

Land Use and Zoning

Existing Land Use

The Glen Burnie Small Area contains approximately 12,500 acres of land. Most of the land area is developed, primarily with residential uses. Map 18 depicts the existing land uses in the area. The most current data available on land use acreage is based on 1995 mapping and aerial photography and is summarized in the table below.

**Table 16. Existing Land Use in the Glen Burnie Small Planning Area
(based on 1995 land coverage)**

Land Use Category	Acreage	Percentage of Total
Single Family Residential	5,246	42 %
Townhouse and Multifamily Residential	946	8 %
Commercial (Retail & Office)	1,111	9 %
Industrial	440	3 %
Government/Institutional	1,325	11 %
Open Space and Natural Areas	522	4 %
Recreation and Parks	260	2 %
Transportation/Utility	1,517	12 %
Vacant and Agricultural	1,150	9 %
Total	12,517	100 %

Residential Land Use

Residential uses account for 50% of the land acreage in the Glen Burnie planning area and are the most predominant land use. This represents approximately 6,192 acres. The majority of this acreage is developed with single family homes, which account for 42% of the total land area. Single family residential communities include North Glen, Pleasantville, Morris Hill, Fernglen Manor, Acreslee, Hammarlee, Point Pleasant, Margate, Country Club Estates, Glen Gardens, Glenview, Glen Burnie Heights, Glen Burnie Park, Oakwood, Gerard Plaza, Marley, Freetown, Foxchase Woods, Southgate, and Old Mill.

Townhomes and multifamily dwelling units utilize only about 8% of the total acreage. The larger multifamily developments are located along the north side of West Ordnance Road, in

the Gatewater community, in the Southdale Shopping Center vicinity, along Crain Highway near the North Arundel Hospital, and south of Old Mill Road.

Commercial and Industrial Land Use

Commercial office and retail uses account for 9% of the land acreage in Glen Burnie. Most commercial properties in the area are concentrated along Ritchie and Crain Highways, with additional commercial uses scattered along Furnace Branch Road, Baltimore Annapolis Boulevard, Mountain Road, and Veterans Highway. Most of the area's major shopping centers are located on Ritchie Highway, including the Beltway Crossing Shopping Center, Governor Plaza, Glen Burnie Mall, Chesapeake Square Shopping Center, Harundale Plaza, Marley Station Mall, Southdale Shopping Center, and Pasadena Crossroads Shopping Center. Other commercial retail centers include the Price Club Plaza on East Ordnance Road, Cromwell Fields Shopping Center, Southgate Plaza and Marketplace, East Park Plaza, Northway Shopping Center, Old Mill Plaza, and the Sun Valley Shopping Plaza.

There are approximately 440 land acres used for industrial purposes in the Glen Burnie area, which comprises 3% of the total land area. This includes the Baymeadow Industrial Park off of East Ordnance Road; a cluster of light industrial uses along Eighth Avenue north of the Town Center; and an industrial area just north of the Cromwell Light Rail Station where a trucking company and a printing company are located.

Recreation, Open Space, and other Land Uses

Approximately 260 acres of land, or 2% of the total, are devoted to recreation uses. These are primarily small, County-owned community parks. Governmental and institutional uses such as public schools and libraries account for 11% of the land area used. Institutional uses also include the large U.S. Army Depot site on East Ordnance Road and the Glen Haven Cemetery. There are over 520 acres of natural open space which represents 4% of the total area and which are primarily wetland and floodplain areas along Cabin Branch Creek, Furnace Creek, Sawmill Creek, and Marley Creek. Twelve percent of the land area is used for transportation and utility uses such as major highways and highway right-of-way, utility easements, and the Glen Burnie Convenience Center. Lastly, in 1995 there were approximately 1,150 vacant acres of land in the planning area, representing 9% of the total area. With regard to this planning data, vacant land does not include designated natural open space areas but represents land that has been zoned to allow development but that has not yet been developed.

1997 GDP Land Use

The County's current *General Development Plan* (GDP), 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 19 for the Glen Burnie Small Area. In general, the current GDP land use plan for the Glen Burnie area consists of the following elements:

Map 18

Map 19

- **Low Density Residential** land use covering an area south of Elvaton Road,
- **Low-Medium Density Residential** land use covering some of the outlying residential areas farther away from the Town Center and the Ritchie Highway corridor,
- **Medium Density Residential** land use covering the majority of the existing residential communities in the planning area,
- **High Density Residential** land use covering townhouse and condominium communities and apartment complexes,
- **Commercial** land use along the Ritchie Highway and Crain Highway retail corridors and covering the commercial centers on Mountain Road and Veterans Highway,
- **Industrial Park** land use covering the Baymeadow Industrial Park and the Cromwell Light Rail Station and vicinity,
- **Light Industrial** land use covering the Curtis Business Center on East Ordnance Road,
- **Heavy Industrial** land use covering a small area along Eighth Avenue at the junction of Furnace Creek and Sawmill Creek,
- **Town Center** covering the Glen Burnie Town Center at the intersection of Crain Highway and B&A Boulevard,
- **Government Institutional** land use covering the U.S. Army Depot site and the closed Glen Burnie landfill site, and
- **Natural Features** land use covering the stream valleys and floodplains of the area creeks and their tributaries, and local parks.

The *General Development Plan* 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 as follows:

- **Employment Mixed Use** provides employment uses such as industrial parks and offices, mixed with residential, retail and service uses in locations near major transportation corridors and employment and population centers.
- **Transit Mixed Use** provides a balance of employment, service and residential uses near transit stations.
- **Commercial Mixed Use** provides for a combination of general and professional offices, residential, commercial retail and service uses with predominantly office and commercial uses in locations served by major roads.
- **Residential Mixed Use** provides for predominantly residential uses with some community-oriented commercial services and office uses in locations served by major roads.

The GDP identified one general area within the Glen Burnie Planning Area where mixed use development would be encouraged and should be studied in greater detail during the Small Area Planning process. This is the area in the vicinity of the Cromwell Light Rail Station on B&A Boulevard at the intersection of Dorsey Road. The area was designated as a potential Transit Mixed Use Area where a balance of employment, service and residential uses should be promoted in close proximity to the Light Rail Station.

Existing Zoning

Zoning is one of the primary planning tools used to regulate the use and intensity, development, and preservation of land in the County. All land in the County is assigned a zoning classification. Since most of the land in the Glen Burnie area is developed, the zoning reflects, for the most part, what exists. Current zoning in the Glen Burnie planning area is shown on Map 20. Zoning classifications include residential, commercial, town center, industrial, and open space.

Map 20

Table 17. Existing Zoning in the Glen Burnie Small Planning Area

Zoning Category	Acreage	Percentage of Total
Residential Zones R1 & R2	683	6 %
Residential Zones R5 & R10	6,329	51 %
Residential Zones R15 & R22	1,293	10 %
Commercial Zones C1, C2, C3, C4	1,780	14 %
Industrial Zones W1, W2, W3	1,447	12 %
Town Center (TC)	55	<1 %
Open Space (OS)	911	7 %
Total	12,498	100 %

Land zoned for low density residential uses accounts for 6% of the land area. Most of this land, encompassing 638 acres, is zoned R1 and is located at the southern end of the planning area near Elvaton Road. An additional 45 acres are zoned R2.

Encompassing over 6,300 acres, land zoned R5 or R10 for low to medium density residential uses comprises over 50% of the land area in Glen Burnie, with the vast majority of this zoned R5. Most of this area is developed with single family homes on quarter acre lots or smaller, although there are some subdivisions with larger lots. While most of the R5 land is developed, there are some areas of vacant land primarily along Marley Creek and in the Freetown area that are zoned to allow medium density residential uses.

Properties zoned R15 or R22 for higher density residential uses account for 10% of the planning area. These areas include the existing townhouse and apartment complexes and are generally concentrated along West Ordnance Road, MD 100 and Elvaton Road.

Approximately 1,780 acres of land in the planning area are zoned for commercial use, which represents 14% of the land area. Of the total acreage of commercially-zoned land, 52% is zoned C3 for general retail uses, 31% is zoned C4 for highway commercial uses, 14% is zoned C2 for office commercial uses, and the remaining 3% is zoned C1 for local commercial uses. Commercially-zoned land is concentrated along the major arterial highways in the planning area.

Land zoned for industrial use covers 12% of the Glen Burnie planning area. Of the total amount of land zoned for industrial uses, over 1,200 acres or 84% is zoned W1 for industrial park use; 11% is zoned W2 for light industrial use, and 5% is zoned W3 for heavy industrial use.

Most of the industrial land is located in the northeast section of the planning area along East Ordnance Road.

The 911 acres of land zoned as Open Space includes the floodplain areas associated with local creeks and their tributaries and some of the local parks. Land zoned as Open Space is generally intended for conservation purposes and has only a limited number of permitted uses, most of which are related to recreational uses and allow minimal development.

Airport Noise Zone

Development in a small portion of the Glen Burnie 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. The current limits of the ANZ are illustrated in Map 21.

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 small portion of the Glen Burnie area along the east side of I-97 falls within the 65 Ldn contour. Some of this land has been zoned for commercial or industrial use, but there are also some residential neighborhoods in Glen Burnie Park that were developed prior to adoption of the Airport Noise Zone.

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 modifications to their homes to reduce interior noise levels.

Map 21

Proposed Land Use Changes

This Small Area Plan proposes a new Land Use Plan for the Glen Burnie area that attempts to refine the 1997 *General Development Plan* by more accurately reflecting both current development patterns and desired future growth over the 10 to 20 year planning period. The Proposed Land Use Plan is shown on Map 22. Since the Glen Burnie SPA is primarily developed, the land use pattern reflected in the 1997 GDP is in general carried forward in this Plan. There are two types of land use changes proposed:

1. The first type of land use change is considered land use map “corrections”. Most of the changes proposed are within this category. These reflect areas where the *General Development Plan* Land Use Map did not correspond with the existing zoning and use of the property. Unless the intention of the Small Area Plan was to change the long-term use in these areas, the land use category was changed to reflect the zoning and the use, if developed. The corrections are reflected on Map 22 and are summarized below:
 - R1 zoned land is designated as Low Density Residential unless otherwise noted;
 - R5 zoned land that is either vacant or developed with single family homes at densities of less than 5 units per acre, approximately, is designated as Low-Medium Density Residential unless otherwise noted;
 - R5 zoned land that is developed with single family homes at densities of approximately 5 units per acre is designated as Medium Density Residential unless otherwise noted;
 - R10, R15 and R22 zoned land is designated as High Density Residential unless otherwise noted; these properties are developed with townhouse or multifamily units;
 - commercially zoned land that is used as such is designated as Commercial;
 - County-owned parkland is designated as Natural Features;
 - Land that has government and institutional uses is designated as Government/Institutional. This land use category was used in the GDP to indicate major Federal and State facilities or land holdings located in the county. This category has been expanded to include cemeteries and County-owned schools, libraries, senior centers, and public works facilities.
2. The second type of land use change is considered an actual change to the Land Use Map. Some of these changes represent a long term goal of promoting a different type of land use, or a greater mix of land uses, at that location. Others may be implemented in the short term through a change in zoning, in order to allow a different type of land use. The changes are listed in Table 18 by tax map and parcel, with location and justification given. The changes are also shown on Map 22, which has reference numbers that correspond to Table 18.

Additionally, the Small Area Plan Land Use Map has combined the Industrial Park, Light

Industrial, and Heavy Industrial land use categories into one Industrial category. This refinement was made Countywide. A Transportation/Utility land use category was also added to the Land Use Map to indicate highway right-of-ways and public utility easements.

Two Land Use Map changes that represent long term goals are the Mixed Use designation around the Cromwell Light Rail Station and the Town Center designation along Crain and Ritchie Highways north of Georgia Avenue. These designations on the Proposed Land Use Map (reference #1 and #2) indicate a long range goal for potential redevelopment of these areas. However, these properties are not planned for a zoning change at this time due to impacts to the existing businesses and uses. Both of these areas are discussed in detail in the following two chapters.

During the Small Area Planning process for Glen Burnie, property owners and other interested parties were provided an opportunity to request a change in zoning of any property in the Small Planning Area. There were 64 applications submitted. A list of the applications received is included in Appendix C. The Land Use Map in this Small Area Plan is to serve as a guide for comprehensive zoning changes, which will be proposed and adopted subsequent to adoption of this Plan.

Table 18 p.1

Table 18 p.2

Map 22