

Jessup/Maryland City Small Area Plan

**Adopted February 17, 2004
By County Council Bill No. 75-03**

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Jessup/Maryland City Small Area Plan

Table of Contents

| | |
|--|--|
| Introduction..... | 1 |
| Vision..... | 5 |
| Key Recommendations | 6 |
| Community History | 9 |
| Demographics | 15 |
| Land Use and Zoning | 21 |
| Economic Development | 43 |
| Natural and Historic Resources | 50 |
| Transportation | 65 |
| Education and Community Facilities | 77 |
| Public Utilities | 88 |
| Community Design | 94 |
| Glossary..... | 105 |
| Appendix A | Small Area Planning Boundaries |
| Appendix B | Comprehensive Zoning Applications |
| Appendix C | Jessup/Maryland City Small Area Plan Bill No. 75-03 |
| Appendix D | Jessup/Maryland City Comprehensive Zoning Bill No. 17-04 |
| Appendix E | Adopted Comprehensive Zoning Changes |

Jessup/Maryland City Small Area Plan

List of Maps

| | | |
|--------|--|----|
| Map 1 | Jessup/Maryland City Small Planning Area..... | 10 |
| Map 2 | Existing Land Use | 22 |
| Map 3 | 1997 GDP Land Use | 24 |
| Map 4 | Existing Zoning | 27 |
| Map 5 | Airport Noise Zone..... | 28 |
| Map 6 | Revitalization Districts..... | 30 |
| Map 7 | Proposed Land Use..... | 31 |
| Map 7A | Proposed Land Use - Detail Map..... | 32 |
| Map 8 | Environmental Features..... | 51 |
| Map 9 | Greenways..... | 53 |
| Map 10 | Historic Resources..... | 57 |
| Map 11 | Existing Road Network..... | 66 |
| Map 12 | Commuter Rail Network..... | 68 |
| Map 13 | Proposed Pedestrian and Bicycle Trail Network..... | 70 |
| Map 14 | Proposed Transportation Improvements..... | 73 |
| Map 15 | Community Facilities..... | 78 |
| Map 16 | Elementary School Feeder Systems..... | 80 |
| Map 17 | Middle School Feeder Systems..... | 81 |
| Map 18 | Sewer Service..... | 89 |
| Map 19 | Water Service..... | 90 |

Concept Design Figures

| | |
|---------------------------------------|-----|
| Blob's Park Concept Plan..... | 95 |
| Clarks Hundred Concept Plan..... | 100 |
| Jessup Village Illustrative Plan..... | 104 |

| | |
|------------|--------------------------------------|
| Appendix B | Comprehensive Zoning Applications |
| Appendix E | Adopted Comprehensive Zoning Changes |

Jessup/Maryland City Small Area Plan

List of Tables

| | | |
|------------|--|----|
| Table 1 | Historical Population..... | 15 |
| Table 2 | Population Forecasts..... | 15 |
| Table 3 | Population by Race and Hispanic Origin..... | 16 |
| Table 4 | Population by Age..... | 17 |
| Table 5 | Educational Attainment Levels..... | 17 |
| Table 6 | Housing Units..... | 18 |
| Table 7 | Households by Type..... | 18 |
| Table 8 | Single Parent Families..... | 19 |
| Table 9 | Occupations for Employed Civilians..... | 19 |
| Table 10 | Existing Land Use (1995 Coverage)..... | 23 |
| Table 11 | Existing Zoning..... | 26 |
| Table 12 | Proposed Land Use Changes..... | 33 |
| Table 13 | Greenway Segments..... | 54 |
| Table 14 | Historic Resources..... | 55 |
| Table 15 | Current Transportation Improvement Projects..... | 67 |
| Table 16 | County Park Facilities..... | 77 |
| Table 17 | School Enrollments and Capacities..... | 79 |
| Appendix B | Comprehensive Zoning Applications | |
| Appendix E | Adopted Comprehensive Zoning Changes | |

Introduction

The *Jessup/Maryland City Small Area Plan* is a refinement of the 1997 *Anne Arundel County General Development Plan*.

The purpose of the *Jessup/Maryland City 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 Jessup/Maryland City 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, sent out and received questionnaires and focus group surveys, 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 Jessup/Maryland City area consists of a document and maps. The document addresses community history, land use, circulation, natural and historic resources, utilities, community facilities and community design. The maps show existing and proposed land use. Together, the text and maps amend the *General Development Plan*.

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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Vision Statement for Jessup/Maryland City

This vision statement for the Jessup/Maryland City Small Area Plan has been developed by listening to the people who live in this community.

The Jessup/Maryland City area is:

A place that people call home; where abiding friendships have been forged through years of community service and involvement.

A vibrant area where creativity and the entrepreneurial spirit thrive.

A community that is fiercely protective of its quality of life and its natural setting of forests, rivers and wetlands, and that continuously strives for improvements.

An area that successfully supports rural characteristics and the more urban aspects of its prime location in the Baltimore-Washington corridor.

A place where both new development and revitalization are planned in harmony with the graciousness, character, and charm of centuries-old historic structures.

A community that protects and nurtures its children and where the value of the family is reflected in the activities and services offered in the schools and throughout the community.

An area of intellectual curiosity that supports the significant work being done at the National Security Agency, Fort Meade, Goddard Space Flight Center, and other local high-technology centers.

An energetic community where appreciation of the gifts of nature is achieved in quiet reflection.

An area where rapid growth is balanced with excellent planning.

A community of diverse people and neighborhoods.

An area where government agencies and the local community work together to achieve harmony.

Key Recommendations

The recommendations contained in this Small Area Plan consist of policies, strategies, and actions that are proposed to address issues related to land use and zoning, economic development, natural resources, transportation, community facilities and services, and public utilities in the Jessup/Maryland City area. While all are important, some specific recommendations have been targeted as being of highest priority for the communities within this Planning Area. These priorities are summarized below, and the related issues of concern are discussed in more detail in the various sections of this Plan.

Key Land Use Recommendations

- Designate the following areas for future residential mixed use development:
 - Clarks Hundred area, which includes the MD 175 corridor between Brock Bridge Road and Sellner Road and extends from MD 175 south to the National Business Park.
 - Blob's Park area, located between the BW Parkway, MD 175, and the Fort Meade property.
- Develop a comprehensive master plan for a Jessup Village Corridor along MD 175 between Old Jessup Road and the BW Parkway. This plan should incorporate public spaces, small businesses to serve the local community, preservation of historic homes, sidewalks and streetscape improvements, and design standards that promote a village character.
- In keeping with the goal of preserving the semi-rural character of Jessup, assign a Low Density Residential land use designation to the portion of Jessup located west of the BW Parkway, north of the MD 175 corridor, and south of the MD 100 corridor. This recognizes the desire of the community in general to retain the current low density zoning (R1 and R2).

Key Economic Development Recommendations

- Provide streetscape improvements in the MD 198 commercial corridor in order to attract and retain business, and to attract customers to the area. Coordinate with the Maryland Department of Transportation to:
 - Landscape the median of MD 198 from the BW Parkway west to the County line.
 - Extend sidewalks along MD 198 from the BW Parkway west to the County line, and create sidewalks or trails, as appropriate, east of the Parkway to the Patuxent Wildlife Refuge.
 - Install benches and trash receptacles and plant street trees at regular intervals along MD 198 to complement the sidewalks or trails and the landscaped median.

- Develop economic incentives and other strategies to attract high quality restaurants to the MD 198 commercial corridor.
- Revitalize and beautify some of the older, deteriorating commercial areas in Maryland City and Jessup through the County's Scattered Sites Renewal Program and/or other applicable State or County programs. Specific sites to be targeted are:
 - commercial area on MD 198 east of the BW Parkway and just west of the Patuxent Research Refuge entrance,
 - commercial area on Brock Bridge Road in Laurel, just south of MD 198,
 - commercial strip on MD 175, just east of the BW Parkway,
 - the parcel of land at the southeast corner of Sellner Road and MD 175.
- Establish a Citizens Advisory Board to review, evaluate, recommend, and monitor uses of the community benefit fees received from the Laurel Park Racetrack.
- Seek legislation to require community benefit fees to mitigate the impact of the State correctional facilities on the local community.

Key Community Facilities Recommendations

- Improve the learning environment in local schools by rewarding teachers and staff members for identifying and effectively dealing with discipline problems.

Key Natural Resources Recommendations

- Prioritize retention of existing forest with new development projects to the maximum extent possible. Establish strict criteria governing when a fee-in-lieu payment is acceptable in lieu of tree retention or reforestation. Raise fee-in-lieu requirements to discourage mass clearing of sites. Develop economic incentives for forest retention.
- Implement a Countywide policy to protect all nontidal/non-Critical Area rivers, streams and wetland areas, and adopt environmental regulations or guidelines to require undisturbed stream buffers along all intermittent and perennial streams in the County.
- Designate habitat buffers along the Little Patuxent River, Oxbow Lake, and Dorsey Run, and incorporate them into a Countywide Greenway Master Plan.
- Create incentives for property owners and developers to establish and maintain effective natural buffer areas, using native species where possible, between residential communities and commercial/industrial land uses to reduce visual and noise impacts as well as improve air quality.

- Increase the monitoring, legal enforcement, and clean up of “dumping” areas. Establish diligent cleanup procedures at known dumping sites: Bacontown Station Road; Race Road between Montevideo Road and Carlin Road; Brock Bridge Road between Whiskey Bottom Road and Dorsey Run Road.

Key Transportation Recommendations

- Strongly urge State representatives to negotiate for more reliable commuter rail service. MARC service has become less reliable because of increased freight service which appears to have priority on the CSX rail line. More commuter capacity should be offered and commuter train reliability should be improved.
- Establish additional public bus transportation in the area. Implement bus transit recommendations in the *Transit Development Plan* for the Jessup/Maryland City Planning Area.
- Request that the County’s Department of Public Works and the Maryland State Highway Administration conduct a corridor study of MD 198 to identify improvements and/or modifications which will reduce vehicle conflicts, permit safe pedestrian and bicycle use and crossings, and improve operations and safety along the corridor between MD 32 and the Prince George’s County line.
- Request that the State Highway Administration require southbound truck traffic to exit MD 295 at MD 100 instead of MD 175. This will reduce the volume of heavy truck traffic using MD 175 through Jessup.
- Purchase the lot between the Jessup Elementary School and the Jessup Community Hall and use it to provide off-street parking for school and community hall events and to provide safe pedestrian access between the two sites.
- There are several local roads in the planning area that are experiencing drainage problems. The County should address these problems at the following locations: a) on Montevideo Road at the Redmond and Whitehead properties (in the vicinity of parcels 144-148); b) on Race Road between Carlin Road and Montevideo Road; c) on Forest Avenue at the sharp curve in the 7400 block; and d) at Reavis Road and Forest Avenue, where a stream blockage is occurring.

Community History

The Jessup/Maryland City Small Planning Area, shown in Map 1, lies within a strategic transportation corridor in northwestern Anne Arundel County. Like the Odenton Area to the east and the BWI/Linthicum Area to the north, its location has influenced its historical development. In 1835, the Washington Branch of the Baltimore & Ohio (B & O) Railroad was constructed south from the main line of the B & O at Relay. Five years later the Annapolis & Elkridge (A & E) Railroad began operation. It connected Annapolis with the Washington Branch of the B & O at Annapolis Junction. The transportation network was further enhanced with construction of the Baltimore Washington (BW) Parkway beginning in the 1940s. These transportation systems played a major role in the development of the area.

The planning area encompasses portions of the Patapsco and Patuxent River watersheds. This geographical advantage proved to be attractive for Native Americans who utilized the abundant natural resources of the area as early as 11,000 B.C. The earliest known Paleo-Indian site (11,000 B.C.) in Maryland was discovered near BWI Airport by archaeologists a decade ago. Another recent find, near Marley Station Mall, revealed archaeological remains of the earliest intact cooking hearths 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. These early inhabitants were drawn to the area for its abundant animal and plant life and access to fresh water.

The Patuxent and Patapsco Rivers became important tributaries for Native Americans, drawn there by bountiful supplies of fish. The area's geographical position between watersheds created a region of high passable ground suitable for trails and footpaths. Native Americans, who were in constant movement between the uplands and the rivers and Chesapeake Bay, utilized these paths, which were also part of a larger regional system of migratory and trade routes.

When the first European settlement of Anne Arundel County occurred in 1649, the 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 Englishman 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. Inland areas, like the Jessup/Maryland City area, were used for resource extraction and 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.

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 first

Map 1

property owners were from the Harman, Shipley, Worthington, Hammond, Snowden, Anderson, and Dorsey families. They and their descendants and subsequent owners amassed large tracts of land ranging from several hundred to several thousand acres. The Harman (originally Hermann) family emigrated from Germany in 1752 and at first worked as indentured servants. In 1762, having completed their servitude, they purchased 450 acres of land known as “The Wilderness,” in the vicinity of present day Dorsey Road and BW Parkway. Here the four brothers established farms that remained in the family and their descendants well into the latter part of the 20th century. In 1989, prior to highway improvements at the BW Parkway and Dorsey Road interchange, an archaeological investigation was conducted at the ruins of Matthias Harman’s 18th century house site. The town of Harmans, just east of the planning area takes its name from this family.

Iron ore outcrops, located in the area and further north and east along Stony Run and Piney Run, were identified 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 1720s or possibly earlier, the Snowdens developed an extensive iron furnace operation, known as Patuxent Furnace, located on present day Fort Meade near the Old Forge Bridge. The Dorseys commenced two similar operations at Elkridge Landing, north of Jessup, and at Curtis Creek, in present day Glen Burnie. The rich reserves of timber and iron ore in the area were exploited by these industries well into the 19th century. In 1831, Thomas, Richard, and Edward Snowden sold the Patuxent furnace and forge to Evan T. Ellicott and Company. They erected another furnace at the site, 28 feet high and 8 feet wide at the boshes (widest point of the furnace), a puddling furnace and roughing mills for converting pig iron into bars which were then transported to the Avalon works near Relay. The furnaces were water-powered, utilizing the nearby Little Patuxent River. Due to depletion of wood and iron ore in the area, many of the local furnaces ceased to exist. The Patuxent works was dismantled and destroyed in 1856, during the ownership of William Wilkins Glenn, John Glenn, Jr. and Robert Lemmon, owners and operators of the Curtis Creek furnace at Glen Burnie.

The development of rail transportation in the 19th century had a dramatic impact on the Jessup/Maryland City planning area. In 1835, the Washington Branch of the Baltimore & Ohio (B & O) Railroad was constructed south from the main line of the B & O at Relay to Washington D.C. A station was established at Jessup, one of the three main stations along the route (the others being Relay and Laurel). The name Jessup is attributed to Jonathan Jessup, an employee of the B & O Railroad, most probably a civil engineer. Construction of the track was particularly problematic in the Jessup region due to the hilly terrain. Through feats of engineering and massive earth moving, Jessup was successful in cutting a path through Merrill’s Ridge, between present day Jessup and Montevideo. His accomplishment became known as “Jessup’s Cut,” the name adopted by the town that evolved around the railroad station. Throughout its history the town has been known by various names, including Pierceland, Hooverville, and Andersonville, but finally settling on Jessup in the later 19th century.

Chartered in 1837, the Annapolis and Elkridge (A & E) Railroad was in operation by 1840. The line connected the city of Annapolis with the B & O's Washington branch, intersecting at Annapolis Junction. It ran southeast from the junction, roughly following the path of Rt. 32 and Generals Highway, to Annapolis. Several villages and stations were established along its route, some of the first being Millersville, Crownsville and Patuxent Forge (later Portland Station) in present day Fort Meade. Originally known as Huntington, Annapolis Junction changed its name with the arrival of the A & E Railroad intersection. A small village grew around the rail connection and station. In 1843, the citizens of Annapolis Junction and Jessup witnessed the construction of the world's first magnoelectric telegraph line. Poles and lines were erected parallel to the Washington branch of the B & O Railroad. Sending and receiving stations were built in Baltimore and Washington and a relay station was built at Annapolis Junction. In 1844, Samuel F. B. Morse's celebrated electric telegraph message, "What hath God wrought?" was relayed through Annapolis Junction marking the dawn of the age of communication.

The excellent proximity to rail transportation in the planning area, gave rise to numerous farms. Throughout the 19th and early 20th centuries, farming remained a viable livelihood in the region. Grassland, located within present day National Business Park, is one of the last remaining antebellum plantations in the area. Listed in the National Register of Historic Places, this farm complex consists of a brick, two-story, telescope plan house, a slave quarter, dairy, harness shed, and corn house. All were built in the 1850s by skilled slave and free black laborers for William Anderson. Anderson, a shopkeeper in Harper's Ferry, bought land in Anne Arundel County soon after completion of the A & E Railroad, situating himself near Annapolis Junction. During the Civil War, Union troops occupied the important rail connection at Annapolis Junction and established a hospital and encampment nearby. Anderson, a Confederate sympathizer, became a reluctant host to Union officers and their troops throughout the duration of the war. Today, Grassland is owned by The Grassland Foundation, a non-profit organization, which has begun a multi-year preservation effort of the buildings.

Bacontown is an historic African American community established just prior or soon after the Civil War. Named for Maria Bacon, a freed slave, it developed around Mt. Zion Methodist Church, St. Jacob's Lodge, and a handful of houses situated along Whiskey Bottom Road. In 1860 Acsah Dorsey, who lived in nearby Annapolis Junction, manumitted her slaves Maria Bacon and Maria's daughter, Mary Virginia Moore. At Dorsey's death in 1880, her last will and testament legalized an earlier bequeathal of 30 acres of land to Maria, Mary, and another freed slave, Louisa Scott. It was on this 30-acre tract that Bacontown was established and still maintains a strong identity to this day. The Church, Lodge, and one dwelling (Mary Elizabeth Henson House) have been determined eligible for the National Register of Historic Places.

With the close of the Civil War, the town of Jessup prospered. The source of wealth was in farming, canneries and the local iron ore mines or "banks." In addition, wealthy Baltimore

residents used Jessup as a favorite and convenient summer resort, drawn to the area by its pleasant and malaria-free climate. Some of the finest examples of Victorian architecture in the County were built in Jessup in the late 19th century. Those that survive include Trusty Friend, Asa Linthicum House, Clark-Vogel House and the Ringgold House, all built in the Italian Villa style of architecture.

In 1874, construction of the Maryland House of Correction was initiated in Jessup. Its location in the planning area was a major impact then, and remains so to this day. Establishment of the House of Correction was part of the late 19th century penal reform movement in Maryland. This reform effort included the removal of lessor offenders from over-crowded conditions at the City Jail and State Penitentiary in Baltimore and placement in a separate facility, such as the one at Jessup, for rehabilitation.

In 1911, another major development, representing the opposite end of the economic and social spectrum, occurred in the planning area: construction of the Laurel Racetrack. Built in 1909-11, it is Maryland's second oldest racing facility (the oldest being Pimlico). It was significantly expanded in 1953, resulting in its present size and design.

The future development of the Jessup/Maryland City planning area was once again affected by a significant construction project with the arrival of Fort Meade in 1917. The U. S. War Department acquired 19,000 acres of land west of Odenton to develop a training camp. The property consisted of many productive farms and woodlands, surrounding the villages of Portland Station and Admiral on the A & E Railroad. Numerous farmers, merchants and public and private enterprises were displaced, moving to outlying areas. Acquisition of the Fort Meade property involved over 600 separate land transactions. The fort underwent numerous name changes. First known as Camp Annapolis Junction, it was renamed Camp Admiral at its opening in 1917. However, shortly after construction of 1,460 buildings on the site, it became Camp George Gordon Meade, named for the Civil War General who was in command of the Union troops during the Battle of Gettysburg. In the 1920s, it was known as Fort Leonard Wood, but by the 1930s, the government finally settled on the name Fort George G. Meade. The influence of this land use on western Anne Arundel County was further expanded in the 1950s with the establishment of the National Security Agency on a portion of the fort property.

The location of the National Security Agency coincided with the construction of the Baltimore Washington Parkway. Initiated in 1942, it was designed as a defense highway and alternative commuter route. World War II provided further impetus to complete the construction with most of it occurring between 1950 - 1954. In the Department of Commerce's final report prepared in 1955, it described the Parkway as "an express highway joining the National Capital with a series of federal installations to the northeast, culminating at Fort Meade...". It was built through relatively remote and undeveloped land, most of which was owned by the federal government. Many prominent landscape architects contributed to the design of the Parkway, including Gilmore D. Clarke, Thomas C. Jeffers Sr., and Charles Eliot, II. Today it remains a

scenic corridor between Washington D.C. and Baltimore, however, it also serves the purpose intended by its planners in providing access to government installations and residential communities of commuters along its route. Within the planning area, Maryland City, developed in the early 1960s and more recently the Russett development, which began in 1988 are communities that have evolved around the Parkway due in large part to the convenient access to Baltimore and Washington, D.C. that it provides.

Like much of Anne Arundel County, the Jessup/Maryland City planning area was a productive farming region throughout much of its history. The railroad industry made a major impact during the 19th century , followed by construction of the Maryland House of Corrections, Laurel Racetrack, Fort Meade, the National Security Agency and the Baltimore-Washington Parkway. These developments, as well as suburban expansion of Baltimore and Washington, D. C., have transformed the Jessup/Maryland City Planning Area from a once expansive farmland region interspersed with the small villages of Annapolis Junction and Jessup, to a business, residential, governmental, and industrial center in Anne Arundel County.

Demographics

The Jessup/Maryland City Small Planning Area is bounded generally by Howard County to the west, the Patuxent River and Prince Georges County to the south, the Patuxent Research Refuge, Fort Meade, and the Baltimore Washington Parkway to the east, and MD 100 to the north. This area comprises approximately 9,200 acres of land or 14 square miles. There are four census tracts that fall entirely or partly within the Small 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 the Jessup/Maryland City Planning Area and in the County overall. The Small Planning Area has seen a very large increase in population of over 55 percent since 1980, while the County grew at a rate of 32 percent. Between 1990 and 2000, the Small Planning Area’s population grew by 42 percent, making it the second-fastest growing Planning Area in the County, behind Crofton. Much of the growth in Jessup/Maryland City since 1990 is the result of the development of Russett Center, a planned unit development of approximately 3,600 dwelling units. The Jessup/Maryland City Planning Area also contains a substantial group quarters population housed in the Maryland House of Correction prison facility and in the D.C. Children’s Center juvenile detention facility. The 2000 Census counted a group quarters population of over 5,500 representing just over a quarter of the total population in the Small Planning Area.

Table 1. Historical Population in Jessup/Maryland City Small Area

| Area | 1980 | 1990 | 2000 | % Change 1980-2000 |
|----------------------|---------|---------|---------|--------------------|
| Jessup/Maryland City | 13,218 | 14,441 | 20,522 | 55.3% |
| Anne Arundel County | 370,775 | 427,239 | 489,656 | 32.1% |

Population forecasts in Table 2 indicate that the Jessup/Maryland City area will continue to grow over the next 25 years to a projected population of 27,000 in 2025. This is based on assumptions that the remaining units in Russett will be developed and that there will be some new residential development primarily in the Jessup area. The Countywide population is projected to increase by 15 percent by 2025.

Table 2. Population Forecasts, 2000 to 2025

| Area | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 |
|----------------------|--------|--------|--------|--------|--------|--------|
| Jessup/Maryland City | 20,500 | 22,900 | 24,200 | 25,200 | 26,100 | 27,000 |

| | | | | | | |
|---------------------|---------|---------|---------|---------|---------|---------|
| Anne Arundel County | 489,600 | 520,200 | 534,100 | 543,700 | 553,200 | 562,900 |
|---------------------|---------|---------|---------|---------|---------|---------|

A racial breakdown of population in the Planning Area is shown in Table 3. The Jessup/Maryland City area is more diverse in terms of race and ethnicity than Anne Arundel County as a whole. Based on the 2000 Census, 51 percent of the Planning Area population is White, 41 percent is Black/African American, and about 8 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. If the group quarters population is excluded, the racial mix in the Planning Area is more similar to that of the County as a whole.

Table 3. Population by Race and Hispanic Origin, 2000

| Characteristic | Jessup/Maryland City Small Area | Percent of Total | Anne Arundel County | Percent of Total |
|-----------------------------------|---------------------------------|------------------|---------------------|------------------|
| Total Population of One Race: | 20,076 | 97.8% | 481,371 | 98.3% |
| White | 10,479 | 51.1% | 397,789 | 81.2% |
| Black or African American | 8,393 | 40.9% | 66,428 | 13.6% |
| American Indian or Alaskan Native | 60 | 0.3% | 1,455 | 0.3% |
| Asian or Pacific Islander | 913 | 4.4% | 11,535 | 2.4% |
| Some other race | 231 | 1.1% | 4,164 | 0.8% |
| Two or More Races | 445 | 2.2% | 8,285 | 1.7% |
| Total Population | 20,521 | 100.0% | 489,656 | 100.0% |
| Hispanic of Any Race | 656 | 3.2% | 12,902 | 2.6% |

The population age distribution in the Jessup/Maryland City area and in the County in 2000 is shown in Table 4. The Planning Area has a larger proportion of its population in the family-forming years between ages 18 to 44 (58 percent compared to 41 percent in the County), and it has a smaller proportion in the prime earning years between ages 45 to 64 (19 percent compared to 24 percent) than does the County. The Planning Area also has a smaller proportion of seniors ages 65 and older than does the County (5 percent in the Planning Area compared to 10 percent in the County).

Table 4. Population by Age, 2000

| Age Range | Jessup/Maryland City: Number in Age Group | Jessup/Maryland City: % in Age Group | Anne Arundel County: Number in Age Group | Anne Arundel County: % in Age Group |
|------------------|--|---|---|--|
| Under 5 | 1,230 | 6.0% | 33,083 | 6.7% |
| 5 to 17 | 2,614 | 12.7% | 90,553 | 18.5% |
| 18 to 44 | 11,842 | 57.7% | 200,263 | 40.9% |
| 45 to 64 | 3,853 | 18.8% | 116,937 | 23.9% |
| 65 to 84 | 925 | 4.5% | 44,380 | 9.1% |
| 85+ | 58 | 0.3% | 4,440 | 0.9% |
| Total | 20,522 | 100.0% | 489,656 | 100.0% |

Table 5 indicates the educational attainment levels in the Jessup/Maryland City area are similar to those seen in the County as a whole. Over 30 percent of Anne Arundel County residents ages 25 and older have a Bachelor’s degree or higher degree, as compared to 26.4 percent in the Jessup/Maryland City Planning Area. However, a large majority of the adult population in both the County and the Planning Area have completed a high school education.

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

| Area | High School Diploma or Higher | Bachelor Degree or Higher |
|---------------------------------|--|--------------------------------------|
| Jessup/Maryland City Small Area | 81.6% | 26.4% |
| Anne Arundel County | 86.5% | 30.6% |
| Maryland | 83.8% | 31.5% |

Housing

Data on housing units in the Jessup/Maryland City area and the County are shown in Table 6. 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 Jessup/Maryland City Planning Area has a slightly lower proportion of owner-occupied housing than seen in the County overall. Likewise, 29 percent of the housing units in the

Jessup/Maryland City area are renter-occupied compared to 24 percent in the entire County. The home ownership rate (based on the total number of occupied units) in the Planning Area was 69.8 percent in 2000. The home ownership rate in the County as a whole is also quite high, with a rate of 75.5 percent in 2000, compared to a nationwide home ownership rate of 66.2 percent and a statewide rate in Maryland of 67.7 percent. Housing vacancy rates in both the Planning Area and the County were at a healthy 4 percent in 2000.

Table 6. Housing Units in Jessup/Maryland City and Anne Arundel County, 2000

| Area | Total Housing Units | Owner-Occupied Units | Percent Owner-Occupied | Renter-Occupied Units | Percent Renter-Occupied | Vacant Units | % Vacant |
|----------------------|---------------------|----------------------|------------------------|-----------------------|-------------------------|--------------|----------|
| Jessup/Maryland City | 5,928 | 3,986 | 67% | 1,724 | 29% | 218 | 4% |
| Anne Arundel County | 186,937 | 134,921 | 72% | 43,749 | 24% | 8,267 | 4% |

Tables 7 and 8 present data on households in the Jessup/Maryland City Planning 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 Jessup/Maryland City Planning Area contained 5,710 households, which represents 3.2 % of the total 178,670 households in the County. The number of households by type is shown in Table 7. 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 7. Households by Type, 2000

| Household Type | Jessup/Maryland City Small Area | % of Households | Anne Arundel County | % of Households |
|------------------------|---------------------------------|-----------------|---------------------|-----------------|
| Non-Family Households: | | | | |
| 1-Person | 1,470 | 25.7% | 38,109 | 21.3% |
| 2 or More Persons | 499 | 8.8% | 11,368 | 6.4% |
| Family Households: | | | | |
| Married-Couple Family | 2,872 | 50.3% | 102,197 | 57.2% |
| Single Householder | 869 | 15.2% | 26,996 | 15.1% |

| Household Type | Jessup/Maryland City Small Area | % of Households | Anne Arundel County | % of Households |
|------------------|---------------------------------|-----------------|---------------------|-----------------|
| Total Households | 5,710 | 100.0% | 178,670 | 100.0% |

Table 8 indicates the number of single parent families in the Jessup/Maryland City Planning Area, which is proportionally similar to that in the County as a whole. 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. 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 |
|----------------------|--------------------------------|----------------------------------|------------------------------|----------------|---------------------------|
| Jessup/Maryland City | 123 | 318 | 441 | 3,741 | 11.79% |
| Anne Arundel County | 3,807 | 11,250 | 15,057 | 129,193 | 11.65% |

Employment

Census data indicate that there were 8,118 employed civilians living in the Jessup/Maryland City Planning Area in 2000. Table 9 presents the percentage of employed civilians in the six major occupation categories. The largest employment category in the Planning Area is comprised of management and professional occupations, which were held by over 46 percent of the employed civilian population in the area. Sales, office, and administrative support jobs comprised the second largest employment category with over 26 percent of the employed population. The remainder of the Planning Area’s employed civilians have careers in services, construction and maintenance, and production and transportation. In Anne Arundel County, management and professional occupations again comprise the largest employment category, although the range of occupations is also fairly diverse in the County.

Table 9. Occupations for Employed Civilians 16 Years and Over, 2000

| Area | Management/ Professional | Service | Sales and Office | Farming, Fishing & Forestry | Construction/ Maintenance | Production/ Transportation |
|-----------------------|--------------------------|---------|------------------|-----------------------------|---------------------------|----------------------------|
| Jessup/ Maryland City | 46.1% | 9.3% | 26.4% | 0.1% | 8.5% | 9.6% |

| Area | Management/ Professional | Service | Sales and Office | Farming, Fishing & Forestry | Construction/ Maintenance | Production/ Transportation |
|---------------------------|-----------------------------|---------|------------------------|-----------------------------------|------------------------------|-------------------------------|
| Anne Arundel County | 40.5% | 12.5% | 28.0% | 0.1% | 9.9% | 9.1% |

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 Jessup/Maryland City Planning Area had a higher unemployment rate of 6.0 percent. By April 2002, the unemployment rate in the County had risen to 4.2 percent. Though more current estimates have not been prepared for the Planning Area, the rate has most likely increased since 2000 due to the nationwide decline in the economy.

Current estimates indicate there are approximately 10,500 jobs in the Jessup/Maryland City Planning Area. The number of jobs is projected to increase to 16,100 in 2010, and by 2015 the projected number of jobs is 20,400. Major employers in the Planning Area include the Maryland House of Correction, D.C. Children’s Center, Allegis Group, Wal-Mart Stores, and General Dynamics.

Planning Implications

The Jessup/Maryland City Planning Area has a healthy combination of long-established communities, such as Maryland City, and newer developments such as Russett and the National Business Park. With a population in 2000 of just over 20,500 residents, the area contains a relatively small proportion of the County’s population. Yet, with the projected increase in employment of over 90 percent by the year 2015, the Jessup/Maryland City area has the potential to become a major employment and commuter destination. Timely provision of infrastructure to support this rate of job growth will be important, particularly in terms of the highway network and water and sewer facilities. Careful site planning of new development such as business parks and mixed use centers will be required in order to minimize any impacts and maintain the stability of the residential communities in the area.