

## **Plan Highlights**

The following are some of the key recommendations contained in the Crofton Small Area Plan.

### **Land Use and Zoning**

1. It is recommended that, within the Crofton Small Area, in the area that incorporates the Crofton Triangle (bounded by Routes 3, 424 and 450) and the developed areas north of the Triangle (bounded by Routes 3 and 424, Underwood Road and the northern boundary of the Crofton Small Planning Area) there be upgrades to the Route 3 corridor including a boulevard concept, commercial mixed use and a park along the Little Patuxent River as broadly defined in the concept sketches. There shall also be an upgrade to Route 424 to serve as a Main Street for Crofton with bicycle and pedestrian lanes. Development in this area should be consistent with the goals and recommendations of the Crofton Small Area Plan. Development plan review by the County will encourage public input and take into account the views of citizens representing a broad spectrum of interests in the community.
2. The Plan recommends preserving the basic land use and zoning of the area, except for changes in commercial zoning in the Staples Corner area and along a portion of the north and south sides of MD 450 between MD 424 and MD 3, and along a portion of the east and west sides of MD 424 south of MD 450 where residential-commercial land use and zoning is proposed. The Plan recommends that there be no change to the current extent of existing and planned sewer and water service, except as necessary to support the changes to the Land Use Plan and associated zoning.
3. The Plan focuses on preserving as much farm land as possible, retaining open space, protecting the environment and protecting scenic roads. In keeping with this focus, it is recommended that growth be limited to that which results in an average density of 1 dwelling unit per 20 acres in rural areas. Development should be clustered with a maximum of 40 to 50 homes each, a minimum lot size of two acres, and limited in areas of steep slopes..
4. Cluster developments should be set back from Route 424, Rossback Road, Rutland Road, and other scenic roads presently defined as such by the County. Development should be well buffered such that it does not detract from the rural and wooded character along these roads. Similarly, individual houses built along scenic roads should be well set back and widely spaced, with natural screening to minimize visibility from the roads, and driveway access should be minimized.

### **Economic Development**

1. Establish community design guidelines for application along MD Route 3, especially for the redevelopment of the large shopping centers (K-mart/Metro and Giant), along Route 450 and at Staples Corner. Introduce attractive gateways such as traffic circles to improve traffic flows.
2. Provide additional commercial use in the Staples Corner area (Intersection of Routes 450 and 424) to promote attractive, community oriented activities and uses. Enhance the value of the land by formally designating it for commercial use, thereby increasing the potential for higher quality commercial development at this gateway to Crofton.
3. Encourage quality commercial development of the remaining parcels located on the west side of MD 3. Possibly expand C3 zoning on the west side of MD 3 for mixed use development in conjunction with dedicated acreage to the County/Community for passive park land.

### **Education and Community Facilities**

1. Construct a 13<sup>th</sup> County High School, giving consideration to the property adjacent to the Crofton Middle School which is currently owned by the Anne Arundel County Board of Education.
2. Construct a West Central Middle School to accommodate the middle school students in the Crofton Feeder System.
3. Build North Crofton Elementary School concurrently with the construction of any North Crofton subdivisions.
4. Expand recreational/athletic fields concurrently with residential construction to accommodate the needs of our growing community and the increased demand for such programs.

### **Transportation**

1. Reconstruct MD 424 into a narrower community boulevard to reduce speed. Include a hiker/biker path from MD 3 to Bell Branch Park to support existing uses and future commercial, institutional, community and park uses.
2. Construct non-vehicular access-ways to interconnect communities and commercial areas. Connect the commercial areas on the east and west sides of MD 3 with a bridge to allow vehicular, pedestrian and bicycle traffic to move easily between the two areas. It is recommended that all new subdivisions provide connectivity to/from other subdivisions to minimize pedestrian and vehicular travel distances.

3. Create design guidelines and enact legislation for scenic and historic roads.