

Land Use, Zoning, and Economic Development

Existing Land Use

The BWI/Linthicum Planning Area is characterized by the older, established residential communities of Linthicum and Ferndale, which are developed at suburban-type densities; the low density, semi-rural community of Hanover; business and technology parks that have developed more recently around the periphery of the airport; and of course the BWI Airport itself. The overall breakdown of land use, as based on data from 1995, is summarized in Table 10 below and is depicted in Map 2.

**Table 10. Existing Land Use for the BWI/Linthicum Small Planning Area
(based on 1995 coverage)**

Land Use Category	Acreage	Percentage of Total
Residential	2877 acres	23.0%
Commercial	681 acres	5.4%
Industrial	1277 acres	10.2%
Transportation/Utility	3721 acres	29.7%
Agricultural/Open Space	1605 acres	12.9%
Recreation	229 acres	1.8%
Government/Institutional	307 acres	2.5%
Vacant	1818 acres	14.5%
Total	12,515 acres	100.0%

Residential uses account for nearly one quarter (23%) of the Planning Area. These include the suburban communities of Linthicum and Ferndale, residential communities in Patapsco bordering the state park, and single family homes in the Hanover area. **Industrial** and **Commercial** uses combined comprise more than 15% of the Planning Area. These include the Parkway Center, Baltimore Commons, and Northrop Grumman in Hanover; Airport Square and Hock Business Parks along West Nursery Road in Linthicum; smaller business and industrial parks along the Baltimore Beltway (I-695) near the County line and south of the airport along Dorsey Road; and small commercial and retail centers in Ferndale and Linthicum. More recent industrial and commercial uses that have developed since 1995 include the Cromwell Business Park.

Map 2

Transportation facilities (i.e., BWI Airport, road right-of-ways) and utility easements comprise about 30% of the Planning Area's acreage, with most of this acreage attributed to the airport site itself. **Agricultural, Open Space** and **Recreation** areas comprise nearly 15% of the land area. The vast majority of this acreage is Open Space contained within the Patapsco Valley State Park and the stream valley and floodplain associated with the Patapsco River and its tributaries. **Community Recreation** areas make up less than 2% of the total and include Andover Park, Linthicum Park and Overlook Park in Linthicum and Friendship Park on Dorsey Road. **Government and Institutional** uses (public school properties, Maritime Institute) account for less than 3% of the land area, and the remaining 15% is **Vacant**. The bulk of the vacant land in the area is industrially-zoned land in the Hanover area.

1997 GDP Land Use

The County's current *General Development Plan* (GDP), as adopted in 1997, maps out a land use plan for the entire County that reflects desired future growth patterns over the next 10 to 20 years. The GDP Land Use Map is depicted in Map 3. In general, the current GDP land use plan for the BWI/Linthicum area consists of the following elements:

- **Medium Density Residential** land use covering almost all of the Linthicum and Ferndale residential communities,
- **Low Density Residential** land use in Linthicum along Andover Road north of the airport and east of West Nursery Road,
- **Government/Institutional** land use covering the BWI Airport and adjacent airport facilities, and the Maritime Institute of Technology,
- **Industrial Park/Light Industrial** land uses covering the greater Hanover area west of the airport, the West Nursery Road corridor, the Cromwell area between Aviation Boulevard and Baltimore Annapolis Boulevard, and the area between Dorsey Road and MD 100 south of the airport,
- **Heavy Industrial** land use north of the BW Parkway - Nursery Road interchange,
- **Rural Agricultural** land use in the Furnace Road area east of I-195 and adjacent to the Patapsco Valley State Park,
- **Commercial** centers along Camp Meade Road in Linthicum and along Baltimore Annapolis Boulevard in Ferndale,
- **Natural Features** land use covering the Patapsco Valley State Park and the stream valleys and floodplains of the Deep Run, Piney Run, Stony Run, Cabin Branch, and Kingwood tributaries, and local parks.

The GDP also adopted a new land use category called **Mixed Use** and specified general areas where this type of land use will be encouraged in the County. The concept of mixed use development allows residential, commercial, employment, open space, recreation, and community uses to be combined in close proximity to one another. The concept generally promotes not only a mix of uses but also a mix of development densities, with higher densities

used to concentrate development into more compact areas, thereby reducing the amount of land consumed by development. Other benefits of this type of development include shorter travel distances between home, work and shopping, thus reducing commuter times and auto emissions; better pedestrian access; and creation of a stronger sense of place and of community. Examples of existing mixed use communities in the County include downtown Annapolis, Ferndale, Shady Side, and Crofton. Design criteria which are strongly encouraged in mixed use areas are compatibility with surrounding neighborhoods, quality design, improved pedestrian circulation, public open space, plazas, parks or recreation areas, and improved access to public transportation.

The GDP outlined four different types of mixed use areas with varying levels of use and intensity. The four mixed use types are Employment, Transit, Commercial, and Residential Mixed Use. Three general sites within the BWI/Linthicum planning area were identified as potential mixed use sites that should be studied in greater detail during the Small Area Planning process. The study areas included the North Linthicum Light Rail Station and vicinity, the BWI MARC Station and vicinity, and an area west of the BWI Airport in Hanover.

Existing Zoning

Currently, the majority of the land area in BWI/Linthicum (nearly 50%) is zoned for residential use, with almost thirty percent being zoned for Low Residential densities (R1) and 18% zoned for Low-Medium Residential densities (R5). These percentages are significantly skewed by the fact that the entire airport site within Aviation Boulevard and Dorsey Road is zoned R1. It is fairly typical in the County for large State or Federally-owned properties to retain an R1 zoning, since governmental uses are not under the jurisdiction of the County's Zoning Ordinance. Most of the residential areas in Linthicum and Ferndale are zoned R5 for Low-Medium density uses. The two exceptions to this are the residential area along Andover Road north of the airport, and the Furnace Road community near the Patapsco State Park just east of I-195, both of which are zoned R1. Land zoned for industrial uses (W1, W2, and W3) accounts for about 36% of the Planning Area and includes almost the entirety of Hanover, the West Nursery Road corridor, the Cromwell area between Aviation Boulevard and Baltimore Annapolis Boulevard, and the industrial and business parks south of the airport along Dorsey Road. Most of this industrial land is zoned W1 for Industrial Park uses, with smaller amounts of W2-zoned land along Aviation Boulevard and Dorsey Road, and only a very small amount (30 acres) of land zoned W3 for Heavy Industrial uses. Commercially zoned land comprises only 1.3% of the total area and is generally located along Camp Meade Road and B&A Boulevard in Linthicum and Ferndale, with additional scattered parcels along the Baltimore Beltway, the Hammonds Ferry Road - West Nursery Road intersection and along Dorsey Road in Hanover. Floodplains, natural areas and park land are zoned Open Space and make up nearly 15% of the land area. Current zoning in the Planning Area is summarized in Table 11 and depicted in Map 4.

Map 3

Map 4

Table 11. Existing Zoning in the BWI/Linthicum Small Planning Area

Zoning Category	Acreage	Percentage of Total
Residential (RLD, R1, R2, R5, and R15)	6047 acres	48.3%
Commercial (C1, C2, C3, and C4)	160 acres	1.3%
Industrial (W1, W2, and W3)	4496 acres	35.9%
Open Space	1812 acres	14.5%
Total	12,515 acres	100.0%

Airport Noise Zone

Development in the BWI/Linthicum Planning Area is controlled not only by the County’s Zoning Ordinance but by the BWI Airport Noise Zone (ANZ) which is established by the Maryland Aviation Administration to control incompatible development in areas where aircraft noise exposure levels are higher than the established limits. Within the ANZ, an airport zoning permit must be obtained from the MAA for any development activities prior to County approval of the development plan. The Airport Noise Zone encompasses the area within which levels of cumulative noise exposure are 65 Ldn or greater. Map 5 depicts the current limits of the ANZ.

In general, residential land uses are considered incompatible in areas with cumulative noise levels of 65 Ldn or greater. The MAA has established a voluntary land acquisition program to acquire properties considered to be severely impacted by aircraft noise provided that the properties are zoned by local government to transition from residential to compatible land uses (i.e., commercial and industrial uses). The County has zoned all large contiguous areas of undeveloped land within the 65 Ldn noise contour for nonresidential, noise compatible uses (generally industrial uses) where appropriate in order to facilitate acquisition by the MAA should the property owners choose to participate in the buyout program. A large portion of the Hanover area west of the airport falls within the 65 Ldn contour. According to the MAA’s Quarterly Report as of April 2002, there were 343 properties eligible for the Voluntary Noise Acquisition Program, with 239 properties acquired to date, 5 properties in the process or on the waiting list, 43 homeowners who have declined to participate in the program and 56 who have not applied for the program.

In addition to the Voluntary Noise Acquisition Program, the MAA offers a Homeowners Assistance Program to provide financial assistance to certain property owners located in areas exposed to 65 Ldn or greater but who are not eligible for the acquisition program. The Homeowners Assistance Program offers a Resale Assurance option to provide assistance to homeowners wishing to relocate, and a Soundproofing option to assist homeowners in making

Map 5

modifications to their homes to reduce interior noise levels. As of April 2002, there were 902 properties eligible for this program, with 640 of these completed (537 soundproofed and 113 using the resale assurance program), 66 on the waiting list (64 for soundproofing and 2 for resale assurance), and 153 property owners who had not applied.

Economic Development and Revitalization

Over the past years, the Baltimore Washington Parkway has been developing into the County's "technology corridor". Many high-tech companies have chosen to locate along this corridor due to its good highway access, its proximity to the BWI Airport and major federal facilities such as Fort Meade and the National Security Agency, and the availability of developable land. The BWI/Linthicum Planning Area is home to many of these companies including Northrop Grumman Corporation, the largest private employer in the County. Within the Planning Area, major business and technology parks have been developing fairly rapidly over the past two decades and include the Hock Business Park, Airport Square Technology Park, Baltimore Commons Business Park, and Cromwell Business Park. New projects in the planning stages include the BWI Technology Park at West Nursery Road, and the Parkway One Hundred and Arundel Overlook business parks near Dorsey Road. With the current regional emphasis on homeland security, it is anticipated that high-technology companies will continue to locate in the area in future years. To this end, a key planning objective in the County is to promote a healthy business climate with adequate infrastructure, attractive surroundings and access to services, in order to attract high-quality businesses and employers to the area.

The County is also making efforts to revitalize some older commercial corridors in the area. In the late 1980s, a two-phase revitalization project was initiated for the commercial center in Ferndale in cooperation with the property owners. The Ferndale Business Corridor is a five block linear commercial strip that extends along Baltimore Annapolis Boulevard opposite the Central Light Rail line. The area consists of approximately 20 businesses serving the local community. The principal elements of the revitalization effort were to develop a cohesive, unifying image for Ferndale through facade and sign improvements and the provision of low-interest loans as incentives to property owners. Anne Arundel County carried out construction of complimentary streetscape improvements. Phase I of the project from Law Brothers Hardware to Wellham Avenue was completed in 1992. Phase II would extend the project from Wellham Avenue to 5th Avenue and would include the triangle between Baltimore Annapolis Boulevard and Broadview Boulevard.

In an effort to further facilitate revitalization in some of the County's older commercial corridors, in 2002 the County adopted legislation creating sixteen Revitalization Districts throughout the County and establishing a community revitalization program which allows taxpayers who revitalize commercially or industrially zoned properties to receive a property tax credit for up to five years equal to the incremental increase in their real property tax assessment. Two Revitalization Districts lie partly within the BWI/Linthicum Small Planning Area and are

Map 6

shown on Map 6. A subsequent legislative bill was adopted which established new conditional uses, including commercial uses and residential dwelling units and apartments, to be allowed on properties in Revitalization Districts that are zoned for general commercial or highway commercial uses (C3 and C4 zones) and that have principal buildings that are vacant or being leased temporarily. It is hoped that this new legislation will help to reduce the number of vacant commercial facilities in these Districts and promote reuse or redevelopment of these properties.

Proposed Land Use and Zoning Changes

This Small Area Plan proposes a new Land Use Plan for the BWI/Linthicum area that attempts to refine the 1997 GDP by more accurately reflecting both current development patterns and desired future growth over the 10 to 20 year planning period. Table 12 lists the specific locations as well as the rationale for each of the proposed land use and zoning changes. Map 7 depicts the proposed Land Use Plan, and the proposed changes in zoning are depicted on Map 8 (and subsequent detail maps). Reference numbers on the maps match those in Table 12.

In general, the land use pattern reflected in the GDP is carried forward in this Plan. The presence of the BWI Airport and its associated Noise Zone constrains, to a great extent, land use planning in this area. The majority of the vacant land in the Planning Area falls within the Airport Noise Zone, which limits the range of potential uses. In addition, most of the residential areas are developed at or near their allowable densities. Therefore, most of the changes being proposed are for the purpose of addressing incompatibilities with surrounding land uses, or to correct inconsistencies between the Land Use and Zoning Maps.

In addition, during the Comprehensive Zoning process for BWI/Linthicum, property owners, community associations and others were provided an opportunity to request or oppose a change in zoning of any property in the planning area. There were 56 applications submitted. A list of the applications received and the Plan recommendations with regard to these is included in Appendix B.

Proposed Small Business Districts

In August 2000, the County Council adopted an ordinance on Zoning – Small Business (SB) Districts. The purpose of this new zoning category is to allow residential structures that are located in transitional areas along arterial roads to convert from residential uses to small business uses that will serve the existing residential communities, while maintaining the residential character of the structures as they transition into business uses. SB zoning can be applied in areas where existing residential uses have become inappropriate or are incompatible with surrounding uses due to a change in the character of the area. This zoning allows for local-scale retail and service uses, such as bookstores, day care centers, bakeries, coffee shops, florists, and professional offices, to operate from formerly residential structures that will retain their residential appearance. This would be desirable in areas where the structures in transition abut more stable residential areas that are likely to remain.

Table 12, p1

Table 12, p2

Table 12, p3

Map 7

Map 8

Map 8a

Map 8b

Map 8c

Map 8d

Map 8e

Map 8f

Map 8g

Two locations in the BWI/Linthicum Small Planning Area have been identified as areas that are no longer best suited for residential uses and are appropriate for a transition to small business uses. These are described below.

Camp Meade Road properties. This area consists of five parcels located on Camp Meade Road immediately south of the Light Rail crossing, in the center of Linthicum. All of these parcels are currently zoned R5, and four of them are used for residential purposes. The fifth contains an automobile towing facility and service station, which is a non-conforming use that is anticipated to be phased out. Existing commercial uses are located opposite these parcels on the other side of Camp Meade Road as well as to the north on the other side of the Light Rail tracks. The proximity of the Light Rail line, which is only 30 to 40 feet from the nearest residence, the frequent train crossings and related traffic backups make these parcels undesirable for residential use. However, since small residential lots back immediately up to the subject parcels, a rezoning to a traditional commercial district would not be considered compatible with the residences to the rear. A Small Business District designation and zoning will allow these parcels to be used for purposes other than a primary residence while retaining some degree of compatibility with the abutting parcels to the rear. It will also allow the towing facility, when it is phased out, to be redeveloped with a use that is more compatible with the area.

Aviation Boulevard properties. The section of Aviation Boulevard east of the BWI Airport has been an area of concern. The parcels with frontage along Aviation Boulevard between Maple Avenue and Allwood Drive are zoned R5 residential, with the exception of three commercially-zoned (C4) parcels. Some of these residential parcels are currently used to operate small businesses, such as a florist shop, an insurance office, and a beauty shop. During the Comprehensive Zoning period, several applications were received from property owners requesting C4 zoning. These residents feel that residential uses are no longer desirable or compatible along Aviation Boulevard for several reasons: airport operations across Aviation Boulevard, air traffic and noise, jet engine fumes and fuel spillage, and highway traffic and noise. While there is certainly justification for a rezoning to allow non-residential uses, a change to highway commercial (C4) zoning could potentially have an undesirable impact on the residential neighborhoods in Ferndale that abut the Aviation Boulevard parcels to the rear (east). A Small Business District along this segment of Aviation Boulevard would allow for local-scale retail and service uses here, which could serve the Ferndale community, as well as providing property owners with viable options rather than using their properties as a primary residence. Residential properties along Aviation Boulevard between Maple Avenue and Allwood Drive are proposed to be rezoned to allow small business uses. Properties located in the block between Williams Road and Wicklow Road are proposed for local commercial uses. Those parcels within the Wicklow Woods subdivision with rear lot lines abutting Aviation Boulevard, but which do not have frontage access on Aviation Boulevard, are to remain zoned as R5.

Area-wide Land Use Map Changes

Several general Countywide changes in Land Use Map categories were made subsequent to the 1997 *General Development Plan* and are reflected in the Small Area Plan Land Use Maps. These are listed below and reflected on the Proposed Land Use Map for the BWI/Linthicum area.

- Industrial Land Use categories used in the GDP (Industrial Park, Light Industrial, Heavy Industrial) have been combined into one Land Use category (Industrial).
- A new Land Use category, Transportation/Utility, has been added to indicate highway right-of-way, public utility easements, and similar land uses.
- The Government/Institutional Land Use category was used in the GDP to indicate major Federal and State facilities or land holdings located in the County, such as the Maryland House of Corrections, BWI Airport, Fort Meade military base, the U.S. Army Depot at Curtis Bay, and the U.S. Naval Station. This category has been expanded and now includes County-owned facilities, such as public schools.
- Many scattered commercial properties across the County were not indicated on the GDP Land Use Map, due to the significant number of these and the small map scale of the Countywide GDP Land Use Map. Small Area Plan Land Use Maps are prepared at a larger map scale and allow more detail to be included. All properties that are used for commercial purposes and planned to continue as such are now indicated on the Land Use Map with a Commercial designation.

Assets and Issues Related to Land Use in the Planning Area

During public forums held in May 1999, attending community members were asked about the things they consider to be assets or opportunities in their communities, as well as those that they consider to be constraints to improving their communities or to be detrimental to the overall quality of life in the areas where they live or work. This input was used over the following months in developing the specific recommended actions presented in this plan.

The Planning Area obviously has many opportunities for economic development, with its prime location along the State's Smart Growth corridor between Baltimore and Washington. With the BWI Airport, the Light Rail system, and a good road network, the area is quite accessible to commuters and business travelers. On the other hand, the type of development potential is limited to some extent by existing circumstances. Areas zoned for residential use are to a large extent built out, although there are opportunities for redevelopment/revitalization. Much of the still-vacant land is suited primarily for "more intensive" land uses (i.e., industrial, office park, etc.) due to noise impacts generated by the airport. What has become apparent during discussions with community members is a very strong sense of community in those existing residential neighborhoods and a desire to preserve this, as well as a desire to promote "high quality development" in those areas slated for higher-intensity uses.

Below are listed several issues of concern that were frequently discussed during the planning process and that are addressed in the recommendations that follow.

Preserving neighborhood character: Linthicum and Ferndale are older, well-established communities that have managed to maintain a “small town” look and feel in the midst of their suburban settings. Residents are concerned about developing strategies to ensure that this neighborhood character is maintained.

Providing a variety of housing: Strategies are needed to encourage housing types that will adequately serve a wide range of housing needs (senior, assisted living, accessory apartments, moderately priced housing, etc.)

Attracting quality industrial and commercial development: With large portions of the Planning Area slated for industrial uses, particularly in Hanover, it is extremely important to members of these communities that the County, the MAA, and the development community work together and put forth efforts to solicit and attract “high quality” development. High quality means development that provides high-paying job opportunities, that is designed attractively, that includes open and green spaces, trees and landscaping, and that includes commercial or retail uses that benefit not just an individual business but the community as a whole.

Buffering incompatible land uses: Residential communities need to be buffered from airport related uses and from industrial type uses. The most desirable type of buffer is a naturally forested area.

Enhancing the open space network: Take advantage of opportunities to preserve open space and forested areas, and to connect existing trails and parks to residential and employment centers.

Revitalizing older commercial areas: Strategies should be developed to promote and facilitate revitalization of older commercial areas to make them more attractive for new or relocating businesses as well as community residents.

Land Use Goals and Recommendations

Goal 1: Preserve and enhance the small town feeling and sense of community in the existing neighborhoods throughout the BWI/Linthicum Planning Area.

The development of community design standards will provide a useful tool that will help ensure that development occurs in harmony with the established communities. The County Planning staff can use community design standards to ensure that quality development occurs throughout the County. Community design standards should be used as a means of encouraging property owners, developers, builders, and design consultants to create plans that complement and/or enhance existing communities.

Recommendations:

1. Establish a committee to review the recommendations of the sixteen Small Area Plans, when adopted, and develop a set of community design standards for the County.
2. Encourage the establishment of community design standards where appropriate. The standards should ensure that:
 1. Residential site layout maintains and reinforces the existing pattern of development in a given neighborhood, as related to lot area and configuration, size of structures, building heights, architectural character, and scale of development; and
 2. Residential and Commercial in-fill development is harmonious with the surrounding properties and/or the community.
3. The County's community design standards should consider specific characteristics of the existing communities in the BWI/Linthicum Planning Area. The following descriptions include characteristics of the existing communities that should be preserved or enhanced to the extent possible:
 1. **Hanover** - is comprised of large residential lots with a considerable amount of forested land and open area. This area was rezoned as industrial in 1987. Existing infrastructure surrounding this area is adding pressure for the area to be developed. Hanover should be included in the County's master plans for greenways, parks, and bikeways and trails. Future development should create a park-like setting including elements such as "green space" areas with connections between adjacent developments based on the above referenced master plans. Ridge Road should be reconstructed as a divided parkway with a landscaped median. Landscaping should be encouraged along public roads to buffer the view of the buildings from the roads.
 2. **North Linthicum** – is a secluded residential community with an orientation geared towards families. The tree-lined streets and well maintained appearance lends to a small town feeling in an area that has easy access to the conveniences of a major city. The community was originally built on hill tops to provide vistas of the Patapsco River valley and Baltimore City. Future development should strive to maintain the vistas originally intended and should seek to enhance existing community facilities or provide new ones.
 3. **Linthicum** – is a residential community with small town appeal near the conveniences of a major city. The streets are tree lined and the community is well maintained. There is a strong sense of community. It is a place where you know

your neighbors and interact with them daily. Community events and community facilities play a vital role in maintaining the character of this area. Future development should strive to preserve the existing sense of community by maintaining existing community facilities such as parks, and should add new facilities such as recreational areas and community gathering places.

4. **Ferndale** – has a small town atmosphere in a location that has big town conveniences. The revitalization of the commercial district on B & A Boulevard has restored a sense of place to the community. The narrow, tree-lined streets and modest homes provide a sense of quaintness not often found in newer developments. The recent introduction of the light rail system has provided convenient access to Baltimore City; however, it has diminished the access to and from B & A Boulevard from the residential area west of the light rail tracks. Future development should seek to improve the access from this area to B & A Boulevard. Infill development should be in scale with the existing neighborhoods, and Phase 2 of the Commercial District Revitalization Plan should be funded and constructed.

4. Encourage revitalization of existing commercial districts by working with property owners, community development organizations, and citizen groups to improve existing properties. Establish commercial revitalization design guidelines which will help to integrate these commercial areas with the surrounding communities. Design guidelines could address elements such as street trees, buffers, planted medians, parking lots, building facades, signage and lighting, and sidewalks and pedestrian access. Specific examples of areas to be considered for revitalization include:
 1. Linthicum/ShIPLEY Commercial District – Improvements should include landscaping, design features, siting of structures in a manner consistent with the surrounding community, improved internal vehicular circulation and parking, and pedestrian sidewalks that connect to the school and recreational areas.
 2. Ferndale Commercial District (B & A Boulevard) – Complete Phase 2 of the Ferndale Streetscape Plan, and encourage redevelopment of, or improvement to, the intersection of Baltimore Annapolis Boulevard and Orchard Road, which will help provide an attractive entrance to the Ferndale Commercial District.
 3. Encourage revitalization of the North Linthicum Commercial District.

Goal 2: Provide a range of housing opportunities, and foster residential stability throughout the BWI/Linthicum Planning Area.

The provision of a range of housing options will allow for residents to remain a part of

the community even as their housing needs progress. Maintenance and revitalization of existing housing will help to maintain the stability of the community. The insertion of new housing options, such as assisted living facilities and moderately priced housing, will allow existing residents and their families to remain in the area while allowing for the addition of new residents.

Recommendations:

1. Encourage the inclusion of townhouses, condominiums, apartments, and duplexes in areas designated for mixed use developments.
2. Encourage the establishment of senior housing and assisted living facilities in and around existing communities, especially in areas with good access to public transportation. Available land to be developed in the vicinity of the North Linthicum light rail station should be considered for senior housing or a senior citizen community center. Health care providers should also be encouraged to locate near senior facilities to ensure that convenient health care is available to local senior citizens.
3. Revise zoning regulations to permit accessory apartments or additions, compatible with single family residential neighborhoods, for family members in need of care or financial assistance.
4. Provide support programs and funding to assist the elderly, disabled, and others with low or moderate incomes to maintain and remain in their existing housing.
5. Enforce existing regulations aimed at ensuring the up keep and maintenance of individual properties.

Goal 3: Provide upscale, attractive, high-quality industrial and commercial development in areas that are planned for these types of land uses.

The Planning Area contains two large areas of land that have been zoned for industrial park uses – the Hanover area and the West Nursery Road corridor. There is a strong sentiment among residents in or near these areas that this land not be developed as vast acres of warehousing and storage structures and pavement. Instead, the County should promote the location of high-quality business and technology parks that will provide high-paying employment opportunities and be designed in an attractive setting that includes open spaces, community spaces, and auxiliary commercial or retail uses that also provide locally needed services. A legislative bill allowing restaurant owners to obtain multiple liquor licenses would also serve to attract more upscale dining establishments to the area.

Recommendations:

1. Offer financial or tax incentives to encourage companies offering high wage-paying jobs to locate in the area.
2. Because the availability of child care is an important consideration in attracting a skilled work force, the County should be receptive to permitting the creation of child care facilities, as allowed by conditional use, in industrial park areas.
3. Encourage the development of upscale restaurants and open civic spaces in the Nursery Road business park corridor. This would be attractive to the local hotel and business community and would also provide a community focal point. Revise the zoning code as necessary to allow the appropriate amount and type of auxiliary commercial uses in W1 zones.
4. A system of hiker-biker trails, open spaces, parks or greenways should be master planned for the Hanover area which incorporates the Stoney Run and Piney Run stream valleys and connects to the Patapsco Valley State Park, so that as industrial park and airport-related uses continue to development here in the future, this open space system can be incorporated into development plans as they are approved. Natural feature amenities such as this are an important element in attracting upscale businesses and high-quality development to an area.

Goal 4: Establish and maintain buffer areas between 1) BWI Airport and its associated uses, and the residential communities adjacent to those areas; and 2) Industrially and commercially zoned property and the adjoining residential communities.

Residents, particularly those from Linthicum and Ferndale, have expressed a strong desire to establish buffers between their communities and the airport, airport related uses, industrial uses, and commercial uses. Retention of existing forested areas, or planting of new areas, appears to be the most sought after form of buffering due to its ability to provide visual as well as acoustical barriers. Efforts should be made to encourage the retention of forested buffers in areas immediately adjacent to residential uses.

Recommendations:

1. Create zoning incentives in industrial zones that encourage the preservation, or the creation, of forested areas adjacent to residential uses (e.g. increased floor area ratios (FAR), increased accessory commercial uses, etc.).
2. Encourage property owners to establish easements adjacent to streams and other natural features, which are forested or could be forested, and that are located between residential zones and adjacent industrial and commercial zones.

3. Seek opportunities to acquire easements or fee-simple ownership of forested areas, which may otherwise be under pressure to develop. Some areas where local communities have expressed a particular concern about maintaining adequate buffers around residential uses are as follows:
 1. Along Aviation Boulevard east of the airport, from Andover Road and the satellite parking area down to Dorsey Road: maintain a buffer between the airport and Ferndale residential neighborhoods to the east.
 2. East of Nursery Road, from the Maritime Institute to Andover Road: maintaining this area in forest, much of which is stream valley and is zoned Open Space, will serve to maintain a buffer between the Linthicum residential communities and the industrial park uses along Nursery Road (Hock Business Park, Airport Square Technology Park, etc.)
 3. Along Andover Road between Harrison Avenue and Camp Meade Road: maintain a buffer between residential neighborhoods in Linthicum and airport-related uses to the south.
 4. Along Aviation Boulevard west of the airport, between the BWI Amtrak/MARC station and Dorsey Road: the Stoney Run stream valley and floodplain, currently zoned Open Space, should be maintained in a natural and forested state to provide a buffer between the airport site and residential and industrial park uses in Hanover.
4. Should any residential properties north of Elkridge Landing Road and east of West Nursery Road be rezoned to allow for industrial or commercial development, either as a result of this Small Area Plan adoption or any future zoning changes, recommend via the development approval process that access to and from these properties be provided only from Elkridge Landing Road and/or West Nursery Road, and not from Andover Road.

Goal 5: Focus growth and new development in areas which best use existing or planned infrastructure, and optimize the ability to conserve open space and sensitive areas, by allowing a mix of residential, commercial, and industrial uses in designated areas.

Mixed Use development has been used with success in communities throughout the country. The location of mixed-use developments near major transportation networks combined with uses scaled to encourage pedestrian circulation, helps maximize the use of existing infrastructure, limits the need for the expansion of infrastructure, and minimizes long term infrastructure maintenance costs. Other benefits include reduced automobile travel, community facilities, planned open space, and an enhanced sense of community.

Recommendations:

1. Establish a Transit Mixed Use District in the vicinity of the North Linthicum Light Rail station on Camp Meade Road. The primary uses permitted in this area should include retail, employment, and residential uses. Age-sensitive housing and assisted living facilities may be appropriate in this location.
2. Adopt subdivision and/or zoning regulations that allow for Traditional Neighborhood Design in mixed use zones and other appropriate areas.

Goal 6: Link residential neighborhoods, commercial districts and industrial zones, to transportation facilities, adjacent employment areas, and recreational and open space areas through a system of pedestrian sidewalks and hiker/biker trails, including park land and greenways.

The untapped potential of Patapsco Valley State Park is an invitation to improve the area by making better use of its existing resources. The park represents a great opportunity for passive recreational uses. Nature-walking, fishing, and bird-watching are some of the many compatible uses for this environmentally sensitive area. Creating access points to this part of the park will enhance the value of the area and make it a destination for hikers and other nature seekers.

Recommendations:

1. Develop a greenways master plan and a bikeways and trails master plan for the BWI/Linthicum Planning Area as part of a Countywide plan. These plans should outline general locations for greenways and trails and should be coordinated with planned circulation routes in adjacent planning areas.
2. Develop incentives to encourage property owners to donate rights-of-way and/or easements for the establishment of greenways and trail systems consistent with the above referenced master plans.
3. Seek funding sources at the local, State and Federal level for acquisition of parkland, greenways, and the construction of trails. Investigate the possibility of forming a Patapsco River Land Trust or other conservation organization to work toward acquisition and preservation of the Patapsco River valley.
4. Support the planned Patapsco Valley State Park trail system.
5. Establish a committee with representatives from Anne Arundel County, Baltimore City, Baltimore County, Howard County, and Carroll County, with the purpose of assisting the State in developing and implementing the Patapsco Valley Greenway Plan.

6. The area surrounding the BWI Amtrak/MARC station is planned to be developed with office and business park uses. When these properties are developed, pedestrian access to the station should be provided to encourage employees and visitors to use the rail service.

Goal 7: Maintain and improve coordination and communication between BWI Airport planning officials, County planning officials, and local communities in order to minimize or mitigate the impacts of the airport on the surrounding communities.

Activity generated by BWI Airport brings benefits and costs to the residents and businesses in our area. As a state agency, the Maryland Aviation Administration exercises control over the airport and surrounding areas. While the economic impacts of the airport are widely recognized as a benefit to the region, the physical impacts of the airport development are felt locally. The lines of communication between the State and County agencies which are charged with guiding the direction of growth within the BWI/Linthicum Planning Area need to be improved. The public needs to be kept informed of plans related to the operation, maintenance and future development of the airport and to be given opportunities to provide input during the planning process, in order to ensure that the development of the airport does not diminish the quality of life in the neighboring communities.

Recommendations:

1. Maintain and improve the relationship between the Maryland Aviation Administration, the County Office of Planning & Zoning, and community organizations in order to encourage enhanced planning of airport facilities, particularly with respect to buffering of adjacent residential communities.
2. Develop better relationships between the MAA and the surrounding community. Encourage more frequent meetings between the MAA, County planners, and businesses and communities surrounding the Airport in order to keep local citizens informed about airport planning efforts and issues, and seek community input early in the decision making process.
3. Direct the expansion of airport facilities to areas appropriately zoned for airport uses (industrial land).
4. Encourage additional structured parking for the airport, as opposed to the expanded use of surface lots. If structured parking lots are built on the existing surface lots, acquire additional land along the perimeter in order to expand buffers between the lots and adjacent residential communities.
5. Encourage the BWI Airport planning staff to incorporate buffers between offsite airport uses and existing communities similar to those required by the County for development in industrial zones.

Goal 8: Negotiate a development plan for the Andover Estates property in Linthicum that protects the interests of both the property owner and the neighboring communities.

The proposed Andover Estates subdivision is located on the west side of Hammonds Ferry Road between Kingwood and Kingbrook Roads, ie. between the Kingston Heights and Michaelton Manor subdivisions. Subdivision plans for this property were first submitted to the County for review in 1996, although no plans have been approved to date. Negotiations between the developer, County staff, and residents of the adjacent communities have been ongoing since that time.

Many property owners and neighbors in the community are opposed to the development of the property at the proposed density because of flooding and environmental concerns. There is a history of flooding and erosion problems on some of the adjacent properties. Neighbors fear that flooding, sewer back-ups, and sinkholes in the community will be worsened by the proposed development. The nearby Kingwood Tributary also has a history of erosion problems. In fact, the County recently funded \$555,000 for stream restoration along this portion of the tributary. Neighbors are concerned that runoff from further development will worsen erosion and pollution of the stream.

Concerned residents have spoken to planning staff and planning committee members during the Small Area Plan process and have suggested their preferred alternatives regarding development of this property. These include rezoning part or all of the property as Open Space, reducing the development density of the property by down-zoning to R2, or (the County or State) purchasing the property for use as park land or open space.

It is noteworthy that this Small Area Plan recommends the expansion of existing open space, greenways, and hiker-biker trails and the creation of a network of new trails throughout the area. This plan also calls for the protection of existing undeveloped buffer areas. Extending trail parks through these buffers would ensure their preservation. The Andover Estates property abuts undeveloped land on both sides of the Kingwood Tributary. The tributary has served for a long time as a natural buffer between residential communities in Linthicum and the commercial/industrial development along Nursery Road. Maintaining this area as a buffer and preventing further flood damage and stream degradation are important concerns for many residents in the area. To this end, the following recommendations are made.

Recommendations:

1. The County should review any subdivision proposals for the Andover Estates property to ensure that any permitted development will not damage adjacent properties or result in further environmental degradation to an already fragile environmental system. The County should ensure that the property owner meets all stormwater management

requirements in accordance with applicable law and that the resulting development does not cause additional environmental problems or flooding.

2. Additionally, in light of the site location near the Kingwood Tributary, the County or State should be encouraged to explore the feasibility of acquiring the Andover Estates parcel for the creation or extension of a trail park, use as open space or as part of a greenway system.