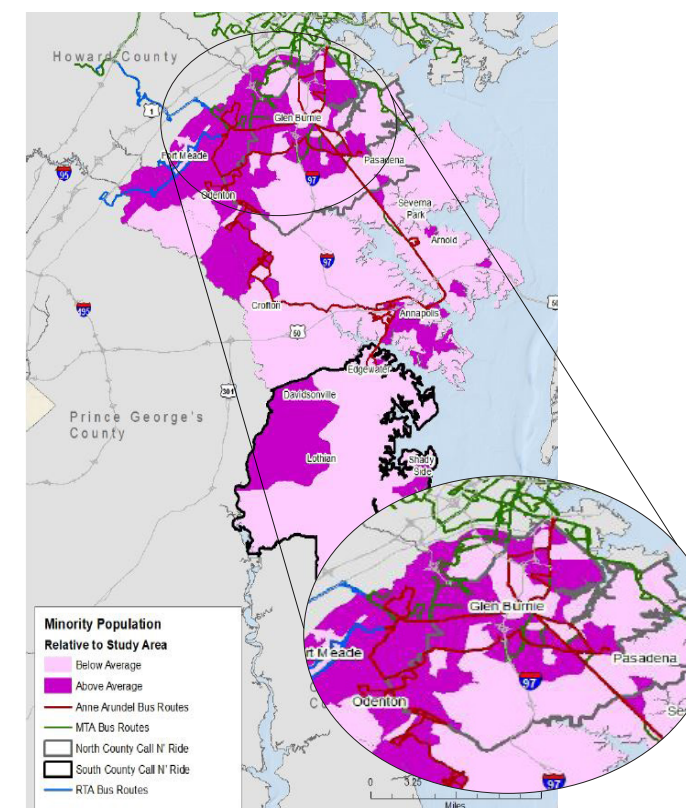
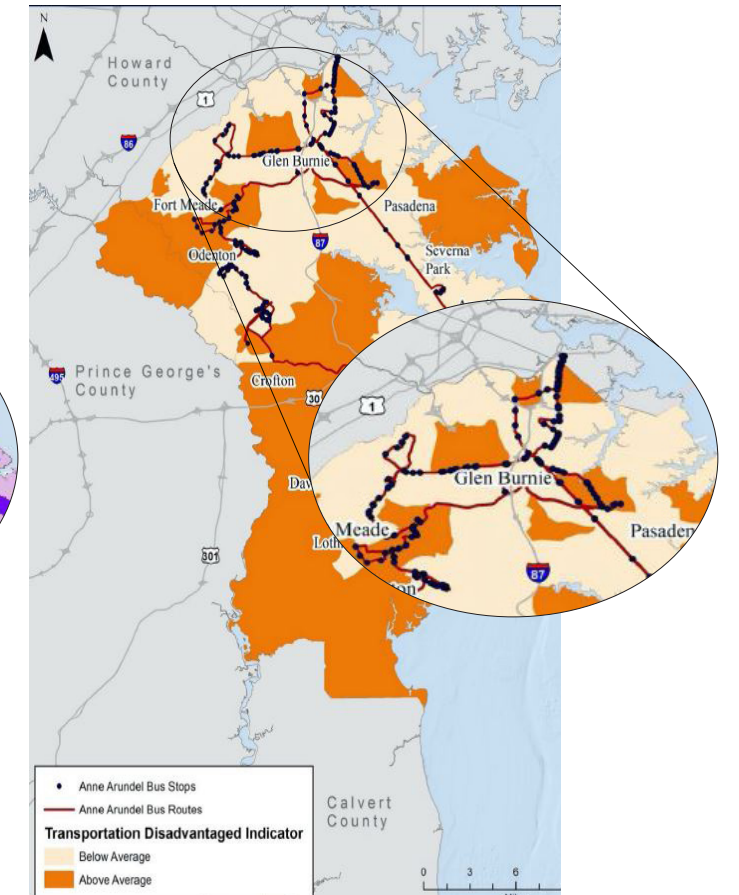
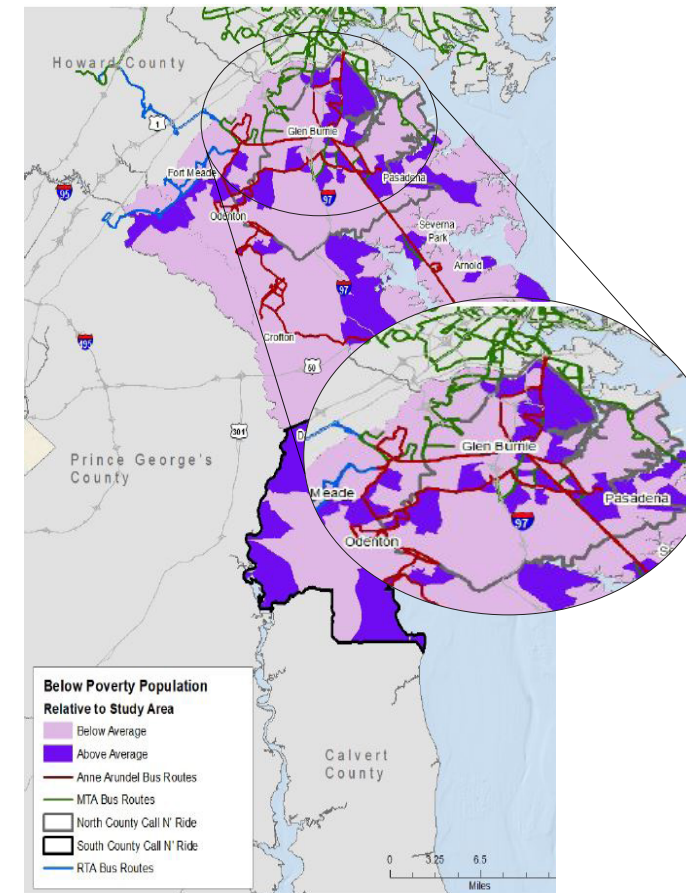
Unlike equality, which connotes sameness, equity recognizes difference. Equitable policies actively mitigate the disproportionate harm faced by certain communities. In an equitable society, a person's access to basic resources such as education, employment, housing, clean air, clean water, and recreation and parks is not strongly linked to a person's race, ethnicity, or economic class. A consistent theme in goals, policies, and strategies in Region 1 is to be inclusive of all our residents, to prioritize investment in historically underserved and under-resourced communities, and to remove barriers that limit people's opportunities based on who they are or where they live in the County. The goals, policies, and strategies by themselves will not resolve all the inequities in the County, but they help establish a commitment to pursuing social and racial equity, with accountable equitable policy to overcome history as the working goal. Some strategies that strive to provide greater equity throughout the Region include:

NE9: Incorporate trees and rain gardens in streetscape improvements to both improve the look of the street and improve the environment, with a focus on MD 2 in Brooklyn Park.

BE12: Continue to acquire and rehabilitate units for rent to income eligible households. Consider expanding these efforts to offer properties for sale to income eligible homebuyers.

HE14: Invest in public art and green spaces in Brooklyn Park to improve the quality of life and promote economic development. Partner with the State of Maryland and local organizations to award and implement Spruce Up Grant projects.

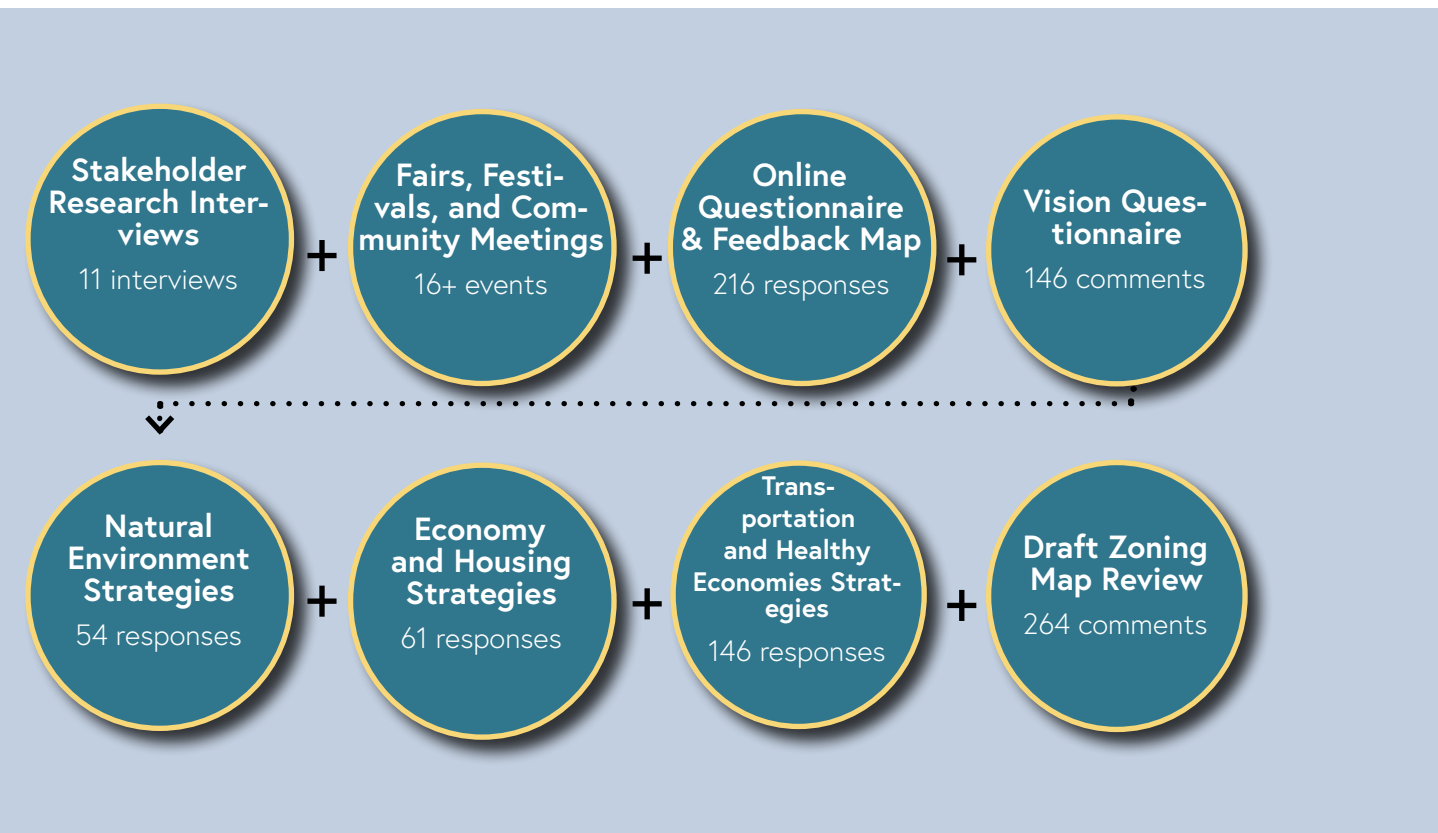
The goals, policies, and strategies by themselves will not resolve all the inequities in the County, but they help establish a commitment to pursuing social and racial equity, with accountable equitable policy to overcome history as the working goal.



Our Community, Our Voice

Public involvement is foundational to the Region Plan process. OPZ collected information and built on previous outreach efforts, including the Small Area Plans and other efforts such as the Brooklyn Park Neighborhood Transportation Study. The public outreach process began with sending notification postcards to the over 17,000 property owners in Region 1 with information about the Region Plan and a link to the dedicated website. OPZ staff conducted in-person research interviews with key stakeholders and hosted in-person and online opportunities for the public to tell the County what they love about their community, what they want to see improved, and their dreams for the future. Major public engagement activities are illustrated below. Summaries of public feedback from engagement activities are provided in the Appendix.

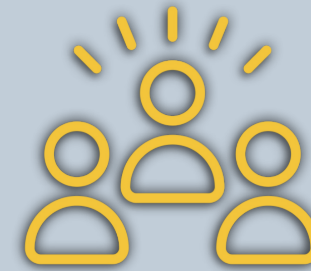
In addition to engaging the general public, a Stakeholder Advisory Committee was appointed through County Council Resolution 33-23 to work collaboratively with County staff to develop the recommendations in this plan. Committee members represented communities throughout Region 1 and included long-term and recent residents, business owners, and representatives of the aviation and maritime industries.



Key Issues and Recommendations

Several key issues emerged from the Region 1 SAC members and input from residents that were addressed within Region specific strategies.

Read all of the strategies within each topic area in the Implementation Matrix.



WHAT WE HEARD

Development has negatively affected flooding and stormwater management, particularly in older residential communities in Region 1.

Redevelop and revitalize vacant or underutilized buildings. There is an opportunity to rehabilitate existing infrastructure. Region 1 is largely built and has some of the oldest communities in the County. Public feedback suggests focusing on the redevelopment of these neglected buildings rather than developing the limited vacant land that is available.

WHAT WE RECOMMEND:

In collaboration with residents and local businesses, implement projects that improve stormwater management and reduce urban flood risk in older communities with inadequate stormwater infrastructure, such as the northern part of Brooklyn Park and Pumphrey.

Support ongoing programs by AAEDC and local community organizations to revitalize underutilized and derelict properties.

WHAT WE HEARD

Need for additional recreational spaces and public amenities. Region 1 could use more recreational options such as a swim center, skate park, kayak launches, and more walking trails.

WHAT WE RECOMMEND:

Create new recreational facilities, such as a skate park, in Region 1, specifically the Brooklyn Park community.

Need for trained workforce by local employers. There are major employers located within Region 1 with a need for a qualified workforce.

Expand workforce development and job placement programs to support science and technology employers around BWI Marshall Airport and Curtis Bay.

Region at a Glance

Region 1 is the northernmost area of the County and includes Brooklyn Park, Linthicum Heights, Curtis Bay, Ferndale, Baltimore/Washington International Thurgood Airport (BWI Marshall Airport), Harmans, and parts of Hanover. Region 1 spans approximately 20,707 acres, making up approximately 8% of the County's area. The Region boundaries include the County boundary and the Patapsco River to the north, MD 100 to the south, and MD 2 and the Curtis Bay industrial area to the east. Its historic and densely developed residential areas, the BWI Marshall Airport and its supporting uses, and several transit options characterize the land use in Region 1. BWI Marshall Airport is a large component of the Region and is a major transportation hub and economic driver in the County overall. It employs 16,162 people directly and many more through supporting industries.

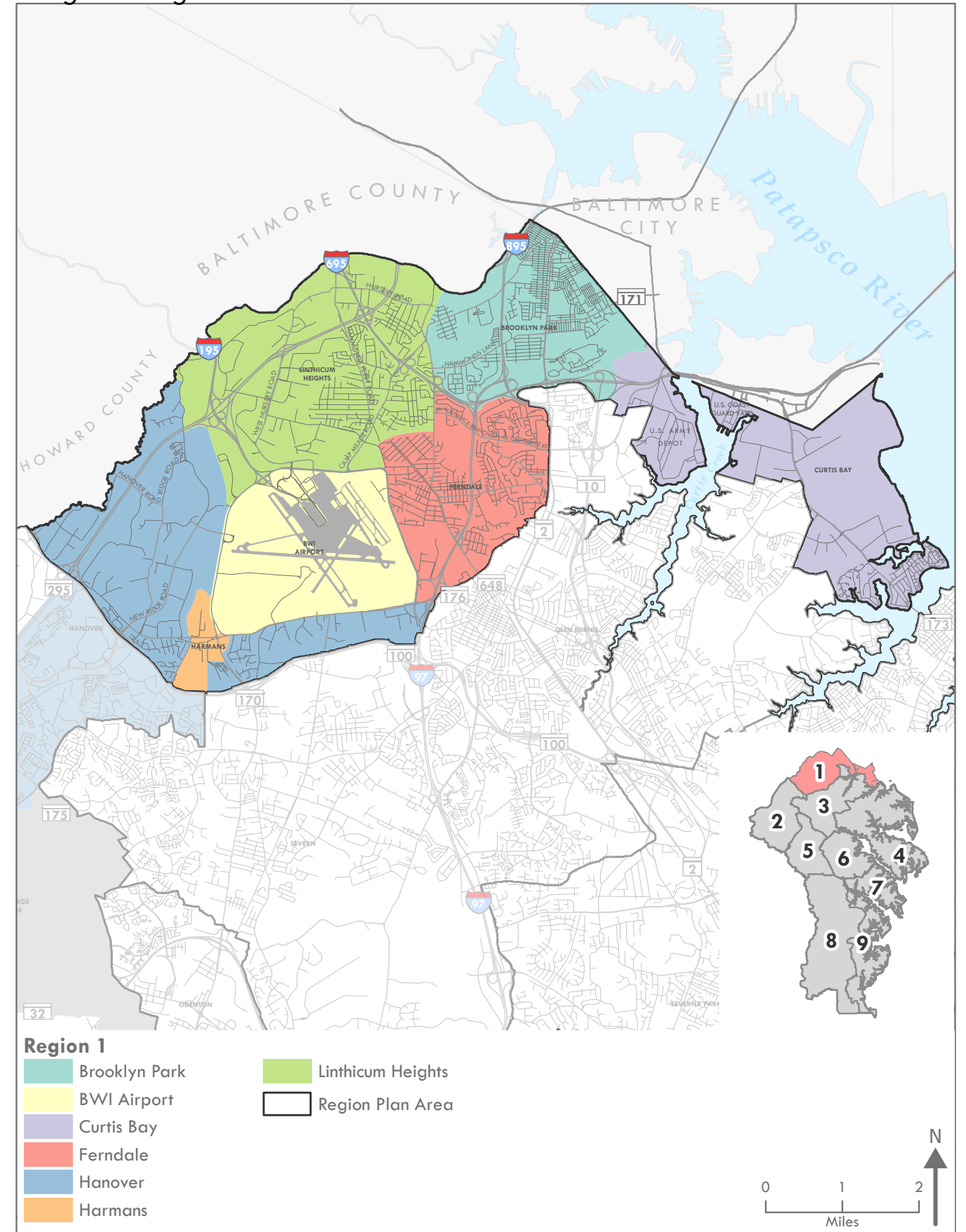
Many residents in the Region live east or northeast of BWI Marshall Airport in Ferndale, Linthicum Heights, Pumphrey, Brooklyn Park, and Orchard Beach. There are pockets of residential development in Harmans and Hanover, however, these areas are predominantly industrial. Compared to other regions, Region 1 is the most connected through public transportation options including light rail stops, a MARC/Amtrak station, and several County bus routes. The County also offers flexible pickup within a half mile of the Brooklyn Park Connector route for increased accessibility.

Region 1's population has increased approximately 5.5% from 48,887 in 2010 to 51,651 in 2021; an annual growth rate of 0.51% per year. The County's population growth rate was 0.98% over the same period.

The County manages several public parks and amenities in Region 1, but availability and accessibility are limited depending on the location. Public feedback during the Region Plan process included strong support for more recreational opportunities and increased bike and pedestrian connectivity to recreation. The Department of Recreation and Parks' Land Preservation, Parks and Recreation Plan (LPPRP) analyzes the equity of parks within the County. The methodology accounts for population density, poverty levels, age groups, racial composition, park distance, public transit distance, a walkability index, and linguistics to identify gaps in the provision of community amenities. Based on their latest model, there is a medium to high need in Region 1 in and around Pumphrey and the area east of Ferndale.



Figure 1: Region 1 and Communities



51,651 Population
Region 1 (County)

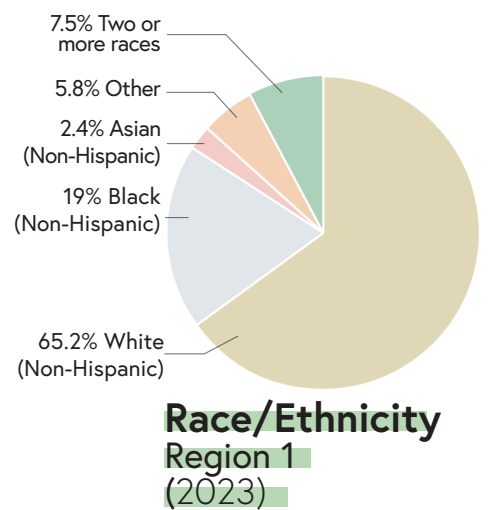
590,154 Population
Anne Arundel County



Economics

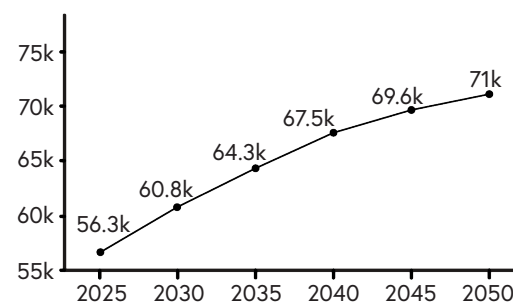
74.5% Own homes
25.5% Rent

Median Household Income
(2023) **\$83,422**

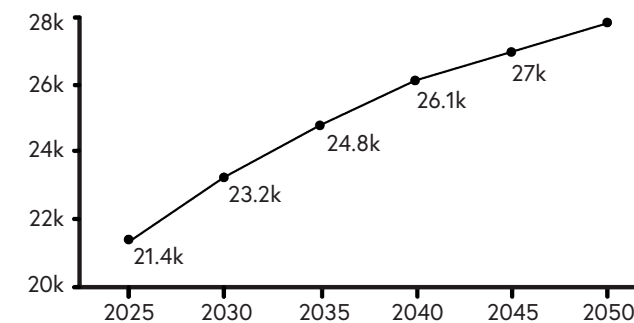


Median Age
(2021)
40.3 yrs

Population Growth Forecast



Households Forecast



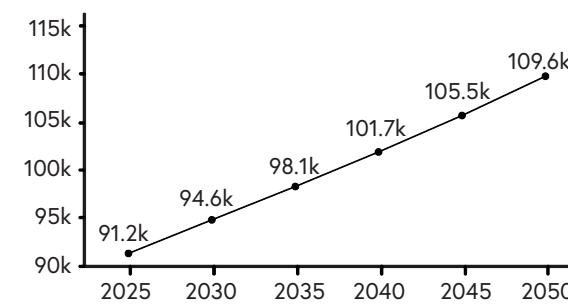
Cost-burdened homeowners
21.7% Region 1
20.4% Countywide

The COVID-19 pandemic has had a dramatic impact on the County prior to the development of this plan. While the long-term ramifications of the pandemic are uncertain at this point, the policies of the Region Plan will support recovery and resilience.

Population by age

	Region 1	County	Region 1	County
2021 Population Age 0-19: Percentage	26%	24%	13,403	141,822
2021 Population Age 20-34: Percentage	22%	19%	11,475	112,061
2021 Population Age 35-54: Percentage	25%	26%	12,937	156,277
2021 Population Age 55-64: Percentage	12%	14%	6,275	80,941
2021 Population Age 65+: Percentage	15%	18%	7,561	106,968

Employment Forecast



Produced by: Anne Arundel County Office of Planning and Zoning, Research & GIS.

Source: 2023 Esri Enrichment data, 2020 Decennial Census Data, 2010 Decennial Census Data, unless otherwise noted. Esri develops annual demographic estimates using a variety of sources, beginning with the latest U.S. Census five-year American Community Survey base, then adding a mixture of administrative records and private sources to capture changes TAZ (Traffic Analysis Zone) Round 10 Forecasts is considered draft until Baltimore Metropolitan Council adopts it.

Region 1 Communities

Region 1 encompasses Brooklyn Park, Linthicum Heights, Curtis Bay, Ferndale, BWI Marshall Airport, Harmans, and parts of Hanover. The Region 1 Map (Figure 1) shows the locations and extent of the communities. The community boundaries were developed as part of the Plan2040 process and are defined based on input from a series of community open house meetings and comments from the Plan2040 Citizen Advisory Committee. These community descriptions illustrate the Region's assets and chart a path for how the community will grow.



Brooklyn Park

In the northernmost part of Anne Arundel County, Brooklyn Park shares a border with Baltimore City to the east and Baltimore County (and the Patapsco River) to the Northwest. Originally developed as a suburb of Baltimore, Brooklyn Park is one of the oldest communities in the County. It provides an attractive option for people who want the convenience of being near the city in a less urban setting. Many of its residents enjoy the location's proximity to places to work and shop.

The community of Pumphrey, between I-895 and the Amtrak/MARC rail line, is a historic African American enclave with roots dating to well before the American Civil War. The area was largely owned by Charles Pumphrey, a descendant of Walter Pumphrey, an English settler who arrived in America in 1678. Seventy-five African Americans founded the Pumphrey community in 1832 on lands acquired by Quaker Walter Pumphrey in 1708. This community became one of the first

African American enclaves in the Baltimore area. What is today known as Belle Grove Road became a focal point for Pumphrey's businesses and houses of worship. The largely Black community remained homogeneous for many years and prided itself with Black businesses and organizations that flourished and prospered to meet the needs of residents. The commercial heart and main street of the community is Belle Grove Road. Along this road of businesses and institutions is a historical marker recognizing Pumphrey Elementary School, a Rosenwald school built in 1923 that served and housed African American students from grades 1-8. Today, Pumphrey is a thriving residential neighborhood that has maintained its tight-knit community feel. Some families that live here have resided in Pumphrey for multiple generations, sometimes in homes that were passed down in the family. The most common housing type is detached single-family houses.

The African American community of Cedar Hill, located just south of Cedar Hill Cemetery, developed in the post-Civil War era and centered around Mt. Calvary Church. Several houses, an old Masonic Lodge, and the site of a Rosenwald school are situated along Cedar Hill and Snow Hill Lanes.

This area is largely developed and one of the most dense communities in the County. Housing in this area can be characterized by its older single-family homes on narrow streets. The older neighborhoods are ripe with opportunities for reimagining and renovating the older housing stock and the underutilized commercial properties. The newest housing developments, such as Woodfall Greens Apartments and the Cedar Hill community, have brought in an influx of new residents. Cedar Hill is a new planned unit development comprised mostly of townhomes with some single-family houses. The community's main commercial corridor,

Ritchie Highway, contains a variety of retail shops, restaurants, and entertainment activities. However; residents identified the need for high-quality businesses that, for example, offer healthy food options; or that don't attract unsavory businesses that do not serve the public at large. The area also has valuable community facilities such as the Chesapeake Arts Center, Brooklyn Park Middle School Athletic Complex, and a future teen center that will be located at Brooklyn Heights Park.

Future high-quality development is needed to revitalize the Ritchie Highway corridor. The development should seek to include a grocer that can provide fresh fruits, vegetables, and meats; as well as provide a variety of cultural foods at an affordable price. Future development should take into account the need for streetscape improvements to provide access for all users - such as pedestrians and bicyclists.



Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall Airport)

BWI Marshall Airport has transformed the landscape of the Region, and its impact expands beyond the transportation hub itself. It is one of the County's top employers and a strong economic force in the Region driving growth and development in the area. Development surrounding the airport includes office, retail, industrial, and warehouse uses. Future growth around BWI Marshall Airport should continue to support these types of uses. One of the goals in Plan2040 is to promote development and redevelopment in the vicinity of BWI Marshall Airport that is compatible with the airport and will not restrict its future growth potential.

There are multiple transit options to get people to and from the airport including the MTA light rail, MARC train, Amtrak train, and the County Connector bus service. BWI Marshall Airport also operates its own extensive shuttle bus system which connects riders to park-and-ride locations and the MARC/Amtrak station. In addition to the multiple public transit options, BWI Marshall Airport has a paved shared-use trail route that wraps around the airport's perimeter. Although it was created with commuters in mind, this trail has also proved to be a popular recreational amenity for County residents and visitors. The trail has various spurs that connect users to public transit options.



Curtis Bay

Curtis Bay, situated in the northeast section of Region 1 and Anne Arundel County, is characterized by a mix of low-medium density and medium-density residential uses as well as heavy industrial uses and a commercial corridor along Fort Smallwood Road in Orchard Beach. The neighborhoods of Carvel Beach, Greenland Beach, Orchard Beach, and Stoney Beach largely define the housing variety by featuring rows of townhomes and detached single-family dwellings. MD 173, the spine of this area provides retail and service options. The industrial uses of Curtis Bay are influenced by the presence of the Brandon Shores Power Plant and the Port of Baltimore and opportunities for warehousing. The northern area of Curtis Bay, served by highways, deep water access, and a non-commuter rail line, has

allowed the area to establish an economic hub of diverse industrial uses.

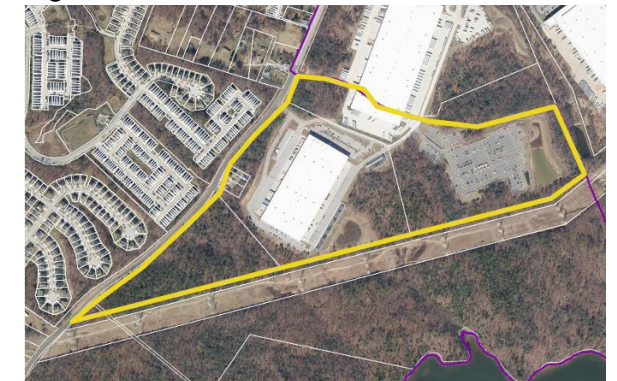
A key defining feature of Curtis Bay is its expansive waterfront along the Patapsco River, Stoney Creek, and Curtis Creek. These waterways not only spur economic development as a means for the movement of goods but also provide County residents access to recreational options, such as boating and fishing. Solleys Cove Park is the only public water access in this area of the region. The majority of the waterfront parcels in Curtis Bay are under private ownership restricting public access to these scenic areas. Efforts should be taken to restore the health of the Patapsco Nontidal and Tidal Watersheds to restore their natural beauty and create more opportunities for safe and accessible recreation.

A primary concern within the community is the impact of heavy industrial use on residents' health and the natural environment. Residents have expressed concerns about air and water pollution and other potential environmental hazards stemming from industrial uses. While recognizing the economic benefits associated with Curtis Bay, the community remains committed to reducing adverse impacts from industrial uses and improving the health of the residents and the local environment. To address these pressing issues, public partnerships that ensure the health of the community and local waterways should be pursued with government agencies, environmental organizations, and other stakeholders.

Two large properties that have sparked interest in the community are the U.S. Army Depot and Brandon Shores Power Plant. Both properties possess immense redevelopment potential, offering opportunities for sustainable economic growth and the

creation of valuable community amenities such as waterfront access. A description of the envisioned growth at each site can be found in the Built Environment chapter.

The Region 1 Plan recommends a minor adjustment to the Curtis Bay and Region 1 boundary to move the southern properties associated with Brandon Woods Business Park into the Curtis Bay community and into Region 1.



Portion of Brandon Woods Business Park to be added into the Region 1 Planning Area.

Future development in Curtis Bay should focus on revitalization efforts and redevelopment along MD 173 to provide a mix of residential and commercial uses, roadway improvements to address traffic concerns, and pedestrian access. Equitable waterfront access should be a priority during these redevelopment efforts. A description of the envisioned growth along MD 173, U.S. Army Depot, and Brandon Shores Power Plant can be found in the Built Environment Chapter.



Ferndale

The largely built-out community of Ferndale is located northwest of Glen Burnie and east of BWI Marshall Airport. Most residential areas have a small-town feel with narrow, tree-lined streets and single-family homes. Commercial areas are located along major corridors such as MD 2, the intersection of MD 176 and MD 648, and at the Ferndale Light Rail Station. Cromwell Park, located in the southern portion of the Ferndale community, is a light industrial/office park area that supports BWI Marshall Airport. These residential areas are designated as Neighborhood Preservation and future growth in these areas is not anticipated.

The light rail, which stops at the Ferndale Station and terminates at the Cromwell

Station runs through this quiet community providing convenient access to Baltimore City. Although the light rail provides a convenient commuting option, the rail line itself decreases accessibility between the residential areas to the west and the commercial district to the east. Given the underutilized spaces within the buildings at these transit hubs, there is an opportunity to redevelop these areas into a higher better use, such as high-quality retail options and residential, that support transit. Other than potential redevelopment at the transit centers, there is unlikely to be a significant change in the established neighborhoods of Ferndale.



Harmans

The Harmans community is located east of Hanover and is bounded by BWI Marshall Airport and MD 100. The community is bisected by a rail line, which was the historical hub for the area. The area is home to contractor yards, office/warehouse, and semi-industrial uses. Despite proximity to the rail line, there are no transit stops available nor are adjacent businesses able to utilize it for the transport of goods.

The community encompasses the Harmans Historic District which is concentrated around approximately a half-mile area of Old Dorsey Road and Old Coaling Road. The District represents the transition from an agrarian to an industrial community as a result of railroad expansion. Efforts to encourage the preservation and reuse of what remains of the railroad community should be considered when proposing redevelopment and rezoning for industrial uses.

The Stoney Run stream runs through the middle of the heavily forested areas in Harmans. These forests are under protection either through public ownership or conservation easement. An evaluation of these areas should be considered to ensure the adjacent industrial uses are not adversely impacting these environmentally sensitive resources.

Future development in Harmans should balance the existing industrial uses with the emerging mixed-use communities that can help connect residents to jobs and transportation.

Hanover

The community of Hanover is located to the south, west, and southwest of BWI Marshall Airport. The community is divided between two Region planning areas with the Region 1 planning area located north of MD 100. Additionally, the Harmans community boundary bisects the Hanover community south of BWI Marshall Airport. The built character of the community is predominantly industrial, featuring business complexes that support the aviation industry or rely on it for commerce. Despite the economic nature of the community, pockets of residential uses are located at the northern and southern tips of the community. These residential uses are a mix of older single-family neighborhoods and newer townhome developments. Given the industrial nature of the community, there are no community amenities available to local residents.

Due to the economic impact and growth of the airport, residential parcels, as well as underutilized or vacant parcels, are being developed into industrial uses that align with the industrial character of Hanover. In order to offset the impact of industrial uses and protect environmentally sensitive areas, unprotected areas identified in the Green Infrastructure Master Plan should be protected through public ownership or easement. Partnerships with businesses should also be considered to sponsor environmental restoration or conservation projects to leverage private funding.

The community is accessed by MD 100 and by the Baltimore-Washington Parkway which are utilized daily by a large commuting workforce and by trucking traffic associated with warehouse distribution. In order to address increasing traffic congestion, a Transit-Oriented Development Policy Area

Overlay was adopted as part of Plan2040 around the BWI Amtrak/MARC rail station to focus development and encourage transit use by developing high-density residential uses and employment centers.

Recognizing the locally understood extent of the Queenstown area, this Region Plan includes a recommended change in the Hanover community and Region 1 boundary to bring properties along the western end of Queenstown Road (north of MD 100) into the Severn community and into Region 3.



Area along the western end of Queenstown Road to be added into the Region 3 Planning Area



Future development in Hanover should primarily focus on development and redevelopment that is compatible with the airport and will not impede future growth potential. Investment in transportation infrastructure and transit stations should be planned concurrently with workforce development to provide accessible and reliable transportation to employment centers. With access to the BWI Amtrak and MARC rail station, development focused near the station should provide high-density residential uses and commercial services. A description of the envisioned growth at the BWI Amtrak and MARC rail station can be found in the Built Environment Chapter.

Linthicum Heights

The Linthicum community, located just north of the BWI Marshall Airport, comprises the BWI business district (including the Nursery Road commercial area) and the gridded street network of mostly single-family homes bisected by I-695. The residential community was established in 1908 shortly after the construction of the WB & A Electric Railway, which ran between Baltimore and Washington, D.C. It was developed on a portion of a 1,640-acre tract of land obtained by Abner Linthicum in 1801 and farmed for more than a century. Within an easy commuting distance to Baltimore, it soon became a desirable place to live and raise a family. In addition to the older Linthicum family houses, the surviving early 20th-century buildings still convey the sense and character of a small turn-of-the-century town. To the west of the residential community is the BWI Business District. This area is characterized by the numerous office parks, flex warehouse spaces, shopping centers, and hotels.

The Linthicum Heights community is served by Light Rail at the Linthicum, North Linthicum, and Nursery Road stations. While these stations offer an additional mode of transport, residents have expressed concern about the safety of users on the train and the improvements at the station to mitigate crime. Transit-oriented development (compact, mixed-use communities at transit stations) should be explored as a strategy to not only redesign the stations to locations where individuals feel safe, but also utilize properties to their highest and best use while providing housing, commercial, and employment options near public transportation.

As a neighbor to BWI Marshall Airport, the Linthicum Heights community is concerned about the encroachment of commercial development, air pollution, and noise from the airport. While expansion plans for BWI Marshall Airport mostly impact the south side of the airport, increased operations will undoubtedly continue to have adverse impacts on all surrounding areas of the airport. Despite the airport's homeowners assistance programs, which include soundproofing and acquisition of homes and properties, there will need to be careful consideration to balance airport and economic development with the quality of life for residents.

The entire boundary Region 1 shares with Baltimore County is along the Patapsco River and Patapsco Valley State Park. Community members in this region have expressed interest in continuing to protect the Patapsco River shoreline and providing hiking/biking trails. Currently, there are few access points to trails and these access points do not provide adequate parking or signage for visiting individuals.



Introduction

The Natural Environment of northern Anne Arundel County has largely been shaped by its history of industry and early suburban growth. Much of Region 1 was developed prior to the implementation of current, stricter stormwater management and forest conservation regulations. As a result, the community is presented with challenges such as flooding roadways, stream degradation, fragmented urban forests, inadequate stormwater management, and environmental impacts from heavy industrial uses. Residents advocate to retain what remains of their urban forests and seek to provide equitable access to the natural environment to help citizens foster a sense of environmental stewardship.

Relevant goals from Plan2040:

- Goal NE1: Preserve, enhance, and restore sensitive areas, including habitats of rare, threatened, and endangered species, streams, floodplains, tidal and nontidal wetlands, bogs, shorelines, steep slopes, and all applicable buffers.
- Goal NE2: Improve and protect surface water quality by reducing impacts from stormwater runoff, wastewater discharge, and septic systems.
- Goal NE3: Retain existing forest cover, increase forest replanting efforts and increase urban tree canopy.
- Goal NE4: Expand, enhance and continue to protect the County's greenways, open space, rural areas and the Priority Preservation Area.

This chapter will focus on environmentally sensitive areas including streams and their buffers, the 100-year floodplains, land conservation, water quality, forests, and water and sewer service.

"...We need areas to go to enjoy nature and educate the children in the benefits of conservation and better management of the environment." -Community member

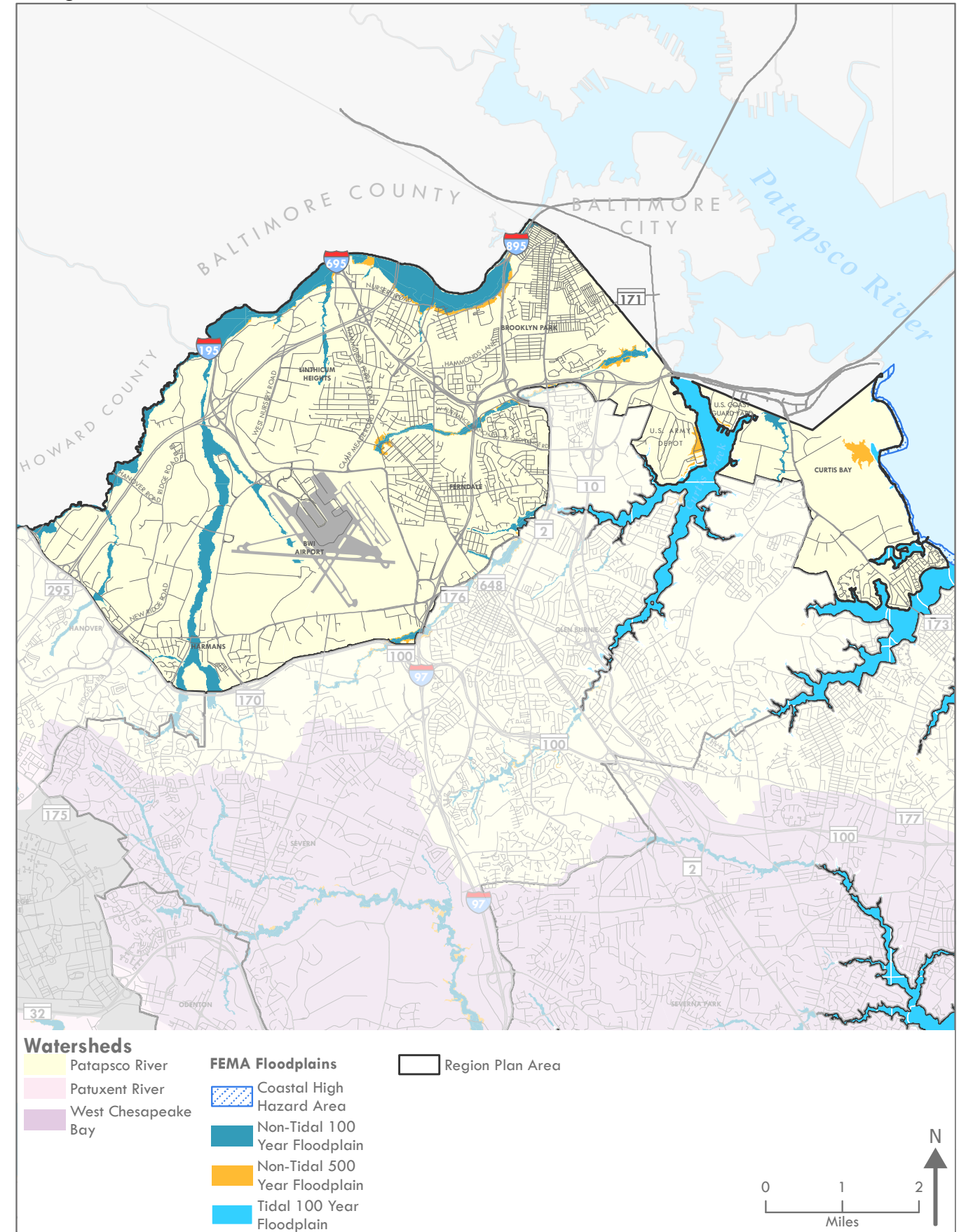
Sensitive Areas

Region 1 possesses an extensive shoreline and is within two watersheds (Figure 2): the Patapsco Tidal and Patapsco Nontidal. Approximately 12% of the land in Region 1 lies within 1,000 feet of tidal waters and is covered by the Chesapeake Bay Critical Area overlay. The most extensive streams and floodplains in Region 1 are the Patapsco River, Stoney Run, and Cabin Branch.

Protection of the Region's streams and their associated buffers, floodplains, wetlands and steep slopes are important in providing aquatic and wildlife habitat; stormwater management, filtration, flood and erosion control, and storage capacity for high flows; protecting surface and groundwater quality; reducing nutrients from runoff; and recharging groundwater.

"...Honestly activating public spaces through green and gray infrastructure investments, reducing blight, and improving litter management and green space access will help to reduce crime. Crime is a challenge but with simultaneous investments in social programming these strategies will help tremendously..." -Community member

Figure 2: Watersheds



The County protects its sensitive areas through a series of development regulations, which are outlined in Table 1. Despite these regulations, historic patterns of urbanization have presented challenges for maintaining adequate water quality standards in the Patapsco and its tributaries, particularly in areas that were intensively developed prior to modern stormwater regulations.

"Proper stormwater management is critical to the health of the Patapsco and Chesapeake. That requires reducing erosion and runoff, creating more conservation buffers, and improving failing stormwater systems." -Community member

Water Quality

Water quality in the Patapsco River currently does not meet federal Clean Water Act standards. The primary water quality impacts are from excessive inputs of nutrients (nitrogen and phosphorus) and sediments¹. Nutrients in the river contribute to large algae blooms that decrease the clarity of the water and lead to low dissolved oxygen levels when they die off and decompose. The major sources of nutrients are from stormwater runoff, septic systems, and wastewater treatment plants. Studies have indicated that private septic systems contribute approximately eight times more nitrogen per gallon of wastewater than public sewer systems. Sediments in the rivers also decrease the clarity of the water and impair fish and crabs. The major sources of sediments are from construction sites, stormwater runoff, and erosion of stream banks. Approximately 9.6% of the total length of streams in Region 1 are considered moderately to extremely eroded (compared to 7.2% of the length of all streams in the County).

¹ Patapsco Non-tidal Watershed Assessment, Anne Arundel County, 2011; Patapsco Tidal and Bodkin Creek Watershed Assessment, Anne Arundel County, August 2012.

To address water quality challenges, the County's Phase III Watershed Implementation Plan (WIP) tracks the nutrient and sediment load reductions allocated to the County by the State for achieving the Chesapeake Bay Total Maximum Daily Load (TMDL). The Phase III WIP provides a road map for the numeric and programmatic commitments of the County so that practices are in place to achieve the Bay's dissolved oxygen, water clarity/submerged aquatic vegetation, and chlorophyll-a standards.

The County's approach to meeting these commitments involves stormwater management, stream restoration, upgrades to wastewater treatment systems, and conversion of private septic systems to public sewer. With funding from a stormwater runoff fee, the County Bureau of Watershed Protection and Restoration has completed 98 stormwater retrofit projects in Region 1 and 45 stream restoration projects. These include the Sawmill Creek Restoration and St. Mark's United Methodist Church Stormwater Retrofit.

Protection of these floodplains, streams, and tidal waters and the implementation of stormwater management will facilitate the reduction of urban flood risk, improve streetscape and economic development, and generally improve the Patapsco watersheds and waterways.

"Equally important to restoring waterways is improving ACCESS to them." -Community member

"...We need areas to go to enjoy nature and educate the children in the benefits of conservation and better management of the environment." -Community member

Land Conservation

Region 1 encompasses approximately 20,700 acres of land. Approximately 4,400 acres of land in Region 1 have been included in the County's Green Infrastructure Network (Figure 3), which consists of interconnected natural areas that have been conserved through public ownership or private conservation easements or have the potential to be conserved based on a set of environmental criteria. Most of that land conserved is in the Patapsco Valley State Park, Cabin Branch Park, and platted conservation of floodplains.

There are approximately 1,300 acres in the Green Infrastructure Network that are considered unprotected and have the potential to be conserved. These areas are not within public ownership or conserved through easements. Various stakeholders, including private landowners, nonprofit organizations, and Federal, State, and County agencies, are actively engaged in efforts to conserve remaining natural lands.

In addition to the County's Green Infrastructure Network, the County has multiple programs for land conservation. This County Land Preservation, Parks, and Recreation Plan acts as a Countywide master plan for land preservation, recreational programming, park acquisition, and facility development. The Natural Environment strategies in this plan include actions to prioritize conservation and acquisition of property in the Green Infrastructure Network and the pursuit of partnerships and sponsorships to implement and fund tree planting and environmental restoration projects.

"...Please remember that mature trees are worth more than new trees on all fronts, but the invasive species issues up here are wild..." -Community member

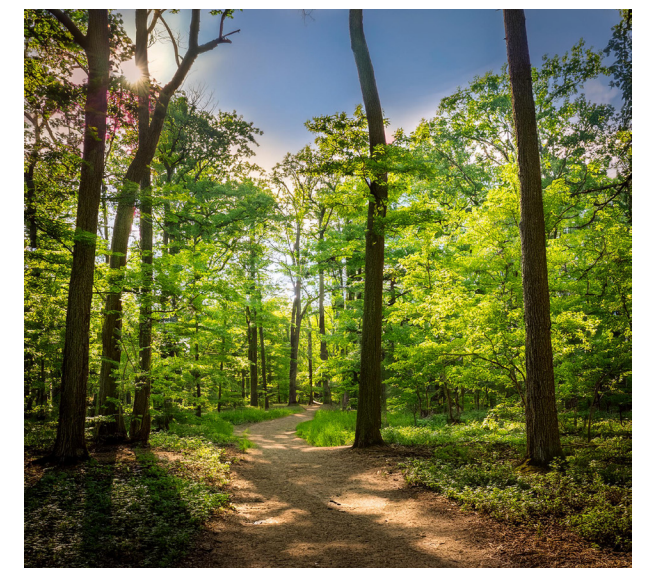


Figure 3. Green Infrastructure Network

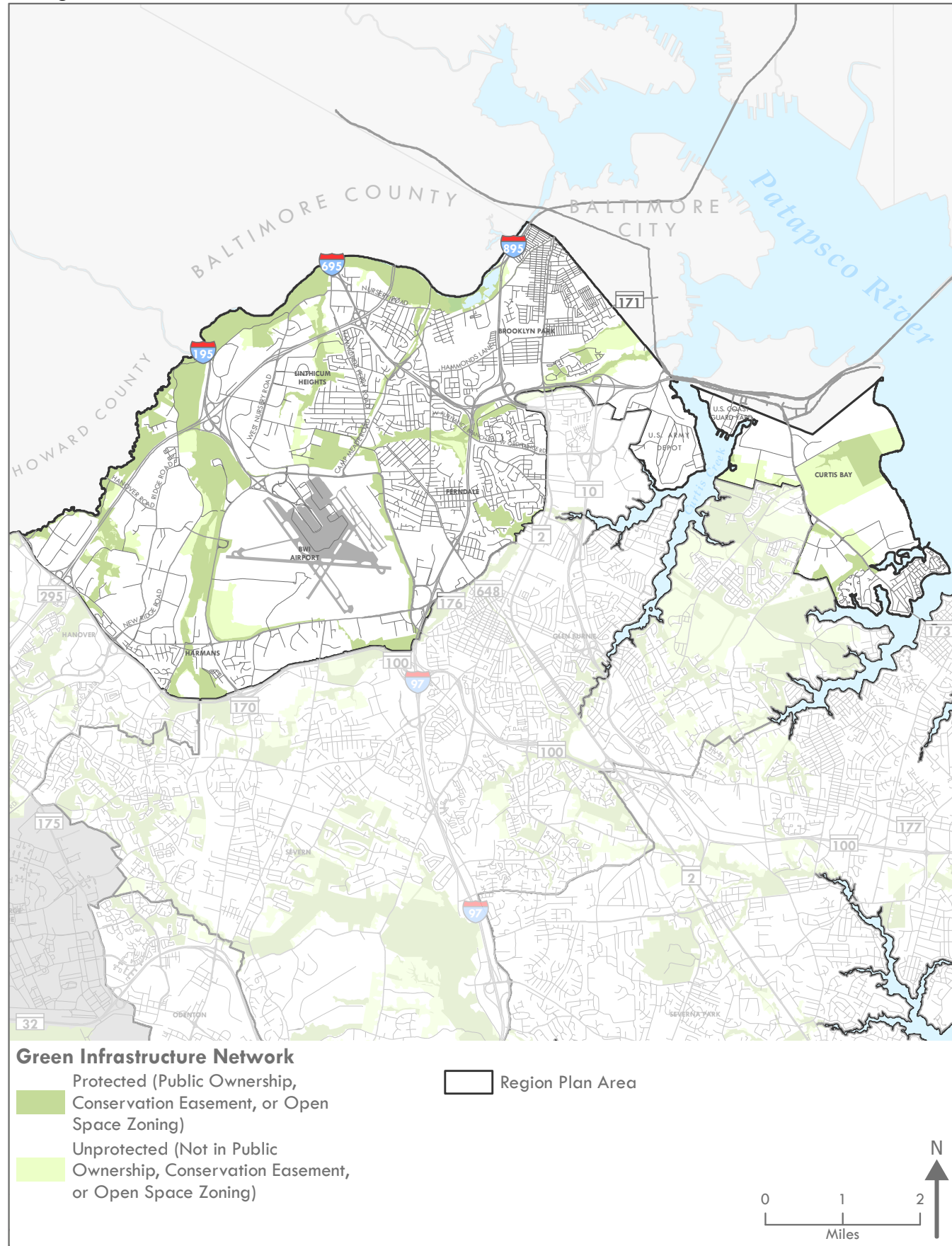
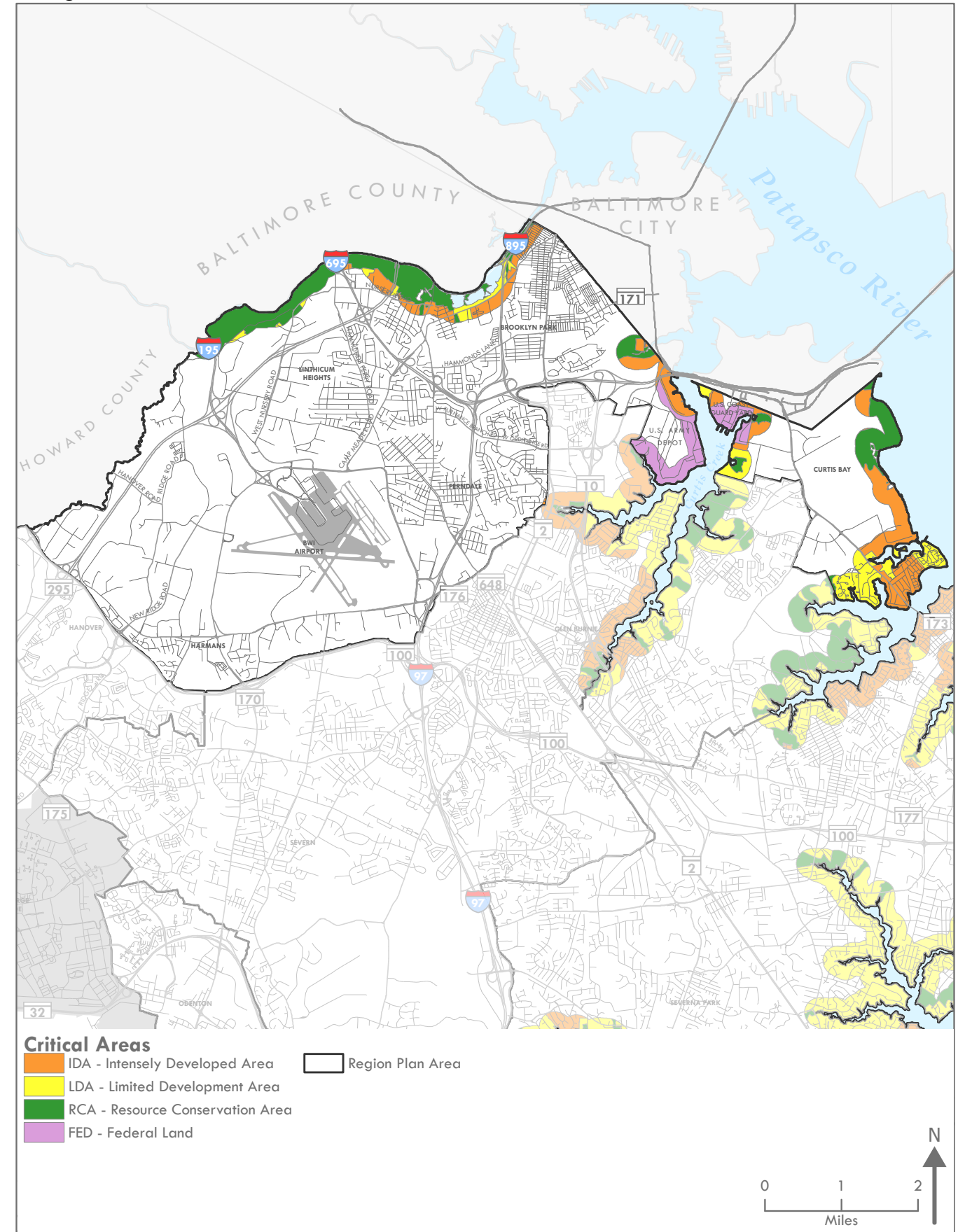


Figure 4: Critical Area



Equity in the Natural Environment

Across Anne Arundel County, community members have expressed support for protecting trees and water quality. The presence of trees and the quality of water varies across the County. Analysis of tree cover demonstrates the relative lack of trees in North County, which studies have shown contributes to poor air quality, poor water quality, and "heat islands" in the summer. Similarly, studies show that the tidal portions of the Patapsco River and its watershed in North County are the most degraded in the County. The large majority of the subwatersheds ranked as the highest priority for restoration are in North County and around Parole. Much of these areas were developed prior to modern environmental regulations that require measures to protect trees and water quality. Redevelopment and restoration projects both have the potential to improve environmental conditions for residents in these areas. Communities with the most degraded environmental conditions tend to have lower median incomes and disproportionately higher concentrations of minorities than the rest of the County.

"Brooklyn and Curtis Bay have experienced SIGNIFICANT environmental injustices and lack of investment." -Community member



Current Environmental Regulations

County Code includes requirements for development projects to protect natural features including streams, wetlands, floodplains, and forests that apply across the County. The following table lists some, but not all, key natural features requirements.

Table 1. Summary of Key Natural Features Requirements in County Code

Feature	Regulations	County and/or State Code Reference(s)
Critical Area (Figure 4)	Land within 1,000 feet of tidal waters regulated by Critical Area provisions in County Code and State law and regulations. Regulations vary between three designated zones (Intensive Development Area, Limited Development Area, and Resource Conservation Area). Includes limits on impervious cover, protection of 100-foot upland buffer from tidal wetlands and waterways, and habitat protection areas (including waterfowl staging and concentration areas, colonial waterbird nesting sites, threatened and endangered species, and anadromous fish spawning areas).	17-8-101, et. seq. 18-13-101, et. seq. Code of Maryland Regulations, Title 27
Steep slopes	Development prohibited on slopes that are 25% or greater (or 15% in Critical Area) that meet the area and height thresholds.	17-6-404
Forests	Forest conservation regulations establish a process and requirements for subdivision and development projects. Requirements include, but are not limited to, forest stand delineation, thresholds for forest clearing, and protections for Priority Forest Retention Areas, including prohibition of clearing forests over 75 acres in size.	17-6-301, et. seq.,
Nontidal wetlands	Development prohibited in wetlands and 25-foot wide buffer.	17-6-402
Streams	Development prohibited in 100-foot wide buffer for perennial and intermittent streams.	17-6-403
Bogs	Multiple provisions including development prohibition in bog and contributing streams. Development limitations within 100-foot buffer, 300-foot buffer (limited activity area) and the contributing drainage area.	Article 17, Title 9
Floodplains	Development limited, including requirements for easement or dedication of floodplain areas to the County through the subdivision process.	Article 16, Title 2 17-3-701
Stormwater Management	State law and County Code requires new development to implement Environmental Site Design to the Maximum Extent Practicable. This standard requires site planning and stormwater management techniques that conserve natural features and drainage patterns and minimize impervious surfaces.	16-4-101, et. seq.; Code of Maryland Regulations 26.17.02.08

Water and Sewer Service

Approximately 80 percent of the Region is currently served by the County's public water systems. An additional 12 percent is planned for sewer service in the future. These areas are served by the Brooklyn Park North, Glen Burnie Low, Glen Burnie High, or Airport Square water pressure zones (WPZ). Annual reports prepared by the County Department of Public Works (DPW) indicate that water quality meets or exceeds all federal drinking water standards. Studies indicate that there is sufficient groundwater supply to support forecasted development in the Region. A study of major well fields in the County as well as individual wells and independent well fields found that there is currently sufficient available drawdown in the Upper Patapsco, Lower Patapsco, and Patuxent aquifer systems in Anne Arundel County to support withdrawals and does not adversely affect domestic-well operation¹.

The Region lies within an area where elevated radium has been detected in groundwater. For those utilizing private wells, new and replacement wells in this area are required to be installed to a minimum well depth and meet drinking water standards for radium. Owners of existing private wells are encouraged to test for gross alpha particles. Where levels are found above the drinking water standards, a water treatment unit or a replacement well in a deeper aquifer is recommended; or if feasible, connecting to the public water system.

Approximately 56 percent of the Region is currently served by the County sanitary sewer systems (Figure 5). An additional 21 percent is planned for sewer service at some

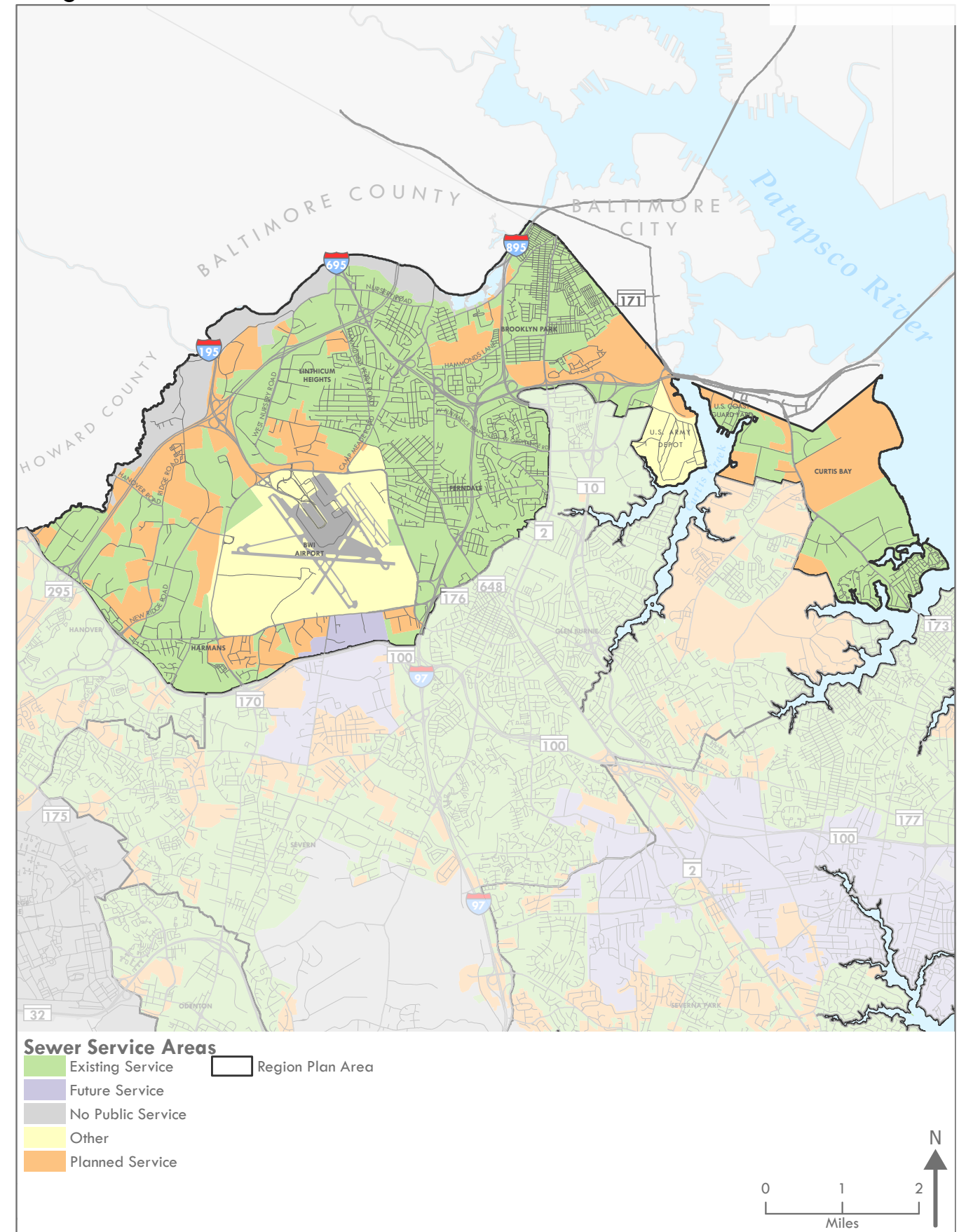
time in the future. The eastern portion of the Region is served by the Cox Creek Water Reclamation Facility. The northern portion is served through an agreement with the City of Baltimore. Potential constraints with regard to sewer supply are the resources to serve additional growth, and the ability to continue to purchase sewer capacity from the City of Baltimore over the long term.

Future development potential utilizing public sewer within the sewer service areas is limited by the hydraulic capacity of the water reclamation facilities and regulatory nutrient caps. Based on the results of the Anne Arundel County Flow Projection Tool, the hydraulic capacity of the Baltimore City Sewer Service Area (SSA) will be reached or exceeded by 2035. Additionally, all of the service areas except for the Baltimore City SSA could exceed the established nutrient cap limitations. Future land use plans should take into consideration these limitations to sewer capacity. The existing public sewer system is sized and was constructed based on current planned land use and zoning at the time of expansion. Upgrades to pipes and facilities will be required to accommodate new development that occurs at increased densities in certain areas.



¹ Adreason 2016 Effects of projected (2086) groundwater withdrawals on management water levels and domestic wells in Anne Arundel County, Maryland. http://www.mgs.md.gov/reports/OFR_17-02-01.pdf

Figure 5: Sewer Service Areas



Challenges and Opportunities for the Natural Environment



Challenges

- **Unmaintained or lack of stormwater management facilities.** Older developments' may not have stormwater management facilities, are either less advanced, or cannot completely treat and manage stormwater.
- **Roadway and community flooding.** Flooding along roadways and within communities that impedes safety and travel during inclement weather.
- **Water Quality.** The Patapsco River and its tributaries are impaired by runoff from impervious areas or impacted by discharge from industrial uses.
- **Urban Forest Fragmentation.** The majority of the region was developed before modern forest conservation regulations resulting in a relative lack of tree cover in North County.
- **Coastal Flooding and Sea Level Rise.** Climate change impacting coastal waterways, threatening residential property, and reducing economic output and activity.

Opportunities

- **Multipurpose flood reduction.** New technologies, design standards, and practices can allow for flood reduction projects that also improve habitat, water quality, and provide public recreational benefits.
- **Expand the tree canopy.** With partners such as the Watershed Stewards Academy, the County can target tree planting efforts in underserved areas.
- **Incentivize environmental rehabilitation.** The County can incentivize the rehabilitation of natural resources on privately owned land.
- **Community education.** Increase community education and engagement with partners who can inspire innovative solutions.
- **County partnerships.** Greater collaboration between County departments, inter-jurisdictional partners, private businesses, and community leaders can help better implement and improve regulations and best management practices.

Page left intentionally blank

Introduction

Region 1 is among the most densely developed areas in the County because of its historical development pattern as an inner ring suburb of Baltimore and the growth associated with BWI Marshall Airport and affiliated industries. Region 1 has diverse housing options including rowhomes and townhomes, multi-family buildings, and single-family detached homes. Commercial development is established along major vehicular corridors like MD 2 through Brooklyn Park, Orchard Road/MD 648, and MD 100 near the Arundel Mills Mall. Region 1 is connected to the rest of the County and surrounding area through a robust network of roads and trails. Multiple agencies, including Amtrak, Maryland Transit Authority, and the County provide public transit in the Region. Services include bus routes, light rail, train, airplane, and on-demand rides. Because of the Region's location, resources and opportunities, the population and demand for housing are expected to grow. The existing capacity for new development is relatively low due to zoning restrictions, airport regulations and limited available land.

This chapter focuses on housing, land use, zoning, transportation, climate change, sea-level rise, and cultural resources within Region 1. Throughout the planning process, members of the public and the Region 1 SAC discussed multiple aspects of the built environment. The most common statements from the public on Region 1's built environment are:

"I would like to see this [new employment opportunities] closer to public transportation maybe expand light rail service or offer employee shuttles throughout Region 1.- For example, Brooklyn Park does not offer many work opportunities without a car." -Community member

"We have several shopping centers along Ritchie Hwy that need upgrading and new businesses." -Community member

"Ensure the right type of businesses are encouraged into the area." -Community member

Relevant goals from Plan2040:

- Goal BE1: Align development regulations and review practices with Plan2040, which recognizes the importance of the County's environmental features; limitations on infrastructure; and the desire to focus development, redevelopment, and revitalization in the Targeted Development, Redevelopment, and Revitalization Policy Areas; enhance quality of life; and protect and improve neighborhoods.
- Goal BE3: Preserve and strengthen the County's existing and historic communities by encouraging resident participation in planning processes, with particular emphasis on the involvement of historically underrepresented and marginalized communities.
- Goal NE3: Retain existing forest cover, increase forest replanting efforts and increase urban tree canopy.
- Goal NE4: Expand, enhance and continue to protect the County's greenways, open space, rural areas and the Priority Preservation Area.

Housing

The Housing Element of Plan2040 notes that Anne Arundel County's location between large metro areas and a robust economy has made the area an attractive suburban market for decades. The Plan sets several general policies that provide a framework on how and where housing can accommodate growth that should occur.

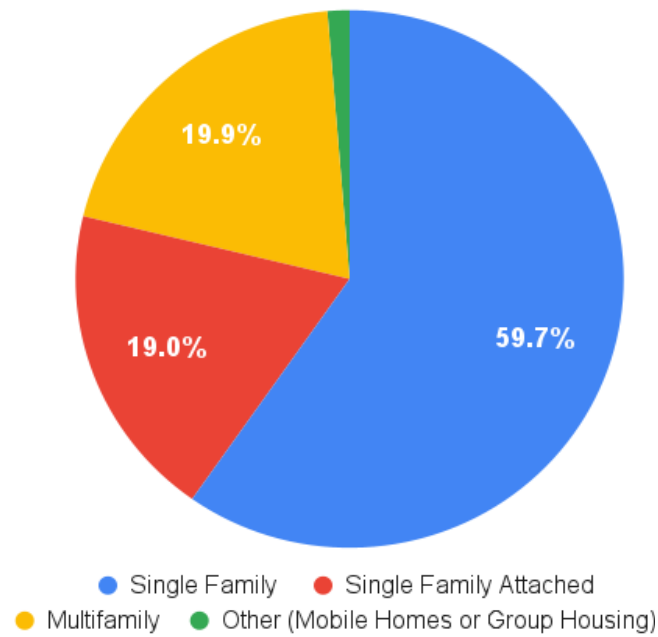
Region 1 includes a more diverse range of housing options when compared to other parts of the County. While more than half of the houses are single-family detached, approximately 19% are row homes or townhomes (single-family attached), and approximately 20% are apartments or condominium buildings (multifamily). Approximately 35% of the houses in the Region were constructed between 1940 and 1959. Since then, housing construction has declined. Only 9% of the homes in the Region were built between 2000 and 2019. One of the fundamental challenges for future growth management is to guide where and what types of new housing to build.

Costs for housing ownership and rent are lower in most of Region 1 compared to the rest of Anne Arundel County. However, the average home price in Region 1 has increased from \$127,000 in 2000 to \$319,000 in 2022. With a significant low-income population, the costs of purchasing or renting a home in the Region are difficult for many. Nearly half of all renters in Region 1 are considered 'cost-burdened' (spend more than 30% of their income on rent). Market dynamics, including interest rates and the cost of land, labor, and materials, make delivery of affordable housing challenging. There are existing County programs that provide financial support for affordable housing developments

and low-income homeowners/renters, and advising, but demand outstrips available resources.

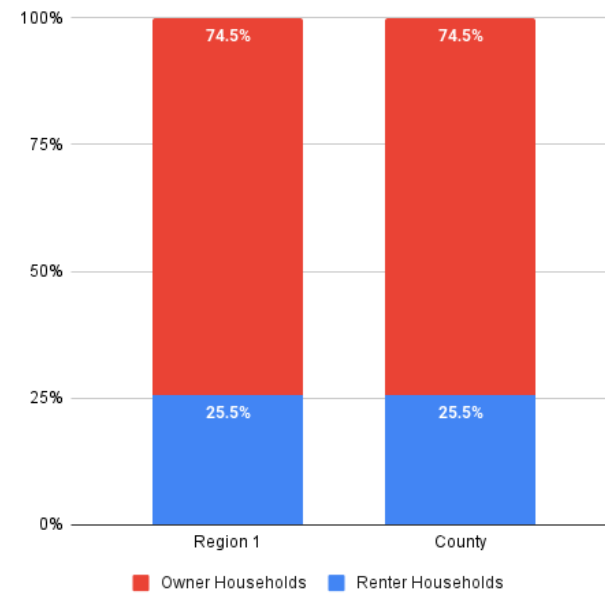
The demographics of home ownership and renting in Region 1 are similar to the entire County. Approximately 75% of households own their own home and 25% rent. Those statistics have been consistent over the last ten years. Based on Census and American Community Survey data, the average number of people living together in a house has increased slightly from 2.5 in 2010 to 2.8 in 2021. Approximately 25% of all homes are occupied by one person living alone. Anecdotally, people have observed an increase in multiple families living together in one house, especially low-income families. These statistics point to a mismatch in people's needs and housing options, with many people living alone and others where multiple families share one house.

Figure 6. Housing Stock Diversity



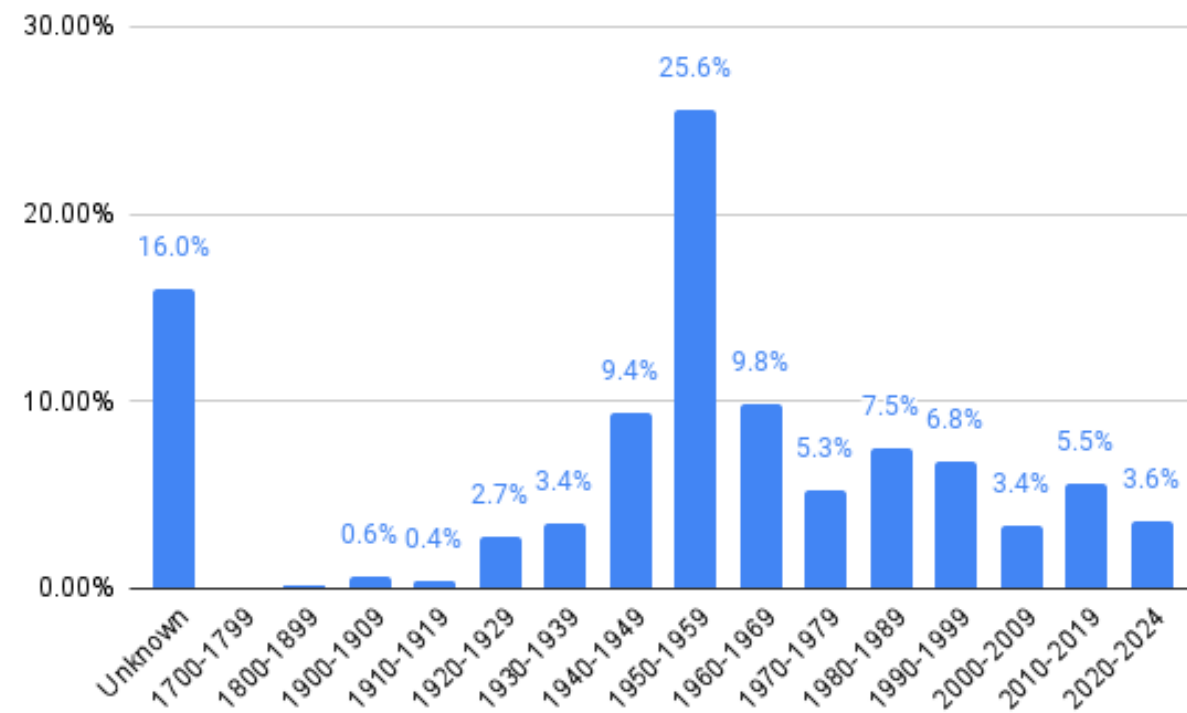
Source: Anne Arundel County Office of Planning and Zoning

Figure 7. Housing Tenure



Source: American Community Survey 2017-2021 American Community Survey 5-Year Estimates.

Figure 8. Homes by Year Built in Region 1



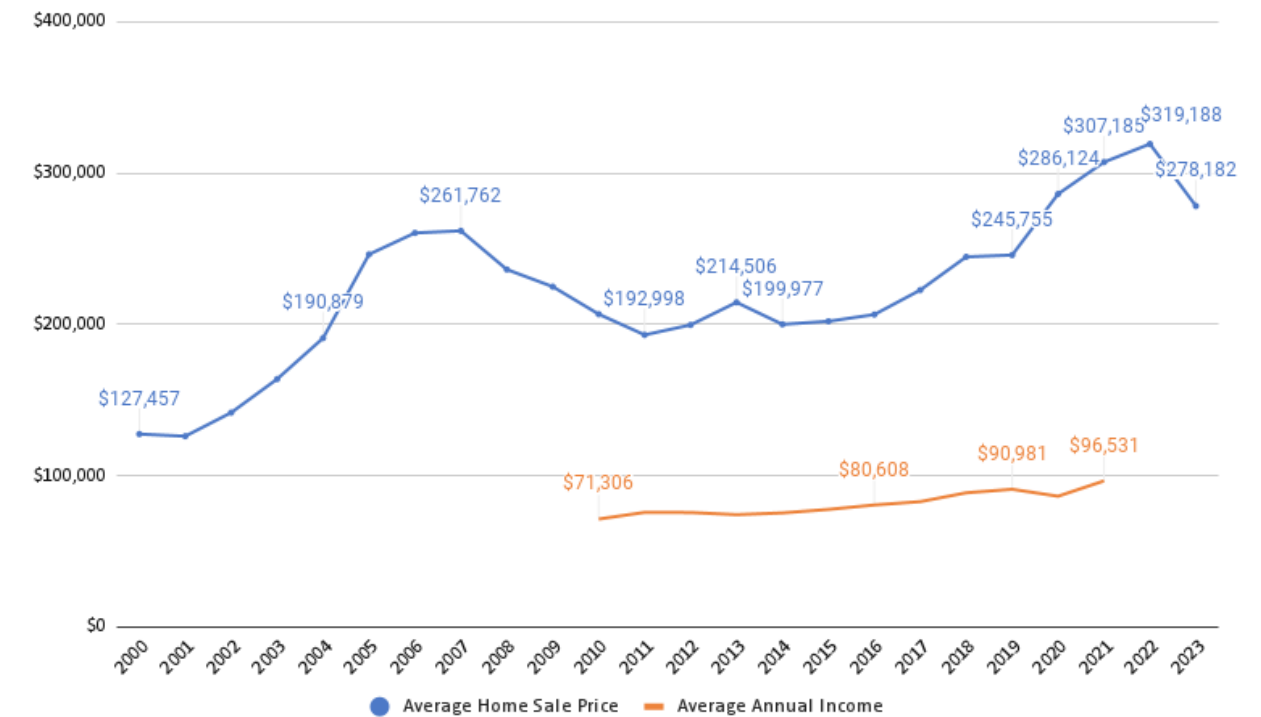
Source: American Community Survey 2017-2021 American Community Survey 5-Year Estimates.

Figure 9. Home Values



Source: American Community Survey 2017-2021 American Community Survey 5-Year Estimates.

Figure 10. Average Annual Home Sales Price and Average Annual Household Income



Source: Bright MLS as provided by Anne Arundel County Association of Realtors; US Census American Community Survey

Housing Affordability

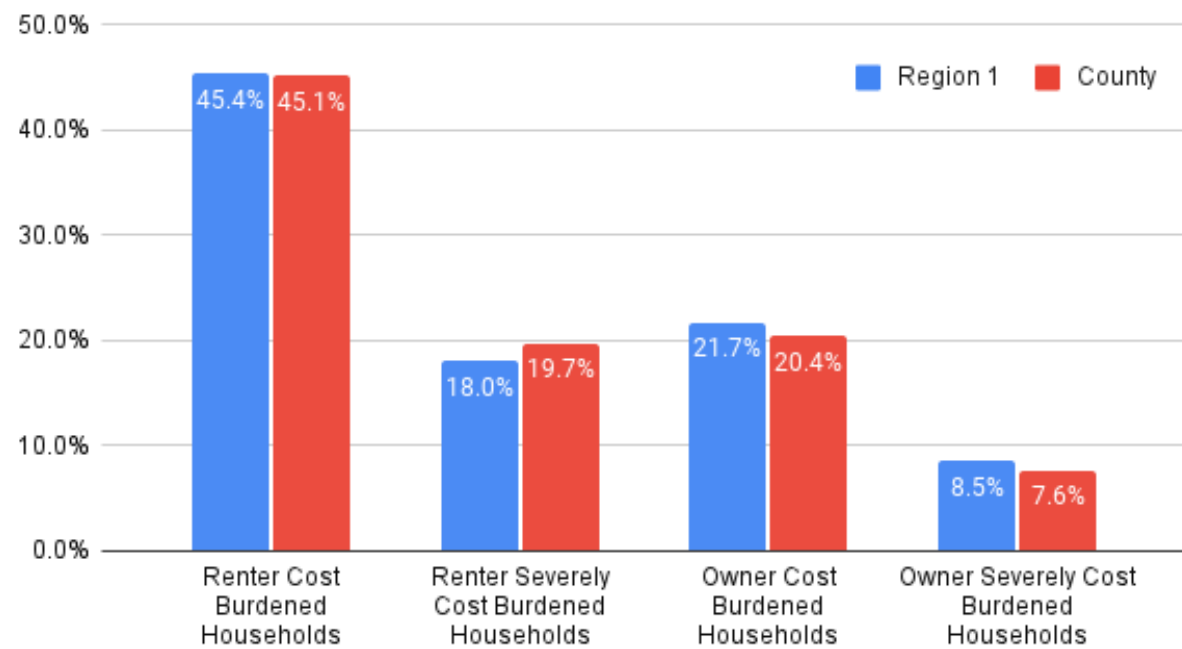
The County has a very strong demand for housing, which ultimately affects pricing. The median price for an owned unit and average rent continue to increase at a rate higher than household income. While many market factors are driving the price of housing, including costs of land, labor, and materials, County public policy can also affect cost through its local land use controls, especially through the zoning designation. County policy can also add occupancy and cost requirements in development regulations to create more affordable housing.

For housing to be considered "affordable," State and Federal policy says housing costs should not exceed 30% of a household's income. It is important to specify between broadly affordable housing and housing affordable to low- and very low-income families. Naturally Occurring affordable housing is housing that is affordable based

on market conditions. **Deed- and Income-Restricted** housing has funding or regulatory requirements that owners/renters meet certain income thresholds. **"Workforce Housing"** in Anne Arundel County is a type of income- and deed-restricted housing defined in County Code. For rental properties, greater than 60% of units must be occupied by households making no more than 60% of area median income. For owner-occupied properties greater than 40% of units must be occupied by households making no more than 100% of area median income.

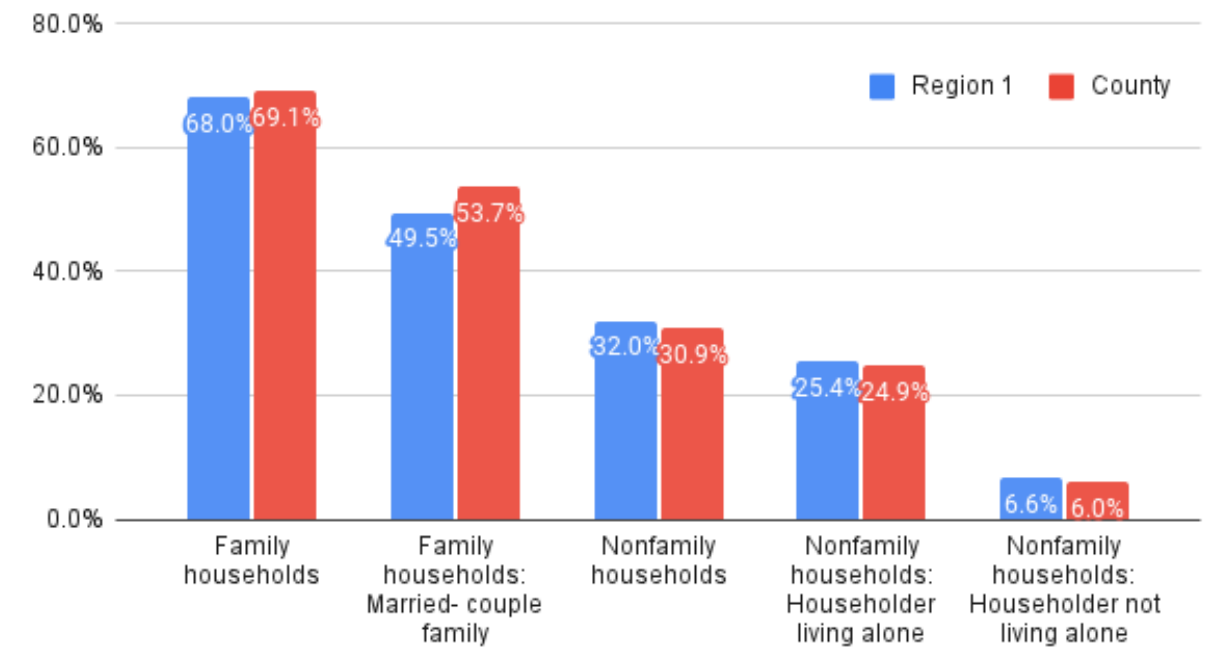
The average income in the region grew 35%, not keeping up with the pace of home price growth. The average monthly rent is \$1,511 with 61% of households paying more than \$1,500 per month.

Figure 11. Cost Burdened Households



Source: U.S. Census Bureau American Community Survey 5-Year Data (2009-2021)

Figure 12. Household Type as a Percentage of Total Households



Source: U.S. Census Bureau American Community Survey 5-Year Data (2009-2021)



Housing Diversity and the "Missing Middle"

To address the lack of housing choices, planners and designers nationwide are analyzing the benefits of what is commonly known as missing middle housing types. Missing Middle provides a variety of housing types that range in scale from duplex homes to small, two- to three-story apartment buildings in walkable neighborhoods. While some of these housing types were commonly seen throughout the United States before World War II, they are currently not developed as often due to zoning and financial restraints.

Many of these dwellings, such as duplexes, triplexes, quadplexes, and cottages on a green, provide the benefit of being compatible in appearance and design with detached single-family homes, but are also

able to accommodate a moderately higher number of residents than single-family dwellings. In doing so, they enable better access to daily services for more people. Missing middle housing also provides a great transition between single-family homes and more urban buildings and uses, such as commercial stores, since they provide a buffer without segregating lots or installing barriers.

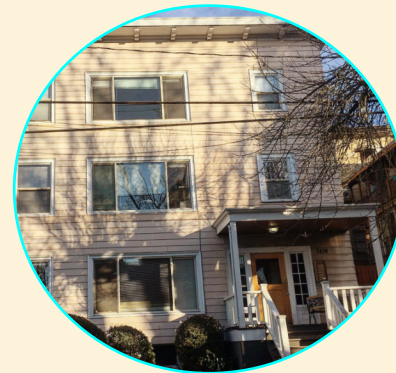
Bill 72-24, known as the Housing Attainability Act, was passed by County Council in October 2024 and will go into effect in July of 2025. It addresses some missing middle goals by clarifying the definitions of certain missing middle housing types and expanding options for constructing them in certain residential zones.



Accessory Dwelling Unit



Duplexes



Multiplex Medium



Equity in Housing

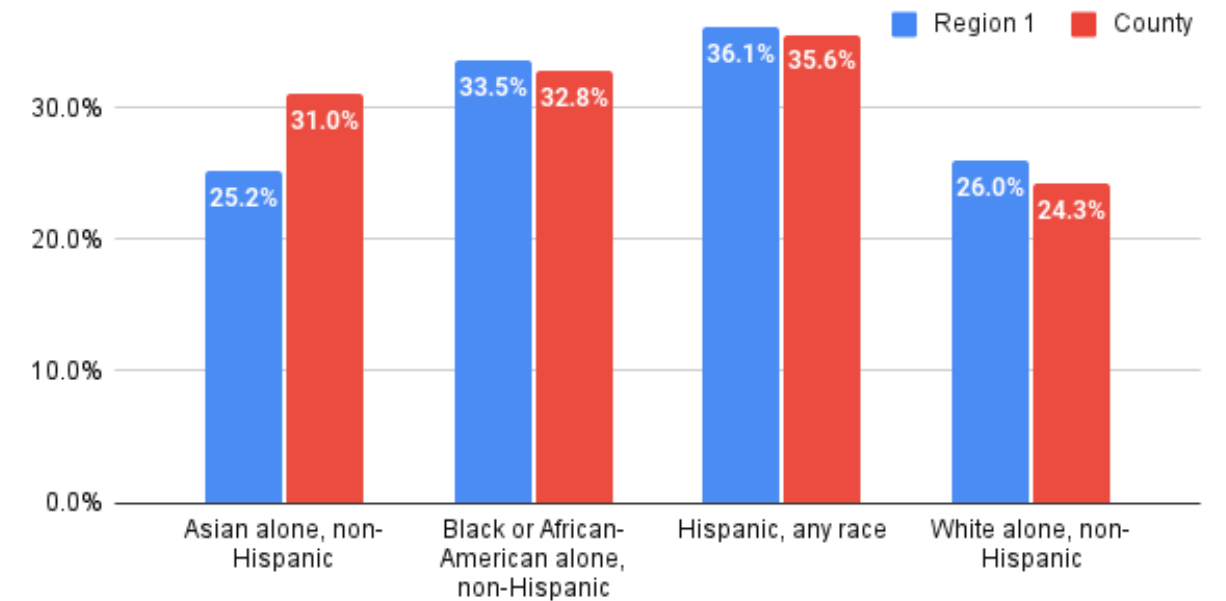
Inequitable outcomes related to race and ethnicity show up in housing in multiple ways.

- Approximately 80% of White households are homeowners, while only 50% of Black households and 63% of Hispanic householders are homeowners.
- Approximately 26% of White householders are considered cost-burdened compared to 34% of Black householders and 36% of Hispanic householders.

Studies have identified multiple contributing factors to this situation including:

- Historic Federal lending guidelines called 'redlining,' avoided providing federally-backed loans in Black communities.
- Private lending practices, such as contracts, rather than standard loans where the borrower risked the loss of their home with any missed payment.
- Restrictive covenants in some neighborhoods prohibited Black people from purchasing a house.

Figure 13. Percentage of Total Households that are Cost-Burdened



Source: U.S. Census Bureau American Community Survey 5-Year Data (2009-2021)

Approximately one quarter of Region 1 households are considered to be very low income as defined by the US Department of Housing and Urban Development (HUD), making less than \$58,050 annually (family of four). Nearly a third (30%) of Region 1 households qualify for rental workforce housing units per County Code¹.

¹ Region 1 Housing Briefing Paper
<https://aacoprod.aacounty.org/AACOServicePublic/rest/SharedDrive/loadFile/web/opz-region-plan1/R1%20SAC%20Housing%20Briefing%20Paper.pdf>

Holding Capacity

During the planning process, a residential Holding Capacity analysis was conducted to provide an estimate of the number of additional housing units that could be built under the existing, adopted zoning. The analysis considered zoning, development regulations, regulated natural features, and land values to provide an estimated number of residential units that could be achieved under the current adopted zoning. Because many factors contribute to determining if and how a property is developed, including market changes, finances, private agreements and leases, and personal preferences of property owners, the Holding Capacity Analysis is not a parcel-specific feasibility study or a guarantee that development would occur.

Key steps in the Holding Capacity Analysis¹ include:

1. Identifying parcels with development or redevelopment potential,
2. Calculating the actual yield of recent development in each zone,
3. Applying density to developable parcels, and
4. Comparing results with growth forecasts and infrastructure capacity

¹ Plan2040 provides an in-depth description of each step in this process (Volume II, Page 111).

Table 1: Household Forecast and Holding Capacity

	County	Region 1
Household Forecast (Change from 2020 to 2040)	31,612	6,654
Total Estimated Holding Capacity	28,283	2,097
Difference Between Forecast and Capacity	-3,329	-4,557
Pipeline - Number of housing units approved, but not constructed	4,612	515

Source: 2024 OPZ Holding Capacity Analysis; Baltimore Metropolitan Council Cooperative Forecast (Round 10). Pipeline data accessed May 13, 2024., <https://aacounty.shinyapps.io/PipelineApp/>

The results of the Region 1 Holding Capacity analysis are shown in Table 1. Growth projections anticipate that Region 1 will steadily add approximately 6,654 new households over the next 20 years. The Holding Capacity analysis indicates that there is not sufficient capacity under the Region's adopted zoning to accommodate this projected household growth for the Region.

Region 1 is almost entirely in the Priority Funding Area and there is one Community of Opportunity (Curtis Bay/Orchard Beach). Communities of Opportunity are mapped areas within the County's Priority Funding Area that can support affordable housing development with strong schools, employment opportunities, and access to multimodal transportation and public amenities. Though not limited to Communities of Opportunity, accommodating future growth in these areas will offer opportunities to access better schools, employment, transportation alternatives, safe neighborhoods, public amenities and a stable housing stock.

Challenges and Opportunities for Housing

Addressing the following challenges and opportunities will be critical to addressing the needs of the Region's housing supply and diversity:



Challenges

- **Housing affordability for rentals and homeownership.** The housing shortage has driven up the price of rental units and homes, while wages have not kept pace. This makes homeownership difficult for low-income families and young professionals.
- **Development process for affordable housing is very complex.** Coordinating between Federal, State, and local funding and regulatory requirements, such as school vesting, is uniquely challenging for developers providing income-restricted housing.
- **Lack of diversity of workforce housing types.** Nearly 90% of the apartments in the County are one- and two-bedroom apartment units. The shortage of larger rental units combined with those that may be affordable and even vacant may be challenging to find.
- **Housing Diversity.** Historically, the County's development regulations and housing market do not encourage housing diversity and availability of housing at different price points.
- **Underdeveloped targeted growth areas.** Only 6% of land in Region 1 supports multifamily housing, and the options for affordable housing development are limited. Several targeted growth areas from previous land use master plans never fully achieved their potential leaving a deficit of housing in the region.
- **Lack of financial incentives.** Costs of infrastructure improvements often cannot be borne by affordable housing developments. Development impact and connection fees increase the financial

infeasibility of affordable housing and other residential projects

Opportunities

- **Missing Middle housing.** There is a rising tide of community support for a variety of housing products to be integrated into existing communities.
- **Workforce and affordable housing.** The community recognizes that with the various employment opportunities in the Region, there is an acute need to provide housing that accommodates residents at all income levels.
- **Providing Resources.** Bolster developer interest in producing affordable housing by providing resources.
- **Established workgroups and initiatives.** Bill 72-24, the Housing Affordability and Attainability Act of 2024, was passed by the County Council on October 7, 2024. The law will take effect on July 1, 2025 and requires certain percentages of moderately priced dwelling units (MDPUs) in certain residential developments and allows for missing middle housing in certain zoning districts.
- **Implementation.** Monitoring the implementation of recent Code changes may reveal the additional need for Code updates to further incentivize the production of diverse housing types.

Land Use and Zoning

Plan2040 provides a Countywide policy framework for managing and guiding growth and development, primarily through the Development Policy Areas Map and the Planned Land Use Map.

The Development Policy Area Map identifies areas where development and redevelopment are encouraged, as well as areas where preservation of lower density, suburban character and natural features are prioritized. Within Region 1, the targeted growth areas are primarily the industrial and business parks located on the southern, western, and northwestern sides of BWI Marshall Airport, the light rail stations, MD 2 in Brooklyn Park, and Curtis Bay. The remainder of the Region, such as the residential neighborhoods, are designated as Neighborhood Preservation.

Two additional Development Policy Area Overlay categories were adopted in 2024 with the Region 2 Master Plan. The Corridor Revitalization and Redevelopment Overlay is applied to areas designated as a Commercial Revitalization Area that are not otherwise in a Growth Area and the Mixed-Use Overlay is intended for areas with mixed-use zoning outside of a Growth Area. Both of these new Policy Area Overlay designations are considered Growth Areas.

To highlight changes, the Region 1 Plan recommends amending the Development Policy Area Map to adjust the Critical Economic designation to include an industrial and commercial area south of Belle Grove Road and an industrial area along the City of Baltimore boundary. The Corridor Revitalization and Redevelopment Overlay is recommended to be added along 8th Avenue in Glen Burnie to reflect that this area is within the Commercial Revitalization Area.

Plan2040's Planned Land Use Map guides development patterns based on the Plan2040 vision, goals, and policies, as well as the Development Policy Areas Map. The map provides general guidance in the density, character and location of various land uses, and is implemented primarily through the tools of Zoning laws and the Subdivision and Development provisions of the County Code. Plan2040, in outlining the Region 1 Plan to include recommendations for land use that would amend the Plan2040 Planned Land Use Map, and Comprehensive Zoning that would update the Region's zoning to be consistent with the Planned Land Use Map.

The Region Plans are the fifth time Anne Arundel County has conducted comprehensive zoning since the first zoning map was introduced in 1952. Comprehensive zoning is typically conducted after a major planning process that has analyzed land use, development activity, and holding capacity to provide recommendations for achieving the goals of the Plan, including accommodating forecasted growth. The comprehensive zoning process also provides an opportunity to more closely align zoning with existing on-the-ground development; to allow property owners or persons that have a financial, contractual, or proprietary interest in a property to apply for a zoning change; and to ensure that zoning is consistent with Planned Land Use as required by the Maryland Land Use Article (§ 1-303).

Staff have proposed consistency changes to more closely align zoning with the Development Policy Areas Map and the adopted Planned Land Use Map. Consistency changes include updates to align the zoning with the actual development of built

Figure 14: Region Plan Development Policy Areas

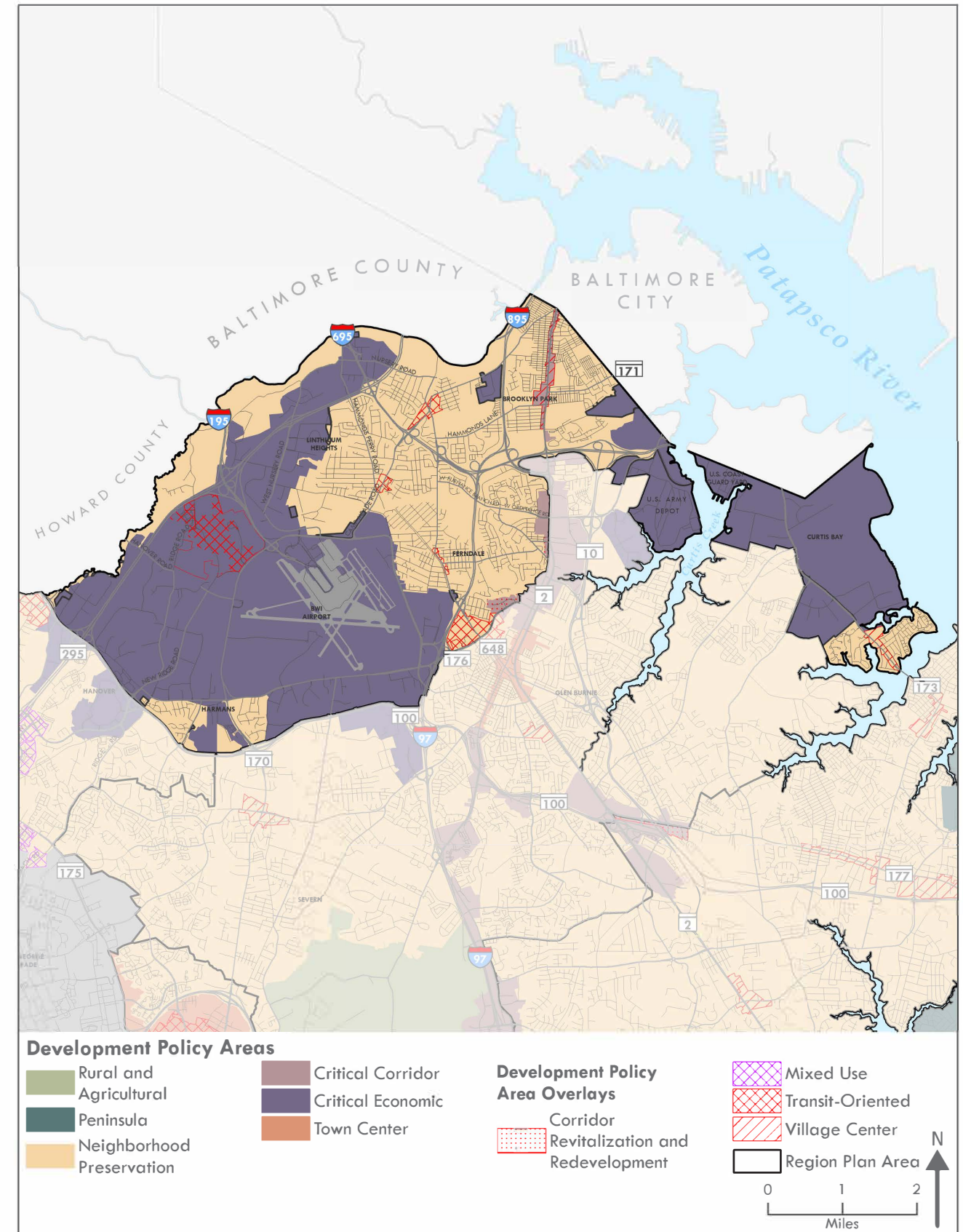
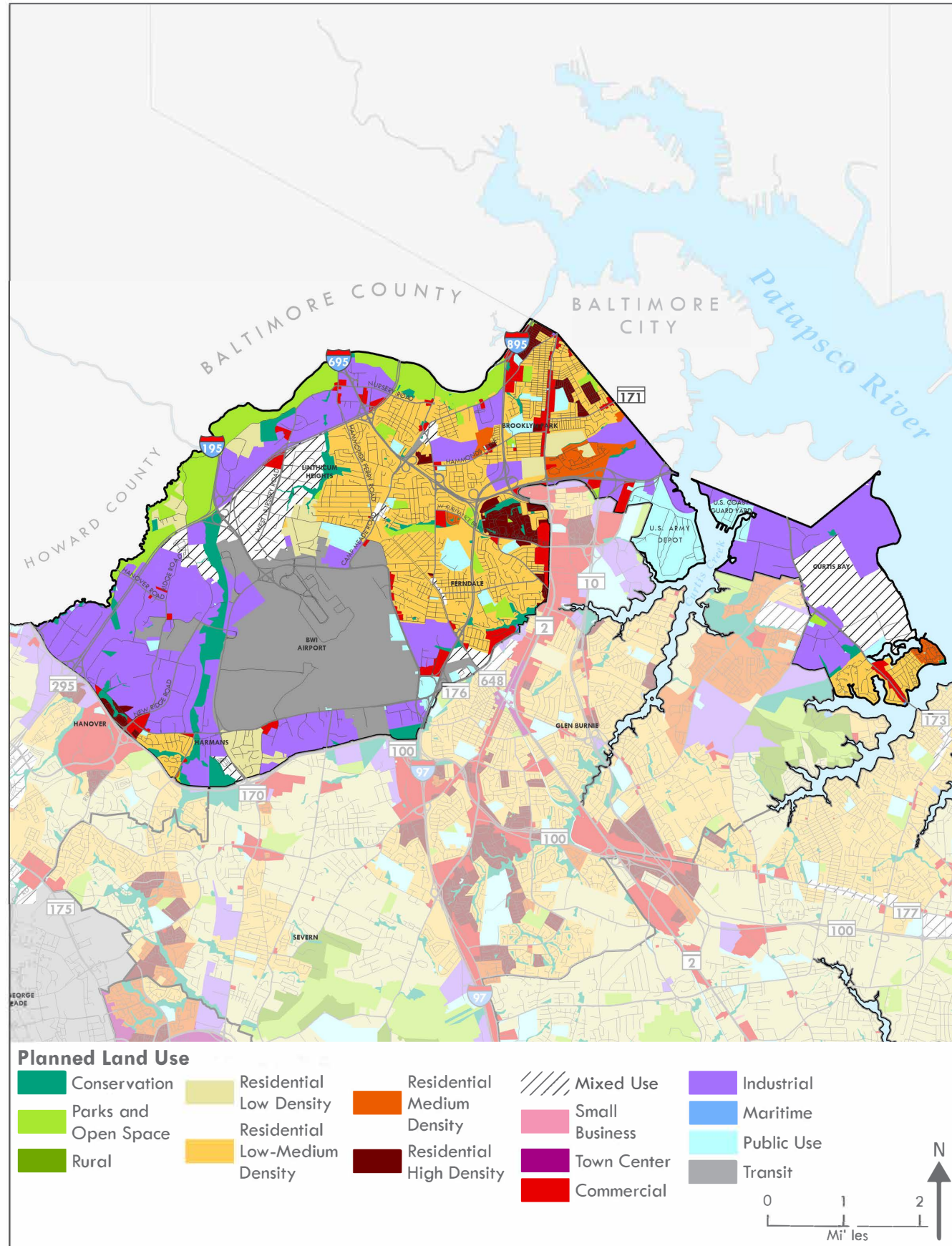


Figure 15: Region Plan Planned Land Use



communities to protect the physical character of an area and better predict infrastructure needs. Additionally, consistency changes include updates so that the Open Space (OS) zoning district applies to public parks and privately owned areas that provide active and passive recreational amenities, platted floodplains, conservation easements, and other preservation areas that are primarily used for floodplains, natural areas, public open spaces, and public parks and recreation facilities. For currently zoned OS areas that do not meet one of the above criteria for the OS zoning district, staff initially recommended that these areas be changed to a zoning district consistent with the remainder of the site and with the adopted Plan2040 Planned Land Use. The Region 1 Stakeholder Advisory Committee and the Planning Advisory Board agreed with staff's recommendation. During the Planning Advisory Board review, interest groups raised concerns about the County Code permitting modifications to Article 17 provisions that protect natural features and requested to maintain the OS zoning district.

Staff now recommends that until changes are made to the County Code that reduce or eliminate modifications for environmental features, the OS zone be retained for properties that are not considered parcel misalignments or are property owner-requested changes that are supported. Because the current OS zoning district boundary is based on County environmental guidance maps that are not field-verified, staff is continuing to recommend retaining the adopted Plan2040 Planned Land Use and revisiting this issue during the next Region 1 planning and comprehensive zoning processes. Other OPZ-recommended zoning changes are made after analysis of requests by community members through public comments, zoning change applications by property owners or their agents, or

to address challenges and opportunities throughout Region 1.

The Region is comprised of several Development Policy Area designations (for full definitions see page 38 in Plan2040 Volume I):

Critical Economic Areas are existing or planned regional-scale destinations, employment centers, or areas supporting the County's major economic drivers where development, redevelopment and revitalization are encouraged.

Critical Corridor Areas are developed areas along major roads where redevelopment to improve safety and mobility while preserving adjacent neighborhoods is encouraged.

Neighborhood Preservation Areas primarily limit new development while promoting public investments in walking and biking infrastructure, parks, and schools.

Transit-Oriented Overlay Areas are compact, walkable, pedestrian-oriented, mixed-use areas that are within a one half-mile of an existing or planned transit station.

Village Center Overlay Areas are existing or planned; walkable, pedestrian-oriented, mixed-use areas that are suburban or rural in character.

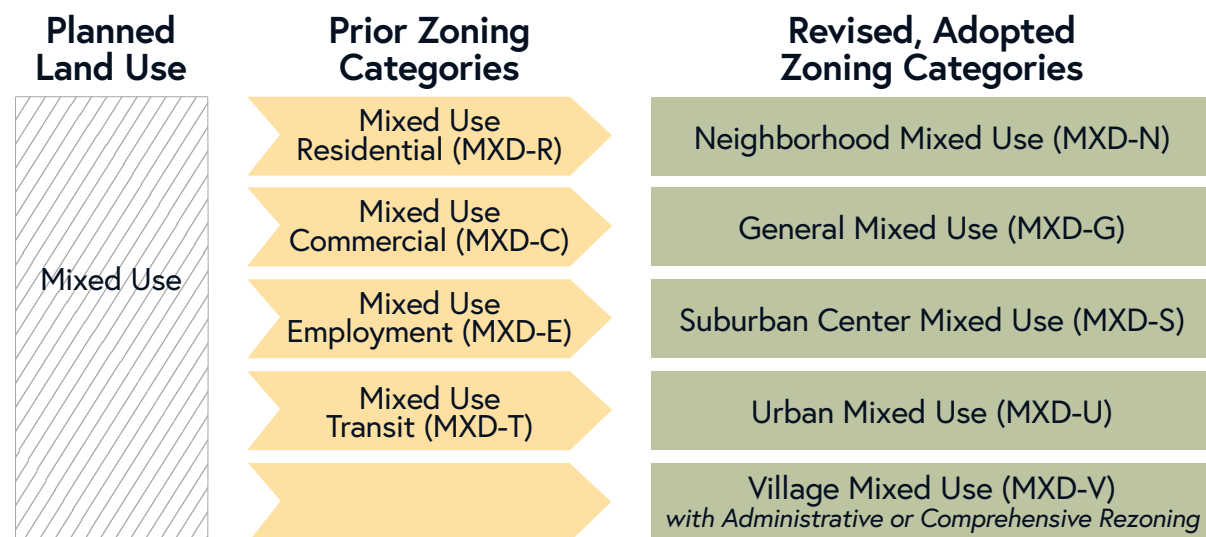
Redevelopment and Transit-Oriented Opportunity Sites

Consistent with the Development Policy Areas and with Plan2040 and Region 1 policies and strategies for preserving the natural environment, the majority of future growth should be in the form of redevelopment and revitalization. Region 1 has several sites where redevelopment of underutilized properties, can provide opportunities for significant environmental remediation and economic benefits as well as the potential for cleaner industrial uses, walkable communities in proximity to existing employment, transit and community services as well as an opportunity for sustainable design. These include the Brandon Shores Power Plant site, the Brooklyn Park MD 2 Village Center and Arts and Entertainment District, the Cromwell Light Rail Station, the Ferndale Light Rail Station, the Linthicum Light Rail Station, the North Linthicum Light Rail Station, and the U.S. Army Depot site.

The SAC also discussed areas where mixed-use would address key concerns such as housing affordability and transportation accessibility. They identified a few areas, such as the Cromwell Light Rail Station area, where a current zoning district does reflect their vision. However, there are other areas, such as the Linthicum Light Rail Area, where the SAC agreed that the current County Code for mixed-use regulations does not adequately reflect their vision and instead chose to identify these areas on the Planned Land Use map and the Development Policy Area and Overlay Map.

To assist with guiding future implementation mechanisms, the following descriptions capture a brief snapshot of the envisioned mixed-use areas.

Additionally, Bill 75-24, passed by the County Council in late 2024, revised the mixed use zoning categories so that properties with a Planned Land Use designation of Mixed Use can have a corresponding zoning category that is compatible with the surrounding area. The graphic below identifies the prior and newly adopted Mixed Use zoning categories. Bill 75-24 is effective as of February 2, 2025.



Brandon Shores Power Plant Site

The 450-plus acre Brandon Shores site comprises two power plants and is located on the northern tip of the Marley Neck peninsula. The facility is nearly 40 years old and was originally scheduled to be deactivated in 2025; however, in order to maintain a reliable electrical grid, the deactivation has been delayed until at least 2028. When the facility is deactivated, the site will need to be remediated before it can be used for uses such as light industrial, office, commercial, or even residential.

The site is currently zoned W3 and has a Planned Land Use designation of Industrial. The Office of Planning and Zoning and the SAC recommend the Planned Land Use be changed to Mixed Use. The SAC further recommends the zoning for the site be changed to Mixed Use Employment (MXD-E) to facilitate the redevelopment of the site assuming the facility is deactivated and sold. With the adoption of Bill No. 75-24, which occurred after the SAC's discussion and recommendation, the MXD-E zoning district will now be MXD-S (Suburban). The SAC also recognizes that the site will require a significant amount of remediation and does not recommend a dense residential community. Instead, they envision that the land be redeveloped with a variety of uses, primarily office and retail uses to serve as a local economic hub for the nearby residential communities. The SAC also recommends that the redevelopment of the site provides an opportunity for the provision of additional public recreational, water access, and studying the feasibility of preserving the smokestacks as a visual amenity.

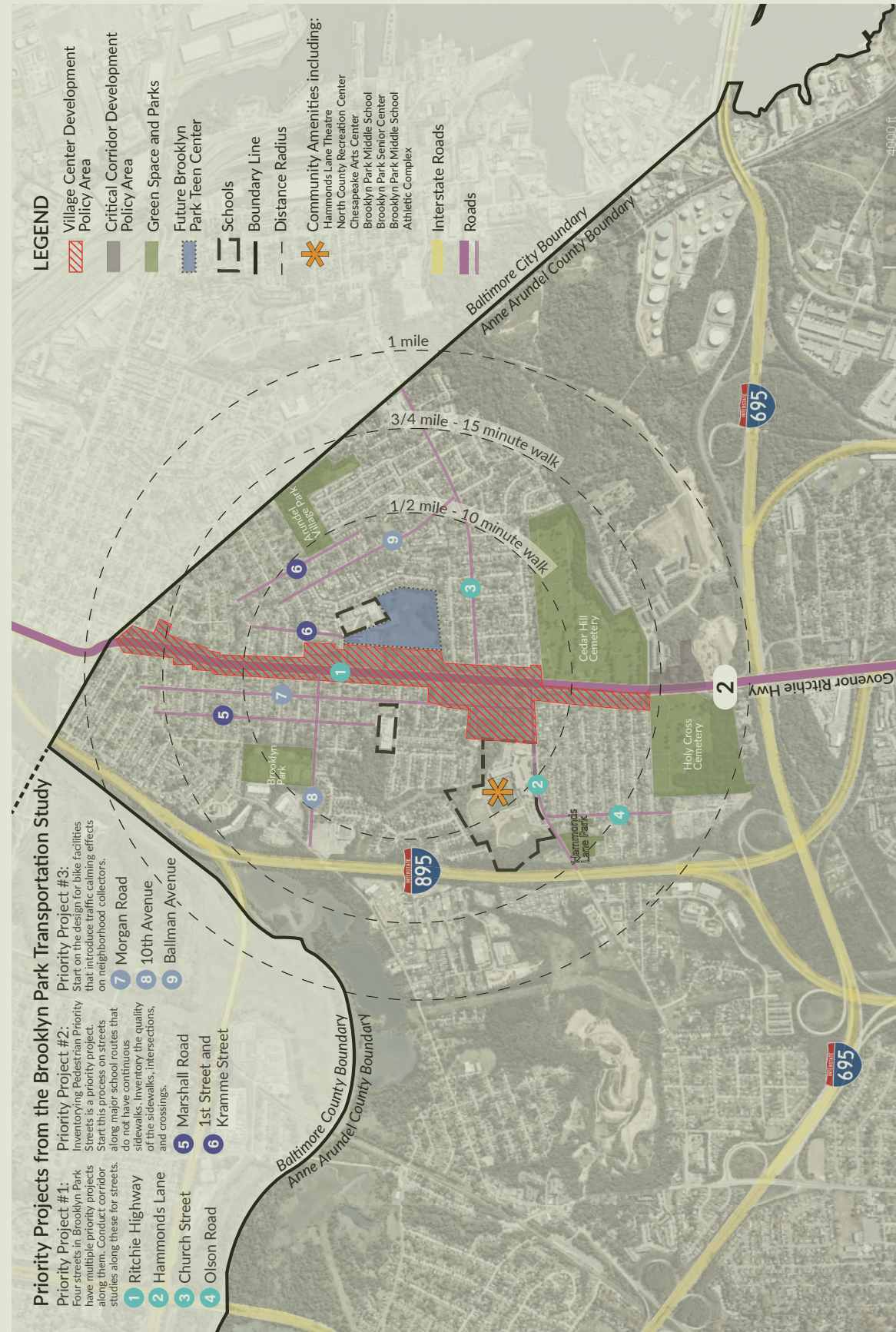
Brooklyn Park MD 2 Village Center and Arts and Entertainment District

While zoning along MD 2 in Brooklyn Park is not being proposed to change to a specific mixed-use zoning district nor is the corridor identified as Mixed Use on the Planned Land Use map, Plan2040 designated the corridor as a Village Center Development Policy Area Overlay (DPAO). The Village Center DPAO recognizes not only that there is potential for the area to become a walkable, pedestrian-oriented, mixed-use area; but also that the area should be planned in greater detail via a village sector plan. The plan will focus on the existing conditions, needs, challenges, potential recommendations for zoning changes, and ultimately, solutions to transform the area.

The area is also designated as a Commercial Revitalization Area in the Zoning Code (Article 18, Title 14, Subtitle 3), which encourages revitalization and reuse of vacant properties and facilitates redevelopment opportunities by allowing expanded uses and greater development flexibility.

In addition to the concept of the area becoming a Village Center, the SAC also recognized that the area has the potential to become an Arts District due to the wealth of artistic talent including artists, musicians, writers, photographers, playwrights, actors, musicians, and dancers. The Chesapeake Arts Center serves as the anchor for a wide variety of cultural and entertainment activities that draw a regional audience. The SAC envisions the

Figure 16: Brooklyn Park Priority Projects



area transformed into opportunities for maker's spaces and modeled on Baltimore's Port Covington. They identified the need for partnering with local schools and strong marketing, like adding art/STEM projects along trails as an amenity. Given that funding has already been dedicated to the area for capital projects (Figure 16), the Brooklyn Park section of MD 2 has the potential to become an Arts and Entertainment Village Center.

Cromwell Light Rail Station

The Cromwell Light Rail Station is located at the northwest intersection of MD 648 and MD 176. The Cromwell Field Shopping Center, located on the east side of MD 648, was built in 1986 on a nine-acre site with four pad sites. The main anchor is Roses. The space formerly occupied by Giant is now vacant and no new tenant has signed a lease. Monsignor Slade Catholic School and the Maryland Army National Guard Recruiting facility are located to the south and a variety of industrial buildings are adjacent to the station to the north.

The area has several constraints - the visual appeal is low with no on-site green space or landscaping; there are problems with vagrancy, crime, and loitering. However; the shopping plaza is within a Commercial Revitalization Area which affords the property owner greater flexibility to redevelop the land to a higher and better use. The site is also anticipated to be designated as a State Transit-Oriented Development site which opens the door for more resources.

Plan2040 identified the site as a potential location for transit-oriented development (Transit-Oriented Development Policy Area Overlay and a Mixed Use Planned Land Use). OPZ and the SAC agree to maintain the Plan2040 DPAO and PLU and recommend implementing a Mixed Use Transit (MXD-T) zoning district to facilitate the intended uses and vision for the area. With the adoption of Bill No. 75-24, which occurred after the SAC's discussion and recommendation, the MXD-T zoning district will now be MXD-U (Urban).

The area was studied in a County Transit-Oriented Development (TOD) Feasibility Study. The study included outreach to various stakeholders in the community who shared that they would like to see more open space and outdoor seating; vacant spaces to be redeveloped; improved green space and lighting; incentives from the County to support start-up costs for small businesses; and sustainable updates, including community solar, EV charging stations. Figure 17 shows a concept of the potential the site offers.

The concept and vision of those who participated in the TOD Study are in line with what the SAC envisions for the area; which is a dense mixed-use residential and commercial community that provides safe walkability and connectivity to the nearby Glen Burnie Town Center and B&A Trail. The SAC agreed that redeveloping the area would provide attractive recreation or retail options for community members. They also emphasized that more greenspace and open space should be provided to allow residents to connect with the natural environment and their community.

Figure 17: Cromwell Light Rail Station concept plan



Ferndale Light Rail Station

The Ferndale Light Station is located at the intersections of Ferndale Road and Broadview Boulevard North and Baltimore Annapolis Boulevard and Oakleigh Avenue. Plan2040 designated the eastern side of the light rail tracks to be within the Transit-Oriented Development Policy Area Overlay and identified the Planned Land Use as Commercial and Public Use.

The Office of Planning and Zoning and the SAC recommend the area on the east side of the tracks between the southern commercial area to the intersection of MD 648 and Orchard Road to have a Planned Land Use of Mixed Use. The change to a Mixed Use Planned Land Use designation provides a long-term vision for the implementation of a new mixed-use district that will allow for a small-scale, low-intensity, mixed-use development. With the adoption of Bill No. 75-24, the MXD-V (Village) zoning district would be appropriate as it is intended for small-scale, walkable, low-intensity mixed-use development with residential and local-serving retail and office uses in buildings up to three stories. This change is consistent with Plan2040 Goals BE9, BE11, and BE12 by providing an opportunity for a variety of housing types in this area, which are close to jobs and transit.

Linthicum Light Rail Station

The Linthicum Light Rail Station is located at the intersection of Camp Meade Road South and Benton Avenue. The station area is defined by the railroad tracks to the west and the Shipley Linthicum Shopping Center to the east. The station is centrally located within a quarter mile of several community facilities such as the Linthicum Library, the BWI Trail, the Linthicum Volunteer Fire Company, the Linthicum Elementary School, and a post office. Despite the station being centrally located, there is no dedicated parking. During public outreach events, the public shared a perception of increased crime at and around the light rail station, that the shopping areas are in need of improvements, and that traffic can be an issue during peak times. A County Transit-Oriented Development Feasibility Study conducted for this station area also notes that the surrounding streets currently include some sidewalks, but an overall lack of safety for pedestrians and cyclists.

The Office of Planning and Zoning and the SAC recognize these issues and recommend maintaining the Transit Oriented Development Policy Area Overlay and changing the Planned Land Use to Mixed Use from Benton Avenue to Music Lane. A key component of the Transit-Oriented Development Policy Area Overlay is the intent to develop a sector plan to analyze existing conditions and develop a specific vision for the area. The sector plan should be completed before any properties within the Mixed Use Planned Land Use are rezoned. The sector plan should have a robust community engagement element and strongly consider maintaining the character of the shopping district and small businesses. There should also be a focus on addressing crime, traffic, and aesthetics, as well as bicycle and pedestrian facilities to improve connectivity in the area. This more detailed planning process would also specify the desired uses and intensity of the area. The SAC recommends that small-scale residential density is ideal with heights of buildings at only 2-3 stories. Given community

concerns about traffic, and the desire to maintain the current character of Linthicum, housing greater than 7 units per acre is not recommended. The new MXD-V (Village) zoning district with maximum density of 7 dwelling units per acre and a maximum height of 36 feet, should be considered for this area. The pictures below are examples of potential styles and intensities envisioned for the area.



North Linthicum Light Rail Station

The North Linthicum Light Rail Station is located at the intersection of MD 170 and MD 648. Parking is available on site and there are pedestrian connections to the residential neighborhoods to the west. The east side of the station consists of restaurants, hotels, and auto-oriented businesses.

The Plan2040 Planned Land Use for the light rail area on the east side of the tracks is Mixed Use and Commercial and has a Transit-Oriented Development Policy Area Overlay designation. The Office of Planning and Zoning and SAC recommends maintaining the Mixed-Use Planned Land Use designation and expanding it to the properties with a Commercial Planned Land Use on the east side of the tracks as it provides a long-term vision for a small-scale (three to four-stories), low-intensity, mixed-use development. This change is consistent with Plan2040 Goals BE9, BE11, and BE12 by providing an opportunity for a variety of housing types in this area, which are close to jobs and transit.

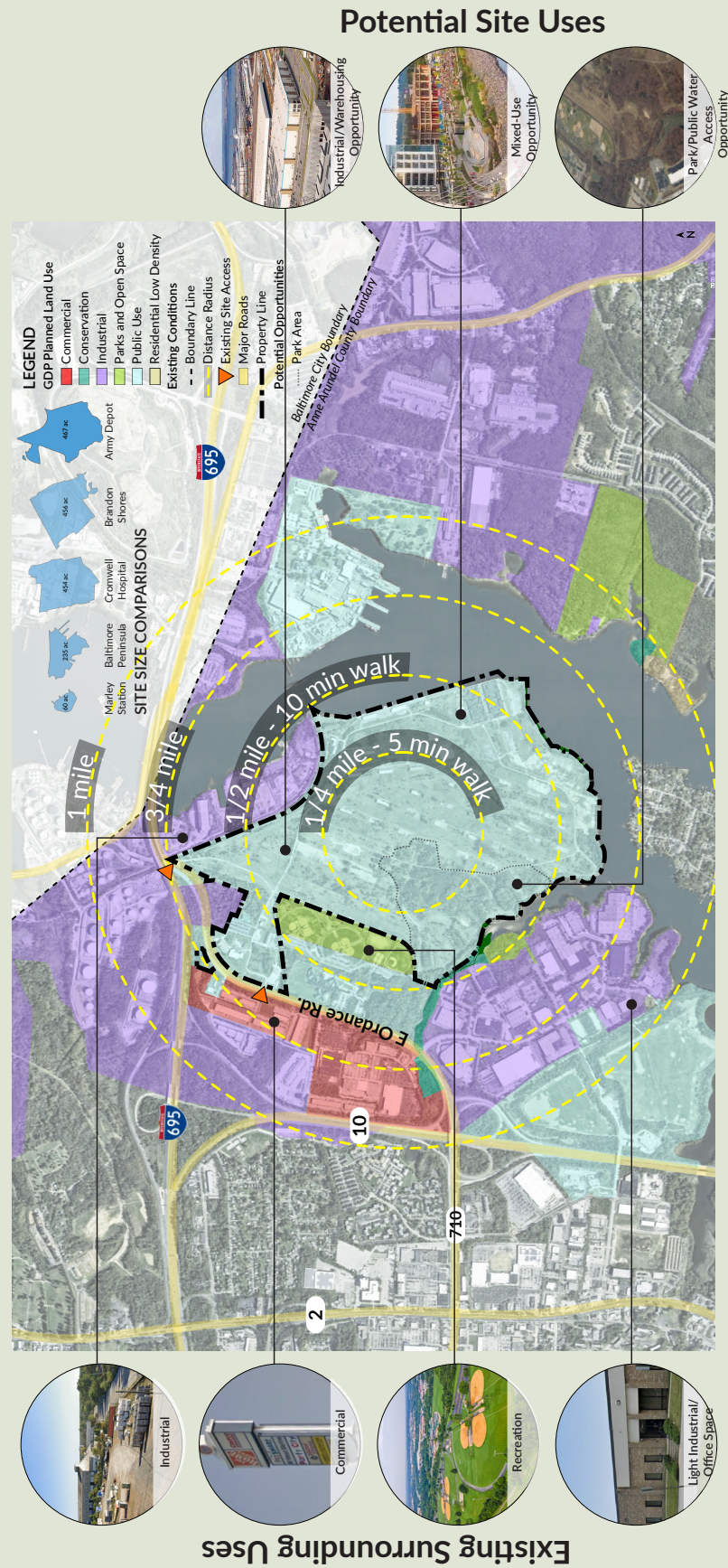
U.S. Army Depot Site

The U.S. Army Depot site, located south of the Curtis Creek Drawbridge, is a 460-plus acre site that was a former ordnance depot and has been unused for decades. The site is currently zoned W2, has waterfront access on Curtis Creek, and is adjacent to the County Bachman Sports Complex and the Ordnance Road Detention Center. The Federal government has discussed releasing ownership but there has been no definitive action to date. An additional constraint for the redevelopment of the site is the potential for environmental contamination and the cost to remediate it.

The SAC notes that the site offers a potential opportunity for public-private partnership development with employment and industrial uses that would benefit from access to the Port of Baltimore (Figure 18). Redevelopment of the site would need to address legacy environmental contamination issues and has the potential to provide environmental benefit through modern stormwater management and landscaping.

The Office of Planning and Zoning recommends the zoning and Planned Land Use be maintained as W2 and Public Use, respectively. However; the SAC recommends the site's Planned Land Use change from Public Use to Mixed Use and the zoning change to MXD-E. With the adoption of Bill No. 75-24, which occurred after the SAC's discussion and recommendation, the MXD-E zoning district will now be MXD-S (Suburban). The SAC's justification is that MXD-S accommodates additional economic growth and job opportunities and recognizes the eventual redevelopment of the property. The SAC noted that this site may not be appropriate for residential development given the proximity to other heavy industrial uses and site contamination. When redeveloping the site, the County should focus on attracting businesses that are either technical or research-based to create more job opportunities and reduce the impact of truck traffic on local roads. The SAC also recommended that the site provide an opportunity for public waterfront recreation access.

Figure 18: U.S. Army Depot concept plan



Challenges and Opportunities for Land Use and Zoning



The following are the key challenges and opportunities in the area of land use and zoning within Region 1:

Challenges

- **Established neighborhoods.** Community members have strongly indicated that they desire for their established neighborhoods not to be upzoned for additional development.
- **Industrial demand.** Given the Region's proximity to metropolitan areas, major highway networks, BWI Marshall Airport, and the BWI Business District, there is demand for non-residential uses that are not complementary to walkable, mixed-used areas.
- **Federal and non-County lands.** BWI Marshall Airport, Patapsco Valley State Park, and the U.S. Army Depot, all Federally or State owned properties, account for over 20% of the land in Region 1. These entities are not subject to the County's requirements but are impacted by the BWI Marshall Airport Noise Zones. These limitations can make it difficult to fulfill the community's vision.
- **Underutilized properties.** Vacant and underutilized strip commercial and mall spaces are opportunities for revitalization.
- **Availability of land.** The need to shift from the development of 'greenfields' to redevelopment.

Opportunities

- **Transit-Oriented Development.** The Region has eight rail stations that provide access to the City of Baltimore, Washington D.C., and beyond via Amtrak. Development at or near rail stations can typically support walkability, a mix of uses and potentially reduce vehicular traffic.
- **Mixed-use zoning districts.** Bill 75-24, passed by the County Council in late 2024, revised the mixed-use zoning categories so that properties with a Planned Land Use designation of Mixed Use can have a corresponding zoning category that is compatible with the surrounding area.
- **Limited amount of land.** The lack of greenfields and other available land may force the redevelopment or adaptive reuse of underutilized properties and buildings to higher and better uses.
- **Desire for Smart Growth.** Residents desire more housing options, better goods and services, and community amenities comparable to other Regions in the County. Their ideas for the future can be accomplished through a variety of Smart Growth techniques.

Transportation

With Goal BE15, Plan2040 sets a Countywide framework for transportation that calls for multimodal options, emphasizes safety and reliability, and calls for the transportation system to be well maintained, environmentally sensitive and resilient. Move Anne Arundel!, the County's Transportation Functional Master Plan, contains various recommendations for making the County's communities more walkable, better connected for bicycle mobility, better served by transit, and key upgrades to several Region 1 corridors, particularly MD 2 and MD 648.

Region 1 is served by several large freeways, including I-695, MD 295, and I-97 and is connected by several State highways including: MD 2, MD 168, MD 169, MD 170, and MD 648 that are maintained by the State. The County maintains local roads in the Region. Region 1 includes some roadway sections that rank among the most congested roadways in the Baltimore metropolitan area. These include MD 2 through Brooklyn Park, and MD 100 west of I-97, and I-295.

The area's bicycle network is much less comprehensive, though various County plans, such as Walk and Roll Anne Arundel! recommends a shared-use path (SUP) on MD 2, Belle Grove Road, and MD 713. Region 1 is served by various modes of public transportation - MARC train Penn line, MTA Light Raillink, and buses operated by the Maryland Transit Administration and the County, which connect riders to Baltimore, Washington D.C., BWI Marshall Airport, BWI Business District, and Curtis Bay.

BWI Marshall Airport is a transportation and employment hub that is located in Region 1. Recent changes to Federal regulations

on flight patterns have exacerbated local concerns about noise impacts from airplanes.

With BWI Marshall Airport as the State's largest airport and supporting businesses, Region 1 receives an influx of commuters and visitors. Of the approximately 22,000 residents of Region 1 that are employed, only 2,785 or 13%, live and work in the Region, meaning nearly 19,000 workers commute out of the Region. In addition, nearly 60,000 workers commute to the Region. Note: these figures are from the second quarter of 2019, pre-pandemic, meaning that commuter patterns may have changed. However; given that a majority of jobs are service-oriented, there may not be a significant difference in those employees who have the option of telework.



There are also equity challenges in access to safe and reliable transportation, and it will be vital to provide reliable and practical transit amenities and connections for everyone, especially auto-less households. Region 1 residents, visitors, and employees are coming from various other jurisdictions with their own transit systems which can make a seamless service provision more challenging, underscoring the importance of ongoing coordination and communication by all agencies involved in mobility.

Public input throughout the Region Plan process underscored these and many other issues. Concerns with traffic congestion are ubiquitous throughout the County, but comments within Region 1 often expressed concern with the impact of growth on ongoing roadway congestion. Input also stressed the need for further investment in building out a complete bicycle and pedestrian network, as well as ensuring that development patterns promote walkability and less reliance on the automobile. Two projects underway are the Safe Routes to Schools program and the Brooklyn Park Neighborhood Transportation Study.

The Anne Arundel County Department of Public Works and County Public Schools (AACPS) are partnering to conduct a Safe Routes to Schools study, aimed at improving safety, mobility, and accessibility for students to walk and bike to and from 17 elementary schools around the County. The study includes two elementary schools in Region 1, Brooklyn Park Elementary School and Linthicum Elementary School.

Anne Arundel County is currently conducting a study to improve transportation mobility, accessibility, and safety for everyone in Brooklyn Park. The primary objective of this study is to identify and prioritize planning-level improvements that address community transportation mobility needs, with the highest priority for pedestrians, bicyclists, and transit riders. The goal is to improve the quality of access for residents and stakeholders to reach key services within and beyond the community such as housing, employment centers, health care, healthy food, childcare, schools and other educational institutions, and places of recreation.

The "walkability index" in Figure 19 combines a variety of factors that affect whether residents of an area can safely walk around their neighborhood and access businesses and transit. Region 1's walkability scores range widely, but it has some of the most walkable areas in the County. This is particularly true of Brooklyn Park because of its existing density. The Brooklyn Park Neighborhood Transportation Study by the Maryland Department of Transportation (MDOT) highlights the significant role walking and biking play in the broader transit network in the area. The density of the area lends itself to being more walkable, but there are significant impediments such as speed of vehicles and quality of sidewalks that all impact the level of comfort of the user.

Figure 19. Walkability Index

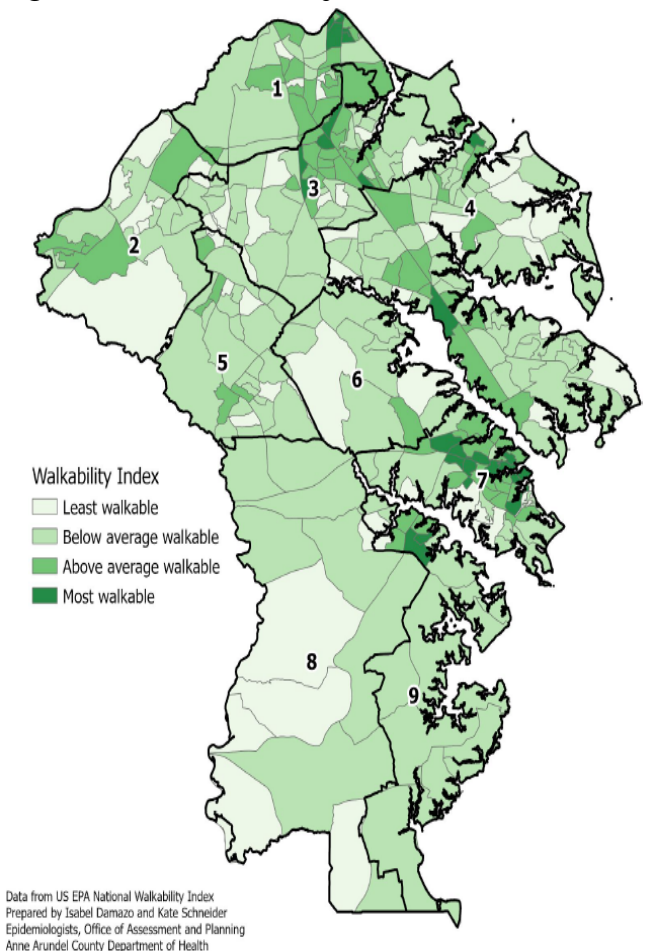


Figure 20: Road Network

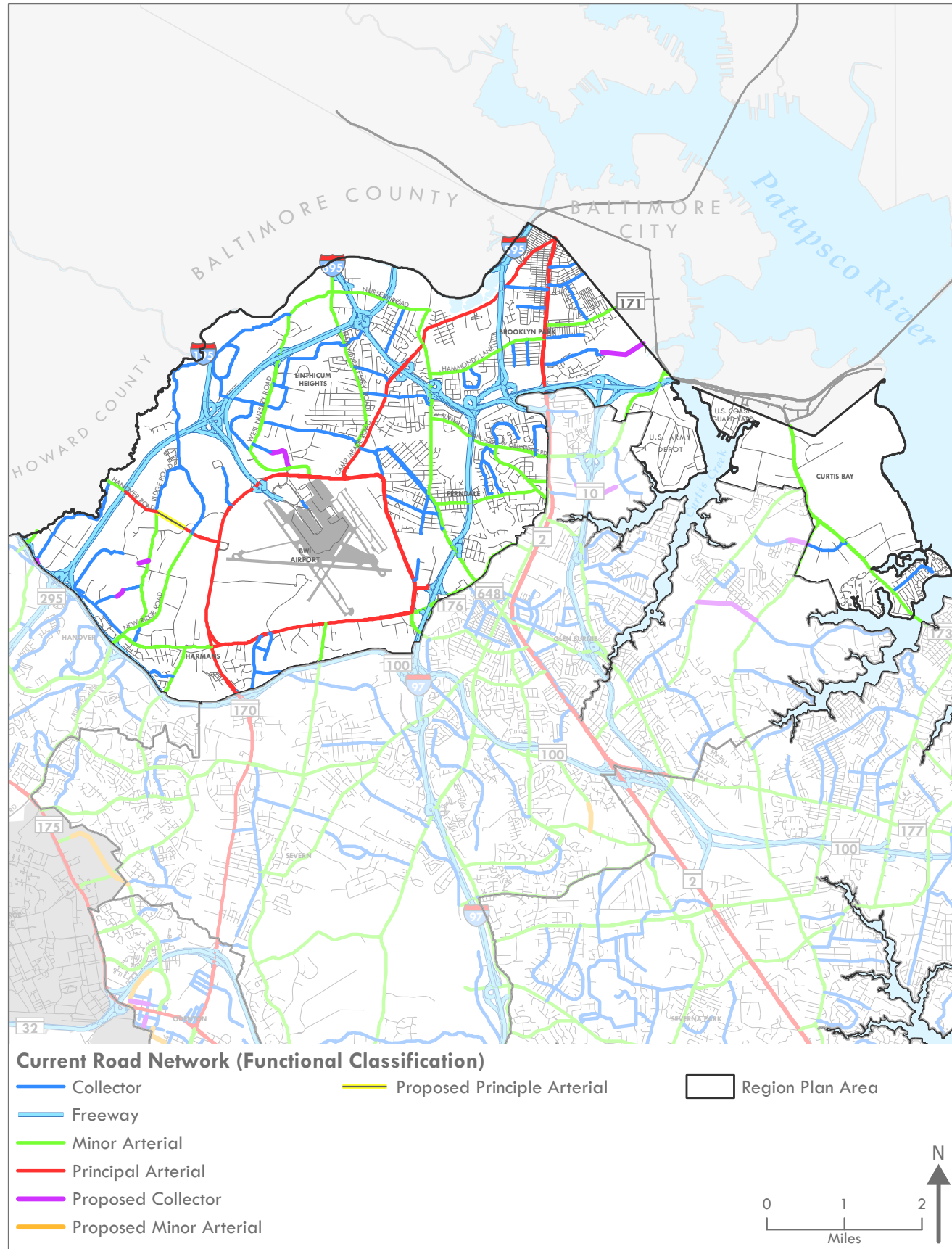


Figure 21: Bicycle/Pedestrian Network

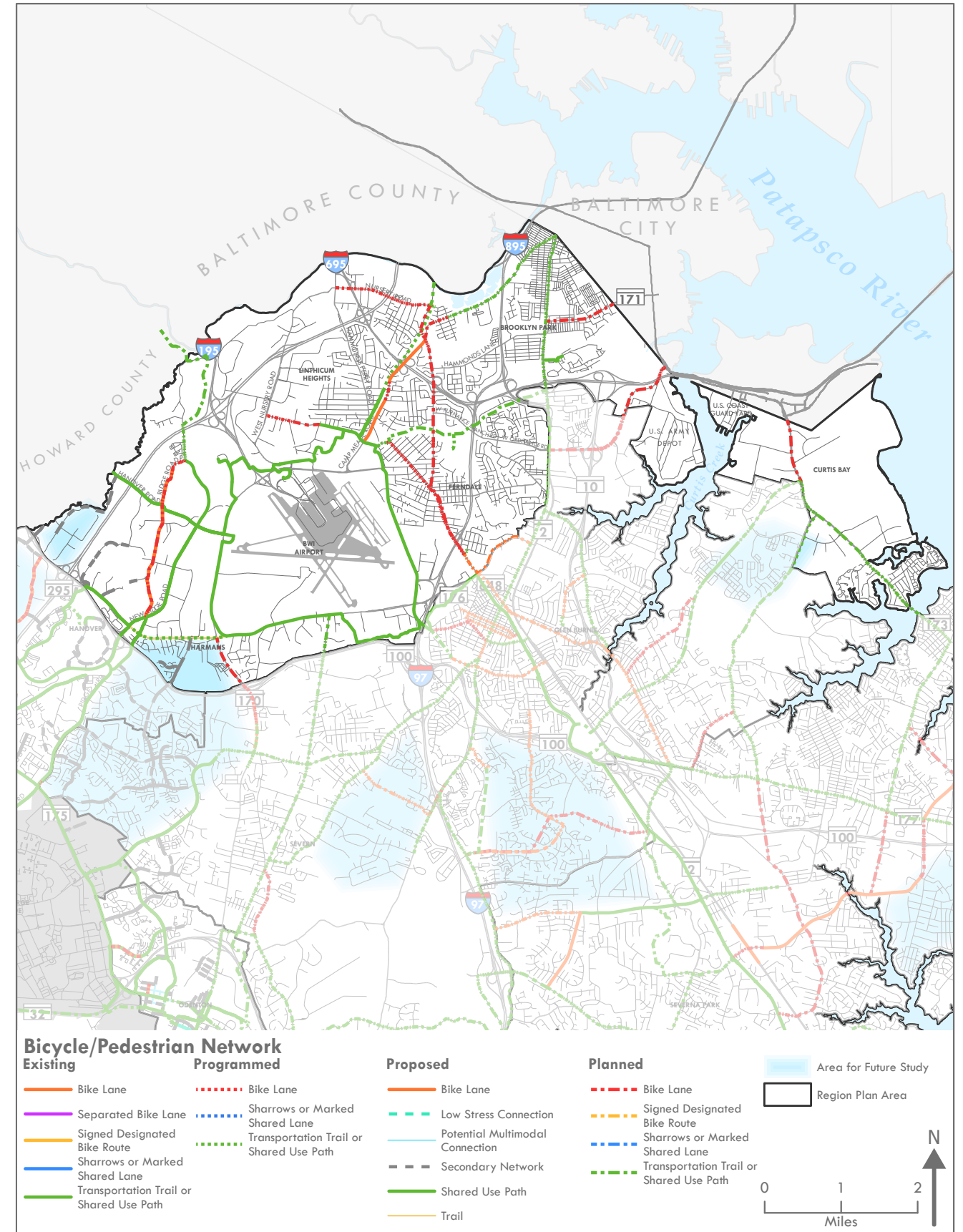
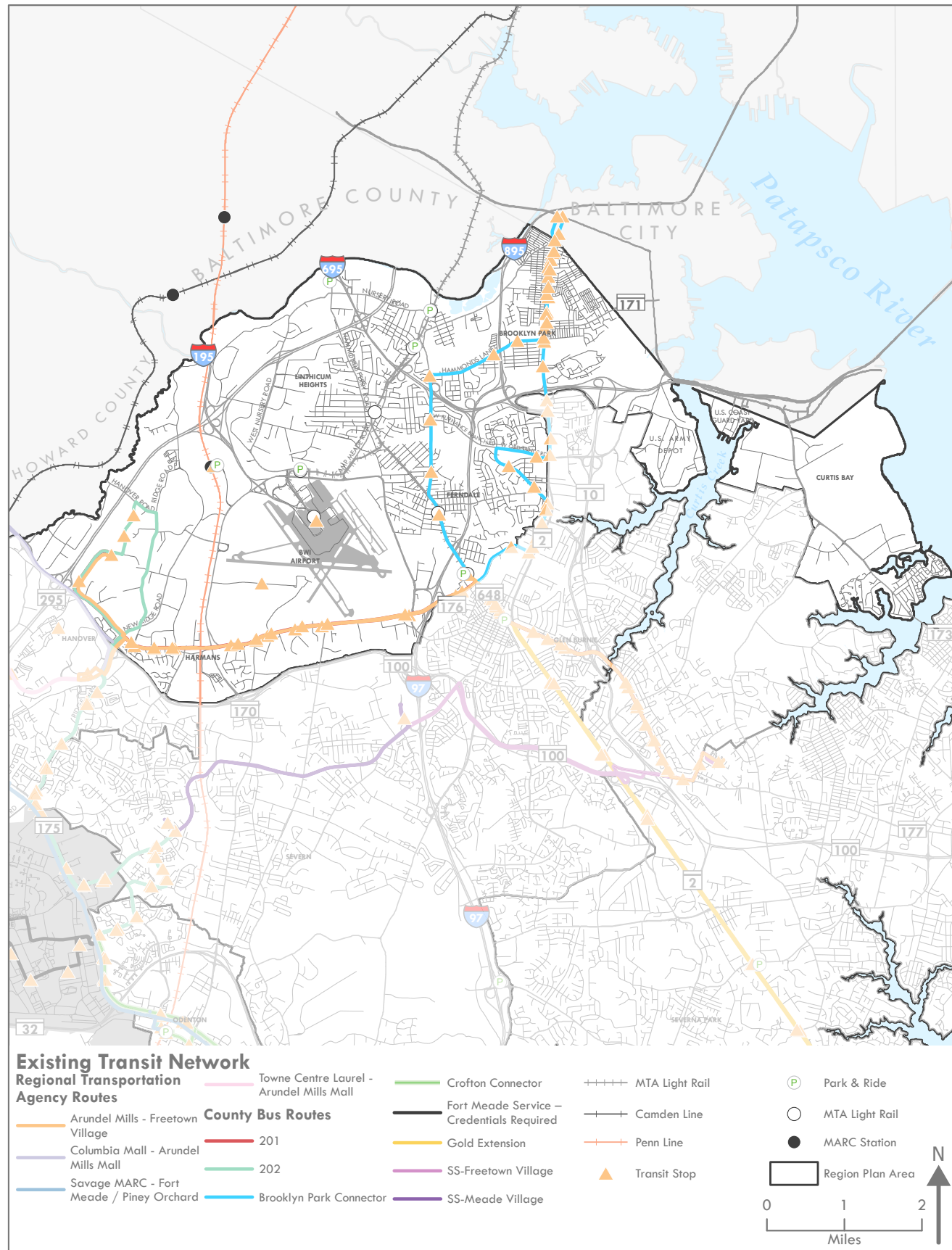


Figure 22: Existing Transit Network



Challenges and Opportunities for Transportation



The following challenges and opportunities summarize the Region's key transportation issues, but provide direction for this Plan's recommendations:

Challenges

- **Intense traffic congestion.** A high proportion of people who work in Region 1 commute by car. Congestion is especially significant on MD 648 and MD 2, in addition to County roads when schools are dismissed.
- **Truck traffic in residential neighborhoods.** Residents share that truck traffic has worsened in recent years due to the influx of warehousing and navigation aids. Residents seek enforcement of safe speeds, traffic calming, and traffic diversion away from homes.
- **Safe public transportation options.** Despite the Region having eight rail stations and several other bus routes, residents indicate that they avoid using public transportation because of safety concerns.
- **Disconnected sidewalk network and lack of infrastructure for pedestrian safety.** There are significant gaps in the sidewalk system throughout Region 1, limiting safe mobility throughout neighborhoods and to area activity centers.

Opportunities

- **Brooklyn Park Arts District.**
- **Location and accessibility.** The region provides a variety of employment, shopping, and dining options.
- **Transit facilities in neighborhoods.** Several of the light rail stations are located within dense and established neighborhoods with bicycle and pedestrian facilities.
- **Trail connections.** Walk & Roll Anne Arundel! has identified opportunities to connect to shared-use paths and hiker/biker trails, such as the BWI Trail and Belle Grove Road Safety Improvements.
- **Brooklyn Park Neighborhood Transportation Study.** The recently completed study seeks to improve public safety and accessibility. Streetscape improvements in Brooklyn Park should be designed to support the Arts District concept for this area.

Cultural Resources

The Region 1 planning area was a productive farming region throughout much of its history. The area supported numerous farms where fruits and vegetables were grown for the markets in Baltimore and as far as Boston and Montreal. Known as truck farming, this livelihood proved profitable for farmers in northern Anne Arundel County. The rapid growth of the City of Baltimore, beginning in the mid-19th century, brought major changes to the region. In 1853, the Patapsco Company was incorporated and began laying out the town of Brooklyn.

Like much of northern Anne Arundel County, the Region was affected by the arrival of rail transportation in the 19th century. A station was built at Patapsco just south of where the B & P crossed the Patapsco River. This does not appear to have developed any further than just a station; however, further south on the line, the station at Harmans evolved into a small village with a post office, store and other amenities. In 1908, the Washington, Baltimore & Annapolis (WB & A) Electric Railway was constructed east of the Baltimore & Potomac line. It ran through Pumphrey, Linthicum, Shipley and present day BWI Marshall Airport, in part following the MTA Light Rail line. The current roadbed of the WB & A Road, located south of the airport, uses some of the original railroad bed. The town of Linthicum was established in 1908 shortly after construction of the WB & A Electric Railway. With easy commuting distance to Baltimore, it soon became a desirable place to raise a family.

In addition to the establishment of the railroads helping to expand the economy in the region beginning in the 19th century, the South Baltimore Harbor and Improvement Company (nee Patapsco Land Company)

and the Curtis Bay Company of Anne Arundel County brought heavy and large-scale industrial and manufacturing development to the region, primarily in the Curtis Bay area.

Plan2040, under Goal BE14, establishes several policies to promote stronger protection for historic and archeological resources, increase the understanding and appreciation of the County's history and preservation, and promote the stewardship of historic resources.

The Cultural Resources Section in OPZ administers the County Code provisions to protect archeological sites, historic buildings, cemeteries and scenic and historic roads whenever development is proposed. This work is important to safeguard the County's heritage, which in turn stabilizes and improves property values, fosters civic pride, protects and enhances the County's resources for citizens and visitors, serves as a stimulus to economic development, and ultimately strengthens the economy of the County. Staff also administer the County's Historic Preservation Tax Credit Program and Easement Program, provide technical guidance and support to citizens and nonprofits, conduct outreach and education programs, manage volunteer efforts in preservation, and manage archival and archeological collections through the Archeology Lab and Curation Facilities.

The Cultural Resources Section maintains the County's Historic Resources Inventory, which documents the value and significance of historic buildings and sites using an established framework of the following broad heritage themes:

- Growing a County: Agricultural Heritage in Anne Arundel
- Economic History: Commerce, Trade, & Industry
- Government, Politics, & the Military Presence in AACo
- The Basis for a Community: Social, Religious, & Civic Life
- A Landscape Evolves: Settlement & Development Patterns in AACo
- Gone but not Forgotten: Archaeology, Cemeteries, & Lost Places
- Horses, Boats, Trains, Cars, & Planes: Transportation in AACo
- A Diverse Melting Pot: Immigration & Migration
- Cemeteries, & Lost Places
- A Diverse Melting Pot: Immigration & Migration

On April 8, 2021, the Annapolis, London Town, and South County Heritage Area's (ALTSCHA) boundary amendment was approved by the Maryland Heritage Areas Authority (MHAA). This amendment expanded the boundary of the former Four Rivers Heritage Area. The goal of the expansion was to provide additional heritage experiences that include historical, cultural, and natural resources that exist beyond the original heritage area boundary and to support partners of these

resources that need the tools and services that MHAA offers. New experiences include a North County African American Heritage Trail, twelve standalone heritage sites, two recreational trails, and natural resource clusters, for example. To reflect the new boundary, the heritage area was renamed and is now known as the Chesapeake Crossroads Heritage Area (Figure 23). Table 2 provides an overview of the documented historic resources within Region 1.

Table 2. Historic Resources Inventory for Region 1

Resource Type	Number of Recorded Resources
Historic Buildings and Districts	44
Archeology Sites	172
Historic Cemeteries	50
Scenic and Historic Roads	19 (11.38 miles)



Figure 23: Chesapeake Crossroads Heritage Area Boundary Expansion

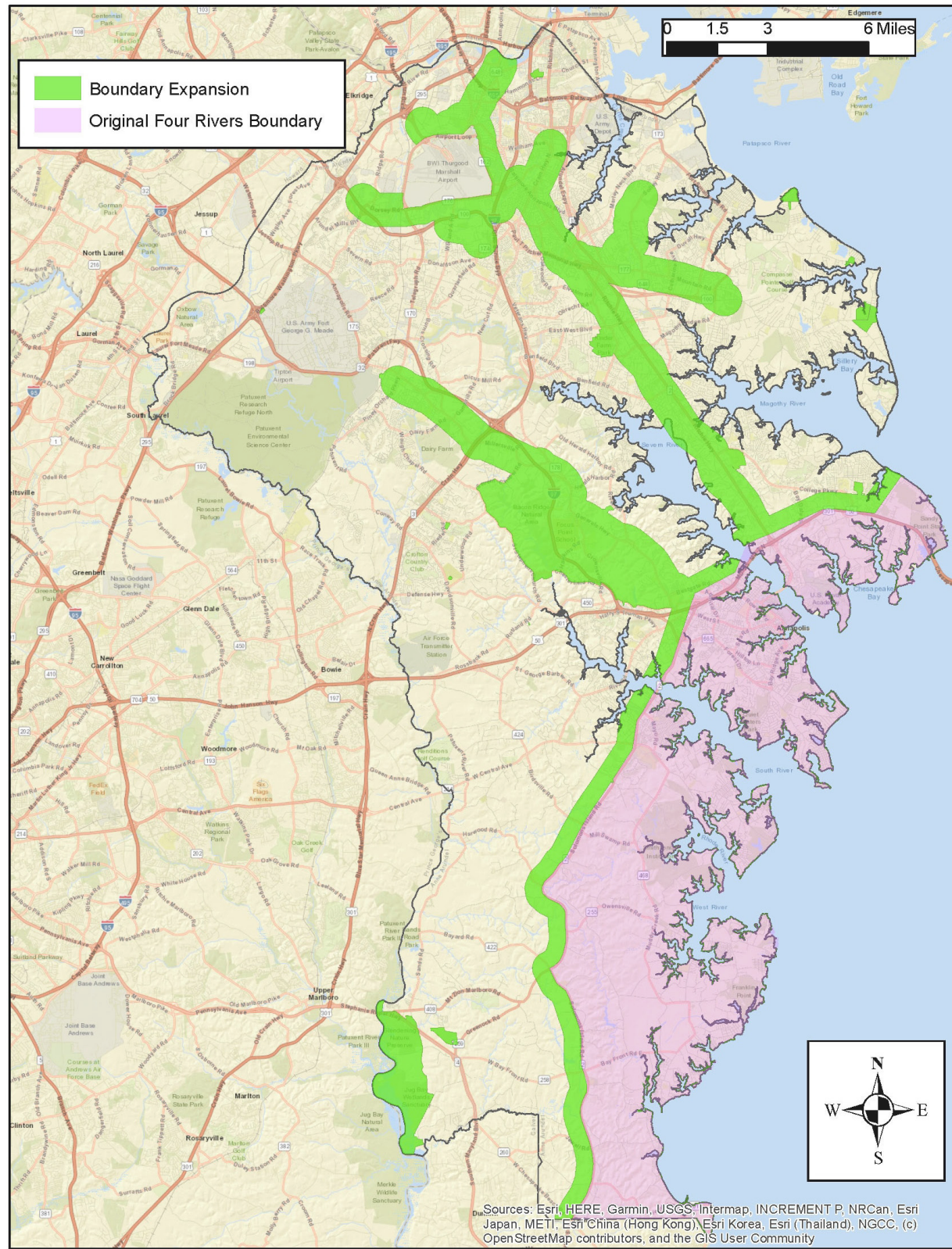
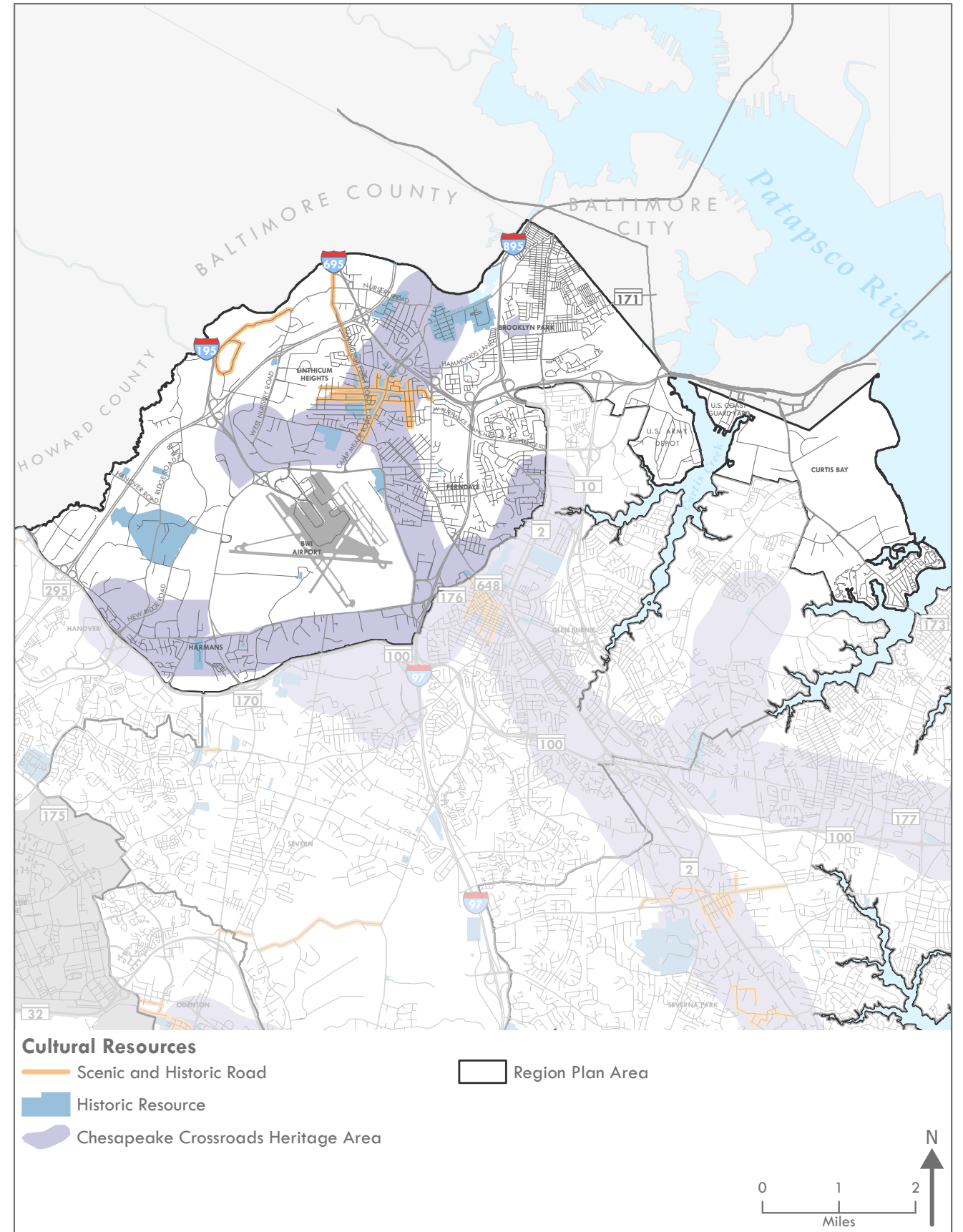


Figure 24: Cultural Resources



Challenges and Opportunities for Cultural Resources

Challenges

- **County Code.** Inadequate protections in County Code can result in demolition by neglect or impacts during development to historic and cultural resources.
- **County Inventory of Historic Resources.** The County Inventory of Historic Resources lacks diversity and is not inclusive of all populations who have contributed to the development of our local heritage.
- **Scenic and historic roads.** The County Code is outdated, inconsistent, and inadequate in the designation and protection of scenic and historic roads.
- **Cemeteries.** Historic cemeteries are neglected, in disrepair, and being actively vandalized amid a lack of legal protections.

Opportunities

- **Historic Resources.** Improved preservation of historic resources to maintain and promote ties to the Region's history.
- **Representation.** Expanded representation in the Historic Inventory of the contributions of traditionally underrepresented communities and groups to the Region.
- **Regulatory tools.** Reformed and enhanced County Code provisions and regulatory tools to improve protection of the full range of historic resources.

Climate Change and Sea-Level Rise

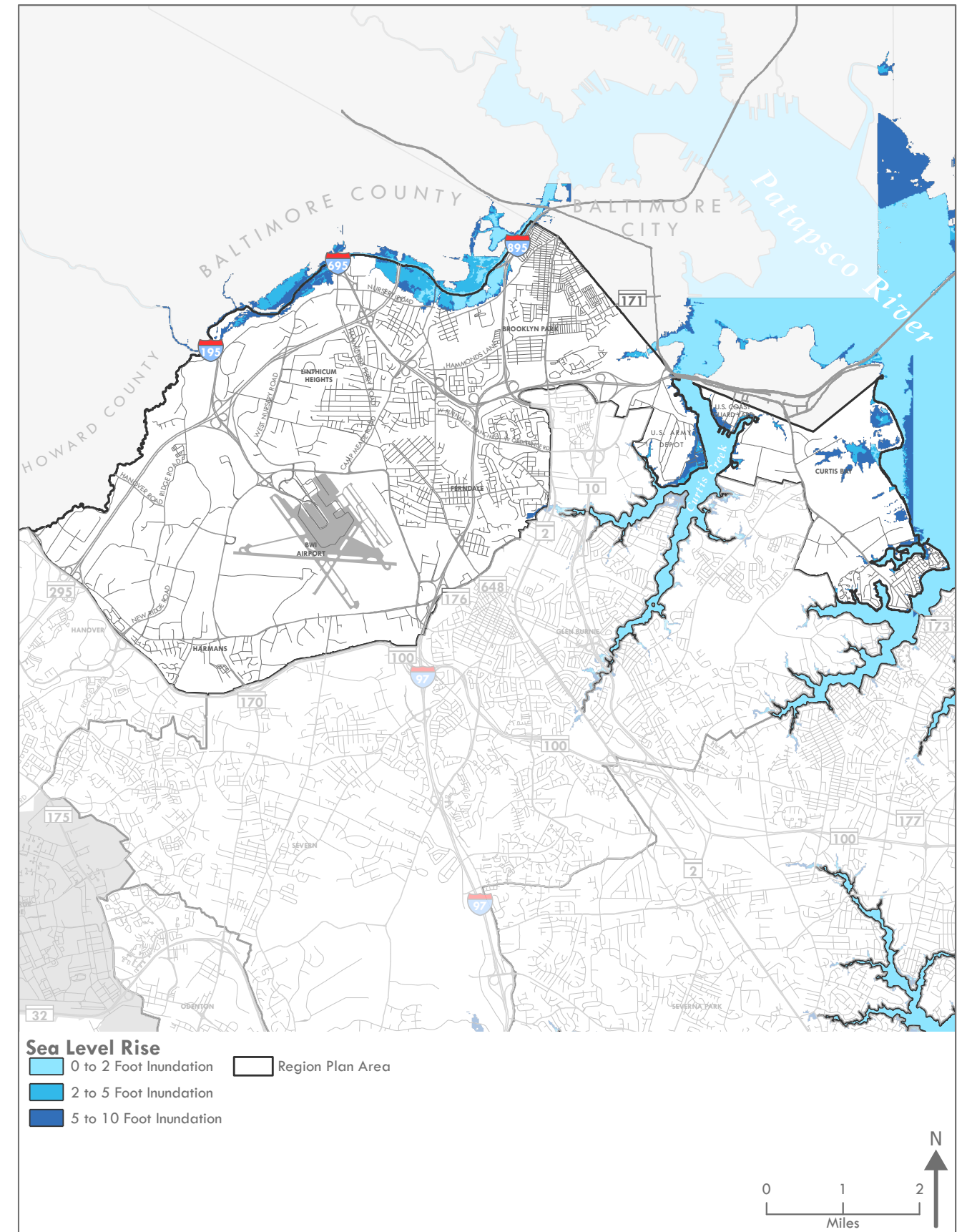
The impacts of climate change and sea level rise (Figure 25) are becoming more and more apparent in Anne Arundel County. The County experiences more inland nuisance flooding related to heavier precipitation events and increased heat waves contributing to more days above 90 degrees through the year.

These impacts have been documented in a number of studies. The 2030 Maryland Greenhouse Gas Reduction Act Plan produced by the Maryland Commission on Climate Change provides a concise summary of studies of impacts and future climate projections. Impacts to be expected in the Region include:

- Impacts on inland water quality that may change the viable uses of surface water, such as for irrigation, recreation, or human consumption.
- More frequent disruption to urban infrastructure caused by extreme weather events.
- Common stressors experienced among ecosystems, agriculture, and forestry such as those caused by general changes in temperature and precipitation; increased extreme weather events; and increased pressures from weeds, diseases, and pests.
- Human health issues, including those affected by impacts on food and water supply, air quality and extreme weather events.
- A higher probability of negative outcomes for disadvantaged communities and individuals¹.

¹ 2030 Greenhouse Gas Emission Reduction Act. ES.2 Climate Change and the Cost of Inaction in Maryland

Figure 25: Sea Level Rise



Introduction

The health of a community is highly correlated with the quality of the environment, access to safe walking and biking infrastructure, availability of housing, employment opportunities, and community services. This chapter focused on services provided by the County, while those related topics are addressed in other chapters of this Region Plan. Most of these services are planned and provided for at a Countywide scale, and Plan2040 outlines ten broad healthy communities goals that relate to land use:

- Goal HC1: The County's community facilities and services will meet the needs of all residents.
- Goal HC2: Provide the highest quality education for all County residents and strive for equity among all schools.
- Goal HC3: All County residents will have access to high-quality, lifelong learning opportunities that transform lives to ensure an engaged and inclusive society.
- Goal HC4: Transform library facilities and services to maximize benefits (outcomes and effectiveness) for the County's communities.
- Goal HC5: Provide services and opportunities for older adults, individuals with disabilities, caregivers and anyone wishing to plan for the future to lead healthy, independent and fulfilling lifestyles.
- Goal HC6: Enhance accessibility of all programs, services, and activities offered by Anne Arundel County Government.
- Goal HC7: Support diverse, flexible food models that provide healthy, culturally-relevant and sustainable food in every community.
- Goal HC8: Provide a diverse range of

accessible public recreational facilities to serve the needs of all County residents.

- Goal HC9: Efficiently manage, reduce and recycle residential solid waste.
- Goal HC10: Provide a high-level of emergency medical care, fire protection, police protection, emergency management and an all hazards response to all residents and visitors of the County, including a comprehensive evacuation plan with adequate evacuation shelters.

Several facilities and services provided throughout Region 1 contribute to the health and well-being of community members, including but not limited to schools, senior centers, community centers, libraries, and fire and police stations. Access to these services and facilities is important to residents.

This chapter focuses on the following services and facilities: parks and recreation; health, aging, and disabilities; public schools, libraries, police, fire and emergency management.

"There is a need for more public recreation opportunities and gathering spaces."
-Community member

"Residents want to preserve and increase greenspace."
-Community member

"I think that noise and dust issues from throughways and airport need to be addressed. Perhaps planting a barrier of large trees would help."
-Community member

Recreation and Park Facilities

The Department of Recreation and Parks (DRP) facilities in Region 1 include Andover Park, Linthicum Park, Arundel Mills Park, Thomas A. Dixon, Jr. Aircraft Observation Area, Overlook Park, Pumphrey Recreation Center, Brooklyn Park, Hammonds Lane Park, Brooklyn Heights Park, Arundel Village Park, and Solley Park. The Region also includes portions of Patapsco Valley State Park.

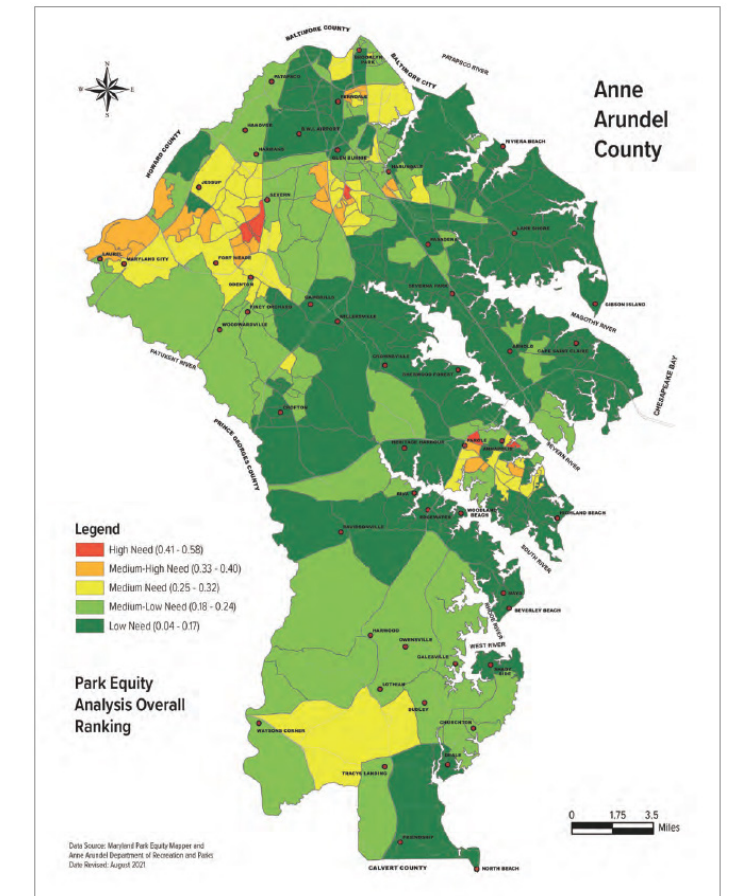
In 2022, the County Council adopted the latest update of the Land Preservation, Parks, and Recreation Plan (LPPRP); a five-year master plan for park improvements and program development. The LPPRP process included analysis of demographics, existing park facilities, and extensive public outreach to understand the needs for recreation and open space. Facility updates scheduled for Region 1 include completing a Community Center in Brooklyn Heights Park, replacing the North County Recreation Center, and upgrading the Brooklyn Park athletic fields. Other priorities in the Region include the continued improvement of trails and increasing public water access.

The LPPRP park equity (Figure 26) and proximity analysis (Figure 27), indicate that many residents northeast of BWI Marshall Airport are within a half-mile buffer of a park or recreation facility, with most gaps in coverage being west of BWI Marshall Airport and in the Orchard Beach area. The analysis also indicates that most of Region 1 is within a five-mile buffer of a public boat ramp facility and trail access. The northernmost end of the Baltimore and Annapolis Trail is in Region 1 and is planned to connect with the BWI Trail, with a proposed trail that would offer connectivity to Baltimore County.

"Improve public safety" -Community member

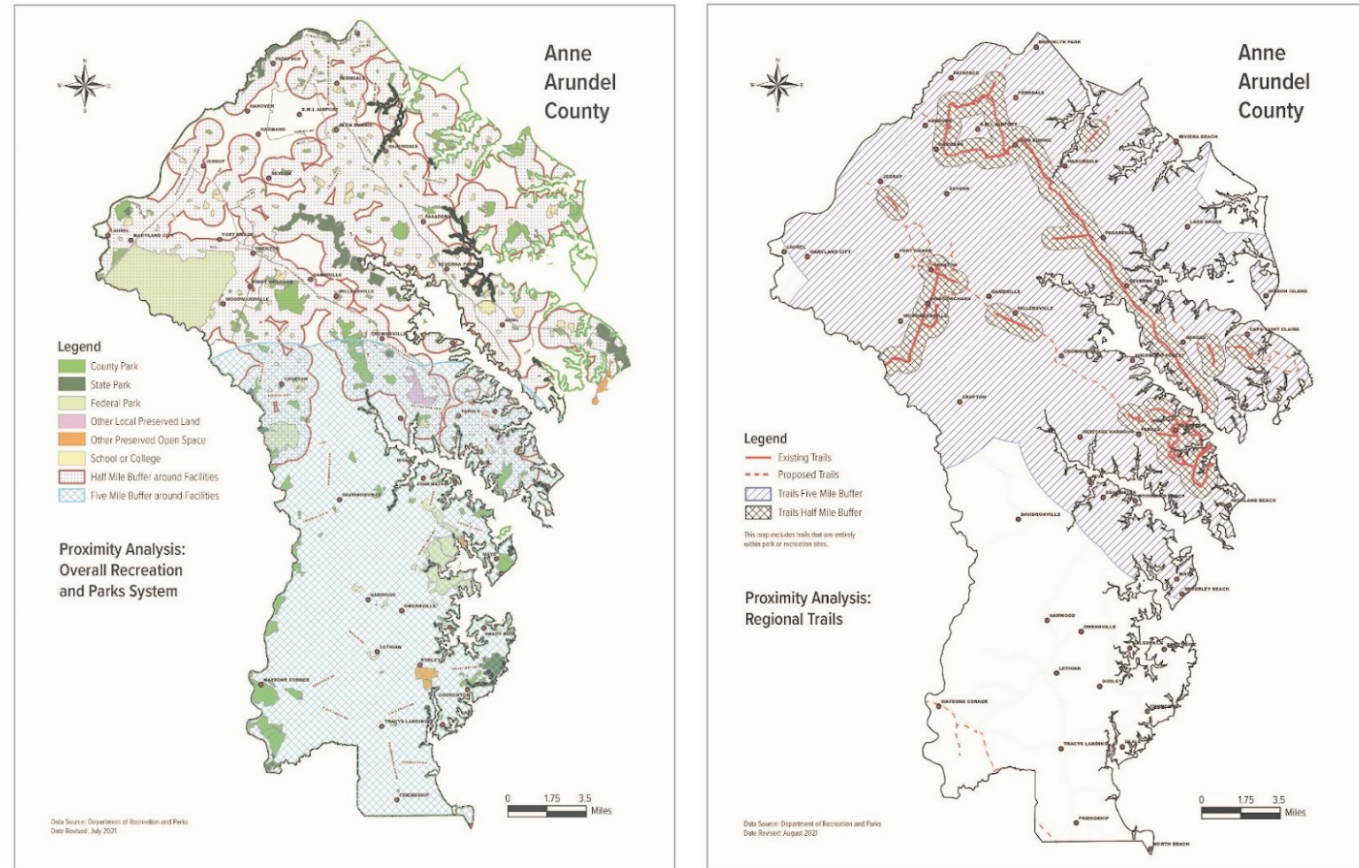
The LPPRP equity analysis uses the Maryland Park Equity Mapping Tool, developed by the Maryland Department of Natural Resources in partnership with the University of Maryland School of Public Health, which tracks eight factors to determine if there is equitable public access to parks. Figure 26 shows the results below. Notably, the study identifies East of Ferndale as one area of Medium-High Need.

Figure 26: Park Equity

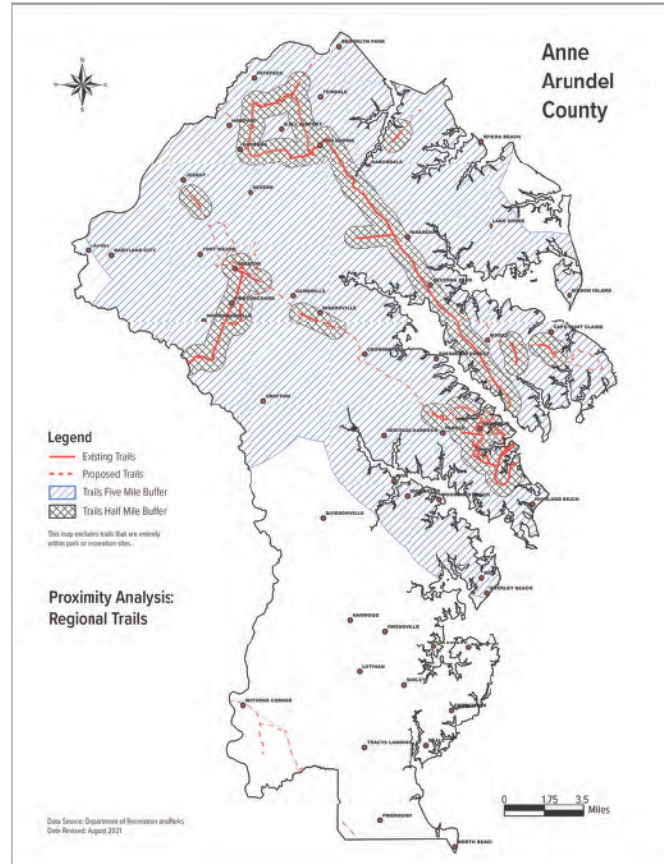


"The existing trails need better signage to encourage usage." -Community member

Figure 27: Proximity Analysis



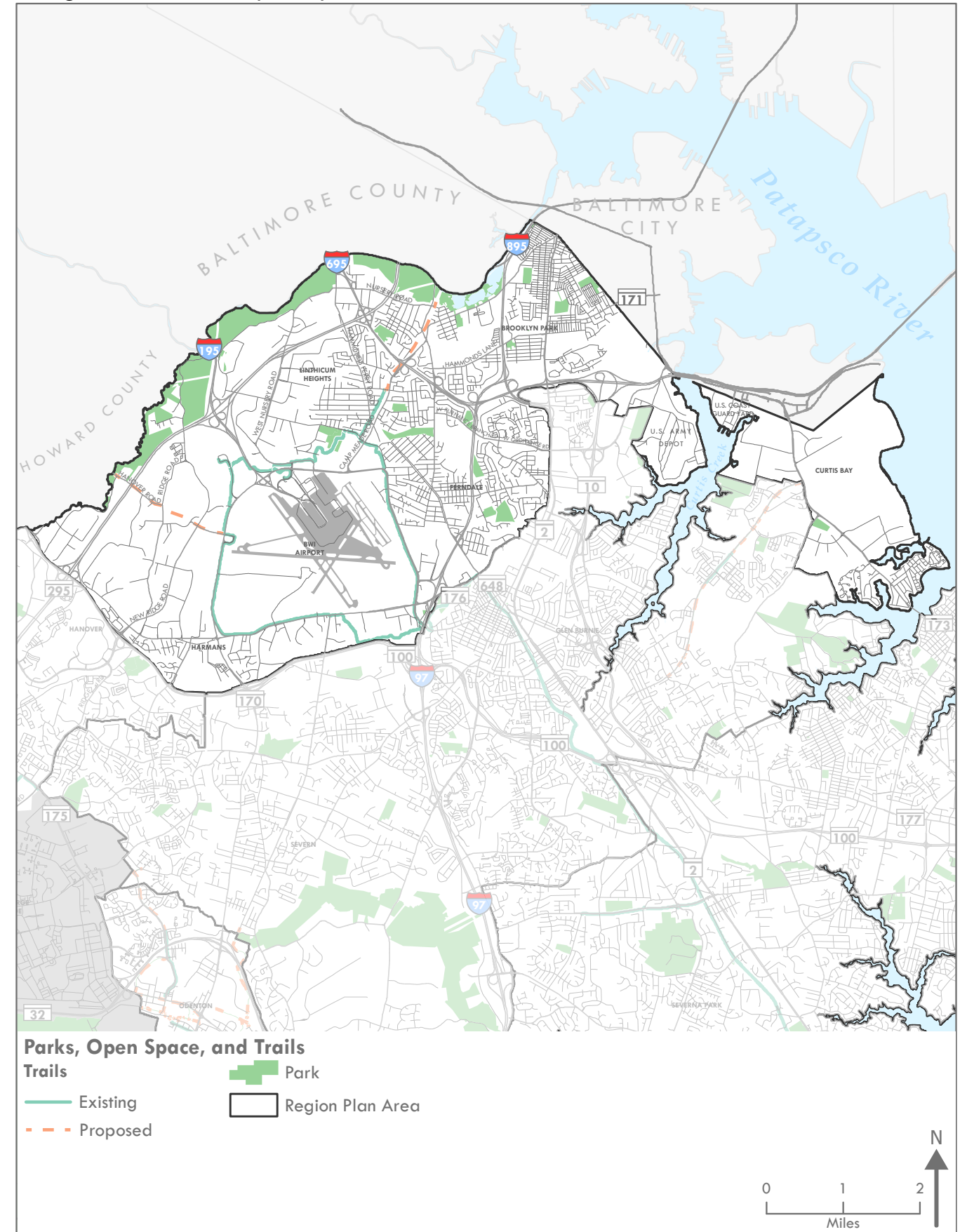
Map III-5: Proximity Analysis - Trails



The following park improvements are currently underway or have been recently completed in Region 1:

- Construction has started on improvements at Brooklyn Heights Park. New features will include adaptive fields, a dog park, a community garden, a gazebo, a meditation area, and a new basketball court. The site will also be prepared for the future Brooklyn Park Teen Center.
- Redevelopment of athletic facilities at Brooklyn Park Middle School to include a new track and field facility, a lighted synthetic turf multi-purpose field, a concession/restroom building, pathways, court games, and related amenities.
- Construction of two new trails will include a new segment of the BWI Trail from West Maple Road north to the North Linthicum Light Rail Station and a new trail from the Nursery Road Light Rail Station to the Baltimore City Line along Belle Grove Road.

Figure 28: Parks, Open Space, and Trails



Knowing that waterways and the Bay are such important natural and cultural features of the County, the DRP is working to increase public water access and is considering partnering with neighborhoods and community associations. Most water access in the County is not public and is limited to private owners or tenants of private communities with access. The County owns and operates three public boat ramps. The one nearest to Region 1 is Solley Cove Park in Region 3. The DRP continues to seek other opportunities to develop boat ramps. The Region 1 SAC recommends the County continue to increase public water access.

Health, Aging, and Disability Services

The built environment has a strong correlation to public health, including adult and childhood obesity, heart disease, cancer, and respiratory problems. The U.S. Department of Health and Human Services defines the social determinants of health as 'the conditions in the environments where people are born, live, learn, work, play, worship, and age that affect a wide range of health, functioning, and quality-of-life outcomes and risks.' Although Anne Arundel County has a high standard of living overall, there are pockets of poverty and health issues found in neighborhoods throughout Anne Arundel County. Most negative social and health indicators occur in Brooklyn Park, Glen Burnie, Meade/Severn, Annapolis, and Lothian¹. These areas are disproportionately African American and Hispanic, pointing to geography and color to County poverty and poor health outcomes². One dramatic indicator of the impact of social determinants of health is that life expectancy is 15 years longer for a resident living in Arnold compared to someone who lives in Brooklyn Park.

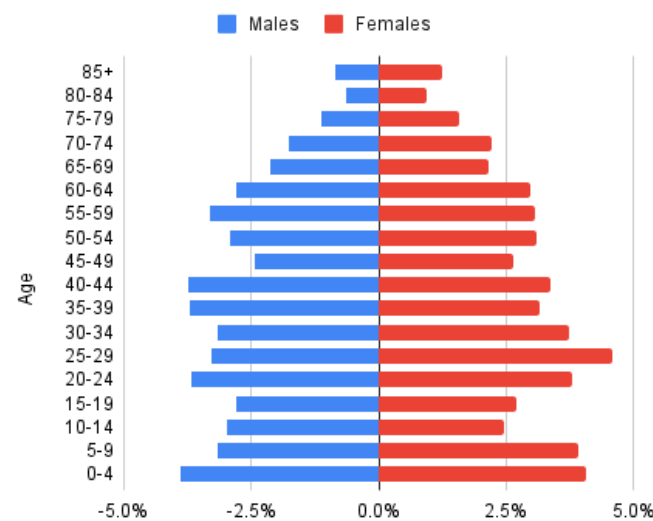
¹ Community Health Needs Assessment: Anne Arundel County. Healthy Anne Arundel Coalition. 2022
² Poverty Amidst Plenty VII: Moving Forward Together. Seventh Edition. Community Foundation of Anne Arundel County 2022.

The Department of Health (DOH) manages community, school, behavioral, and environmental health programs and initiatives critical to chronic disease prevention and safety. The DOH runs the Brooklyn Park Health Center. The Department of Aging and Disabilities operates the Brooklyn Park Senior Activity Center. DOH also provides various health-related services such as environmental programs (well and septic approvals, residential inspections, and food service licensing and inspection) and healthy living outreach. The DOH tracks various health indicators and produces regular Community Health Needs Assessment Reports.

Throughout the planning process, residents expressed the need for grocery stores and access to healthy food. Specifically, Brooklyn Park has struggled to retain chain grocery stores in the area. The most recent grocer, Lidl, permanently closed in July 2023 after less than three years of operation due to underperformance; the space remains vacant. This exacerbates an existing problem with food accessibility for residents in the area.

Compared to the rest of the County, the distribution of ages in Region 1 is more of a true pyramid, with wider percentages of younger age groups.

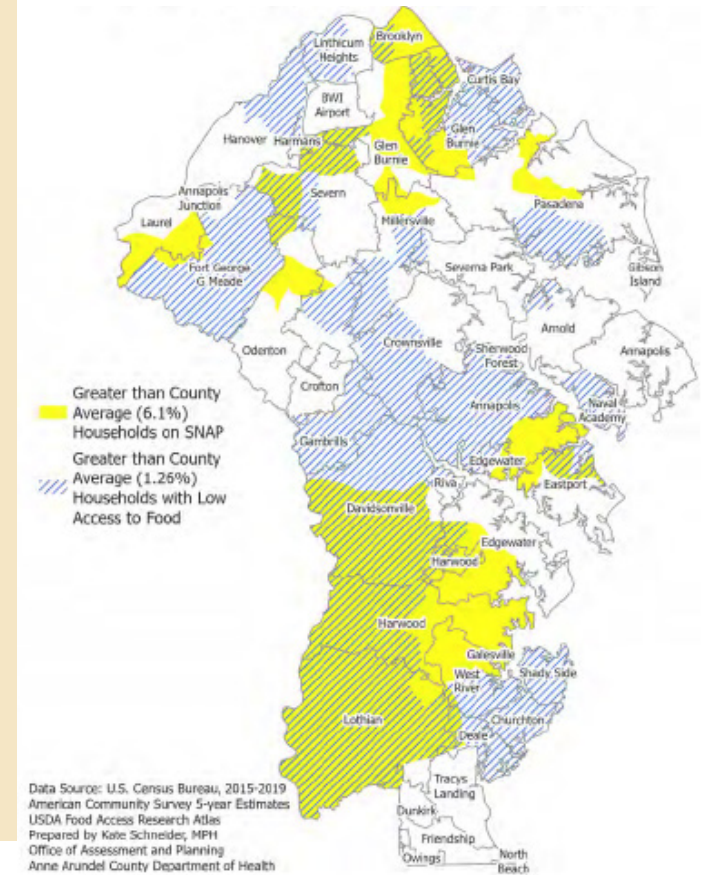
Figure 29. Age Pyramid for Region 1



Food Access

The median household income in Region 1 falls within the middle-income bracket, however, the Region includes zip codes with some of the highest poverty percentages in the County; zip codes covering Brooklyn Park and Curtis Bay. As shown in Figure 30, the proportion of residents in these areas receiving Supplemental Nutrition Assistance Program benefits is above the average County average of 6.1%. These communities have a high need for better access to healthy food. The Economic Research Service (ERS) uses the term "low-income and low-access", to designate areas with limited access to healthy food. The ERS uses indicators such as accessibility to healthy food measured by distance to stores or number of stores in an area, family income or vehicle availability, and average income of the neighborhood and transit availability. Using this criterion, portions of Brooklyn Park and Curtis Bay are considered low-income and low-access.

Figure 30: Access to Healthy Food



Public Schools

Region 1 is home to 11 public schools and most of the Region is in the North County High School feeder district. Anne Arundel County Public Schools (AACPS) tracks population growth in feeder districts to anticipate growth in student enrollment and plan for capacity improvements and other renovations at the schools.

AAPCS is undertaking a redistricting process for the entire County to address the discrepancy in school seat vacancies and school capacity issues. According to AAPCS, from 2002 to 2022 there was an average of 11,616 vacant seats in Anne



Arundel schools throughout the County, indicating significant untapped capacity within the overall school system. While some schools are overcrowded, there were over 16,000 vacant seats in schools Countywide in 2022. Redistricting may also help alleviate some of the limitations on residential development due to closed school feeder systems, ultimately reducing this barrier to addressing the Region's workforce and affordable housing needs. The redistricting process is occurring in two phases. The Phase

1 plan, which was adopted by the Board of Education in 2023, addressed North County and created districts for the new Severn Run High School and Two Rivers Elementary School. The Phase 1 redistricting plan brought all of the public schools in that area below 100% of State Rated Capacity and will go into effect for the 2024-2025 school year. The Phase 2 redistricting process focusing on the Annapolis, Arundel, Broadneck, Crofton, Severna Park, South River, and Southern feeder districts, will begin in February 2025.

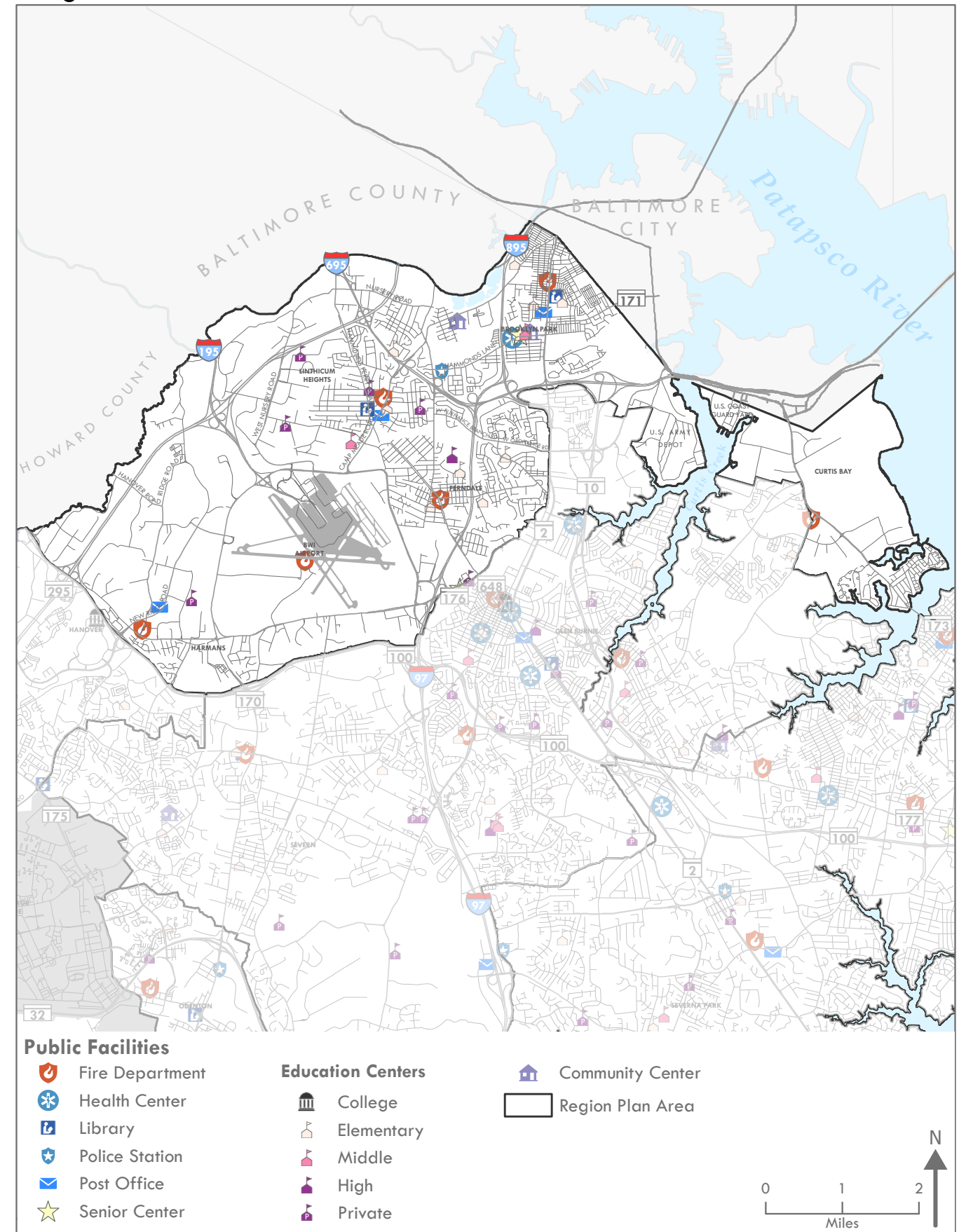
The Relationship between Adequate Public Facilities for Schools and Development

The County is responsible for providing and funding adequate infrastructure consistent with the General Development Plan (Plan2040) through the Capital Improvement Program. Adequate Public Facilities (APF) standards ensure there is sufficient infrastructure and service for fire safety, roads, schools, and sewer and water facilities by requiring each proposed development to be tested to determine whether the proposal may be approved, would require redesign to mitigate the impact on infrastructure, or would require a mitigation plan be prepared by the developer and approved by the County. APF manages the pace and distribution of development and directs growth to areas where adequate public infrastructure exists or will exist.

Article 17, Title 5 of the County Code sets APF standards that test for adequacy of school facilities. The County Council adopted reforms to the APF standards in 2023. OPZ reports the number and type of dwelling units

approved to the Board of Education, who develop an annual "Utilization Chart" showing all vacant seats in the school system and the number of students that are forecasted in those seats. This informs maps and charts indicating which school feeder districts are open or closed for residential subdivisions. The Utilization Chart also includes a "wait list" for closed feeder systems, where a development project's approval may be postponed for up to six years, allowing the Board of Education time to invest in capacity improvements in schools through the Capital Improvement Program (CIP). If a school in a geographically contiguous district has enough capacity to move a school below 100%, then it can remain open to development. APF school standards are not applicable for deed-restricted affordable housing, workforce housing, age-restricted subdivisions, housing for the elderly of moderate means, agricultural preservation subdivisions, most areas within town centers, and low-income tax credit developments.

Figure 31: Schools and Public Facilities



Other Public Facilities and Services

Library Facilities and Services

Anne Arundel County Public Libraries (AACPL) system consists of sixteen branch locations throughout the County, two of which are in Region 1: Linthicum and Brooklyn Park. For planning purposes, AACPL serves the County through four regions: North, East, West, and South¹. The Linthicum and Brooklyn Park libraries are in the North Region. AACPL has set an objective that there should be a minimum of 0.5 gross square feet (GSF) of library space per capita in the County overall and 0.5 GSF per capita in the planning regions where the population density exceeds 1,000 people per square mile. This standard is based on the performance and comparison of peer libraries nationwide and Maryland libraries overall. In the Northern Region, there are currently 0.29 square feet of library per capita, well below the goal of 0.5 square feet per capita. To help address this issue, AACPL is building a new joint-use facility that will house the Glen Burnie Library, the County Cultural Resources Lab and the Local History Resource Center. Renovations for both Linthicum and Brooklyn Park libraries are in the planning stages. While the area's libraries manage access to the system's 750,000 books, CDs, DVDs, and more, the facilities partner with other agencies to provide complimentary community outreach services such as vaccine clinics, internet access kits, and community pantry services.

¹ Plan2040 provides an in-depth description of each step in this process (Volume II, Page 111).

Public Safety Services and Facilities

Region 1 is served by the Northern Police District, located on Hammonds Lane in Brooklyn Park. Average response times for County Police have decreased slightly since 2018 to just over 4 minutes for priority #1 calls (which involve loss of life and/or a serious crime in progress); this is notable despite staffing challenges experienced overall.

There are five fire stations in Region 1: Brooklyn Park, Linthicum, Ferndale, and Harmans. BWI Marshall Airport has its own fire and rescue.

The County's Office of Emergency Management (OEM) actively implements plans and programs to assess and prepare for future emergencies; educate the public on preparedness, mitigation, and recovery; activate plans and support functions in an event; and rebuild following an event. The County's Hazard Mitigation Plan (HMP) assesses what natural hazards we face, the risks these hazards pose, and what actions the County will take to prepare for and respond to these hazards. The biggest hazards to consider in land use policy in this area include flooding, erosion and drought, and extreme heat.

OEM is undertaking a comprehensive update of the County's Hazard Mitigation Plan (HMP). The update is required every five years to ensure compliance with Federal and State mitigation planning requirements and maintain participation in the National Floodplain Insurance Program (NFIP). The key objectives include identifying the hazards affecting the community; updating the County's progress toward meeting the

current mitigation goals, strategies, projects and actions as well as developing new mitigation goals, strategies, projects and actions of importance to the community and key stakeholders; identifying at-risk infrastructure, critical facilities and community assets; updating all associated data, maps, graphs, and charts including

properties having repetitive and severe repetitive loss claims; and incorporating sea level rise and climate change projections from recent studies. OEM is also partnering with DPW to conduct a Countywide Roadway Vulnerability Study to inform mitigation and response measures for road and bridge flooding.

Challenges and Opportunities for Healthy Communities



Challenges

- **Lack of investments.** Residents feel the Region gets less investment than other parts of the County.
- **Crime and Safety.** Residents report that crime significantly affects their quality of life.
- **Healthy food options.** Access to healthy food options is limited in much of the Region.

Opportunities

- **Increased availability of healthy foods.** Given the population density, there is demand to support a new grocery store and other opportunities to get healthy food into the community.
- **Community facilities.** Construction of a new community center and improvements to Brooklyn Heights Park.
- **Crime prevention.** Increased resources for Crime Prevention Through Environmental Design (CPTED) projects.
- **Development supporting recreational amenities.** Trail-oriented development around the BWI Marshall Airport and B&A Trails.



Introduction

Region 1 includes some of the largest employment centers in the County, including Baltimore/Washington International Thurgood Airport (BWI Marshall Airport) with adjacent business parks and warehouse complexes. The region also has areas with high commercial vacancy rates and low-income households. The Region has access to employment and shopping options, transportation networks connecting to Baltimore, Washington D.C., and through the airport to the rest of the world. Economic development strategies will need to address the diversity of assets and needs in the Region to sustain thriving businesses and support the revitalization of areas in need.

Below are relevant goals from Plan2040:

- Goal HE1: Promote economic development that supports smart growth and provides opportunities for all County residents.
- Goal HE2: Enhance commercial hubs and corridors to create thriving and attractive centers that serve both local communities and regional needs.
- Goal HE4: Attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income and a tax base that is sustainable and meets the needs of all residents.
- Goal HE5: Enhance commercial hubs and corridors to create thriving and attractive centers that serve both local communities and regional needs.

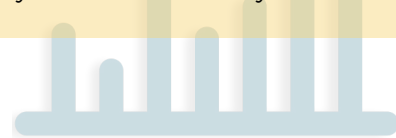
The Region 1 SAC supports the Plan2040 Healthy Economy goals, policies, and strategies focused on promoting the redevelopment or revitalization of underutilized buildings and commercial centers and attracting diverse industries and employers to the area.

Region 1 specific Economic strategies are listed in the Implementation Matrix and focus on:

- In the Brooklyn Park Sustainable Community Area, market business loan products and other financial assistance to local businesses to encourage reinvestment.
- The County and State should identify strategies to increase safety at the Cromwell and Linthicum Light Rail Stations.
- The County should work with the federal government to surplus the U.S. Army Depot property and support public-private partnerships to remediate and redevelop the property. Future use of the property could include warehouse, distribution, technology firms, or manufacturing along with open space conservation and habitat restoration. The property could also allow for public water access.

"Region 1 is situated in a great location that is midway between Baltimore and D.C. with great shopping, dining, entertainment, and recreational options." - Community Member

"The workforce development and job placement programs can and should be a larger part of the Vocational Training offered through the public schools or the junior colleges. To provide employers with the workers with needed skills regardless of the type of employers seeking skilled employees." -Community member



Existing Conditions

The median household income for Region 1 is \$83,422, however, the region encompasses areas with high percentages of poverty, including Brooklyn Park and Curtis Bay. The federal poverty guideline as of 2021 (applied nationally) is \$26,500 for a family or household of four persons. In the Community Foundation of Anne Arundel County's (CFAAC) Poverty Amidst Plenty report, the percentage of poverty for the zip codes covering Brooklyn Park and Curtis Bay (in 2019) was 24.8% and 9.6% respectively. These numbers are the highest in the County and well above the overall County rate of 5%¹.

¹ Brown P.M. (2022). *Poverty Amidst Plenty VII: Moving Forward Together. Seventh Edition. Annapolis, MD: Community Foundation of Anne Arundel County*
https://cfaac.org/sites/default/files/portal_files/CFAAC%20Needs%20Assessment%20VII_websize_1.pdf

Employment

The Region provides approximately 62,528 jobs making up 27% of all jobs in the County. Locations of employment are clustered in several places. These include the business and industrial parks near BWI Marshall Airport, industrial areas such as the Coast Guard Yard, and within highway corridors. Despite these employment opportunities inside the Region, only 12.5% of employed residents in Region 1 live and work there. Approximately 87.5% are employed outside the Region.

Below is a list of the largest employers in Region 1 and Table 3 identifies the top industry sector jobs.

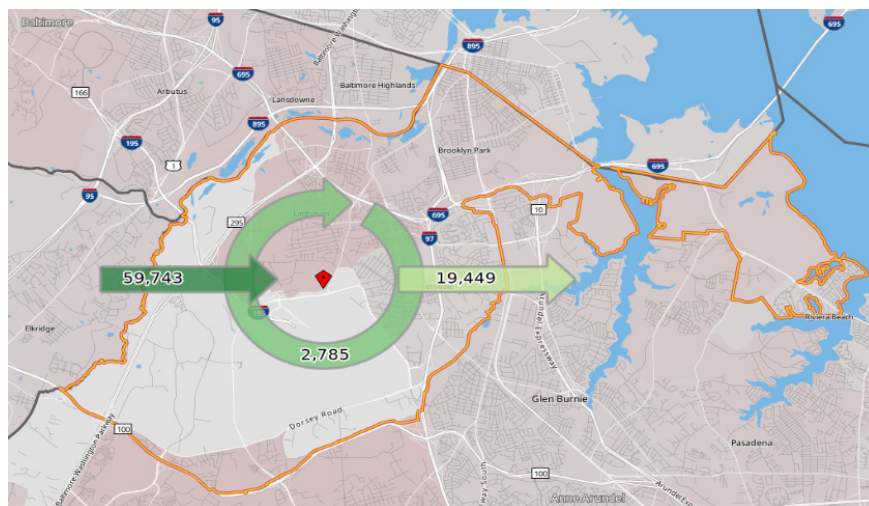
- Northrup Grumman (9,500)
- Best Buy (850)
- Essendant (756)
- Maryland Aviation Administration (495)
- Lowe's Home Improvement (300)
- Brandon Shores Power Plant (300)
- BFPE International (285)

Table 3: Top Industry Sector Jobs Percentage of Region

Industry Sector	County	Region 1
Manufacturing	11,308	18.1%
Transportation and Warehousing	11,238	18.0%
Professional, Scientific, and Technical Services	6,610	10.6%
Construction	6,146	9.8%
Administration & Support, Waste Management and Remediation	5,239	8.4%

(Source: 2020 Census On the Map LEHD; All Primary Jobs)

Figure 32. Job/Commuter Flows in Region 1

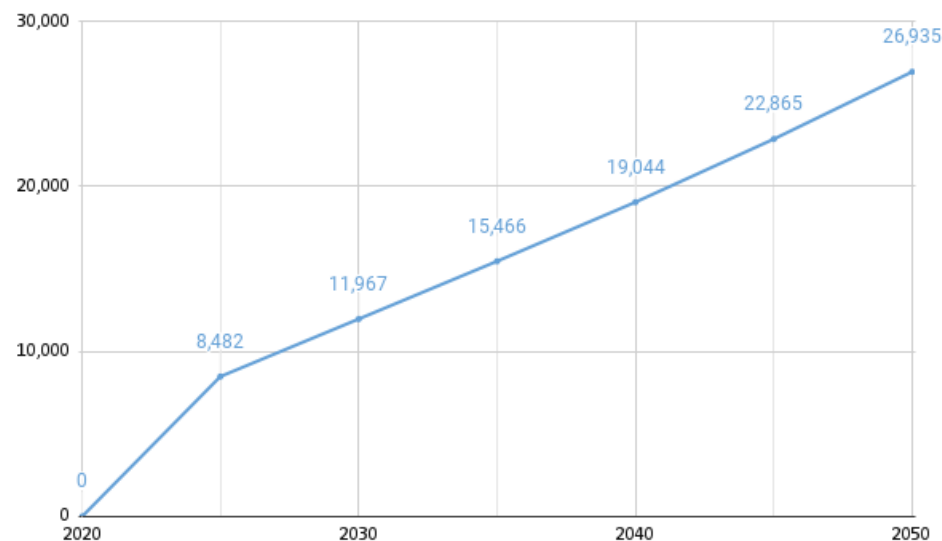


Source: 2020 Census On the Map LEHD; All Primary Jobs

In collaboration with the Baltimore Metropolitan Council (BMC), a regional planning coordination organization, the County prepared forecasts for employment growth. These forecasts are based on multiple data sources, including past trends, commercial and industrial projects in the permitting pipeline or under construction, and federal and State economic and business data. The employment forecasts help the County plan for future infrastructure investments and inform land use planning. As shown in Figure 33, employment in Region 1 is expected to grow by approximately 19,000 jobs from 2020 to 2040. The 2020 baseline employment as estimated by BMC is around 82,000.

These forecasts are not growth targets but estimates of how the market is expected to grow. These numbers are typically more accurate at the scale of the County than at the community or neighborhood level.

Figure 33. Employment Forecast - Change from 2020 Baseline



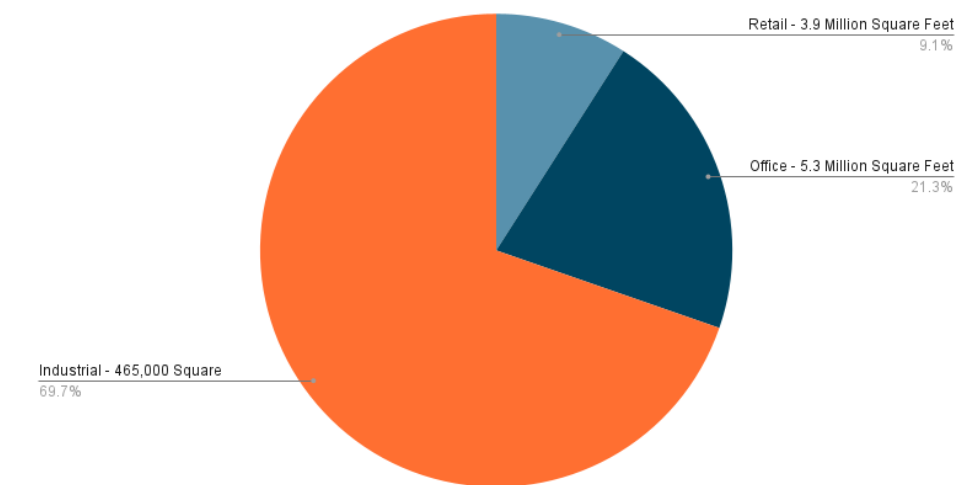
Source: Baltimore Metropolitan Council Cooperative Forecast (Round 10)

* 2020 Baseline employment estimate is 82,682. This includes employment that may not be counted by Census numbers such as gig work, self-employment, or secondary jobs.

Retail/Office/Industrial Properties

The vacancy rate is a key indicator for commercial and industrial properties. When vacancy rates are low, rent prices tend to increase and market demand leads to the construction of more building space. Despite the impacts of Covid-19, vacancy rates in commercial real estate (retail and office) in Region 1 and the County have remained relatively low. With the growing market for online shopping and next-day delivery, the industrial market, and warehousing in particular, has been in high demand locally and nationwide.

Figure 34. Industrial and Commercial Properties in Region 1



Source: CoStar, August 2023

Table 4: Commercial Space Region 1

Retail	Office	Industrial	Flex
104 Properties	54 Properties	22 Properties	9 Properties
3.9 Million SF	5.3 Million SF	465,000 SF	453,000 SF
4.7% Vacancy Rate	8.3% Vacancy Rate	3.2% Vacancy Rate	1.6% Vacancy Rate
\$27.23 Market Rent per SF	\$34.02 Market Rent per SF	\$10.54 Market Rent per SF	\$15.94 Market Rent per SF
\$235 Market Sale Price per SF	\$265 Market Sale Price per SF	\$155 Market Sale Price per SF	\$173 Market Sale price per SF

BWI Marshall Airport and Surrounding Industries

Located entirely within Region 1, BWI Marshall Airport is approximately 3,800 acres. The area surrounding the airport to the north, west, and south, is largely designated for industrial uses. This area is a major economic and employment hub with the airport generating 28,907 jobs directly and indirectly. BWI also has a total economic impact of \$11.3 billion between the \$5.3 billion generated by the airport and \$6.0 billion generated by visitors.

The Regional Economic Impact of BWI Marshall Airport (December 2023) report notes that the airport:

- Generates approximately 107,066 jobs;
- Has a total economic impact of approximately \$11.3 billion;
- Generates approximately \$5.6 billion in wages annually; and
- Contributes approximately \$782.5 million in state & local tax revenues.

Current Economic Development Programs

Anne Arundel Economic Development Corporation (AAEDC)

The Anne Arundel Economic Development Corporation (AAEDC) is a quasi-governmental nonprofit organization with a mission to support business and catalyze business growth in Anne Arundel County, thereby increasing job opportunities, expanding the tax base, and improving quality of life. AAEDC provides investment and technical assistance and fosters community revitalization initiatives. The organization is vital in enhancing commercial districts, improving county infrastructure, increasing agriculture-based business, and promoting high-value business sectors such as technology and national security. AAEDC also helps business owners navigate the permit process.



owners maximize opportunity, create jobs, and grow our local and State economy. Other financial assistance programs include the Arundel Business Loan Fund and the Arundel Community Reinvestment Fund.

AAEDC offers many programs to assist existing business owners such as the Inclusive Ventures Program (IVP), which seeks to help small, minority-owned, woman-owned, and Veteran-owned businesses in Anne Arundel County succeed and grow. The program offers business education, mentorship, and access to capital. The goal is to help small business

Additionally, AAEDC partners with the Anne Arundel Workforce Development Corporation (AAWDC) and others to promote workforce programs to strengthen the capacity and skills of local workers and job seekers based on the needs of business and industry in the Region and Countywide. The strategies in this Region Plan seek to support the work of these organizations.

Community Revitalization

The County has a set of programs and initiatives to facilitate revitalization and promote reinvestment in some of the County's older communities and commercial corridors. These initiatives include the Sustainable Communities program, the Baltimore Regional Neighborhood Initiative, and the Commercial Revitalization Areas program.

properties by allowing expanded uses and greater development flexibility.

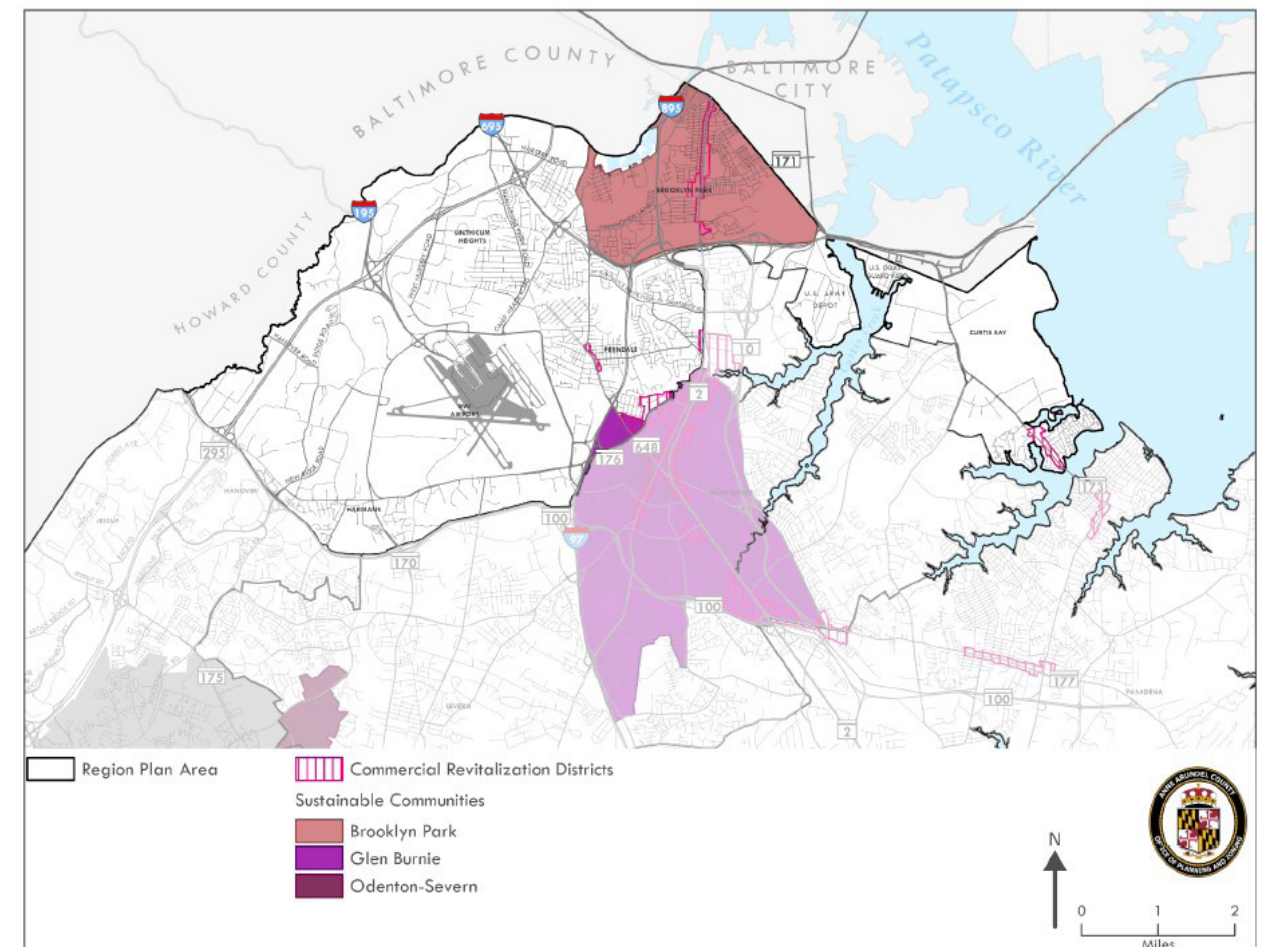
Commercial Revitalization Areas in Region 1 include Brooklyn Park - Ritchie Highway, Ferndale - B&A Boulevard, and the Cromwell area north of Glen Burnie (see Figure 35).

Commercial Revitalization Areas

To stimulate private investment and encourage revitalization in older commercial corridors, the County established Commercial Revitalization Areas, adopted as Overlay Areas in the Zoning Ordinance (Article 18, Title 14, Subtitle 3). The Overlay Areas encourage revitalization and reuse of vacant

Needs may vary from case to case but common issues these commercial corridors face are shop vacancies, extensive pavement (large surface parking), lack of landscaping, building age, multiple driveway entries, excessive signage, and lack of sidewalks. Small parcel sizes also make redevelopment challenging, requiring that enough properties be pieced together for redevelopment.

Figure 35. Commercial Revitalization Areas and Sustainable Communities



Sustainable Communities

The Sustainable Communities Act of 2010 aimed to revitalize communities by targeting specific geographic areas for efficient resource use based on local sustainability strategies, focusing on infrastructure improvements, multimodal transportation, and green development. Development and infrastructure projects located within a Sustainable Community may be eligible for assistance through a variety of State financing and tax credit programs including the Community Legacy, Neighborhood BusinessWorks, Sidewalk Retrofit, Community Safety and Enhancement, Job Creation Tax Credit, and Enhanced Local Tax Increment Financing programs. Anne Arundel County was granted three designated Sustainable Communities in 2013 and 2014. These are Brooklyn Park, Glen Burnie, and Odenton-Severn (see Figure 35).

Challenges and Opportunities for Healthy Economy



Challenges

- **Lack of qualified workforce.** More job training resources could help provide employment opportunities and to meet the needs of local employers.
- **Transportation limitations.** Traffic congestion and limited public transit options (challenges with frequency and length of time transit takes and limited hours of operation make it difficult for shift workers).
- **Child care.** There are limited options and high costs.
- **Housing affordability.** Cost makes it difficult for people to live near where they work.
- **Water Sewer capacity.** Sewer capacity limits development.

Opportunities

- **Major employers.** A strong foundation of major employers, especially around the airport.
- **Government employment.** The relative stability of government sector jobs and contracting serving government agencies.
- **Location.** Proximity to urban centers of Washington D.C. and Baltimore.
- **Existing transit.** Multiple centers of mass transit: BWI Amtrak Station, Cromwell Light Rail Station.
- **Employment centers.** Major, fixed employment centers of BWI Marshall Airport, BWI Business District, and Fort Meade.

Page left intentionally blank

Introduction

The Region 1 Plan consists of a coordinated set of implementing strategies (strategies) for decision-making that will guide future growth and development in the Region. Strategies are specific actions for further study and consideration by the County government to address challenges and opportunities identified in the Region or Countywide and to further the Vision of the Region. The strategies are ideas for further consideration and study and not mandatory directives. The implementation matrix at the end of this section identifies strategies by the four themes of Plan2040 and are separated into Region-specific and Countywide. The matrix also identifies the related Plan2040 goal or policy, the implementing mechanism, time frame expected to implement the strategy, the lead departments responsible for implementation along with key supporting departments and the performance measure used to monitor the success of strategy. Partnerships with Federal and State agencies, nonprofit organizations, and other stakeholders in the Region are key to successful implementation, however to focus on the County's commitments, only the County department and agencies are listed in the matrix.

The successful implementation of the Region 1 Plan also depends on a coordinated and collaborative effort of multiple parties, including the County Administration and multiple departments, the County Council, various advisory boards or commissions, and a Region 1 Implementation Action Committee. The Implementation Matrix in this chapter lists the implementation strategies of this Plan that support and advance the goals and policies of Plan2040. The matrix focuses on the County's commitments, identifying the lead departments responsible for

implementation, along with key supporting departments. Partnerships with Federal and State agencies, non-profit organizations, and others are key to successful implementation of this Plan.

Roles and Responsibilities

The roles and responsibilities for implementation of the Region Plan are described below.

The County Executive is responsible for recommending the priorities for the implementing strategies and time frames in the Region Plan. The County Executive is also responsible for recommending the budget resources that are needed for implementation.

The County Council is responsible for establishing the priorities for the implementing strategies, and the timeframes for accomplishing them. It is also responsible for ensuring that the budget resources needed for implementation are available, including capital and/or operating funds, staffing resources, and other programmatic needs. As the County's legislative body, the County Council adopts the Region Plan, zoning maps, as well as the annual operating budgets for County departments, the Capital Program and Budget, and any legislation needed to implement the strategies. All plans and maps adopted or amended by the Planning and Zoning Officer, and all changes to the Zoning Code are approved by ordinance of the County Council prior to taking effect as law.

The Planning Advisory Board (PAB) is responsible for advisory recommendations to the County Executive, the Planning and Zoning Officer, and the County Council

relating to the master plans, the zoning maps, and the rules and regulations relating to zoning. In addition, the PAB makes recommendations regarding the proposed Capital Budget and Program, as well as amendments to the approved Capital Budget and Program. The PAB also reviews the annual report on development measures and indicators that is submitted to the Maryland Department of Planning.

The County intends to create an Implementation Advisory Committee (IAC) for Region 1 that will be responsible for monitoring the progress of implementation of the Region Plan. The committee will help to ensure transparency and accountability and provide advice and guidance to the County on public outreach, implementation and performance monitoring related to the Region 1 Plan.

Implementing the Region Plan's Recommendations

The strategies of this Region Plan, or of any master plan or general development plan, are aspirational, but they should be reasonably attainable for decision makers and County staff to implement over the short-, medium- and long-term. The process of implementing a strategy varies based on the type of recommendation, the implementing agency, and the complexity of implementation. The following examples show how different types of strategies in this Plan, once adopted by the County Council, could be realized.

Example Strategy:

Study and construct bicycle and pedestrian improvements in the following locations, such as along Camp Meade Road, Andover Road, and W. Nursery Road.

1. The recently adopted "Walk and Roll Anne Arundel!" pedestrian and bicycle master plan has identified W. Nursery Road area as a secondary network and an "area for future study". Public and private roadway and active transportation projects on the secondary network, while not called out specifically for infrastructure improvements in the "Walk and Roll" plan, play an important role in providing access to the primary network and should always be considered for pedestrian and bicycling infrastructure projects using a context-sensitive approach with regard to land use. Within the secondary network, "areas for future study" represent areas to be the first analyzed to make connections to the primary network. In reference to this planning process, previous studies, and changing development to meet the public's demand for increased bicycling and pedestrian infrastructure, these areas were determined to be "areas for future study".
2. OOT requests funding in the coming fiscal year's budget for a consultant to complete a feasibility study for the "area of future study". The study determines whether the connection is technically feasible, meets the determined criteria, would identify a more precise alignment for the bicycle and pedestrian links, whether there are any potential environmental impacts and necessary mitigation measures, and the recommended facility and design.
3. If a property owner along the studied section of roadway proposes to develop their property, OPZ would work with OOT and the developer to ensure the design of the redevelopment project includes the dedication of right-of-way and potential frontage improvements,

such as the bicycle and/or pedestrian facility recommended in the feasibility study.

4. If the County determines the project is a priority before a property is developed, DPW requests Capital Budget funding in the coming fiscal year to begin engineering design for the roadway. Subsequent fiscal year budget requests include funding to complete the design, right of way acquisition, and construction of the roadway.

Measuring Our Success

Annual Monitoring

Annual monitoring will provide an accountability framework for reporting progress on implementation of the Region 1 Plan strategies. Annual compilation of this information will promote inter-departmental coordination as each department shares and can view the progress made on the strategies. It also demonstrates clearly to elected officials and the public that their local government is following through on the commitments made in the Region Plan. OPZ will take the lead in coordinating the Region Plan annual monitoring report. The Region Plan monitoring report will complement the Plan2040 annual report and the land use measures and indicators report that the County currently prepares as required by Maryland State law.

Four-Year Performance Measures

The performance measures report analyzes the County's progress toward addressing the challenges and opportunities and furthering the Region Plan's Vision in four-year intervals. This analysis will include evaluation of the effectiveness of the strategies in achieving the desired outcomes of the goals and policies. To the extent possible, the

performance measures are quantified so that trends can be statistically analyzed. Qualitative measures will be used if there is no clear, reliable quantitative metric. The performance measures report will inform minor plan amendments and modifications that may be needed. The annual monitoring reports and four-year performance measures report will also provide a foundation of information to support the next update of the Region Plan.

Implementation Matrix

The Implementation Matrix on the following pages lists the Region Plan's implementation strategies, noting strategies that are specific to Region 1 and those that are Countywide in nature. The Matrix also identifies the lead and supporting departments responsible for carrying out each recommendation. Note that the strategies are ideas for further consideration and study, not mandatory directives. Many strategies will require changes to County Code prior to implementation. In each case, the responsible County departments will conduct a comprehensive analysis of the issue(s) to determine the best regulatory solution(s) prior to legislation being presented for consideration by the County Council.

Not all strategies in a Region Plan will ultimately be implemented, and a number of issues can arise that prevent implementation. These can include issues such as:

- an economic downturn that limits state or federal funding, or local agency staffing, to carry out certain projects,
- subsequent discussions with property owners or the community indicate resistance to details of implementing the recommendation,
- general constraints within the County budget,
- a change in property ownership to a

new owner who has a different vision for the property,

- a change in political priorities of elected officials,
- subsequent feasibility studies that determine a potential recommendation is not technically or economically feasible, or
- a recommendation is only partially recommended, such as a road connection that is implemented as a bicycle/pedestrian link.

Acronyms

AACPS: Anne Arundel County Public Schools

AAEDC: Anne Arundel Economic Development Corporation

AAWDC: Anne Arundel Workforce Development Corporation

ACDS: Arundel Community Development Services

APA: American Planning Association

APF: Adequate Public Facilities

BMC: Baltimore Metropolitan Council

BWI: Baltimore/Washington International Thurgood Marshall Airport

CEN: Anne Arundel County Office of Central Services

CI: Capital Improvements

DOAD: Anne Arundel County Department of Aging and Disabilities

DOH: Anne Arundel County Department of Health

DRP: Anne Arundel County Department of Recreation and Parks

DPA: Development Policy Area

DPW: Anne Arundel County Department of Public Works

DPW-BWPR: Anne Arundel County Department of Public Works, Bureau of Watershed Protection and Restoration

FS: Financial Strategy

GDP: General Development Plan, also known as Plan2040

HFA: Housing finance agencies

HUD: U.S. Department of Housing and Urban Development

I&P: Anne Arundel County Department of Inspections and Permits

LEG: Legislation

LIHTC: Low-income housing tax credit

LPPRP: Anne Arundel County Land Preservation, Parks, and Recreation Plan

MARC: Maryland Area Rail Commuter

MPDU: Moderately Priced Dwelling Unit

OEM: Anne Arundel County Office of Emergency Management

OOT: Anne Arundel County Office of Transportation

OP: Operational Procedure

OPZ: Anne Arundel County Office of Planning and Zoning

PHA: Public housing agencies

PII: Public Information Initiatives

PSI: Planning Study Initiative

PLU: Planned Land Use

PPI: Program or Policy Initiative

REAL: Anne Arundel County Office of Central Services, Real Estate Division

RIM: Resource Inventory and Management

SAC: Stakeholder Advisory Committee


SUP: Shared use path

TFMP: Transportation Functional Master Plan

TOD: Transit-Oriented Development

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
Natural Environment						
Region 1 Strategies						
NE 1	Prioritize implementation of stormwater management and stream restoration projects in watersheds identified as priorities by the County Bureau of Watershed Protection and Restoration, including Sawmill Creek and tributaries to the Patapsco River.	NE1.1	CI	BWPR, DRP, I&P	Short-Term	Number of stormwater best management practices implemented and linear feet of stream restoration completed.
NE 2	Provide incentives to development and redevelopment projects that provide stormwater management retrofits, environmental restoration projects, and urban streetscape improvements in areas of low-income communities, such as Brooklyn Park.	NE4.5	PPI	BWPR, DPW, OPZ	Short-Term	Number of projects constructed.
NE 3	In collaboration with residents and local businesses, implement projects that improve stormwater management and reduce urban flood risk in older communities with inadequate stormwater infrastructure, such as the northern part of Brooklyn Park, Pumphrey, and Holly Creek area.	NE4.5	PII	DPW, BWPR	Short-Term	Number of facilities improved.
NE 4	Identify the need for additional storm drains along MD 170 to the County boundary.	NE4.5	CI	DPW	Mid-Term	Identify specific areas for improvements. Number of flooding events at those locations.
NE 5	Collaborate with the developers of the former Belle Grove sand and gravel mining site to incorporate green infrastructure into any redevelopment plans.	NE.4.5	PPI	DPW, OPZ	Mid-Term	Identify opportunity sites for additional green infrastructure and secure funding for feasibility study, acquisition, design and construction.
NE 6	Incorporate principles of Crime Prevention Through Environmental Design in tree planting and landscaping to promote public safety along with environmental improvement.	NE2.1	PPI	DPW, DRP, BWPR, PD	Short-Term	Demonstration of consideration of public safety concerns in urban tree planting projects.
NE 7	Pursue partnerships and sponsorship with private businesses, such as those associated with the BWI Marshall Airport and the Local Development Council, to implement and fund tree planting and environmental restoration projects.	NE2.1	PPI	BWPR, RA	Short-Term	Number of private partnerships or sponsorships and financial value.

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
NE 8	Incorporate trees and rain gardens in streetscape improvements to both improve the look of the street and improve the environment, with a focus on MD 2 in Brooklyn Park.	NE2.1	CI	DPW, BWPR, MDOT	Mid-Term	Number of square-feet of improved streetscape areas.
NE 9	Implement recommendations of the Greater Baybrook Alliance Blue-Green Infrastructure Plan, including partnering with private businesses and landowners to enhance commercial and retail frontages with native plants and trees and rain gardens and to retrofit large surface parking lots with stormwater best management practices.	NE2.1	PPI	BWPR, OPZ	Mid-Term	Number of recommendations implemented.
NE 10	Improve the water quality of the Patapsco Nontidal and Tidal watersheds and waterways to create access and safe recreation opportunities.	NE4.1	CI	BWPR, DPW, DOH, DRP	Ongoing	Number of projects constructed and demonstration of consideration of public safety concerns.
NE 11	Partner with the Port of Baltimore to ensure dredging operations do not impact the health of communities within the Patapsco Nontidal and Tidal watersheds.	NE4.1	PPI	BWPR, DPW, DOH	Ongoing	Demonstration of consideration of public safety concerns.
NE 12	Ensure the soil is remediated as the Belle Grove, U.S. Army Depot, and Brandon Shores sites are redeveloped.	NE1.1	PSI	BWPR, OPZ	Mid-Term	Site receives proper approvals from the Maryland Department of the Environment for the proposed uses.
NE 13	Promote conservation and/or acquisition of property in the Green Infrastructure Network, with a focus on land surrounding existing public parks and protected open spaces, such as Patapsco Valley State Park and Cabin Branch Park.	NE3.2	PPI	DRP, OPZ, BWPR, I&P	Short-Term	Acres of land conserved in Region.
NE 14	In addition to the County Capital Improvement Program, identify and pursue all other grant funding sources to help finance watershed restoration initiatives in Region 1.	NE1.1	CI	DPW, OPZ	Short-Term	Complete additional SWM retrofit projects currently under design as identified by the County Watershed Protection and Restoration Services.


Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
 Built Environment						
Region 1 Strategies						
BE 1	Expand the BWI Mixed Use Overlay to include the seven W1 zoned parcels along the east side of Maryland Avenue.	BE5.1	LEG	OPZ	Short-Term	Expanded overlay area.
BE 2	Create a Brooklyn Park Ritchie Highway Overlay to regulate parking, curb cuts, landscaping, and design.	BE5.1	LEG	OPZ	Short-Term	Development of an overlay area.
BE 3	Develop a sector plan for the Linthicum Light Rail area, with a focus on low-intensity development, reducing crime, reducing traffic, and activating the area.	BE9.1	PSI	OPZ	Mid-Term	Completion of a sector plan.
BE 4	Develop a sector plan for the Cromwell Light Rail area with a focus of making the area a mixed-use transit-oriented development.	BE9.1	PSI	OPZ, AAEDC	Mid-Term	Completion of a sector plan.
BE 5	Implement recommendations from the County's Transit-Oriented Development study for Linthicum Station Light Rail, Cromwell Light Rail Station, and BWI MARC Station.	BE9.1	PPI	OOT, DPW, OPZ, AAEDC	Short-Term	Status of recommendations.
BE 6	Pursue the State Transit-Oriented Development designation for the Cromwell Light Rail Station.	BE9.1	PPI	OOT, OPZ	Short-Term	Status of designation.
BE 7	Identify strategies to acquire and rehabilitate vacant buildings in the Linthicum Historic District and the Brooklyn Park MD 2 corridor.	BE11.1	PPI	AAEDC, OPZ	Short-Term	Number and amount of financial incentives offered in Region 1 and Commercial Revitalization Areas.
BE 8	Identify underserved and overburdened communities and solutions to address environmental justice issues in Region 1.	BE3.2	CI	DPW, OPZ	Short-Term	Decrease of the an EJ score on the MDE EJ Screening Tool.
BE 9	Identify strategies to eliminate nuisance industrial uses and commercial uses in residential neighborhoods, such as Olson Road.	BE3.2	LEG	OPZ	Short-Term	Reduction of incompatible uses.
BE 10	Develop more senior housing in Region 1 so individuals may age in place.	BE11.3	PPI	OPZ, ACDS	Mid-Term	Number of senior housing units.
BE 11	Continue and expand marketing of the owner-occupied Property Rehabilitation Program in the Brooklyn Heights and Arundel Village neighborhoods, and surrounding communities, including Belle Grove.	BE12.4	FS	ACDS, OPZ	Mid-Term	Number of additional units.

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>						
BE 12	Continue to acquire and rehabilitate units for rent to income eligible households. Consider expanding these efforts to offer properties for sale to income eligible homebuyers.	BE12.4	FS	ACDS, OPZ	Mid-Term	Number of additional units.
BE 13	Conduct annual community outreach events to help educate community residents about building, health, and zoning code compliance.	BE11.1	PII	I&P, OPZ, Health	Short-Term	A decline in the number of code violations over the next five years.
BE 14	The County should partner with the State to invest in improvements for bicyclists and pedestrians to access the Cromwell Light Rail Station more safely and easily.	BE15.1	CI	OOT, DPW, OPZ, AAEDC	Mid-Term	Number of improved bicycle and pedestrian facilities.
BE 15	Identify and implement more efficient traffic patterns to address congestion during peak-hour times and special events in the following locations: a. Chesapeake Arts Center and Brooklyn Park Middle School b. Linthicum Elementary School c. North County High School/Hilltop Elementary	BE15.1	PSI	OOT, DPW	Short-Term	Number of road improvements.
BE 16	Study traffic at the following locations and implement appropriate measures: a. Ridge Road b. I-295 and I-695 c. Belle Grove Road	BE15.1	PSI	OOT, DPW	Short-Term	Number of road improvements.
BE 17	Construct the Hanover Road connection between Ridge Road and Corporate Center Drive and ultimately construct an interchange with MD 295.	BE15.1	CI	DPW, OOT	Short-Term	Status of road improvement.
BE 18	Identify solutions to divert truck traffic from neighborhoods in the following locations: a. exiting MD 295 prior to the Baltimore-Washington Parkway b. Maple Road at the Balminore Annapolis Boulevard intersection c. Olson Road and the Arundel Gardens community	BE15.1	PSI	OOT, DPW	Short-Term	Status of road improvements.
BE 19	Partner with the Baltimore Metropolitan Council to develop a regional traffic scenario with the possible redevelopment of the Brandon Shores site.	BE15.1	PSI	OOT, DPW, OPZ, AAEDC	Long-Term	Status of study.

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>						
BE 20	Conduct a vehicle network and speed study as recommended in the Brooklyn Park Neighborhood Transportation Study.	BE15.1	PSI	OOT, DPW	Mid-term	Status of study.
BE 21	Develop a Ritchie Highway Vision Plan to address traffic and safety needs.	BE15.1	PSI	OOT, DPW	Mid-term	Status of study.
BE 22	Limit driveways near intersections and bus stops on Ritchie Highway.	BE15.1	CI	DPW, OOT, SHA	Mid-term	Number of driveways reduced.
BE 23	Declutter existing vehicular and pedestrian signage along Ritchie Highway.	BE15.1	PPI	DPW, OOT, MDOT	Short-Term	Number of signs removed or consolidated.
BE 24	Incorporate arts into public investments, such as bus shelters, sidewalks, and roadway improvements, in Brooklyn Park to support Arts District brand.	BE15.4	PPI	DPW, OOT, AAEDC	Short-Term	Track number and type of art elements incorporated into public streetscape improvements.
BE 25	Continue to collaborate with Maryland Aviation Administration on noise reduction and abatement programs at BWI Marshall Airport.	BE17.1	OP	CEN, MAA	Ongoing	Number of discussions with MAA.
BE 26	On Baltimore and Annapolis Boulevard, identify whether roadway and signalization improvements are needed where the number of lanes fluctuate and locations where it is difficult to make left hand turns.	BE15.1	PSI	DPW, OOT	Mid-term	Status of study.
BE 27	Identify improved and additional public transit options connecting the following points of interest: BWI Marshall Airport, Glen Burnie Town Center, Arundel Mills, Ft. Meade, and Laurel.	BE15.2	OP	OOT	Short-Term	Status of new routes.
BE 28	Study the potential to provide a stronger east-west connection through Brooklyn Park along Belle Grove Road and Church Street.	BE15.2	OP	OOT	Short-Term	Status of new routes.
BE 29	Improve facilities and amenities at public transit stops in Region 1.	BE15.4	CI	DPW, OOT	Short-Term	Number of transit stops improved.
BE 30	Develop a specific transit-related communication program for Brooklyn Park.	BE15.2	PII	OOT	Short-Term	Increase in outreach to community.
BE 31	Partner with the City of Baltimore to install a mobility hub where bus service lines intersect at S. Hanover Street and W. Patapsco Avenue.	BE15.2	CI	DPW, OOT	Mid-Term	Status of central transportation hub.

Implementation Matrix		Related Plan/2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
BE 32	Explore opportunities to create a passenger ferry terminal system in Region 1 and connections to Baltimore and Annapolis.	BE15.2	PSI	DPW, OOT	Long-Term	Status of study.
BE 33	Implement the microtransit zones from the Transit Development Plan in Region 1.	BE15.2	OP	OOT	Short-Term	Status of new operations.
BE 34	Study and construct bicycle and pedestrian improvements in the following locations: a. Camp Meade Road b. Andover Road c. Orchard Road (north) and Broadview Boulevard (Baltimore Annapolis Boulevard to Tina Court) d. West Furnace Branch Road, by Arundel Hills Park e. Ritchie Highway f. Cromwell Shopping Center access points g. Burwood Shopping Center access points h. Pumphrey neighborhood i. MD 168 at MD 648 (Nursery Road Light Rail Station) j. 8th Avenue k. Fort Smallwood Road l. West Nursery Road m. Baltimore Annapolis Boulevard (Burwood Shopping Plaza north to County boundary) n. BWI-Nursery Road Spur Trail	BE15.2	CI	OOT, DPW, SHA	Mid-Term	Number of bicycle and pedestrian improvements.
BE 35	Add bicycle and pedestrian amenities along major pedestrian thoroughfares, such as Ritchie Highway.	BE15.2	CI	OOT, DPW, SHA	Mid-Term	Number of pedestrian amenities.
BE 36	Develop and prioritize a schedule to complete the remaining alleyway improvements in Brooklyn Park to include paving, lighting, and trash and weed control. Expand capital funding to complete the program as needed.	BE15.2	CI	DPW	Mid-Term	Complete the Alley Reconstruction Program to improve all County alleyways in the Brooklyn Park community.
BE 37	Obtain funding and implement recommended projects from the Brooklyn Park Elementary School Accessibility Study.	BE15.2	CI	AACPS, OOT, DPW, OOT	Mid-Term	Complete implementation of ongoing transportation mobility initiatives.
BE 38	Complete design and fund construction of the Belle Grove Road Safety Improvements Project.	BE15.2	CI	OOT, DPW, DRP	Mid-Term	Complete implementation of ongoing transportation mobility initiatives.

Implementation Matrix		Related Plan/2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
BE 39	Fund the inventory of pedestrian priority streets, crossings at intersections, and shortcuts noted in the Brooklyn Park Neighborhood Transportation Study.	BE15.2	CI	DPW, OOT, DRP	Mid-Term	Complete implementation of ongoing transportation mobility initiatives.
BE 40	Fund the inventory of bicycle priority projects noted in the Brooklyn Park Neighborhood Transportation Study.	BE15.2	CI	DPW, OOT, DRP	Mid-Term	Complete implementation of ongoing transportation mobility initiatives.
BE 41	Implement recommendations from Brooklyn Park Neighborhood Transportation Study to improve public safety and accessibility, with a focus on the Ritchie Highway Corridor.	BE15.2	CI	DPW, OOT, DRP	Mid-Term	Complete implementation of ongoing transportation mobility initiatives.
BE 42	Implement the recommendations from the Brooklyn Park Elementary School Safe Routes to School assessment.	BE15.1	CI	AACPS, OOT, DPW, AACPS	Short-Term	Status of improvements.
BE 43	Complete a Safe Routes to Schools plan for all schools in Brooklyn Park.	BE15.1	PSI	DPW, OOT, AACPS	Short-Term	Status of plan.
BE 44	Develop pedestrian connections between schools, parks, and youth centers.	BE15.2	CI	DPW, OOT, AACPS, DOAD	Short-Term	Status of improvements.
BE 45	Create new parks and/or trails at the following locations: a. Arundel Hills Park to North County High School b. Cabin Branch Creek to North County High School and the BWI Trail c. 1st Avenue d. Broadview Boulevard e. Greenwood Avenue f. Public transit stations to the B&A Trail g. Camp Meade Road/MD 170 near I-695	BE15.2	CI	DPW, DRP	Mid-Term	Number of new parks and/or new trails.
BE 46	Install lighting and other safety improvements for commuters along the BWI Trail.	BE15.1	CI	DPW, OOT, DRP, MDOT	Mid-Term	Number of new safety improvements.
BE 47	Create a wayfinding program for communities in Region 1.	BE13.3	PSI	OPZ, OOT, DRP	Mid-Term	Status of study and implementation of program.

Implementation Matrix						
<small>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PIJ - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</small>						
Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures		
BE 48	Ensure the newly constructed Key Bridge and access points include bicycle and pedestrian facilities.	DPW, OOT, MDTA, DRP	Mid-Term	Construction of bicycle and pedestrian facilities.		
BE 49	Undertake a study to reevaluate the Scenic and Historic Roads inventory to identify if protection of certain roads is still warranted. Study should take into account safety, pedestrian and bicycle, and traffic improvements. Establish clear eligibility criteria and create a mechanism for assessing and listing or delisting roads.	OPZ, OOT,	Short-Term	Status of study.		
 Healthy Communities						
Region 1 Strategies						
HC 1	Prioritize sidewalk and trail connections between public parks, such as Cabin Branch Park, and residential neighborhoods to increase the opportunity for people to walk and bike to parks.	OOT, DPW, DRP	Mid-Term	Number of linear feet of sidewalk or trail connections created.		
HC 2	Identify opportunities to convert vacant or underutilized properties into pocket parks, such as sites identified in the Brooklyn Park Blue Green Master Plan, to give more people opportunities to access green spaces within walking distance from where they live or work.	DRP, OPZ, BWPR, I&P	Mid-Term	Number of properties identified and converted into public open spaces.		
HC 3	Create new recreational facilities, such as a skate park and parks with walking trails, in Region 1 and specifically the Brooklyn Park community.	DRP, DPW	Mid-Term	Number of new recreational facilities.		
HC 4	Complete design and construction of the community center at Brooklyn Heights Park. Continue to engage the community so the design and programming meet the needs of youth, seniors, and families.	DRP, DPW	Short-Term	Completion of new building.		
HC 5	Create more water access and more cartop boat launches in Region 1.	DRP, DPW	Mid-Term	Number of new facilities.		
HC 6	Identify opportunities for expanded greenspace in proximity to schools.	DRP, AACPS, OPZ	Mid-Term	Additional acreage converted to greenspace.		
HC 7	Identify and create additional amenities along the BWI Trail.	DRP, MDOT	Short-Term	Number of amenities added to the trail.		

Implementation Matrix						
<small>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PIJ - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</small>						
Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures		
HC 8	Formalize parking and develop a trailhead for the BWI Trail on Newport Road.	DRP, DPW	Mid-Term	Construction of new facilities at that location.		
HC 9	Build a new Northern District Police Station to meet the needs of the police force and the community.	PD, DPW	Short-Term	Completion of new building.		
HC 10	Continue funding to plan and construct the new County 911 Joint Emergency Operations Center to combine police and fire response into one unified operation at a modernized center.	OEM, PD, FD	Short-Term	Improved emergency response times.		
HC 11	Create improved lines of communication between Baltimore City and Anne Arundel County to address issues with emergency response services.	OEM, PD, FD	Short-Term	Improved emergency response times.		
HC 12	Explore opportunities to integrate Crime Prevention Through Environmental Design (CPTED) into development and capital projects.	OPZ, I&P	Short-Term	Crime statistics have decreased.		
HC 13	The County and State should identify strategies to increase safety at the Cromwell and Linthicum Light Rail Stations.	PD, MDOT	Short-Term	Crime statistics have decreased.		
HC 14	Identify strategies to mitigate litter and support local organizations in environmental cleanup efforts by providing logistical support for litter pickup and disposal with a focus on Brooklyn Park, as resources allow.	DPW, BWPR	Short-Term	Number of community cleanup events hosted each year, and amount of litter collected.		
HC 15	Support community members in establishing community gardens and planting orchards to increase access to healthy foods and build relationships and skills. Potential locations could include community open space parcels, churches, and grounds of public properties such as parks and libraries.	DRP, DPW	Short-Term	Number of community gardens has increased.		
HC 16	Utilize available and create new business incentives to attract a grocery retailer to Brooklyn Park.	AAEDC, OPZ	Short-Term	Number of grocery stores in Brooklyn Park has increased.		

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<p>Healthy Economy</p> <p>Region 1 Strategies</p>						
HE 1	Promote redevelopment of vacant or underutilized properties to improve stormwater management and create housing opportunities, particularly in Brooklyn Park.	HE1.2	PJI	AAEDC, BWPR, OPZ	Short-term	Number of facilities improved.
HE 2	Attract science and technology based employers to the office parks surrounding BWI Marshall Airport and future redevelopment sites such as the U.S. Army Depot and Brandon Shores site.	HE2.2	PPI	AAEDC, OPZ	Short-Term	Number of business openings.
HE 3	Expand workforce development and job placement programs to support science and technology employers around BWI Marshall Airport and Curtis Bay.	HE2.1	PPI	AAWDC, AAEDC	Short-Term	Number of people graduating from AAWDC training programs.
HE 4	In the Brooklyn Park Sustainable Community Area, increase the presence of Anne Arundel Workforce Development in the community to provide additional on-site workforce development activities, including recruitment services, job fairs, and worker training.	HE2.1	PPI	AAWDC, AAEDC	Short-Term	Increased workforce development activities are held in the Brooklyn Park community.
HE 5	Expand marketing and outreach efforts to increase redevelopment financial incentives such as the Arundel Community Reinvestment (ACR) loan program and tax credits in Brooklyn Park and the Fort Smallwood Road Commercial Revitalization Area to promote redevelopment of vacant and underutilized properties.	HE2.1	PPI	AAEDC, OPZ	Short-Term	Number and amount of financial incentives offered in Region 1 Commercial Revitalization Areas.
HE 6	Identify grant opportunities to rehabilitate commercial shopping centers at the light rail stations.	HE2.1	FS	Local Chamber, OPZ	Short-Term	Number of properties applied for and received grants.
HE 7	In the Brooklyn Park Sustainable Community Area, market business loan products and other financial assistance to local businesses to encourage reinvestment.	HE2.1	FS	AAEDC, AAWDC	Short-Term	Number of outreach efforts.
HE 8	In the Brooklyn Park Sustainable Community Area, create partnerships with private stakeholders including realtors, lenders, business owners, and developers to focus attention on priority commercial sites for new business attraction and expansion.	HE2.2	PPI	AAEDC	Short-Term	Vacant and underutilized commercial retail and office space has been occupied.

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<p>Healthy Economy</p> <p>Region 1 Strategies</p>						
HE 9	In the Brooklyn Park Sustainable Community Area, continue collaborative efforts with AAEDC, AAWDC, the Northern Anne Arundel County Chamber of Commerce, and other business advocates to market and expand programs and services that support local businesses and promote business retention and expansion and employment opportunities.	HE2.1	PPI	AAWDC, AAEDC	Short-Term	Increased programs and services.
HE 10	The County should work with the federal government to surplus the U.S. Army Depot property and support public private partnerships to remediate and redevelop the property. Future use of the property could include warehouse, distribution, technology firms, and manufacturing along with open space conservation and habitat restoration. The property could also allow for public water access.	HE1.3	PPI	AAEDC, REAL, DRP, OPZ	Mid-Term	Status of redevelopment efforts.
HE 11	Initiate actions toward obtaining the designation of Brooklyn Park as a State Arts and Entertainment District.	HE2.2	PPI	OPZ, AAEDC	Mid-Term	Status of designation.
HE 12	Invest in public art and green spaces in Brooklyn Park to improve the quality of life and promote economic development. Partner with the State of Maryland and local organizations to award and implement Spruce Up Grant projects.	HE5.1	PPI	ACDS, AAEDC, OPZ, DRP	Short-Term	Number and type of art and green space projects implemented.

Page left intentionally blank

Glossary

Adequate Public Facilities (APF): Ordinance to provide a growth management process that will enable the County to provide adequate public schools, roads, and other infrastructure facilities in a timely manner and achieve General Development Plan (GDP) growth objectives.

Affordable Housing: Defined in the County Code as:

- I. Housing that complies with the requirements for workforce housing listed in Title 10 of Article 18 of the County Code; or
- II. 1. For which there are recorded restrictive covenants on the property for at least 30 years restricting occupancy to income eligible households; and
2. The housing is financed, in whole or part, through the U.S. Department of Housing and Urban Development funding, low income housing tax credit program, Maryland Community Development Administration's Rental Housing Development Programs, Anne Arundel County Affordable Housing Trust Funds, or a combination of these funds and programs.

Bulk Regulations: Controls on building size, placement and coverage through floor-area ratio (FAR), height, setback and open area regulations, as set forth in Article 18 of the County Code.

Commercial Revitalization Areas: Areas adopted as overlay zones in the County Code (Article 18, Title 14, Subtitle 3). The areas are allowed expanded uses and greater development flexibility to encourage redevelopment of vacant properties.

Communities of Opportunity: Areas that have strong schools, strong housing markets, low concentrations of poverty, and healthy economic characteristics.

Conservation Easement: A voluntary legal agreement between a landowner and a government agency or land trust that permanently limits future development of the land to protect its conservation values.

Corridor Revitalization and Redevelopment Overlay: Applied to only those areas in the County that are designated as a Commercial Revitalization Area per Article 18, Title 14, Subtitle 3 of the County Code and are located in a non-targeted growth Development Policy Areas. Commercial revitalization areas improve communities, reduce blighted areas, increase property values, and reduce sprawl by allowing expanded uses and greater development flexibility.

Critical Corridor Development Policy Area: Existing, developed areas along major roads where opportunities to improve safety and mobility exist. These areas often form the economic center of a community. Redevelopment that improves multi-modal outcomes and preserves adjacent neighborhoods is encouraged.

Critical Economic Development Policy Area: Existing or planned regional-scale destinations, employment centers, or areas supporting the County's major economic drivers. They have primarily industrial, commercial, and mixed land uses within the Priority Funding Area, with flexible land use policies to facilitate business growth and job creation.

Density: The number of residential dwelling units per acre of land.

Density Bonus: An incentive-based tool that permits a developer to increase the maximum allowable density on a site in exchange for including features that help meet specified public policy goals.

Design Guidelines: Standards for architecture and site design that allow for diversity of development while promoting specific qualities that are unique to a given neighborhood or community.

Equity: A condition of parity between different demographic and socioeconomic groups that is achieved by intentionally improving quality of life for populations that are underserved, under-resourced, and vulnerable.

Goal: A general, overall, and ultimate purpose, aim, or end toward which the County will direct effort. Goals should seek to provide an answer to the question: "What does this Region community want to be?"

Green Infrastructure Network: The largest, connected natural areas and open spaces in the County. The Network includes both public and private land. Some private properties in the Network are conserved through agricultural and conservation easements or through the development review process as open space and floodplains and forest conservation easements. The Network also includes privately owned land without special protections.

Historic Preservation Tax Credit Program: Established "Landmark" buildings and districts and provides a property tax credit in the amount of 25% of qualified expenses for certain historic residential or income-producing properties, or 5% for a qualified new construction in a Landmark Historic District. See § 4-2-312 of the County Code.

Historic Resources, County Inventory of: Properties listed on the Maryland Inventory of Historic Properties, the National Register of Historic Places or the National Register of Historic Landmarks. Historic resources consist of properties, buildings, structures, districts, and archaeological sites that represent County history, that are associated with the lives of historically significant persons, that have historically significant architectural value, or that are capable of yielding information important to the County's history or prehistory.

Housing, Workforce and Affordable: The term "workforce and affordable housing" is used throughout this plan to describe housing that meets the requirements of the County's Workforce Housing policy, defined above, in addition to housing that is income-restricted to serve low- and very-low income households. Low- and very-low income households are those earning less than 60% of Area Median Income as adjusted for household size for the Baltimore Primary Metropolitan Statistical Area.

Inclusive Ventures Program: An Anne Arundel Economic Development Corporation (AAEDC) program that seeks to help small, minority, woman, and Veteran-owned businesses in Anne Arundel County succeed and grow.

Income-Restricted Housing: Refers to housing that is limited to tenants earning below certain total household income percentages of the area median income.

Land Use, Existing: Existing land use in the County reflects how land is currently being used. It establishes a reference point for identifying areas suitable for change and redevelopment or areas appropriate for preservation.

Land Use, Planned: Planned land use is a policy guide for how the County and its residents envision the future use of the land to be in order to promote a more desirable outcome. State law mandates that zoning be compatible with planned land use.

Low Income Housing Tax Credit: The low-income housing tax credit (LIHTC) program is the federal government's primary policy tool for encouraging the development and rehabilitation of affordable rental housing. The program awards developers federal tax credits to offset construction costs in exchange for agreeing to reserve a certain fraction of units that are rent-restricted for lower-income households. Though a federal tax incentive, the program is primarily administered by state housing finance agencies (HFAs) that award tax credits to developers.

Microtransit: Smaller-scale transit services that can fill service gaps in public transportation routes. Micro-transit routes can be flexible and on-demand, or operate along a fixed route and schedule.

Missing Middle Housing: "Missing middle" is a commonly-used term that refers to the range of housing types that fit between single-family detached homes and mid-to-high-rise apartment buildings. Examples include duplexes, triplexes, townhomes, and more. Used in this context, "middle" references the size and type of a home, relative to its location – in the middle – on a housing scale spectrum. The cost of these homes vary based on style, size, location, and market forces; therefore missing middle housing types do not correlate with a specific income bracket.

Mixed-Use: A development or project that blends two or more residential, civic/institutional, commercial, office, or other uses. Vertical mixed-use refers to one building that includes two or more uses. Horizontal mixed-use refers to a site or area that may have multiple uses, such as when the uses are in individual buildings located near each other.

Mixed-Use Overlay: Existing (mixed-use zoning districts) or planned (mixed-use planned land use) mixed-use areas located in non-targeted growth Development Policy Areas. Generally walkable, vertically or horizontally mixed-use areas that are suburban (townhomes or multifamily) or village-like in character.

Moderately Priced Dwelling Unit (MPDU): Housing unit developed under governmental programs or private initiatives to assist families of low or moderate income, which is sold or rented at a cost that does not exceed a maximum price or rent established by the County.

Move Anne Arundel Plan: Anne Arundel County's Transportation Final Master Plan (TFMP). The goal of the TFMP is to identify, analyze and understand the relationship between land use patterns and the mobility and accessibility constraints and opportunities within the County. The document provided by this effort shall be a logical, cohesive and comprehensive assessment of multimodal transportation issues, opportunities and recommendations in Anne Arundel County that will be programmed to the year 2045.

Multimodal Transportation: Consideration for multiple modes of transportation, including bus, train, bicycling, walking, rolling, ride-hailing, and/or other means of mobility, including automobile.

Neighborhood Preservation Development Policy Area: Existing, stable residential communities and natural areas (may include local commercial and industrial uses) that are not intended for substantial growth or land use change, but may have specific areas targeted for revitalization. Development is limited to infill and redevelopment that must be compatible with the existing neighborhood character. Public infrastructure exists but may need capacity improvements.

Nuisance Flooding: High-tide flooding that causes public inconvenience.

Plan2040: Anne Arundel County's Master General Development Plan, which sets the 20-year policy framework to protect the County's natural environment, shape development of the built environment, provide public services to promote healthy communities, and support a diverse, resilient economy. The County Council adopted Plan2040 in May 2021.

Property, Underutilized: Those with an assessed value of improvements over \$10,000 but less than the base land-assessed value.

Property, Vacant: Those with an assessed value of improvements of less than \$10,000.

Public Facility: Essential facilities provided to the public. Some, such as public roads, emergency services, stormwater management systems, and public schools, are part of Adequate Public Facilities (APF) testing in the development process. Other public facilities, such as public libraries, the community college, and parks, are not part of APF testing, but are still monitored by the government to ensure their ability to meet the needs of residents.

Redevelopment: New construction on a site that has pre-existing uses or renovation of existing uses on a site.

Resilience Authority of Annapolis and Anne Arundel County: A multi-jurisdictional office that plans, funds, and completes infrastructure projects that mitigate current and anticipated effects of climate change.

Road Functional Classification: Identifies current and future highway and road proposals throughout the County. Roadways are identified by their functional classification, which is the grouping of highways, roads and streets by the character of service they provide. These classifications reflect the utility of various facilities and generally determines the design of the roadway.

Safe Routes to School: These programs are federally-funded, sustained efforts by community members and governments to enable and encourage children to safely walk, roll, or bicycle to school. Federal funds allocated to this program are reimbursable and available for infrastructure and non-infrastructure projects that benefit elementary and middle school children in grades K-8.

Scenic and Historic Roads: A road shown on the official map entitled "Scenic and Historic Roads, 2006" adopted by the County Council. Legislation protects the scenic and historic fabric of the

landscape of Anne Arundel County through regulating development along the County's 150+ designated Scenic and Historic Roads.

Sense of Place: A feeling of connection to a place, where people have positive associations with and ascribe meaning to a place based on memorable experiences; a "community feel."

Setback: The minimum distance between a lot line and a structure.

Strategy: A specific action to be taken by the County government to implement the Region Plan goals, such as the adoption of a new ordinance or implementation of a new County program. Strategies should be in response to the question, "How does this help implement the goals?"

Subdivision: Involves the process of dividing property into two or more lots of record. Applications are classified as either Subdivision or Minor Subdivision. Minor subdivisions are those that generally consist of five residential lots or fewer (including any existing developed lot). Subdivisions are generally those existing or proposed subdivisions that consist of more than five residential lots.

Targeted Development, Redevelopment and Revitalization Development Policy Area: A County designation that promotes public and private investment in designated Town Centers, Commercial Revitalization Areas and Sustainable Communities. Also known as "Targeted Growth Areas."

Town Center Development Policy Area: As designated in Plan2040, existing or planned compact, walkable, pedestrian-oriented, higher-density residential and nonresidential mixed-use areas within the Priority Funding Area that take the most urban form in character within the County. Town Centers are focused and encouraged to take advantage of existing infrastructure. Implementation is guided by a town center master plan.

Transit-Oriented Development (TOD): Transit-Oriented Policy Development Overlay Area: A Plan2040 designation. Compact, walkable, pedestrian-oriented, mixed-use areas that are within a half-mile of an existing or planned transit station and compatible with the underlying Policy Area and surrounding community.

Transit-Oriented Policy Development Overlay Area: A Plan2040 designation. Compact, walkable, pedestrian-oriented, mixed-use areas that are within a half-mile of an existing or planned transit station and compatible with the underlying Policy Area and surrounding community. There are three Transit-Oriented Policy Overlays in Region 2 at the Dorsey, Savage, and Laurel Racetrack MARC Stations.

Use, Conditional: A use that is permitted subject to compliance with a set of conditions or requirements set forth in the zoning ordinance.

Use, Permitted: A use that is permitted by right within a zoning district.

Use, Special Exception: A use permitted within a zoning district, but subject to certain specific conditions. An applicant must demonstrate compliance with the conditions during a public hearing before the County Administrative Hearing Officer.

Village Center Development Policy Area Overlay: Existing or planned; walkable, pedestrian-oriented, mixed-use areas that are suburban or rural in character compatible with the underlying Policy Area and surrounding community; development and redevelopment is oriented toward the community, enhances community heritage, and is implemented by a village sector plan.

Vision of the Region: A statement of philosophy and basic community values and aspirations for the future of the Region that sets the overall goals, policies, and strategies in Region Planning. The Vision is supported by the five Plan2040 Themes.

Walk and Roll Anne Arundel Plan: The plan builds on recommendations established in Move Anne Arundel, Transportation Functional Master Plan (TFMP). The goals and strategies are to prioritize a safe and comfortable walking network between essential destinations throughout the County, ensure that vulnerable populations have access to active transportation infrastructure, recommend infrastructure proven to reduce crashes, and to identify policy recommendations to promote the construction of safe accessible, and direct walking and rolling infrastructure.

Workforce Housing: A conditional use, requiring deed- and income-restricted dwelling units wherein 60% of rental units are occupied by households whose income does not exceed 60% Area Median Income, and 40% of homeowner units are occupied by households whose income does not exceed 100% Area Median Income. Area Median Income is adjusted for household size for the Baltimore Primary Metropolitan Statistical Area, as defined and published annually by the United States Department of Housing and Urban Development.

Zoning: Requirements in County Code that specify allowed types of uses regulates the bulk and shape of buildings, and where buildings can be situated on property lots, among other characteristics of development. For example, different zoning allows for different uses, setbacks from the street, maximum heights of buildings, or minimum sizes of lots. Zoning must be compatible with planned land use.

Relevant Plans

This section includes additional reports and plans that have been adopted or are in progress since Plan2040.

Plan2040 Annual Progress Report: The Annual Progress Report provides summary statistics on the status of the Plan2040 Goals, Policies, and strategies as of the end of calendar year 2022. It also highlights some of the achievements that occurred in 2022. The appendix provides a brief update on all of the 400+ strategies with descriptions and performance measures.

Vision Zero: Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. In January 2022, the Office of Transportation released a Vision Zero Draft Plan.

Walk & Roll Anne Arundel: The recent update to the Pedestrian and Bicycle Master Plan, is a vision for walking, bicycling, and rolling using a connected network of streets and trails where it's safer, easier, and more comfortable to get around outside of a vehicle. The plan builds upon Move Anne Arundel!, the County's recently adopted transportation master plan, as well as the previous 2003 and 2013 Pedestrian and Bicycle Master Plans.

Land Preservation, Parks, and Recreation Plan (LPPRP): Developed by the Anne Arundel County Department of Recreation and Parks, the LPPRP serves as a guide for land preservation and for parks and recreation planning, park development, program improvements, and decision making.

Green Infrastructure Master Plan: The County's Green Infrastructure Master Plan supports the LPPRP and is a technical guide to conserving and adding green spaces throughout the County. The plan identifies a Green Infrastructure Network— large, connected, natural lands that work together to protect environmental and community health— and identifies strategies to maintain and expand the Network where possible.

Poverty Amidst Plenty: The purpose of this report is to provide an overview of the issues in Anne Arundel County that impact the economy and quality of life. The report intends to increase knowledge and awareness as well as to frame informed discussions about persistent local trends and needs.

DPA, DPAO, and PLU Changes

The following tables detail the key changes to the Development Policy Area, Development Policy Area Overlays, and Planned Land Use maps from the maps in Plan 2040. Changes initiated by owner application, by OPZ staff recommendation, by SAC recommendation, PAB recommendation are included.

The land use changes set forth in the columns entitled "Final Recommendation" shall become effective upon approval and enactment of this Plan, except where the designation is amended in the column entitled "Council Amendments". In that case, the designation changes that become effective upon approval and enactment of this Plan shall be those set forth in the column entitled "Council Amendments". This Region Plan and amendments to the maps herein shall be considered amendments to Plan 2040, until adoption of the next General Development Plan in accordance with § 18-2-103(e)(5) of the County Code.

Page left intentionally blank

Development Policy Area and Development Policy Area Overlay Changes

Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map (s)	Parcel(s)	Lot(s)	Acres *Change Acres (if different)	Plan2040 Development Policy Area (DPA) / DPA Overlay (DPAO)	SAC Rec. DPA/O	SAC Justification	PAB Rec. DPA/O	Final Rec. DPA/O	Final Justification	Council Amendment
BROOKLYN PARK	DPA-R1-BLP-0100	E THOMAS AVE	1	28	1	70.46	Neighborhood Preservation	Critical Economic	SAC agrees with OPZ recommendation.	Critical Economic	Critical Economic	This change to add this area to the Critical Economic Development Policy Area reflects the existing industrial uses and is consistent with Plan2040 Goal BE6 by promoting and facilitating economic growth and job creation within Critical Economic Development Policy Areas.	
		8 E THOMAS AVE		31	2								
		10 THOMAS AVE		113	3								
		11 THOMAS AVE		114	4								
		14 THOMAS AVE		115	5								
		16 THOMAS AVE		117	6								
		20 E THOMAS AVE		118	16								
		24 E THOMAS AVE		120	17								
		25 E THOMAS AVE		123	18								
		28 E THOMAS AVE		124	19								
		31 E THOMAS AVE		124	21								
		34 E THOMAS AVE		125	22R								
		34 E THOMAS AVE		126	23								
		37 E THOMAS AVE		127	31								
		37 E THOMAS AVE		131	32								
		44 E THOMAS AVE		132	33								
		46 E THOMAS AVE		133	33								
		47 E THOMAS AVE		140	B2R								
		49 E THOMAS AVE		141	A								
		50 E THOMAS AVE		142									
		51 E THOMAS AVE		143									
		67 E THOMAS AVE		144									
		221 EAST THOMAS AVE		150									
		222 E THOMAS AVE		188									
		5501 BELLE GROVE RD		189									
		5525 BELLE GROVE RD		191									
5601 BELLE GROVE RD	258												
5615 BELLE GROVE RD	278												
5619 BELLE GROVE RD	297												
5622 BELLE GROVE RD	388												
5633 BELLE GROVE RD	405												
43 PEBBLE DR	406												
47 PEBBLE DR	407												
48 PEBBLE DR	409												
49 PEBBLE DR	410												
50 PEBBLE DR	411												
51 PEBBLE DR	615												
52 PEBBLE DR													
54 PEBBLE DR													
56 PEBBLE DR													
1	DPA-R1-BLP-0101	FAIRFAX AVE ARUNDEL BLVD	5	53 247	-	102.12	Neighborhood Preservation	Critical Economic	SAC agrees with OPZ recommendation.	Critical Economic	Critical Economic	This change to add this area to the Critical Economic Development Policy Area reflects the anticipated conditions and Plan2040 Planned Land Use. The recommendation is also consistent with Plan2040 Goals BE5 and BE6 by providing an opportunity to promote economic growth and encourage high quality redevelopment in the Targeted Development Policy Areas.	
CURTIS BAY	DPA-R1-CSB-0100	708 E ORDINANCE RD	5	2	-	489.83	Neighborhood Preservation	Critical Economic	SAC agrees with OPZ recommendation.	Critical Economic	Critical Economic	This change to add this area to the Critical Economic Development Policy Area is consistent with Plan2040 Goals BE5 and BE6 by providing an opportunity to promote economic growth and encourage high quality redevelopment in the Targeted Development Policy Areas.	
		706 E ORDINANCE RD		52									

Development Policy Area and Development Policy Area Overlay Changes

Council District	Change ID Number	Address(es)	Tax Map (s)	Parcel(s)	Lot(s)	Acres *Change Acres (if different)	Plan2040 Development Policy Area (DPA) / DPA Overlay (DPAO)	SAC Rec. DPA/O	SAC Justification	PAB Rec. DPA/O	Final Rec. DPA/O	Final Justification	Council Amendment
CURTIS BAY	DPA-R1-CSB-0101	BRANDON WOODS BLVD	1	9	1	291.08	Neighborhood Preservation	Critical Economic	SAC agrees with OPZ recommendation.	Critical Economic	Critical Economic	This change to add this area to the Critical Economic Development Policy Area reflects the existing industrial uses and is consistent with Plan2040 Goal BE6 by promoting and facilitating economic growth and job creation within Critical Economic Development Policy Areas.	
		OPEN SPACE		19	1AR								
		PUMP STATION SITE RD		31	2A								
		1000 BRANDON SHORES RD		127	2B								
		1005 BRANDON SHORES RD		154	2C								
		7440 FORT SMALLWOOD RD		266	2D								
		7500 ENERGY CT		278	2E								
		7501 ENERGY CT		279	3								
		7501 RESOURCE CT		3C	3C								
		7505 ENERGY CT		3D	3D								
		7505 RESOURCE CT		3E	3E								
		7509 RESOURCE CT		4	4								
		7519 SOLLEY RD		5A	5A								
		7519 STEENS HILL DR		7R	7R								
		7525 PERRYMAN CT		8RR	8RR								
		7529 PERRYMAN CT		9RR	9RR								
		7533 SOLLEY RD		10R	10R								
		7550 SOLLEY RD		11R	11R								
		7550 PERRYMAN CT		11R	11R								
		7600 ENERGY PKY		12	12								
		7601 BRANDON WOODS BLVD		13	13								
		7601 ENERGY PKY		14R	14R								
		7602 ENERGY PKY		19RR	19RR								
		7603 ENERGY PKY		21R	21R								
		7604 ENERGY PKY		22A	22A								
		7605 ENERGY PKY		A-2B	A-2B								
7606 ENERGY PKY	A-2C	A-2C											
7609 ENERGY PKY	-2C2	-2C2											
7610 BRANDON WOODS BLVD													
7615 ENERGY PKY													
7620 ENERGY PKY													
7621 ENERGY PKY													
7629 GAMBRIILLS COVE													
7630 GAMBRIILLS COVE RD													
7633 GAMBRIILLS COVE RD													
7635 GAMBRIILLS COVE RD													
7633 SOLLEY RD													
1	DPA-R1-CSB-0102	701 ORDINANCE RD 703 ORDINANCE RD 705 ORDINANCE RD 707 ORDINANCE RD 709 ORDINANCE RD 711 ORDINANCE RD 713 ORDINANCE RD 715 ORDINANCE RD 719 ORDINANCE RD 721 ORDINANCE RD	5	286	1 - 10	50.77	Neighborhood Preservation	Critical Economic	SAC agrees with OPZ recommendation.	Critical Economic	Critical Economic	This change to add this area to the Critical Economic Development Policy Area is consistent with BE5 by promoting and facilitating economic growth and job creation within Critical Economic Development Policy Areas.	
FERNDALE	DPA-R1-FND-0100	1 WELLS AVE	9	45	1	5.75	Neighborhood Preservation	Critical Economic	SAC agrees with OPZ recommendation.	Critical Economic	Critical Economic	This change to add this area to the Critical Economic Development Policy Area reflects the existing industrial uses and is consistent with Plan2040 Goal BE6 by promoting and facilitating economic growth and job creation within Critical Economic Development Policy Areas.	
		7173 BALTIMORE ANNAPOLIS RD		181	7								
		7281 BALTIMORE ANNAPOLIS BLVD		106	J								
		48 BREMER DR		203									
1	DPAO-R1-FND-0100	200 DORSEY RD	9	118	-	8.04	None	Transit-Oriented Overlay	Transit-Oriented Overlay	Transit-Oriented Overlay	This change to expand the Transit-Oriented Development Policy Area Overlay supports the vision of future mixed-use at the Cromwell Light Rail Station and is consistent with the Plan2040 Goal BE9 to promote and encourage a mix of uses near transit stations.		

Development Policy Area and Development Policy Area Overlay Changes Since Plan2040

Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map (s)	Parcel(s)	Lot(s)	Acres *Change Acres (if different)	Plan2040 Development Policy Area (DPA) / DPA Overlay (DPAO)	SAC Rec. DPA/O	SAC Justification	PAB Rec. DPA/O	Final Rec. DPA/O	Final Justification	Council Amendment							
1 FERRDALE	DPAO-R1-FND-0101	132 RTH AVE	9	46	1	39.89	None	Corridor Revitalization and Redevelopment Overlay	SAC agrees with OPZ recommendation.	Corridor Revitalization and Redevelopment Overlay	Corridor Revitalization and Redevelopment Overlay	This new Corridor Revitalization and Redevelopment Policy Area Overlay designation will identify designated Commercial Revitalization Districts as targeted development, redevelopment and revitalization growth areas where they are currently not designated as such in Plan2040, consistent with Plan2040 Goals BE5 and HE5 by providing an opportunity for a variety of housing types and focusing on encouraging revitalization in targeting areas and enhancing commercial hubs and corridors to serve local communities and regional needs.								
		150 FENROD CT		58	4															
160 FENROD CT	119	5																		
166 FENROD CT	129	5A																		
175 FENROD CT	655	6																		
180 EIGHTH AVE		8																		
180 FENROD CT		10																		
190 FENROD CT		11																		
200 FENROD CT		13A																		
7221 GRAYBURN DR FLOOD PLAINS																				
10 VERNON AVE	5	114		1	11.45									None	Corridor Revitalization and Redevelopment Overlay	SAC agrees with OPZ recommendation.	Corridor Revitalization and Redevelopment Overlay	Corridor Revitalization and Redevelopment Overlay	This new Corridor Revitalization and Redevelopment Policy Area Overlay designation will identify designated Commercial Revitalization Districts as targeted development, redevelopment and revitalization growth areas where they are currently not designated as such in Plan2040, consistent with Plan2040 Goals BE5 and HE5 by providing an opportunity for a variety of housing types and focusing on encouraging revitalization in targeting areas and enhancing commercial hubs and corridors to serve local communities and regional needs.	
13 WELHAM AVE		167		2																
14 WELHAM AVE N W		265		3																
1410 CRAIN HWY N		308	7																	
1412 CRAIN HWY		310	8																	
1414 CRAIN HWY N		311	11																	
3 VERNON AVE			11																	
5 VERNON AVE			12R																	
11 VERNON AVE																				
6730 RITCHE HWY																				
6734 RITCHE HWY																				
6736 RITCHE HWY																				
6800 RITCHE HWY																				
1 HANOVER	DPA-R1-HAN-0100	7212 RACE RD	8	450	-	1.30	Neighborhood Preservation	Critical Economic	Critical Economic	Critical Economic	Critical Economic	This change to add this area to the Critical Economic Development Policy Area reflects the area transitioning to industrial uses and is consistent with Plan2040 Goal BE6 by promoting and facilitating economic growth and job creation within Critical Economic Development Policy Areas.								

Development Policy Area and Development Policy Area Overlay Changes Since Plan2040

Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map (s)	Parcel(s)	Lot(s)	Acres *Change Acres (if different)	Plan2040 Development Policy Area (DPA) / DPA Overlay (DPAO)	SAC Rec. DPA/O	SAC Justification	PAB Rec. DPA/O	Final Rec. DPA/O	Final Justification	Council Amendment
1 HANOVER	DPA-R1-HAN-0101	RIDGE RD	8	48	1 - 62	4.96	Critical Economic	Neighborhood Preservation	SAC agrees with OPZ recommendation.	Neighborhood Preservation	Neighborhood Preservation	This change to add this area to the Neighborhood Preservation Development Policy Area is consistent with Plan2040 Goal BE3 which recognizes and preserves an existing community.	
		1305 BRULEY RD		606									
		1307 BRULEY RD		601									
		1309 BRULEY RD											
		1311 BRULEY RD											
		1313 BRULEY RD											
		1315 BRULEY RD											
		1317 BRULEY RD											
		1319 BRULEY RD											
		1323 BRULEY RD											
		1325 BRULEY RD											
		1327 BRULEY RD											
		1329 BRULEY RD											
		1331 BRULEY RD											
		1333 BRULEY RD											
		1335 BRULEY RD											
		1407 STRAHORN RD											
		1409 STRAHORN RD											
		1411 STRAHORN RD											
		1413 STRAHORN RD											
		1415 STRAHORN RD											
		1419 STRAHORN RD											
		1421 STRAHORN RD											
		1423 STRAHORN RD											
		1425 STRAHORN RD											
		1427 STRAHORN RD											
		1429 STRAHORN RD											
		1430 STRAHORN RD											
		1431 STRAHORN RD											
		1432 STRAHORN RD											
		1433 STRAHORN RD											
1436 STRAHORN RD													
1437 STRAHORN RD													
1438 STRAHORN RD													
1439 STRAHORN RD													
1440 STRAHORN RD													
1441 STRAHORN RD													
1442 STRAHORN RD													
1443 STRAHORN RD													
1444 STRAHORN RD													
1445 STRAHORN RD													
1446 STRAHORN RD													
1448 STRAHORN RD													
1449 STRAHORN RD													
1450 STRAHORN RD													
7505 MUNDELL RD	8	279	-	0.98	Neighborhood Preservation	Critical Economic	SAC agrees with OPZ recommendation.	Critical Economic	Critical Economic	Critical Economic	This change to add this area to the Critical Economic Development Policy Area reflects the area transitioning to industrial uses and is consistent with Plan2040 Goal BE6 by promoting and facilitating economic growth and job creation within Critical Economic Development Policy Areas.		
7507 MUNDELL RD													
7509 MUNDELL RD													
7511 MUNDELL RD													
7512 MUNDELL RD													
7513 MUNDELL RD													
7515 MUNDELL RD													
7519 MUNDELL RD													
7521 MUNDELL RD													
7523 MUNDELL RD													
7525 MUNDELL RD													
7527 MUNDELL RD													
1 HANOVER	DPA-R1-HAN-0102	RACE RD	8	279	-	0.98	Neighborhood Preservation	Critical Economic	Critical Economic	Critical Economic	This change to add this area to the Critical Economic Development Policy Area reflects the area transitioning to industrial uses and is consistent with Plan2040 Goal BE6 by promoting and facilitating economic growth and job creation within Critical Economic Development Policy Areas.		

Development Policy Area and Development Policy Area Overlay Changes Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map (s)	Parcel(s)	Lot(s)	*Change Acres (if different)	Plan2040 Development Policy Area (DPA) / DPA Overlay (DPAO)	SAC Rec. DPA/O	SAC Justification	PAB Rec. DPA/O	Final Rec. DPA/O	Final Justification	Council Amendment	
LINTHICUM HEIGHTS	1	DPA-R1-LHS-0100	4A	5	-	0.19	Critical Economic	Neighborhood Preservation	SAC agrees with OPZ recommendation.	Neighborhood Preservation	Neighborhood Preservation	This change to add this area to the Neighborhood Preservation Development Policy Area reflects the preservation use and is consistent with Plan2040 Goal NE1 which seeks to preserve areas with environmentally sensitive resources.		
	1	DPA-R1-LHS-0101	4A	5	-	7.18	Critical Economic	Neighborhood Preservation	SAC agrees with OPZ recommendation.	Neighborhood Preservation	Neighborhood Preservation	This change to add this area to the Neighborhood Preservation Development Policy Area reflects the preservation use and is consistent with Plan2040 Goal NE1 which seeks to preserve areas with environmentally sensitive resources.		
	1	DPA-R1-LHS-0102	MARYLAND AVE WHITE AVE	4	111	36 38 42	7.21	Neighborhood Preservation	Critical Economic	SAC agrees with OPZ recommendation.	Critical Economic	Critical Economic	This change to add this area to the Critical Economic Development Policy Area reflects the existing industrial PLU and is consistent with Plan2040 Goal HE1 by promoting economic development that supports smart growth and provides opportunities for all County residents.	
	1	DPA-R1-LHS-0103	505 FLIGHTIME DR 800 CAMP MEADE RD 804 CAMP MEADE RD 820 CAMP MEADE RD 7032 ELM RD	4 9	36 114 458 585 624	1 A	31.38	Neighborhood Preservation	Critical Economic	SAC agrees with OPZ recommendation.	Critical Economic	Critical Economic	This change to add this area to the Critical Economic Development Policy Area reflects the existing industrial uses and is consistent with Plan2040 Goal BE6 by promoting and facilitating economic growth and job creation within Critical Economic Development Policy Areas.	
	1	DPA-R1-LHS-0104	849 HAMMONDS FERRY RD	1	4	-	7.40	Neighborhood Preservation	Critical Economic	SAC agrees with OPZ recommendation.	Critical Economic	Critical Economic	This change corrects the boundary of the Critical Economic Development Policy Area to include this portion of the parcel and is consistent with how the majority of the parcel was designated on the Plan2040 Planned Land Use Map.	
	1	DPA-R1-LHS-0105	5700 HAMMONDS FERRY RD	4	47	1.04	Neighborhood Preservation	Critical Economic	SAC agrees with OPZ recommendation.	Critical Economic	Critical Economic	Critical Economic	This change is a correction to the Development Policy Area Map and is intended to apply one development policy area to the parcel.	

Planned Land Use Changes Since Plan2040

Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	*Change Acres (if different)	Plan2040 PLU	SAC Rec. PLU	SAC Justification	PAB Rec. PLU	Final Rec. PLU	Final Justification	Council Amendment
BROOKLYN PARK	1	PLU-R1-BLP-0001	5	247	-	8.19	Industrial	Low-Medium Density Residential	The change to Low-Medium Density Residential Planned Land Use would provide a buffer between the existing residential uses and the proposed industrial zoning.	Medium Density Residential	Medium Density Residential	This change to Medium Density Residential is consistent with the adopted Zoning and would provide a buffer between the existing residential uses and the proposed industrial zoning.	
	1	PLU-R1-BLP-0100	2	26	17	0.05	Public use	Parks and Open Space	SAC agrees with OPZ recommendation.	Parks and Open Space	Parks and Open Space	This change to Parks and Open Space Planned Land Use is consistent with the existing use as County-owned Riverside Park and with Table 17 in Plan2040, Volume II for public parks and privately-owned areas that provide active and passive recreational amenities.	
	1	PLU-R1-BLP-0102	1	254	1 2	0.31	Low-Medium Density Residential	Conservation	SAC agrees with OPZ recommendation.	Conservation	Conservation	This change to Conservation Planned Land Use is consistent with Plan2040 Goals NE1, NE2 and NE3 to preserve sensitive areas, retain existing forest cover and to expand, enhance, and continue to protect the County's greenways and open space. This property is encumbered by sensitive areas and the change to Conservation is consistent with the existing OS zoning.	
	1	PLU-R1-BLP-0103	1	254	156	0.06	Low-Medium Density Residential	Conservation	SAC agrees with OPZ recommendation.	Conservation	Conservation	This change to Conservation Planned Land Use is consistent with Plan2040 Goals NE1, NE2 and NE3 to preserve sensitive areas, retain existing forest cover and to expand, enhance, and continue to protect the County's greenways and open space. This property is encumbered by sensitive areas and the change to Conservation is consistent with the existing OS zoning.	
	1	PLU-R1-BLP-0104	2	81	-	0.41	Low-Medium Density Residential	Parks and Open Space	SAC agrees with OPZ recommendation.	Parks and Open Space	Parks and Open Space	This change to Parks and Open Space is consistent with the existing use as open space for the Roland Terrace community and with Table 17 in Plan2040, Volume II for public parks and privately-owned areas that provide active and passive recreational amenities.	
	1	PLU-R1-BLP-0105	2	26	8	0.10	Industrial	Commercial	SAC agrees with OPZ recommendation.	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income and a tax base that is sustainable and meets the needs of all residents.	
	1	PLU-R1-BLP-0106	5	19 93	-	124.78	Low-Medium Density Residential	Low Density Residential	SAC agrees with OPZ recommendation.	Low Density Residential	Low Density Residential	This change to Low Density Residential is consistent with the existing use as a cemetery and the existing R1 zoning. Cemeteries are only permitted in R1, RLD and RA zoning districts.	
	1	PLU-R1-BLP-0107	1	254	243	0.15	Low-Medium Density Residential	Conservation	SAC agrees with OPZ recommendation.	Conservation	Conservation	This change to Conservation Planned Land Use is consistent with Plan2040 Goals NE1 and NE2 to preserve sensitive areas and retain existing forest cover. This property is encumbered by sensitive areas and the change to Conservation is consistent with the existing OS zoning.	
	1	PLU-R1-BLP-0108	2	38	-	23.38	Parks and Open Space	Public Use	SAC agrees with OPZ recommendation.	Public Use	Public Use	This change to Public Use Planned Land Use is consistent with Table 17 in Plan2040, Volume II for Government-owned facilities and government reuse facilities not designated as Conservation, Parks and Open Space or Transit. Public Use is also consistent with the existing use as a County-owned Park and Library, and future use to include a community/teen center.	
	1	PLU-R1-BLP-0110	2	28	21 23	0.23	Commercial	Low-Medium Density Residential	SAC agrees with OPZ recommendation.	Low-Medium Density Residential	Low-Medium Density Residential	This change to Low-Medium Density Residential Planned Land Use is consistent with Table 17 in Plan2040, Volume II for density that is between 2 to 5 units per acre. The change to Low-Medium Density Residential is compatible with the surrounding neighborhood.	

Planned Land Use Changes

Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	*Change Acres (if different)	Plan2040 PLU ^ deferred to Region Plans	SAC Rec. PLU	SAC Justification	PAB Rec. PLU	Final Rec. PLU	Final Justification	Council Amendment																																																																																					
1	PLU-R1-BLP-0111A	Baltimore Annapolis Bv 6931 Baltimore Annapolis Blvd 800 Hammonds Ln	4	16 26 352	1 3 5 7 9 11 13 15 17 19 20	101.40	Low-Medium Density Residential	Mixed Use	The change to Mixed-Use planned land use provides a long-term vision for the redevelopment of the site that will provide an opportunity for a future mix of employment, residential, commercial and service uses	Industrial	Industrial	Industrial	The retention and expansion of the industrial planned land use is consistent with Plan2040 Goal HE2 that encourages retention of appropriately zoned land for industrial uses to maintain a balanced tax base.																																																																																					
															1	PLU-R1-BLP-0111B	800 Hammonds Ln Zepelin Ave St Charles Rd	1,4	11 26 610	-	30.78	Low-Medium Density Residential	Mixed Use	The change to Mixed-Use planned land use provides a long-term vision for the redevelopment of the site that will provide an opportunity for a future mix of employment, residential, commercial and service uses	Low-Medium Density Residential	Low-Medium Density Residential	The retention of Low-Medium Density Residential planned land use is consistent with Plan2040 Goal BE11 to provide for a variety of housing types and designs to allow all residents housing choices at different stages of life at all income levels.																																																																							
																													1	PLU-R1-BLP-0111C	700 Hammonds Ln Belle Grove Rd	4	26 31 37	-	37.53	Low-Medium Density Residential	Mixed Use	The change to Mixed-Use planned land use provides a long-term vision for the redevelopment of the site that will provide an opportunity for a future mix of employment, residential, commercial and service uses	Medium Density Residential	Medium Density Residential	This retention and expansion of the to Medium Density Residential planned land use is consistent with Plan2040 Goal BE11 to provide for a variety of housing types and designs to allow all residents housing choices at different stages of life at all income levels.																																																									
																																											1	PLU-R1-BLP-0112	610 Hammonds Ln 608 Hammonds Ln	4	28 3	2	0.78	Commercial	Public Use	SAC agrees with OPZ recommendation.	Public Use	Public Use	This change to Public Use Planned Land Use is consistent with Table 17, Plan2040 Volume II for government-owned facilities and government reuse facilities not designated as Conservation, Parks and Open Space or Transit.																																											
																																																									1	PLU-R1-BLP-0113	4203 Ritchie Hwy	2	28	1	0.41	Low-Medium Density Residential	Commercial	SAC agrees with OPZ recommendation.	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.																													
																																																																							1	PLU-R1-BLP-0114	5633 Belle Grove Rd	1	114	7	0.85	Industrial	Commercial	SAC agrees with OPZ recommendation.	Commercial	Commercial	The change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2, which encourages the retention of appropriately zoned land for industrial and commercial uses to maintain a balanced tax base and is compatible with the surrounding area.															
																																																																																					1	PLU-R1-BLP-0115	333 Holy Cross Rd 335 Holy Cross Rd 337 Holy Cross Rd 339 Holy Cross Rd 401 Holy Cross Rd 403 Holy Cross Rd 405 Holy Cross Rd 407 Holy Cross Rd 409 Holy Cross Rd 411 Holy Cross Rd 413 Holy Cross Rd 415 Holy Cross Rd 417 Holy Cross Rd	4	187, 513	1 2 3 4 5 6 7 8 9 10 11 12 13 14	0.33	Industrial & Low-Medium Density Residential	No Position	Change added after SAC discussion completed.	Low-Medium Density Residential	Low-Medium Density Residential	The change corrects the Plan2040 Planned Land Use Map where Industrial Planned Land Use was applied to properties that are primarily residential in nature.	

BROOKLYN PARK

Planned Land Use Changes

Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	*Change Acres (if different)	Plan2040 PLU ^ deferred to Region Plans	SAC Rec. PLU	SAC Justification	PAB Rec. PLU	Final Rec. PLU	Final Justification	Council Amendment																																																																					
1	PLU-R1-BLP-0116	6051 Olson Rd	4	188	-	0.49	Low-Medium Density Residential	No Position	Change added after SAC discussion completed.	Industrial	Industrial	The change corrects the Plan2040 Planned Land Use Map where Low-Medium Density Residential was applied to properties that are primarily industrial in nature.																																																																						
														1	PLU-R1-BLP-0117	Recreation Area	1	341	-	0.29	Commercial	No Position	Change added after SAC discussion completed.	Parks and Open Space	Parks and Open Space	The change corrects the Plan2040 Planned Land Use Map where Commercial was applied to a property that are primarily parks and open space.																																																								
																												1	PLU-R1-BLP-0118	Snow Hill Rd	5	32	-	17.20	Medium Density Residential	Low Density Residential	SAC agrees with OPZ recommendation.	Low Density Residential	Low Density Residential	This change to Low Density Residential Planned Land Use is consistent with Plan2040 Goal BE14: Protect and preserve the significant historic and archaeological resources and cultural heritage of the County, and promote public awareness of the County's history and the stewardship of historic assets. Low Density Residential Planned Land Use is compatible with the surrounding area and would allow the adopted R1 zoning district to be consistent with Planned Land Use.																																										
																																										1	PLU-R1-BLP-0300	6025 Belle Grove Rd 6027 Belle Grove Rd 6033 Belle Grove Rd 6038 Belle Grove Rd 6045 Belle Grove Rd 6047 Belle Grove Rd 6049 Belle Grove Rd 6054 Belle Grove Rd 6865 Baltimore Annapolis Bv	4	21 72 90 179 180 95 586 653 654 657 658 659	79 90 92 93 97	9.39	Commercial	Mixed Use	SAC agrees with OPZ recommendation.	Mixed Use	Mixed Use	The change to Mixed-Use Planned Land Use designation provides a long-term vision for a small-scale, low-intensity, mixed-use development. This change is consistent with Plan2040 Goals BE9, BE11, and BE12 by providing an opportunity for a variety of housing types in this area, which are close to jobs and transit. The change is compatible with the surrounding area.																												
																																																								3	PLU-R1-CSB-0100	700 Waterview Dr	11	237	59	0.26	Low-Medium Density Residential	Public Use	SAC agrees with OPZ recommendation.	Public Use	Public Use	This change to Public Use Planned Land Use is consistent with Table 17 in Plan2040, Volume II for Government-owned facilities and government reuse facilities not designated as Conservation, Parks and Open Space or Transit, and the existing use as a County-owned sewer pumping station.														
																																																																						3	PLU-R1-CSB-0101	604 Waterview Dr	11	237	73	0.09	Commercial	Low-Medium Density Residential	SAC agrees with OPZ recommendation.	Low-Medium Density Residential	This change to Low-Medium Density Residential Planned Land Use is consistent with the existing residential use and Table 17 in Plan2040 Volume II for single-family lots on 1/4 acre or less with a built density of two to five units per acre. Additionally, the change is compatible with the surrounding area.	
																																																								3	PLU-R1-CSB-0103	1381 Hilltop Rd 1383 Hilltop Rd	11	181	1	2.57	Medium Density Residential	Conservation	SAC agrees with OPZ recommendation.	Conservation	This change to Conservation Planned Land Use is consistent with Plan2040 Goals NE1, NE2 and NE3 to preserve sensitive areas, retain existing forest cover and to expand, enhance, and continue to protect the County's greenways and open space. This property is encumbered by sensitive areas and the change to Conservation is consistent with the recommended OS zoning.															
																																																																					3	PLU-R1-CSB-0300	1000 Brandon Shores Rd	11	7	-	454.95	Industrial	Mixed Use	SAC agrees with OPZ recommendation.	Mixed Use	The change to Mixed-Use Planned Land Use designation provides a long-term vision for a large-scale, employment-focused mixed-use development that includes recreation options for community members. This change is consistent with Plan2040 Goals BE5, BE6, and NE1 by providing a redevelopment opportunity to encourage high-quality development that facilitates economic growth and job creation while restoring environmentally sensitive areas such as shorelines, floodplains, and applicable buffers.		

BROOKLYN PARK

CURTIS BAY

Planned Land Use Changes

Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	*Change Acres (if different)	Plan2040 PLU ^ deferred to Region Plans	SAC Rec. PLU	SAC Justification	PAB Rec. PLU	Final Rec. PLU	Final Justification	Council Amendment
CURTIS BAY	1	700 E Ordinance Rd	5	2	-	499.28	Public Use	Mixed Use	The change to Mixed-Use Planned Land Use designation provides a long-term vision for a large-scale, employment-focused mixed-use development that includes recreation options for community members.	Public Use	Public Use	This change to Public Use Planned Land Use is consistent with Table 17 in Plan2040, Volume II for Government-owned facilities and government reuse facilities not designated as Conservation, Parks and Open Space or Transit.	
	3	Marley Rd	6	13	-	335.70	Industrial	No Position	Application submitted after SAC discussion completed.	Mixed Use	Mixed Use	The change to Mixed-Use Planned Land Use is consistent with Plan2040 Goal BE11 by providing for a variety of housing types and designs as well as Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income and a tax base that is sustainable and meets the needs of all residents.	
	1	Tot Lot	9	58	-	0.44	Low-Medium Density Residential	Conservation	SAC agrees with OPZ recommendation.	Conservation	Conservation	This change to Conservation Planned Land Use is consistent with Plan2040 Goals NE1 and NE2 to preserve sensitive areas and retain existing forest cover. The parcel is County-owned open space for the Trevor Woods community. Conservation Planned Land Use is also consistent with Table 17 in Plan2040, Volume II for property that has a primary function of conservation in perpetuity.	
FERNDALE	1	200 Dorsey Rd	9	118 703	-	9.35	Industrial	Public Use	SAC agrees with OPZ recommendation.	Public Use	Public Use	This change to Public Use Planned Land Use is consistent with the intended future use as a County-owned facility and with Table 17 in Plan2040, Volume II for government-owned facilities and government reuse facilities not designated as Conservation, Parks and Open Space or Transit.	
	1	1050 Cedar Ave 1061 Cedar Ave	4	86 87 136 150 871 1051	2A 4A	19.20	Low-Medium Density Residential	High Density Residential	SAC agrees with OPZ recommendation.	High Density Residential	High Density Residential	This change to High Density Residential Planned Land Use is consistent with Plan2040 Goal BE11 to provide for a variety of housing types and designs to allow all residents housing choices at different stages of life and is compatible with the surrounding area.	
	1	1071 Cedar Ave 1719 Pleasantville Dr	4	145 402	-	0.39	Low-Medium Density Residential Conservation	Conservation Public Use	SAC agrees with OPZ recommendation. SAC agrees with OPZ recommendation.	Conservation Public Use	Conservation Public Use	This change to Conservation Planned Land Use is consistent with Table 17, Plan2040 Volume II for preservation areas where the primary function is conservation in perpetuity. This change to Public Use Planned Land Use is consistent with Table 17 in Plan2040, Volume II for Government-owned facilities and government reuse facilities not designated as Conservation, Parks and Open Space or Transit. Public Use is also consistent with the existing use as a County-owned Park sewer pumping station.	
	1	200NW 8th Ave	9	107	-	4.01	Mixed Use	Commercial	SAC agrees with OPZ recommendation.	Commercial	Commercial	The change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2, which encourages the retention of appropriately zoned land for industrial and commercial uses to maintain a balanced tax base and is compatible with the surrounding area.	

Planned Land Use Changes

Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	*Change Acres (if different)	Plan2040 PLU ^ deferred to Region Plans	SAC Rec. PLU	SAC Justification	PAB Rec. PLU	Final Rec. PLU	Final Justification	Council Amendment	
FERNDALE	1	1 Eugenia Ave 4 Ferndale Ave 7161 Baltimore Annapolis Biv 7166 Baltimore Annapolis Biv 7170 Baltimore Annapolis Biv 7175 Baltimore Annapolis Biv 7177 Baltimore Annapolis Biv 7179 Baltimore Annapolis Biv 7183 Baltimore Annapolis Biv 7187 Baltimore Annapolis Biv 7193 Baltimore Annapolis Biv 7201 Baltimore Annapolis Biv 7207 Baltimore Annapolis Biv 7213 Baltimore Annapolis Biv 7215 Baltimore Annapolis Biv 7225 Baltimore Annapolis Biv 7229 Baltimore Annapolis Biv 7231 Baltimore Annapolis Biv	4	74 117 863 241 243 247 248 484 488 489 493 502 505 1162 1171 1178 1189 1191 1195 TLT1	1 2 4 20 20 243 247 248 484 488 489 493 502 505 1162 1171 1178 1189 1191 1195 TLT1	12.97	Commercial	Mixed Use	SAC agrees with OPZ recommendation.	Mixed Use	Mixed Use	Mixed Use	The change to Mixed-Use Planned Land Use designation provides a long-term vision for a small-scale, low-intensity, mixed-use development. This change is consistent with Plan2040 Goals BE9, BE11, and BE12 by providing an opportunity for a variety of housing types in this area, which are close to jobs and transit. The change is compatible with the surrounding area.	
	1	Race Rd	3	280	-	1.07	Rural	Conservation	SAC agrees with OPZ recommendation.	Conservation	Conservation	This change to Conservation Planned Land Use is consistent with Plan2040 Goals NE1, NE2 and NE3 to preserve sensitive areas, retain existing forest cover and to expand, enhance, and continue to protect the County's greenways and open space. This property is encumbered by sensitive areas and the change to Conservation is consistent with the existing OS zoning.		
	1	1302 Phil-Mar Dr 1306 Phil-Mar Dr 1310 Phil-Mar Dr 1314 Phil-Mar Dr 1312 German Drw 1316 German Drw 6880 Ridge Rd 6908 Ridge Rd 6912 Ridge Rd 6916 Ridge Rd 6920 Ridge Rd 6926 Ridge Rd 6948 Ridge Rd 6950 Ridge Rd 6962 Ridge Rd 6964 Ridge Rd	3	17 19 60 74 75 76 77 79 82 119 172 171 208 235 243 257 281	1 2 3	61.82	Rural	Low Density Residential	SAC agrees with OPZ recommendation.	Low Density Residential	Low Density Residential	This change to Low Density Residential Planned Land Use is consistent with Plan2040 Goal BE3 to ensure that redevelopment of communities in the Neighborhood Preservation Development Policy Area complements or blends with the existing built and planned character of the area.		

Planned Land Use Changes

Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	* Change Acres (if different)	Plan2040 PLU ^ deferred to Region Plans	SAC Rec. PLU	SAC Justification	PAB Rec. PLU	Final Rec. PLU	Final Justification	Council Amendment
1	PLU-R1-HAN-0102	1317 German Drw	3	81	1	20.27	Rural	Low Density Residential	SAC agrees with OPZ recommendation.	Low Density Residential	Low Density Residential	This change to Low Density Planned Land Use is an update to reflect that the conservation easement on this property has been extinguished. Low Density Planned Land Use is consistent with Table 17 in Plan2040 Volume II for density between one to two units per acre and is compatible with the surrounding area.	
		1321 German Drw											
		1331 German Drw											
		1333 German Drw											
		1337 German Drw											
		6709 Deep Run Trl											
		6810 Morning Glory Trl											
		6811 Morning Glory Trl											
		6605 Lost Fox Ln											
		6606 Lost Fox Ln											
		6607 Lost Fox Ln											
		6502 Whitesail Crossing Way											
		6504 Whitesail Crossing Way											
		1											
1	PLU-R1-HAN-0105	7280 Corporate Center Dr	8	15	1	205.27	Mixed Use	Industrial	SAC agrees with OPZ recommendation.	Industrial	Industrial	The change to Industrial Planned Land Use is consistent with Plan2040 Goal HE2, which encourages the retention of appropriately zoned land for industrial and commercial uses to maintain a balanced tax base and is compatible with the surrounding area.	
		7281 Corporate Center Dr											
		7241 Corporate Center Dr											
		2310 Ridge Rd											
		2320 Ridge Rd											
		7064 Ridge Rd											
		7068 Ridge Rd											
		7079 Ridge Rd											
		7081 Ridge Rd											
		7084 Ridge Rd											
		7090 Ridge Rd											
		7094 Ridge Rd											
		7095 Ridge Rd											
		202											
		7101 Ridge Rd											
		232											
		7107 Ridge Rd											
		250											
		7110 Ridge Rd											
		260											
		7113 Ridge Rd											
272													
7115 Ridge Rd													
277													
1181 Stoney Run Rd													
1184 Stoney Run Rd													
1191 Stoney Run Rd													
1219 Stoney Run Rd													
7301 Stoney Run Rd													
7340 Stoney Run Rd													

HANOVER

Planned Land Use Changes

Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	* Change Acres (if different)	Plan2040 PLU ^ deferred to Region Plans	SAC Rec. PLU	SAC Justification	PAB Rec. PLU	Final Rec. PLU	Final Justification	Council Amendment
2	PLU-R1-HAN-0300	768 Queenstown Rd	8	72	1	28.18	Industrial	Low Density Residential	SAC agrees with OPZ recommendation.	Low Density Residential	Low Density Residential	This change to Low Density Residential Planned Land Use is consistent with Plan2040 Goal BE11, or providing a variety of housing types and is also consistent with the proposed R2 zoning.	
		771 Queenstown Rd											
		772 Queenstown Rd											
		774 Queenstown Rd											
		776 Queenstown Rd											
		777 Queenstown Rd											
		782 Queenstown Rd											
		783 Queenstown Rd											
		785 Queenstown Rd											
		786 Queenstown Rd											
		789 Queenstown Rd											
		791 Queenstown Rd											
		792 Queenstown Rd											
		810 Queenstown Rd											
		811 Queenstown Rd											
		812 Queenstown Rd											
		816 Queenstown Rd											
		819 Queenstown Rd											
		823 Queenstown Rd											
825 Queenstown Rd													
427													
439													
460													
469													
1	PLU-R1-HAN-0501A	7100 Corporate Center Dr	3	272	5	20.43	Mixed Use	No Position	Application submitted after SAC discussion completed.	Industrial	Industrial	This change to Industrial Planned Land Use is consistent with Plan2040 Goal HE2, which encourages retention and expansion of appropriately zoned land for industrial uses to maintain a balanced tax base and is compatible with the surrounding area and reflects the private ownership of the parcel.	
2	PLU-R1-HAN-0502B	7150 Corporate Center Dr	9	70	-	6.45	Conservation	No Position	Application submitted after SAC discussion completed.	Industrial	Industrial	This change to Industrial Planned Land Use is consistent with the existing zoning and Plan2040 Goal BE3, that encourages participation in the planning process. The property is currently platted as floodplain and wetlands. Revision to the plat will be subject to existing Code requirements.	
		7200 Corporate Center Dr											
		7221 Corporate Center Dr											
1	PLU-R1-HRM-0100	Open Space	14	750	-	2.06	Medium Density Residential	Parks and Open Space	SAC agrees with OPZ recommendation.	Parks and Open Space	Parks and Open Space	This change to Parks and Open Space is consistent with the existing Table 17 in Plan2040, Volume II for public parks and privately-owned areas that provide active and passive recreational amenities.	
		Ridge Rd											
1	PLU-R1-HRM-0102	Ridge Rd	8	200	-	3.30	Industrial	Conservation	SAC agrees with OPZ recommendation.	Conservation	Conservation	This change to Conservation Planned Land Use is consistent with Plan2040 Goals NE1, NE2 and NE3 to preserve sensitive areas, retain existing forest cover and to expand, enhance, and continue to protect the County's greenways and open space. This property is encumbered by sensitive areas and the change to Conservation is consistent with the existing OS zoning.	

HANOVER

HARMANS

Planned Land Use Changes Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	*Change Acres (if different)	Plan2040 PLU ^ deferred to Region Plans	SAC Rec. PLU	SAC Justification	PAB Rec. PLU	Final Rec. PLU	Final Justification	Council Amendment
1	PLU-R1-HRM-0103	Dorsey Rd	8	483	-	2.32	Commercial	Conservation	SAC agrees with OPZ recommendation.	Conservation	Conservation	This change to Conservation Planned Land Use is consistent with Plan2040 Goals NE1 and NE2 to preserve sensitive areas and retain existing forest cover. This property is encumbered by sensitive areas and the change to Conservation is consistent with the existing OS zoning.	
	1 & 2	Dorsey Rd Flood Plain 7539 Harmans Rd 7539 Harmans Rd 7549 Harmans Rd 7555 Harmans Rd 7555 Harmans Rd 7501 OH Coaling Rd 7510 OH Coaling Rd 7517 OH Coaling Rd 7519 OH Coaling Rd 7520 OH Coaling Rd 7524 OH Coaling Rd 7525 OH Coaling Rd 7528 OH Coaling Rd 7529 OH Coaling Rd 7532 OH Coaling Rd 7536 OH Coaling Rd 7537 OH Coaling Rd 7538 OH Coaling Rd 7541 OH Coaling Rd 7545 OH Coaling Rd 7546 OH Coaling Rd 1209 Old Dorsey Rd 1225 Old Dorsey Rd 1226 Old Dorsey Road 1228 Old Dorsey Rd 1229 Old Dorsey Rd 1234 Old Dorsey Rd 1236 Old Dorsey Rd 1243 Old Dorsey Rd Old Dorsey Rd Operating Property 7507 Railroad Ave 7519 Railroad Ave 7535 Railroad Ave Operating Prop Woodwardsville Rd	08 14 21 29	104 117 119 176 185 194 205 212 213 216 217 219 220 221 222 223 225 226 227 242 285 399 418 437 440 511 513 514 526 532 548 555	1 1R 2 3 4R 5 6 B	142.17	Mixed Use	Industrial	SAC agrees with OPZ recommendation.	Industrial	Industrial	The change to Industrial Planned Land Use is consistent with Plan2040 Goal HE2, which encourages retention of appropriately zoned land for industrial uses to maintain a balanced tax base and is compatible with the surrounding area.	

HARMANS

Planned Land Use Changes Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	*Change Acres (if different)	Plan2040 PLU ^ deferred to Region Plans	SAC Rec. PLU	SAC Justification	PAB Rec. PLU	Final Rec. PLU	Final Justification	Council Amendment
1	PLU-R1-LHS-0101	Nursery Rd	1	209	-	0.53	Low-Medium Density Residential	Conservation	SAC agrees with OPZ recommendation.	Conservation	Conservation	This change to Conservation Planned Land Use is consistent with Plan2040 Goals NE1, NE2 and NE3 to preserve sensitive areas, retain existing forest cover and to expand, enhance, and continue to protect the County's greenways and open space. Conservation Planned Land Use is also consistent with Table 17 in Plan2040, Volume II for property that has a primary function of conservation in perpetuity.	
	PLU-R1-LHS-0103	Groveland Rd	4	60	-	0.68	Low-Medium Density Residential	Parks and Open Space	SAC agrees with OPZ recommendation.	Parks and Open Space	Parks and Open Space	This change to Parks and Open Space is consistent with the existing use as open space for the River Birch community and with Table 17 in Plan2040, Volume II for public parks and privately-owned areas that provide active and passive recreational amenities.	
	PLU-R1-LHS-0104	15 Nursery Rd	1	261	18	0.98	Low-Medium Density Residential	Commercial	SAC agrees with OPZ recommendation.	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income and a tax base that is sustainable and meets the needs of all residents.	
	PLU-R1-LHS-0105	519 Koch Rd	4	552	-	0.41	High Density Residential	Low-Medium Density Residential	SAC agrees with OPZ recommendation.	Low-Medium Density Residential	Low-Medium Density Residential	This change to Low-Medium Density Planned Land Use is consistent with the existing development and with Table 17 in Plan2040, Volume II for single-family lots that are 1/4 acre or less with a built density of two to five units per acre. In addition, the change is compatible with the surrounding area.	

LINTHICUM HEIGHTS

Planned Land Use Changes

Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	*Change Acres (if different)	Plan2040 PLU ^ deferred to Region Plans	SAC Rec. PLU	SAC Justification	PAB Rec. PLU	Final Rec. PLU	Final Justification	Council Amendment
1	PLU-R1-LHS-0106	Open Space	4	1037	-	3.68	Low-Medium Density Residential	Perks and Open Space	SAC agrees with OPZ recommendation.	Perks and Open Space	Perks and Open Space	This change to Parks and Open Space is consistent with the existing use as open space for the Airport Square Technology Place and with Table 17 in Plan2040, Volume II for public parks and privately-owned areas that provide active and passive recreational amenities.	
							Low Density Residential	Transit	SAC agrees with OPZ recommendation.	Transit	Transit	This change to Transit Planned Land Use is consistent with Table 17, Plan2040 Volume II for public facilities used by the Baltimore Washington International (BWI) Thurgood Marshall Airport and is consistent with other Maryland Aviation Administration (MAA) owned properties.	
							Conservation / Mixed-Use	Transit	SAC agrees with OPZ recommendation.	Transit	Transit	This change to Transit Planned Land Use is consistent with Table 17, Plan2040 Volume II for public facilities used by the Baltimore Washington International (BWI) Thurgood Marshall Airport and is consistent with other Maryland Aviation Administration (MAA) owned properties.	
1	PLU-R1-LHS-0110	800 Nursery Rd 802 Nursery Rd 804 Nursery Rd 806 Nursery Rd	1	21 22 184 185	-	4.19	Commercial	Industrial	SAC agrees with OPZ recommendation.	Industrial	Industrial	The retention and expansion of the Industrial Planned Land Use is consistent with Plan2040 Goal HE2, that encourages retention of appropriately zoned land for industrial uses to maintain a balanced tax base.	
							Industrial	Industrial	The adopted Plan2040 Industrial Planned Land Use is consistent with Plan2040 Goal that encourages retention of appropriately zoned land for industrial uses to maintain a balanced tax base and is compatible with the surrounding area.	Industrial	Low-Medium Density Residential	This change to Low-Medium Density Residential Planned Land Use is consistent with the adopted Plan2040 Neighborhood Preservation Development Policy Area and is consistent with Plan2040 Goal BE13 revitalize and stabilize existing communities in order to preserve physical character, capitalize on investments and infrastructure, strengthen and beautify neighborhoods, and create economically, socially, and environmentally sustainable communities.	
							Low Density Residential	Low-Medium Density Residential	SAC agrees with OPZ recommendation.	Low-Medium Density Residential	Low-Medium Density Residential	This change to Low-Medium Density Residential is consistent with Plan2040 Goals BE11 and BE12 by providing an opportunity for a variety of housing types in this area which is also close in proximity to jobs. The change will also be compatible with the surrounding area.	
1	PLU-R1-LHS-0111	814 Camp Meade Rd	4	856	-	2.38	Industrial	Industrial	The adopted Plan2040 Industrial Planned Land Use is consistent with Plan2040 Goal that encourages retention of appropriately zoned land for industrial uses to maintain a balanced tax base and is compatible with the surrounding area.	Industrial	Low-Medium Density Residential	This change to Low-Medium Density Residential is consistent with Plan2040 Goals BE11 and BE12 by providing an opportunity for a variety of housing types in this area which is also close in proximity to jobs. The change will also be compatible with the surrounding area.	
							Low Density Residential	Low-Medium Density Residential	SAC agrees with OPZ recommendation.	Low-Medium Density Residential	Low-Medium Density Residential	This change to Low-Medium Density Residential is consistent with Plan2040 Goals BE11 and BE12 by providing an opportunity for a variety of housing types in this area which is also close in proximity to jobs. The change will also be compatible with the surrounding area.	
							Low Density Residential	Low-Medium Density Residential	SAC agrees with OPZ recommendation.	Low-Medium Density Residential	Low-Medium Density Residential	This change to Low-Medium Density Residential is consistent with Plan2040 Goals BE11 and BE12 by providing an opportunity for a variety of housing types in this area which is also close in proximity to jobs. The change will also be compatible with the surrounding area.	

LINTHICUM HEIGHTS

Planned Land Use Changes

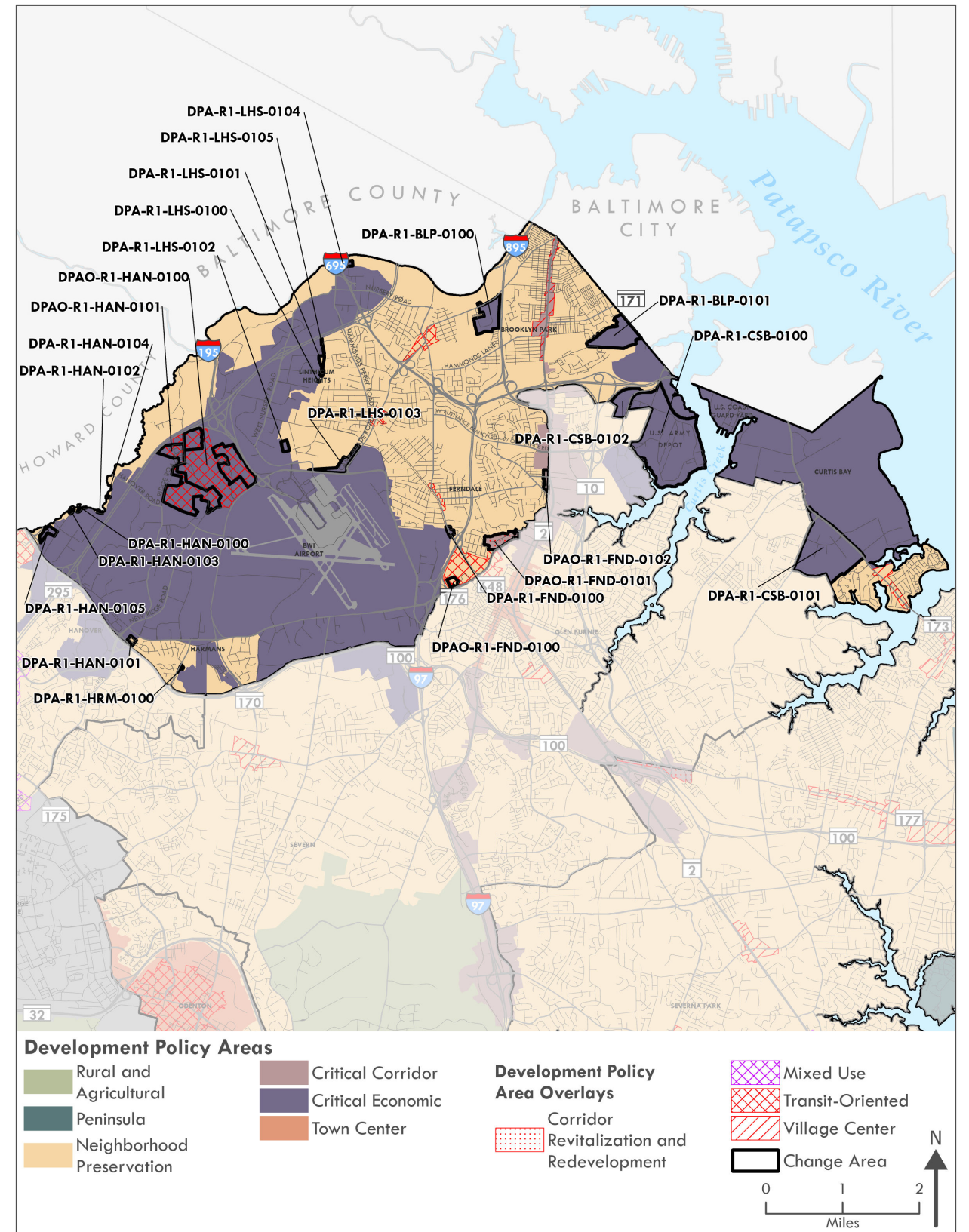
Since Plan2040

Council District	Change ID Number	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	*Change Acres (if different)	Plan2040 PLU ^ deferred to Region Plans	SAC Rec. PLU	SAC Justification	PAB Rec. PLU	Final Rec. PLU	Final Justification	Council Amendment
1	PLU-R1-LHS-0301	205 Benton Ave 400 S Camp Meade Rd 402 S Camp Meade Rd 404 S Camp Meade Rd 500 S Camp Meade Rd 504 S Camp Meade Rd 506 S Camp Meade Rd 516-518 Camp Meade Rd 529 Camp Meade Rd 600 S Camp Meade Rd 601 S Camp Meade Rd 602 S Camp Meade Rd 604 S Camp Meade Rd 606 S Camp Meade Rd 607 S Camp Meade Rd 608 S Camp Meade Rd 541 First St 543 First St 551 First St 501 Shipley Ct 509 Shipley Ct 699 Shipley Ct 701 Shipley Ct 703 Shipley Ct Track Area	4 9	181	11A	22.30	Commercial	Mixed Use	SAC agrees with OPZ recommendation.	Mixed Use	Mixed Use	The change to Mixed-Use Planned Land Use designation provides a long-term vision for a small-scale, low-intensity, mixed-use development. This change is consistent with Plan2040 Goals BE1, BE11, and BE12 by providing an opportunity for a variety of housing types in this area, which are close to jobs and transit. The change is compatible with the surrounding area.	
				194	11B		Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				196	11C		Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				250	11D		Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				281			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				282			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				283			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				375			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				509			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				511			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				536			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				537			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				555			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				556			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				557			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				558			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				559			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				574			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				575			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
				576			Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.		
577		Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.							
612		Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.							
829		Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.							
864		Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.							
873		Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.							
1067		Industrial	Commercial	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.							
1	PLU-R1-LHS-0501	807 Pinnacle Dr	4A	7	3R	6.40	Industrial	No Position	Application submitted after SAC discussion completed.	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 to attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents.	

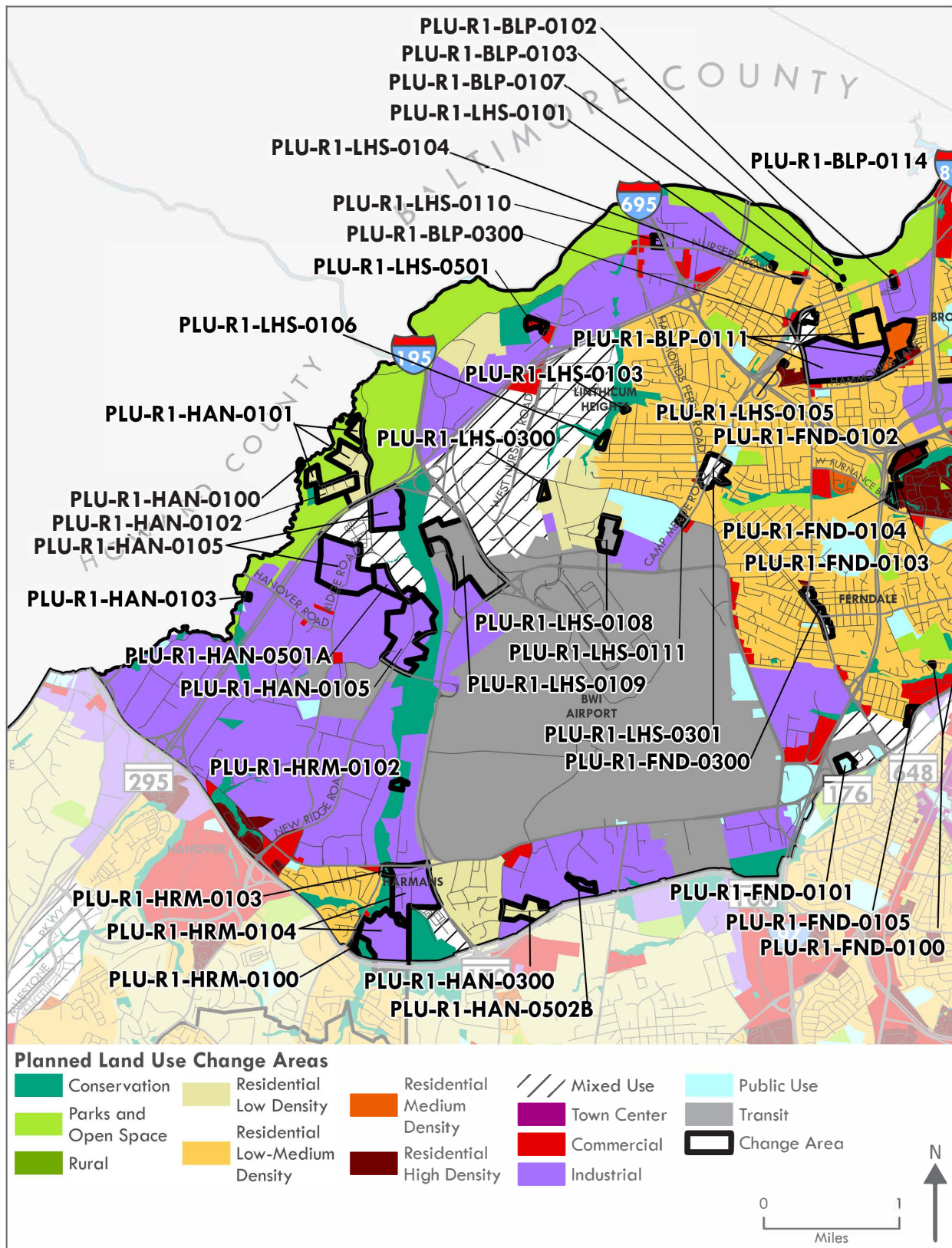
LINTHICUM HEIGHTS

Development Policy Area & Development Policy Area Overlay Change Areas Map Since Plan2040

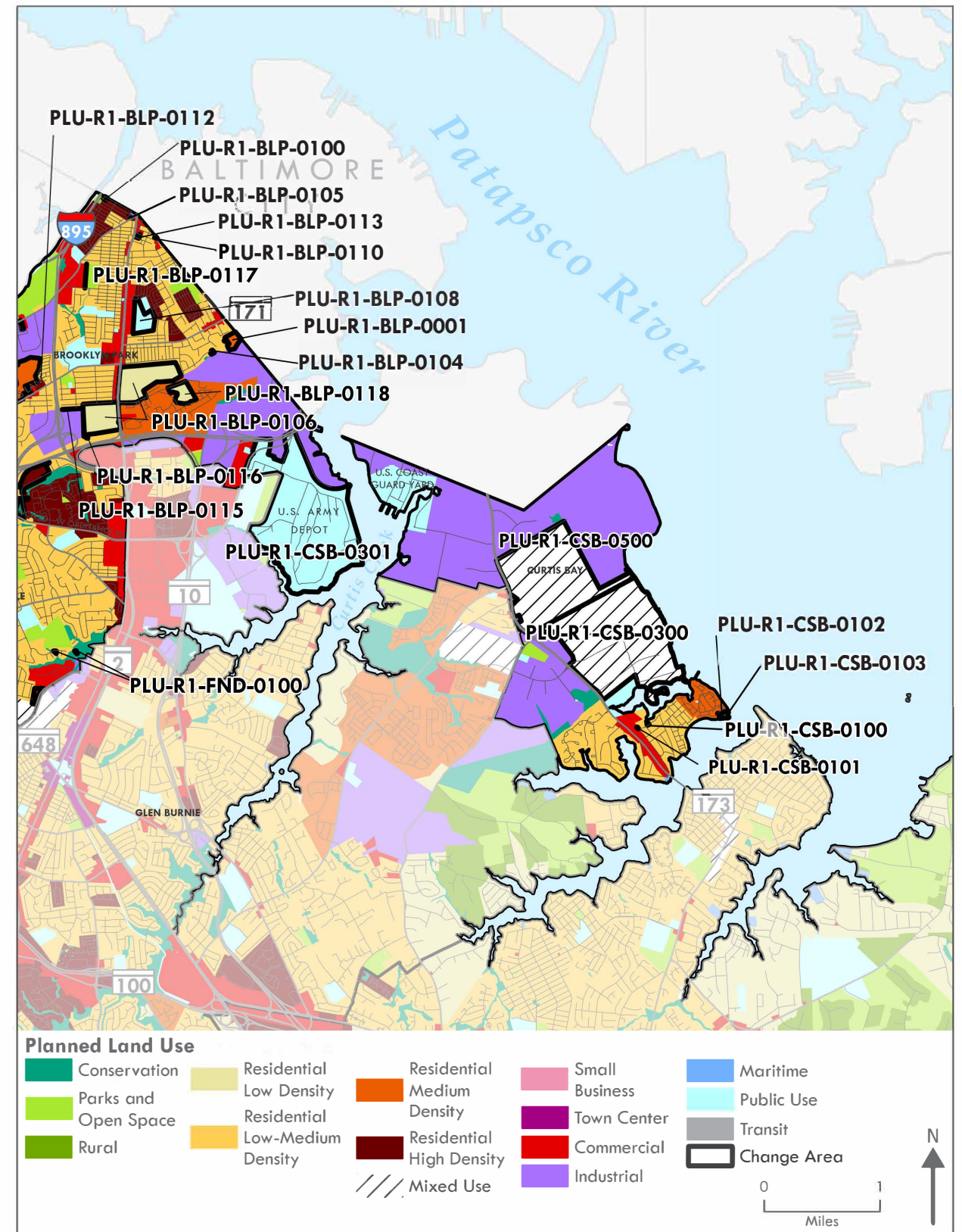
Page left intentionally blank



Planned Land Use Change Areas Map Since Plan2040



Planned Land Use Change Areas Map Since Plan2040



Public Involvement & Planning Process

The Region 1 planning process kicked off in April 2023 with the launch of the Region 1 Hubsite (aacounty.org/region1) and the opportunity for the public to provide feedback through two questionnaires about what is working and not working. The public also had the opportunity to identify locations on an interactive map, including features of the region that they love, those that need to be fixed, and those they would like to see in the future. Community members left over 90 comments on the questionnaire about what is working/not working and more than 160 comments on the interactive map during this questionnaire period that lasted until June 30, 2023.

The Office of Planning and Zoning (OPZ) staff conducted multiple research interviews with community members and promoted the launch of the region planning process at community events. Staff conducted in-person and virtual interviews with individuals or small groups as an opportunity for open-ended comments and nuanced discussion of issues with local community leaders. When possible, staff scheduled meetings with stakeholders in the communities they represent. Staff asked participants what they thought were the most important issues relative to topics relevant to the Region Plan: environment, development, housing, public health, transportation, and economic development. Staff also asked for recommendations on the most effective approaches to engaging with the community.

To meet people who may not typically participate in local government planning efforts, OPZ staff hosted information tables at community events at the Brooklyn Park All for One Community Event (May 13, 2023),

Ferndale Day Community Festival (May 20, 2023), Brooklyn Park Community Resource Fair (June 28, 2023), National Night Out (August 1, 2023), Korean Festival (September 17, 2023), Arts in the Park (September 30, 2023), Linthicum Fair and Parade (September 30, 2023), and Trunk or Treat (October 24, 2023). During these events, staff provided information on the region planning process, recommended applications for the Stakeholder Advisory Committee, and requested attendee comments on community assets and needs on detailed local maps and display boards.

At the beginning of October, OPZ began the application period for property owners to submit an application requesting a change to their zoning. This application period ran from October 3 - December 15, 2023. OPZ held a public forum on October 10, 2024, to showcase the online tool about the comprehensive zoning process and how to prepare a comprehensive zoning application.

In October 2023, the Stakeholder Advisory Committee (SAC) met to review the scope of work, the process, and the Committee's roles and responsibilities at a kickoff meeting with the other Round 2 Region Plan SACs. From November 2023 to August 2024, the SAC met in a public setting to learn about various County initiatives from department staff, exchange ideas, examine documents created by OPZ staff, and build consensus on ideas that will shape the future of Region 1.

A third public questionnaire was launched on September 13, 2023 to collect input to help inform a vision statement and strategies to achieve the vision. A vision statement provides direction for a master plan and de-

scribes how the Region will grow, preserve its resources, and capitalize on its assets for future generations. The Region 1 Vision Statement Questionnaire was available from September 13 to November 1, 2023. The public input on the visioning questionnaire as well as the previous six months of listening, analyzing, and researching allowed the SAC to develop a vision statement at their April 2024 public meeting.

At the conclusion of SAC meetings, OPZ staff developed draft strategies to address the issues that were discussed not only in the meeting, but also other relevant comments collected during the various outreach events held to date. The draft strategies are specific actions for further study and consideration by the County government and its partners to accomplish the Plan's goals and policies and address the challenges and leverage the opportunities. These draft strategies were shared with the public for comment. For each of the strategy questionnaires, OPZ staff held office hours in the community (drop-in sessions) to be available in-person to help explain the process and collect feedback. The following is a list of the questionnaires, dates, and drop-in sessions:

- November 30, 2023 - January 2, 2024: Draft strategies for the Natural Environment Questionnaire available
- December 6, 2023: Natural Environment Drop-In Session (Linthicum Community Library)
- February 6 - March 5, 2024: Draft strategies for Housing and Economic Development Questionnaire available.
- February 6, 2024: Housing and Economic Development Drop-In Session (Brooklyn Park Library)
- April 15 - May 15, 2024: Draft strategies for Transportation and Healthy Communities

- April 9, 2024: Transportation and Healthy Communities Drop-In Session (Brooklyn Park Library)

During May 2024, the SAC met twice to review draft zoning, planned land use, and development policy area maps. Similar to the draft strategies process, these maps were then shared with the public to receive feedback. The public comment period ran from June 18 to July 15, 2024. One virtual forum was held on June 20, 2024 to provide a tutorial on using the online zoning tool and two drop-in sessions (June 27, 2024 at the Brooklyn Park Library and July 9, 2024 at the Linthicum Library) were held in the Region to allow in-person review of these maps.

The last SAC meeting was held in August 2024 to review public feedback on the preliminary draft zoning map and the draft plan. Based on the comments from the SAC, the Office of Planning and Zoning finalized draft elements that would become the Planning Advisory Board Draft of the Region 1 Plan and comprehensive zoning map.

OPZ also contracted with the Greater Baybrook Alliance (GBA) to conduct outreach with engaging communities of color that have historically been under-represented in land use planning in the Brooklyn Park community. GBA's efforts included designing and implementing outreach activities in Region 1, summarizing feedback gathered at the outreach activities, attending and participating in meetings with County staff and the Stakeholder Advisory Committee to share findings, and creating partnerships and long-term capacity building within the community.

For a complete list of meetings, the meeting minutes, recordings, questionnaire summaries, please visit the Region 1 Hub Site.

Public Outreach Summaries

The following summaries can be found on the Region 1 hubsite:

- Initial Public Outreach Summary
- Vision Statement Questionnaire Summary
- Summary of Public Comments on Draft Environmental Strategies
- Summary of Public Comments on Draft Housing and Economic Development Strategies
- Summary of Public Comments on Draft Transportation and Healthy Communities Strategies

Page left intentionally blank