

Glen Burnie Small Area Plan

**Adopted September 20, 2004
By County Council Bill No. 60-04**

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Glen Burnie Small Area Plan

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Introduction

The *Glen Burnie Small Area Plan* is a refinement of the 1997 Anne Arundel County *General Development Plan*.

The purpose of the *Glen Burnie Small Area Plan* is to enhance the quality of life in the area, to help implement the goals and recommendations of the *General Development Plan*, and to promote citizen, business and County cooperation in the planning and development process.

The Plan's development was a collaborative process involving the Glen Burnie Small Area Planning Committee, staff from the Office of Planning and Zoning (OPZ), other County agencies and the public. Together, the Small Area Planning Committee and staff have held public forums, conducted regular committee meetings, held focus group roundtables, and have spoken with and listened to area residents to help identify assets, issues, and opportunities and to formulate a vision for the future of their area. They have worked together to identify where pedestrian and road improvements are needed, what type of land uses are appropriate and where they should be located, and how residential and commercial areas can be designed to improve their overall function and appearance.

This Plan for the Glen Burnie area consists of a document and maps. The document addresses community history, housing, land use, zoning, transportation, natural and historic resources, utilities, community facilities and community design. The maps show, among other features, existing and proposed land use. Together, the text and maps amend the *General Development Plan* and serve as a basis for comprehensive zoning of the Planning Area.

The Small Area Plan Process

Starting with the appointment of committee members and ending with the adoption of a long range plan for the community, the Small Area Plan process is designed to maximize public participation, build consensus and present the best plan for the future of the small planning area. All committee meetings are open to the public. In addition, two public forums are held, one near the start of the process to hear from the community about issues, opportunities and a vision for the future and one near the end to present draft recommendations on the various subject areas of the plan as well as a draft land use map. Once the Committee and staff have formulated their draft plan, it is presented to the Planning Advisory Board (PAB) for further review and comment by the public. Comments from the PAB are provided to the County Executive for consideration prior to introducing the Small Area Plan to the County Council for public hearing and adoption.

Once the Plan has been adopted by the Council and incorporated into the *General Development Plan*, planning staff will begin the implementation of the plan recommendations. It is hoped that the citizens who participated in the plan development will continue to follow the process and provide input during the implementation stage.

Acknowledgments

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Community History

The history of the Glen Burnie Small Planning Area is closely linked to the growth and development of the town of Glen Burnie, as well as its strategic location within Anne Arundel County's major transportation corridor. Bounded on the south by Brightview Drive and on the north by the Baltimore Beltway, this area represents a diversity of historic land uses ranging from rural "truck farms" in the south to the residential, industrial and commercial growth and expansion of the Baltimore metropolitan area in the north. Map 1 defines the boundaries of the Small Planning Area.

Long before the imprint of modern society, prehistoric people, drawn to the area for its abundant animal and plant life, populated the region. Access to fresh water and the Chesapeake Bay made the area a favorite spot for Native Americans because of the bountiful supply of fish, crabs and oysters. These early inhabitants first appeared in the area approximately 13,000 years ago. Evidence of their occupation was discovered near BWI Airport by archaeologists a decade ago. Dating to 11,000 B.C., this site is one of the earliest known Indian sites yet to be found in Maryland. Almost unimaginable today, its inhabitants hunted large game, including mastodons, with spears tipped with fluted Clovis points. Another recent find, near Marley Station Mall, revealed archaeological remains of the earliest intact cooking hearths found in Maryland (8000 B.C.).

Within the planning area, evidence of many extractive sites have been found, where Native Americans camped for short periods of time while exploiting the natural resources of the area. One such camp, now known as the Magothy Quartzite Quarry is located just southeast of the planning area. Beginning about 12,000 years ago, Native Americans used the quarry as a production center for extracting material for making high quality tools, projectile points and other lithics. This extremely rare geological formation consists of opaline cemented quartz, a material that is found in very few places in the world. The quarry no doubt spawned a vast and long-lived trading network among native peoples. The area's geographical position within a larger regional system of migratory and trade routes, created the first trails and footpaths which later became the transportation routes of the European settlers.

By the time of the first European settlement of Anne Arundel County in 1649, native Algonquin tribes had virtually abandoned the present day area of the county due to raids by the warlike Susquahannocks from the north. The first settlers were Protestant Englishmen from Virginia who established a hamlet known as Providence at the mouth of the Severn River. The population quickly increased, primarily along the shoreline of the Bay and its tributaries. Upland areas, like the Glen Burnie planning area, were at first used for resource extraction, such as timber, iron, and wild game. It supported a limited number of plantations due, in part, to the apparent threat of Native Americans occupying lands west of Anne Arundel County. In the 1680s, Indian raids were reported on plantations at the upper branches of the South River.

Map 1

As tensions eased, Europeans moved north and west from the Providence settlement. By the early 18th century, plantations were established in the area where tobacco, corn and grains were grown and the region's plentiful stands of timber were harvested. Some of the early property owners were from Cromwell, Shipley, Stoll, Linthicum, Hammond, Dorsey, Robinson and Pumphrey families. They and their descendants and subsequent owners amassed large tracts of land ranging from several hundred to several thousand acres. One of the most prominent was Col. Charles Hammond of Curtis Bay. Known as "the great land owner," Hammond built Snow Hill (also known as Jackson's Chance and later as the Stoll Farm) in the late 18th century. It stood just north of Ordnance Road overlooking Curtis Bay until it was destroyed in 1971.

Iron ore outcrops, located along Stony Run and Piney Run, were discovered and exploited early in the 18th century. The existence of both iron and timber facilitated the emergence of the iron smelting industry in the region. In the mid-18th century, Caleb and Edward Dorsey formed a joint venture with Alexander Lawson and built the Curtis Creek Iron Furnace, also known as the Marley Furnace, on present day Furnace Branch. A few years earlier, in 1755, the same gentlemen established a similar operation at Elkridge on the Patapsco River. After Caleb Dorsey's death in 1772, the partners sold the Curtis Creek Furnace to William Barker, who operated it as the Curtis Creek Iron Works. By 1851, the Barkers ceased the production of pig iron at the site and the property was sold a few years later to William Wilkens Glenn. In 1854, Glenn founded the Curtis Creek Mining, Furnace and Manufacturing Company as a stock company, whose holders included Governor Thomas G. Pratt and Charles Pitts. Apparently, the enterprise never pursued the iron business. By the 1880s, they turned their interest to real estate.

By the 19th century, the area had attracted numerous farming families. Although some tobacco remained in cultivation, a shift in the growing of wheat and corn to producing fruits and vegetables for the markets in Baltimore and as far as Boston and Montreal was underway. Known as truck farming, this livelihood proved profitable for farmers in northern Anne Arundel County. Seasonal laborers, mostly Eastern European immigrants from Baltimore, were used to harvest the crops for which they were paid in tokens made of brass, known as "pickers checks." The laborers or "pickers" were brought to local farms where they lived for 6 to 8 weeks during the harvest season. Although found elsewhere in the mid-Atlantic region, the extensive use of pickers checks is unique to Anne Arundel County. Truck farming remained a primary source of income in the northern part of the county well into the 20th century. The John Parker Farm, located south of Glen Burnie on Crain Highway was an active truck farm in the late 19th and early 20th centuries. A portion of the frame dwelling, which still survives, contained the Third District store. In addition to the neighboring farmers, seasonal "pickers" patronized the store where they could use their "checks" as money to purchase food and other provisions.

Freetown, located in the eastern portion of the planning area, is an African American community which was established in the 1840s by free blacks. This area became one of the

largest population centers of free blacks, outside of Annapolis, during the 19th century. Early landowners included James Spencer, William Howard, Nathan Owens, William Turner, Abraham Franklin and William Hall, all of who were either freeborn or manumitted from slavery, according to pre-Civil War Certificates of Freedom. Both Spencer and Howard served in the Union Army U.S. Colored Troops during the Civil War. By the 1880s, these early landowners and their descendants had amassed nearly 1,000 acres of land stretching between Marley and Stony Creeks in the southern portion of the Marley Neck peninsula. There, they established a safe-haven, building houses, schools and churches.

The Freetown School, (the present-day community center) built in the 1920s, still survives and numbers among the handful of historic Rosenwald Schools in Anne Arundel County. Initiated by Julius Rosenwald, the president of Sears, Roebuck Company between 1911 and 1932, the Rosenwald School Fund was an ambitious program designed to provide better educational facilities for rural African Americans in the South. Inspired by Booker T. Washington, Rosenwald provided matching funds to black communities for school construction. Thousands of schools, some of which are still standing today, were built across the South using this fund.

The most dramatic change to the Glen Burnie planning area occurred in 1887 with the construction of the Annapolis and Baltimore Short Line Railroad (renamed the Baltimore and Annapolis Short Line Railroad in 1894). Forming a 22-mile link between Baltimore and Annapolis, it was the most direct route between the two cities and quickly superseded the longer Annapolis and Elkridge Railroad line. Plans for another north-south rail line, known as the Drum Point Railroad, which would intersect at the site of present day Glen Burnie, presented an opportunity that was not lost on the entrepreneurial Glenn family.

On the eve of construction of the Short Line, John Glenn Jr. and his cousin John M. Glenn set aside 3,000 acres of the family's 9,000 acre Curtis Creek Mining, Furnace and Manufacturing Company land for a suburban village, which they named Glen Burnie. The cousins named it after the Baltimore country estate, known variously as Glennburne, Glensbourne Farm, and Glenburnie, owned by their grandfather, Judge Elias Glenn. In 1888 the local post office, known as Myrtle for the wife of Samuel Sewell Tracey, a superintendent for the Curtis Creek Company, was changed to Glen Burnie. To facilitate development, the Glenns hired George T. Melvin and Henry S. Mancha to lay out and promote the town. Melvin drew up a grid town plan within a portion of the 3,000-acre tract, centered on the railroad intersection. The town plat was recorded in 1889, however early growth was slow.

Although promotional advertisements were published in hopes of enticing new residents, little development occurred, possibly due to the bankruptcy of the Drum Point Railroad. By 1894, the town consisted of a few buildings situated along Crain Highway, including residences and industrial facilities. One of the houses belonged to Samuel Sewell Tracey and actually predates the lay out of the town. It still stands today at the corner of Padfield Boulevard, S.E. and

Second Avenue and is most likely the oldest building in Glen Burnie proper. The industries included a turning factory, a barrel factory and a clay manufactory, which produced roof tiles and bricks.

Other amenities were built to draw families to Glen Burnie, including construction of a two-room brick schoolhouse in 1899. Located at the corner of A Street and First Avenue, S. W., it still survives, forming the rear addition of the larger school expansion in 1917. One of the earliest churches, St. Alban's Episcopal was established when the old Marley Chapel was moved to the new nexus of development in 1904. One year later, Johnson Lumber Company established a lumberyard east of the depot at Railroad Avenue and Light Street Road, signaling the promise of a growth spurt for the fledgling town.

The Glenn's effort to develop the town was aided by fellow entrepreneurs, including William Frederick Kuethe, Edward Woodfall and his sons, Thomas and Edward Woodfall, Dr. Thomas Brayshaw and Albert Hamlen. Each left his legacy on Glen Burnie. Kuethe founded the first bank, Glen Burnie Savings & Loan Association, and built the Colonial Revival Style library at 5 Crain Highway, which bears his name. The Woodfalls built a number of houses in the town, the school, St. Alban's Church and the Masonic Temple. Brayshaw, who served as the first doctor, purchased Tracey's house and expanded it to serve as his residence and office. Hamlen and others formed the Glen Burnie Improvement Association in 1908, which through proceeds from an annual carnival has financed the town's first public sidewalks, street lighting, a water supply, playgrounds, recreation facilities and the Volunteer Fire Company.

The industrial growth and development of Baltimore during the 19th and 20th centuries had a direct impact on the Glen Burnie Planning Area. Large-scale tanneries, oil and gas storage facilities, and fertilizer companies, located along the shores of Curtis Bay, Cabin Branch and Curtis Creek, brought opportunities for employment to the residents of the Brooklyn and Glen Burnie areas. Either prior to or during World War I, the U. S. Army established an Ordnance Depot on Curtis Creek.

The planning area received another impetus for growth with the construction of the Baltimore-Annapolis Boulevard in 1912. Shortly thereafter, Light Street Road became part of the Robert Crain Highway state road system. The automobile age had come to Glen Burnie, and was further expanded with the construction of the Governor Ritchie Highway between 1934 and 1938. As a Works Progress Administration (WPA) project, it was intended to be a scenic highway and one that would divert traffic away from the growing congestion on Crain Highway and the B&A Boulevard. The growing predominance of the automobile in the early 20th century brought a temporary end to rail passenger service to Glen Burnie. The area's strategic location brought yet another major highway project to its doorstep in the mid- 20th century with the construction of the Baltimore beltway.

The rapid growth of post World War II Glen Burnie area is directly related to the increasing affordability of the automobile and the subsequent expansion of the Baltimore metropolitan region. This building boom was part of a nationwide trend of suburban development. One of the first post WWII suburbs to be built outside Glen Burnie was Harundale, followed by others. By 1951, over 1000 new homes had been built within a two-mile radius of the downtown. A 1955 *Baltimore American* article claimed that more than 100 building permits per day were issued in Glen Burnie in 1954. It also described the town as the “county seat of retail trade,” with three large shopping malls either in construction or planned.

Although Glen Burnie has sprawled well beyond its original grid plan and the 3,000-acre tract set aside by the Glenn family, the old town center still retains its historic architectural character. In 1996 this historic core was determined to be eligible for the National Register of Historic Places.

Today, the Glen Burnie Planning Area reflects the changes in land use set in motion in the 20th century. Although dominated by the operations of the Curtis Creek Mining, Furnace and Manufacturing Company in the 18th and early 19th centuries, the landscape became more rural by the late 19th century, peppered with numerous farms and small crossroad villages. Major transportation projects, initiated by the Annapolis and Baltimore Short Line Railroad in 1887, followed by numerous regional highway constructions in the 20th century transformed the area to a major suburb of the Baltimore metropolis and a leading center of business, industry and retail in Anne Arundel County.

Sources:

History of the Town of Glen Burnie by Ruth P. Eason. Glen Burnie, MD: The Kuethe Library, Inc., 1972.

Glen Burnie LRT Extension Study: Anne Arundel County, Maryland. Phase II Historic Architectural Resources Evaluation by Elizabeth Barthold O’Brien, John Milner Associates, August 1996.

History of Glen Burnie by Thomas J. Curley, 1987.

Glen Burnie – Our Heritage by Mark Norton Schatz, 1987.

Demographics

The Glen Burnie Small Planning Area is bounded by the Baltimore Beltway (I-695), I-97, Brightview Drive, Obrecht Road, Ritchie Highway, Mountain Road, Solley Road, Marley Creek, Furnace Creek, and Curtis Creek. This area comprises 12,500 acres of land, or approximately 20 square miles. As seen on Map 2, there are fourteen entire census tracts and portions of two additional census tracts within this Planning Area. Demographic data have been compiled from the U.S. Census Bureau’s 2000 Census and from historical census counts.

Population

Table 1 indicates that the population has grown steadily over the past few decades in both Glen Burnie and Anne Arundel County, although the growth rate has declined significantly in Glen Burnie. Between 1970 and 1980 the population in the Glen Burnie area increased by nearly 25 percent. However, between 1990 and 2000, the population in Glen Burnie increased by only 3.5 percent, compared to a 14.6% increase for the entire County during that period. This decline in the growth rate is likely due to the fact that the Planning Area is largely built-out and does not have nearly as many opportunities for new development as other parts of the County. However, with 73,951 persons living in the Glen Burnie area, it is still the largest of the County’s small planning areas in terms of population.

Table 1. Historical Population in Glen Burnie and Anne Arundel County

Area	1970	1980	1990	2000	% Change 1970-2000
Glen Burnie	53,643	67,346	71,433	73,951	38.0%
Anne Arundel County	298,042	370,775	427,239	489,656	64.3%

Population forecasts in Table 2 indicate that the Glen Burnie area will continue to experience growth over the next 25 years, although at a relatively slower rate. This is based primarily on an assumption that the remaining developable land in the area will be developed over this time period. It also assumes a small amount of redevelopment will occur that may serve to increase residential densities. However, projected growth in the area (7 percent by 2025) is significantly less than that projected for the County, whose population is forecast to increase by 15 percent by 2025.

A racial breakdown of population in the Planning Area is shown in Table 3. Glen Burnie is slightly more diverse in terms of race and ethnicity than Anne Arundel County as a whole, although the racial mix is similar. Based on the 2000 Census, 76 percent of Glen Burnie’s population is White, 16 percent is Black/African American, and about 7 percent of the population is comprised of other races. In the County in 2000, over 81 percent of the population was White, 13.6% Black/African American, and approximately 5 percent of other races. Only a

small proportion of the population is of Hispanic origin, 3 percent in Glen Burnie and 2.6 percent in the County.

Table 2. Population Forecasts, 2000 to 2025

Area	2000	2005	2010	2015	2020	2025
Glen Burnie	73,951	76,589	77,268	77,840	78,549	79,378
Anne Arundel County	489,656	520,225	534,139	543,711	553,216	562,878

Table 3. Population by Race and Hispanic Origin, 2000

Characteristic	Glen Burnie Small Area	Percent of Total	Anne Arundel County	Percent of Total
Total Population of One Race:	72,307	97.8%	481,371	98.3%
White	56,609	76.6%	397,789	81.2%
Black or African American	11,834	16.0%	66,428	13.6%
American Indian or Alaskan Native	362	0.5%	1,455	0.3%
Asian or Pacific Islander	2,674	3.6%	11,535	2.4%
Some other race	828	1.1%	4,164	0.8%
Two or More Races	1,644	2.2%	8,285	1.7%
Total Population	73,951	100.0%	489,656	100.0%
Hispanic of Any Race	2,197	3.0%	12,902	2.6%

The population age distribution in Glen Burnie and in the County in 2000 is shown in Table 4. The age distribution in the early and senior years is similar in the Planning Area and the County. Glen Burnie has a slightly larger proportion of its population in the family-forming years between ages 18 to 44 (44 percent in Glen Burnie compared to 41 percent in the County). Likewise, the County has a larger proportion of its population in the prime earning years between ages 45 and 64 as compared to Glen Burnie (24 percent in the County compared to 21 percent in Glen Burnie).

Map 2

Table 4. Population by Age, 2000

Age Range	Glen Burnie: Number in Age Group	Glen Burnie: % in Age Group	Anne Arundel County: Number in Age Group	Anne Arundel County: % in Age Group
Under 5	5,084	6.9%	33,083	6.7%
5 to 17	13,019	17.6%	90,553	18.5%
18 to 44	32,503	43.9%	200,263	40.9%
45 to 64	15,363	20.8%	116,937	23.9%
65 to 84(+)	7,982	10.8%	48,820	10.0%
Total	73,951	100.00%	489,656	100.00%

In a trend that is commonly seen nationwide, education levels are often closely correlated with household income levels. Table 5 indicates the educational attainment levels in Glen Burnie are not as high as those seen in the County as a whole. Over 30 percent of Anne Arundel County residents ages 25 years and older have a Bachelor’s degree or higher degree, as compared to 15 percent in the Glen Burnie Planning Area.

Median household income data from 1999, as recorded in the 2000 Census, are presented by census tract in Table 6. Household incomes covered a wide range over the entire Planning Area. However, the average median household income in Glen Burnie of \$48,214 (based on census tracts) is somewhat lower than the median household income of \$61,768 for the entire County. This may be due in part to the older housing stock in many parts of Glen Burnie, which often will not attract higher-income homebuyers.

**Table 5. Educational Attainment Levels, 2000
(Percentage of Population 25 years and over)**

Area	High School Diploma or Higher	Bachelor Degree or Higher
Glen Burnie Small Area	79.8%	15.4%
Anne Arundel County	86.5%	30.6%
Maryland	83.8%	31.5%

Table 6. Median Household Income in Glen Burnie Small Area, 2000

Census Tract	Median Household Income	Ratio to County Median
7302.03	\$28,269	0.46
7302.04	\$55,859	0.90
7303.00	\$50,550	0.82
7304.01	\$47,165	0.76
7304.02	\$45,353	0.73
7305.02	\$62,500	1.01
7305.03	\$41,553	0.67
7305.04	\$57,798	0.94
7508.03	\$40,060	0.65
7508.04	\$51,352	0.83
7509.00	\$41,156	0.67
7510.00	\$48,227	0.78
7511.02	\$44,769	0.72
7511.03	\$55,142	0.89
7402.011*	\$42,389	0.69
7402.012*	\$59,286	0.96
Average**	\$48,214	0.78
County Median	\$61,768	---

*Census block group.

**Average of median household income of all the census tracts and block groups.

Housing

Data on housing units in Glen Burnie and the County are shown in Table 7. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is

occupied, or intended for occupancy, as a separate living quarter. The Glen Burnie Planning Area has a much higher proportion of renter-occupied housing units than seen in the County overall. While close to three-quarters of the housing units in the County in 2000 were owner-occupied, only 56 percent of the units in Glen Burnie were occupied by owners. Likewise, 40 percent of the housing units in Glen Burnie are renter-occupied compared to 24 percent in the entire County. The home ownership rate (based on the total number of occupied units) rose slightly in Glen Burnie over the past decade, from 56.3 percent in 1990 to 58.5 percent in 2000. Due to the large number of renters in Glen Burnie, the home ownership rate is the lowest among the County's sixteen small planning areas. The home ownership rate in the County as a whole continues to be quite high, with a rate of 75.5 percent in 2000, compared to a nation-wide home ownership rate of 66.2 percent and a state-wide rate in Maryland of 67.7 percent. Housing vacancy rates in both the Planning Area and the County are at a healthy 4 percent.

The median value of owner-occupied housing units in Glen Burnie in 1990 was \$99,375 compared with a County-wide median value of \$127,900. Estimated figures for the year 2000 indicate a median value of \$129,700 in the Glen Burnie Planning Area and a median value of \$167,000 for the County as a whole.

Table 7. Housing Units in Glen Burnie and Anne Arundel County, 2000

Area	Total Housing Units	Owner-Occupied Units	Percent Owner-Occupied	Renter-Occupied Units	Percent Renter-Occupied	Vacant Units	% Vacant
Glen Burnie	30,385	17,026	56%	12,091	40%	1,268	4%
Anne Arundel County	186,937	134,921	72%	43,749	24%	8,267	4%

Tables 8 and 9 present data on households in the Glen Burnie Small Area and in the County. A household is an occupied housing unit in which a person or group of people – either unrelated or related – lives as his (her) or their usual place of residence. In 2000, the Glen Burnie Small Area contained 29,141 households, which represents 16% of the total 178,670 households in the County. The number of households by type is shown in Table 8. Non-family households comprise groups of unrelated people living together or one person living alone. Family households include a householder and one or more people living with him or her who are related to the householder by birth, marriage, or adoption.

Table 9 indicates that, proportionally, there are a larger number of single parent families in Glen Burnie than in the County as a whole. Nearly 18 percent of the total families in the Glen Burnie Small Area are single parent families with children under 18 years of age, and three-

quarters of these are female householder families. The proportion of single-parent families has been increasing Countywide over the past decade, from 8 percent of families in 1990 to nearly 12 percent in 2000.

Table 8. Households by Type, 2000

Household Type	Glen Burnie Small Area	% of Households	Anne Arundel County	% of Households
Non-Family Households:				
1-Person	7,800	26.77%	38,109	21.33%
2 or More Persons	2,341	8.03%	11,368	6.36%
Family Households:				
Married-Couple Family	13,295	45.62%	102,197	57.20%
Male Householder	1,540	5.29%	7,247	4.06%
Female Householder	4,165	14.29%	19,749	11.05%
Total Households	29,141	---	178,670	---

Table 9. Single Parent Families with Children Under 18 Years, 2000

Area	Male Single-Parent Householder	Female Single-Parent Householder	Total Single-Parent Families	Total Families	Percent of Total Families
Glen Burnie	845	2,513	3,358	19,000	17.67%
Anne Arundel County	3,807	11,250	15,057	129,193	11.65%

Employment

Census data indicate that there were 38,780 employed civilians living in the Glen Burnie Small Area in 2000. Table 10 presents the percentage of employed civilians in the six major occupation categories. The largest employment category in the Glen Burnie Small Area is comprised of sales, office, and administrative support jobs, which were held by over 31 percent

of the employed civilian population in Glen Burnie. Management and professional occupations comprised the second largest employment category with over 28 percent of the employed population. Nearly one third of Glen Burnie’s employed civilians have careers in services, construction and maintenance, and production and transportation. In Anne Arundel County, management and professional occupations comprise the largest employment category, although the range of occupations is also fairly diverse in the County.

According to the 2000 Census, the unemployment rate in Anne Arundel County was 3.1 percent, which was lower than most jurisdictions in Maryland and than the state average of 4.7 percent. The Glen Burnie Small Area had a slightly higher unemployment rate of 3.4 percent. Though more current estimates have not been prepared, the rate has most likely increased since 2000 due to the nationwide decline in the economy.

Table 10. Occupations for Employed Civilians 16 Years and Over, 2000

Area	Management/ Professional	Service	Sales and Office	Farming, Fishing & Forestry	Construction/ Maintenance	Production/ Transportation
Glen Burnie	28.1%	15.3%	31.2%	0.1%	13.1%	12.3%
Anne Arundel County	40.5%	12.5%	28.0%	0.1%	9.9%	9.1%

Current estimates indicate there are approximately 37,308 jobs in the Glen Burnie Small Area. The number of jobs is projected to increase to 40,288 in 2010, and by 2015 the projected number of jobs is 41,479. Major employers in the Glen Burnie Small Area include North Arundel Hospital with over 2,000 employees, the U.S. Coast Guard Engineers with 1200 employees, and Verizon Maryland. Other employers in the area that provide greater than 200 jobs include Wal-Mart Stores, Marta Technologies, Rite Aid, Sears Roebuck, Primo Electric Company, Priority Partners Managed Care, and Suntrust Banks. Professional offices providing employment opportunities are located along Ritchie and Crain Highways and in the Baymeadow Industrial Park, Curtis Business Center, Glen Burnie Business Center, and the Cloverleaf Business Park. Major retail shopping centers along Ritchie Highway offer employment opportunities as well, including Marley Station Mall, Harundale Mall, Southdale Shopping Center, Chesapeake Square Shopping Center, and the Glen Burnie Mall. The Quarterfield Center, a new business center planned along Quarterfield Road near I-97, will provide over 200,000 square feet of office space in the near future.

Community Vision

The Glen Burnie of the future has become a major contributor to the County's tax base. The vacant retail stores and under-utilized commercial spaces are gone; in their place are vibrant mixed use centers, office and commercial districts, all surrounded by quiet and pleasant residential neighborhoods.

The focal point of civic activity and the central community gathering place is the Glen Burnie Town Center, which bustles with activity seven days a week. B&A Boulevard and Crain Highway serve as the gateways to the town center and are lined with attractive building facades, landscaping, street trees, and sidewalks offering pedestrians a pleasant stroll into the core of the town center. Home to the northern campus of Anne Arundel Community College, the HCAT Institute, several fine restaurants and many vibrant small businesses, the town center offers education, culture, shopping and entertainment activities including frequent concerts and events at the beautifully landscaped public plaza, the weekly farmers market, and of course the annual Carnival.

Visitors leaving the town center can walk or take a shuttle bus to the Cromwell Station, where they can ride the Light Rail into downtown Baltimore and beyond or to BWI Airport. The Cromwell station has developed into one of the County's showcase mixed use areas, with a hotel and conference center, upscale office space, street level retail stores and restaurants, well-designed residential units, and an open plaza. The station serves as a transit hub for northern Anne Arundel County, with bus and shuttle service connecting major destinations including the airport, Glen Burnie Town Center, Arundel Mills Mall, the Chesapeake Center for the Arts, Odenton Town Center, Parole Town Center, and Annapolis.

North of Sawmill Creek to the Baltimore Beltway, the Ritchie Highway corridor has redeveloped into a successful commercial office district, spurred in part by the continued growth of the BWI Airport. New businesses that desire to be in close proximity to a major airport have chosen to locate here because of the many nearby amenities. To the south of this district, Crain Highway and Ritchie Highway are the primary commercial corridors, although they serve different functions. Crain Highway is primarily a local commercial corridor lined with small businesses, sidewalks, and street trees, while Ritchie Highway serves as a larger-scale commercial corridor which draws customers from a wider regional area.

Glen Burnie residents appreciate the many top-notch community facilities and activities that are available to them. The public schools continue to demonstrate a high performance rating, and the local youth center offers a variety of programs that keep children and teens busy during the after-school hours. There are recreational opportunities for all ages, from swimming pools to bike trails, ballfields to nature trails. Senior citizens have a wealth of housing opportunities to choose from, ranging from beautiful senior communities to assisted-living communities in the area. The wonderful senior center offers many classes including physical

fitness, arts and crafts, and computer training. State-of-the-art medical facilities provide high quality medical care to many North County citizens.

Glen Burnie has also gained a reputation for its outstanding waterfront opportunities. Residents and visitors alike can take a nature break at Furnace Branch Park, located where Sawmill Creek flows into Furnace Branch. Here they will find a scenic natural area and the trailhead to a three-mile nature trail that runs along the northern shore of Furnace Branch and out to the junction with Marley Creek. Along the trail they can see lovely water views and probably a few graceful blue heron. They will pass another public park with picnic areas, a fishing pier, and a parking area with ramps for boat launching. A spur trail runs along the banks of Back Creek and up to Sullivan Park.

While the greater Glen Burnie area has developed its own reputation as one of the County's urban town centers, it is still a collage of many distinct neighborhoods with their own sense of place. Communities such as Glenview, Margate, Old Mill, Point Pleasant, Freetown, and Glen Gardens, to name just a few, are attractive suburban communities with their own appeal. Collaborative efforts by residents and local planners have resulted in small community enhancements that have served to help beautify and give a sense of identity to each neighborhood, so that residents can feel pride in their own community as well as the entire Glen Burnie area.