

Visioning Anne Arundel

A continuing discussion for Plan2040



Summary of Participant Input and Comment

BWI/Linthicum Small Area
 North County High School
 May 2, 2019

Total attendees: 15

Activity 1: SAP/GDP Recommendation Dot Exercise

Land Use and Zoning:

BWI/Linthicum SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received				Total Votes Received
		1	2	3	4	
Establish a committee to review the recommendations of the sixteen Small Area Plans, when adopted, and develop a set of community design standards for the County.	Not implemented. This has not been feasible to implement to date. Community design standards must be tailored to meet individual community visions. Resources have not been available to conduct such a large scale program Countywide.	0	1	0	0	1

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BWI/Linthicum SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received				Total Votes Received
		1	2	3	4	
Encourage the establishment of community design standards where appropriate. The standards should ensure that: a.) Residential site layout maintains and reinforces the existing pattern of development in a given neighborhood, as related to lot area and configuration, size of structures, building heights, architectural character, and scale of development; b.) Residential and Commercial in-fill development is harmonious with the surrounding properties and/or the community. Consider the specific characteristics of the following existing communities in BWI/Linthicum in developing community design standards: Hanover, North Linthicum, Linthicum, Ferndale.	Not implemented. This has not been feasible to implement to date due to lack of resources.	0	0	1	0	1
Establish a Transit Mixed Use District in the vicinity of the North Linthicum Light Rail station on Camp Meade Road. The primary uses permitted in this area should include retail, employment, and residential uses. Age-sensitive housing and assisted living facilities may be appropriate in this location.	Not implemented. The area in the vicinity of the North Linthicum Light Rail Station was planned for a Transit Mixed-Use District in the proposed draft BWI / Linthicum Small Area Plan that was forwarded to the County Council for adoption. However, the Transit Mixed-Use land use designation was removed by Council amendment in Bill 48-03.	0	0	0	1	1

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		Rank Order Votes Received				Total Votes Received
		1	2	3	4	
BWI/Linthicum SAP Recommendation	2019 Status and Explanation					
The County's community design standards should consider specific characteristics of the existing communities in the BWI / Linthicum Planning Area. The following descriptions include characteristics of the existing communities that should be preserved or enhanced to the extent possible: a. Hanover - is comprised of large residential lots with a considerable amount of forested land and open area. This area was rezoned as industrial in 1987. Existing infrastructure surrounding this area is adding pressure for the area to be developed. Hanover should be included in the County's master plans for greenways, parks, and bikeways and trails. Future development should create a park-like setting including elements such as "green space" areas with connections between adjacent developments based on the above referenced master plans. Ridge Road should be reconstructed as a divided parkway with a landscaped median. Landscaping should be encouraged along public roads to buffer the view of the buildings from the roads. b. North Linthicum - is a secluded residential community with an orientation geared towards families. The tree-lined streets and well maintained appearance lends to a small town feeling in an area that has easy access to the conveniences of a major city. The community was originally built on hill tops to provide vistas of the Patapsco River valley and Baltimore City. Future development should strive to maintain the vistas originally intended and should seek to enhance existing community facilities or provide new ones. c. Linthicum - is a residential community with small town appeal near the conveniences of a major city. The streets are tree lined and the community is well maintained. There is a strong sense of community. It is a place where you know your neighbors and interact with them daily. Community events and community facilities play a vital role in maintaining the character of this area. Future development should strive to preserve the existing sense of community by maintaining existing community facilities such as parks, and should add new facilities such as recreational areas and community gathering places. d. Ferndale - has a small town atmosphere in a location that has big town conveniences. The revitalization of the commercial district on B & A Boulevard has restored a sense of place to the community. The narrow, tree-lined streets and modest homes provide a sense of quaintness not often found in newer developments. The recent introduction of the light rail system has provided convenient access to Baltimore City; however, it has diminished the access to and from B & A Boulevard from the residential area west of the light rail tracks. Future development should seek to improve the access from this area to B & A Boulevard. Infill development should be in scale with the existing neighborhoods, and Phase 2 of the Commercial District Revitalization Plan should be funded and constructed.	Not implemented. This has not been feasible to implement to date due to lack of resources. Community representatives in Linthicum worked with the Neighborhood Design Center in 2009 to prepare infill design guidelines and a town center redevelopment concept for the commercial hub at the Linthicum Light Rail Station. However, an implementation mechanism was not established, possibly due to lack of broader community support. If the County is to take the lead on design initiatives such as this, additional funding will need to be allocated for outside consulting services or for additional planning staff.	1	0	0	0	1

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Natural and Historic Resources:

BWI/Linthicum SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received		Total Votes Received
		1	2	
Develop a program which would encourage landowners to establish easements on all wetlands and streams to protect those areas.	Not implemented.	1	0	1
Develop an Urban Forestry program in the County, and within this, create a community awareness program to educate the public in recognizing and controlling tree diseases.	Not implemented.	0	1	1

Community Facilities:

BWI/Linthicum SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received		Total Votes Received
		1	2	
A system of hiker-biker trails, open spaces, parks or greenways should be master planned for the Hanover area which incorporates the Stoney Run and Piney Run stream valleys and connects to the Patapsco Valley State Park, so that as industrial park and airport related uses continue to development here in the future, this open space system can be incorporated into development plans as they are approved. Natural feature amenities such as this are an important element in attracting upscale businesses and high-quality development to an area.	Partially implemented. The County has participated in two initiatives to explore connecting the BWI Trail to other jurisdictions with a link through the Patapsco Valley State Park.	1	0	1

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BWI/Linthicum SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received		Total Votes Received
		1	2	
Establish a satellite senior center in Linthicum.	Not implemented. The Department of Aging and Disabilities (DoAD) plans to open a new senior activity site near Linthicum. The DoAD is currently participating in a Brooklyn Park Senior Activity expansion to geographically address need.	0	1	1

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Transportation:

BWI/Linthicum SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received														Total Votes Received	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14		
Create a West Ordinance road extension between MD 648 south of Burwood Plaza and I-97. This road would alleviate congestion at a major intersection (Furnace Branch Road and B&A Blvd.) and would allow for a connecting road out of the North County High School.	Not implemented.	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Reconfigure the intersection of B&A Blvd./Orchard Road/Hollins Ferry Road to increase safety and provide two way access between Broadview and B&A Blvd. without increasing neighborhood traffic. Some possible solutions that should be studied include the permanent closing of Orchard Road and B&A Blvd., heightening the Light Rail trestle, and installation of a traffic signal or traffic circle at the intersection.	Not implemented. The connection between B&A Boulevard and Broadview remains a one-way underpass.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Improve safety and traffic flow in and near the Shipley Linthicum Shopping Center.	Not implemented.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1

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		1	2	3	4	5	6	7	8	9	10	11	12	13	14		
Create an access road linking MD 648 and Aviation Boulevard without increasing neighborhood traffic but aiding access to businesses within the Ferndale area from the businesses on and around Aviation Boulevard as well as reducing\ the amount of traffic in the residential areas of Ferndale.	Not implemented. A new access route has not been created to date however, access is available through local roads.	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Improve the MD 295 interchange at West Nursery Road to reduce traffic congestion in the vicinity of this interchange.	Partially implemented. No changes to the bridge over MD 295, but the approach ramps have added lanes. Multiple developers have proposed to restripe the bridge with substandard lanes eliminating the small shoulder making biped access across the bridge much less safe despite repeated requests from the community for sidewalk infrastructure expansion.	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1

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		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Eliminate the West I-695 on-ramp from Camp Meade Road due to the lack of a merge capability with the Beltway. In place of this ramp, provide a left turn lane with traffic signal to be used in conjunction with the West I-695 ramp from south bound Camp Meade Road.	Not implemented.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Provide a new interchange at the BW Parkway and Hanover Road. This would serve the planned industrial park development west of the BWI Airport as well as the new employee parking and car rental facilities and the Airport.	Partially implemented. The NEPA study is complete and the County is working on sections of Hanover Road. Funding is not yet available for the I-295 interchange.	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Widen the Baltimore-Washington Parkway to three lanes in each direction between MD 175 and I-695.	Partially implemented. The National Environmental Policy Act (NEPA) study is complete. Funding is not yet available from the State Highway Administration.	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1

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		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Reconstruct Ridge Road as a Parkway from New Ridge Road to the BW Parkway overpass. This could include a landscaped median center strip plus additional setbacks for buffer zones between the future development of the area that will occur.	Partially implemented. A recent corridor study of Ridge Road recommended a different cross-section.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
In coordination with MAA and SHA, conduct feasibility and design studies to determine right-of-way needs, alignment, design and phasing of improvements of Hanover Road between Howard County and MD 170.	Partially implemented. A NEPA study was completed for the interchange but did not extend to Howard County.	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1

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		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Consider establishing a nonpeak hour regional shuttle bus service in the Linthicum, North Linthicum area to include destinations at the Hammonds Ferry Road/Nursery Road intersection, the Linthicum Shipley Shopping Center, Burwood Shopping Center, and the North Linthicum and Nursery Road Light Rail stations.	Partially implemented. There is Maryland Transit Authority service in the area, but not a specific shuttle service. The County is considering providing zonal services in areas of the County but this specific route was not included in the latest Transit Development Plan. The County is providing a pilot shuttle service between Arundel Mills and the Airport through Local Development Council funding.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
If Magnetic Levitation System (MAGLEV) high-speed rail service is located along the Baltimore-Washington corridor, the rail alignment through Linthicum should preserve existing, or should establish needed, buffers that screen the residential communities from more intense land uses and the rail line.	Not implemented. Proposed alignments are currently being considered.	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1

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		1	2	3	4	5	6	7	8	9	10	11	12	13	14	
All Light Rail stations should have easy and safe access, i.e. proper sidewalks, lighting, etc. Access to both the Linthicum and the North Linthicum stations needs to be improved.	Partially implemented. The Nursery Road sidewalk project will enhance pedestrian access to the Nursery Road station. Additional pedestrian connections have been made and the County has recently agreed to provide expanded public safety patrols at the stations and on light rail cars.	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Conduct a traffic signal warrant study for the intersection of Benton Avenue and Camp Meade Road. If warranted, replace the existing blinking traffic signal with a stop light. This would allow better flow of traffic and also allow pedestrians easier access to the Linthicum Light Rail station.	Not implemented.	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

Other:

BWI/Linthicum SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received									Total Votes Received
		1	2	3	4	5	6	7	8	9	

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BWI/Linthicum SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received									Total Votes Received
		1	2	3	4	5	6	7	8	9	
Expand the coverage and enhance the residential insulation and noise proofing program.	Partially implemented. Homes located within the DNL 65 dB noise exposure contour of the 2019 Noise Exposure Map are potentially eligible for participation in the sound insulation program. MDOT MAA is in the process of implementing the next phase of this program which is expected to last at least five years. As MDOT MAA updates the Airport Noise Zone and Noise Exposure Maps, homes that are potentially eligible may increase or decrease, according to Federal eligibility guidelines.	0	0	0	1	0	0	0	0	0	1
Allocate funds previously approved for the installation of roadway sound barriers between residences and the Airport.	Not implemented. The Airport is bounded by State Highway Administration maintained roads. Maryland Department of Transportation (MDOT) has a sound barrier program. Capital projects will need to be established (MDOT for the majority, and County for it's share) for the design and construction of these barriers. To implement, the County would need to add this project to the annual priority letter send to the MDOT.	0	0	0	0	1	0	0	0	0	1
Develop a program through the Health Department to educate the public about ways to reduce air emissions.	Not implemented. Anne Arundel County has not been delegated authority by the Maryland Department of the Environment for the enforcement of air quality regulations in the BWI/Linthicum area.	0	0	1	0	0	0	0	0	0	1

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BWI/Linthicum SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received									Total Votes Received
		1	2	3	4	5	6	7	8	9	
Remove telephone poles and signs from sidewalks along Camp Meade Road (MD 170) from Maple Road to Music Lane.	Not implemented.	0	0	0	0	0	1	0	0	0	1
Study, identify and protect an alignment to extend Light Rail service from the BWI Business District station to MD 295. Include stations at growth areas or where transit can support current and future development.	Not implemented.	0	1	0	0	0	0	0	0	0	1
Create grade-separated Light Rail crossings to replace the current at-grade crossings at Maple Road, Camp Meade Road, and Twin Oaks Road. Grade-separated crossings at these locations will alleviate the existing traffic congestion that is expected to worsen as MTA increases the frequencies of Light Rail trains to accommodate increased ridership. Grade separation of the crossing at Maple Road should be considered the highest priority.	Not implemented. This is the responsibility of the Maryland Transit Administration.	0	0	0	0	0	0	1	0	0	1

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BWI/Linthicum SAP Recommendation	2019 Status and Explanation	Rank Order Votes Received									Total Votes Received
		1	2	3	4	5	6	7	8	9	
In conjunction with current and ongoing BWI Airport expansion plans, construct a grade-separated Light Rail crossing to replace the at-grade crossing at Aviation Boulevard and Elm Road in conjunction with current and ongoing BWI Airport expansion plans.	Not Implemented. This is responsibility of the Maryland Transit Authority, not Anne Arundel County. To date, there are no grade-separated Light Rail crossings at either Aviation Boulevard or Elm Road.	0	0	0	0	0	0	0	1	0	1
Provide additional parking at Light Rail Stations as needed to prevent commuter parking on residential streets. Look for opportunities to provide structured parking at stations that have existing surface parking, such as the Nursery Road, North Linthicum, and BWI Business Center stations.	Not implemented. Adding parking areas at the Light Rail Stations is the responsibility of the Maryland Transit Administration.	0	0	0	0	0	0	0	0	1	1
Provide Light Rail service to the new Arundel Mills development to serve the considerable amount of residential, office, commercial and retail development that is occurring and planned in this area. Light Rail service could be extended from either the BWI Terminal or Cromwell stations.	Not implemented. Light rail has not been expanded and the mall has not expressed a particular desire to extend the light rail.	1	0	0	0	0	0	0	0	0	1

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2009 GDP Recommendation	2019 Status and Explanation	Rank Order Votes Received						Total Votes Received
		1	2	3	4	5	6	
Land Use and Zoning								
Conduct a study of former landfill sites to confirm their current status, and to assess their current and future suitability for development. Develop a Closed Landfills Map.	No progress to date	0	1					1
Amend the development and permit applications review procedures for properties located on or adjacent to former landfill sites, and require applications to be sent to MDE, Health Department and DPW for review and comments.	No progress to date.	1	0					1
Community Revitalization								
Establish criteria to be used in defining a neighborhood as unique, distinct or historic for purposes of establishing a Neighborhood Conservation District program.	On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.	0	0	1	0	0	0	1

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2009 GDP Recommendation	2019 Status and Explanation	Rank Order Votes Received						Total Votes Received
		1	2	3	4	5	6	
Based on established criteria, identify neighborhoods or communities that qualify as a Neighborhood Conservation district.	On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.	0	0	0	1	0	0	1
Establish a community outreach process to be used in developing Neighborhood Conservation criteria, standards, and districts.	On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.	0	1	0	0	0	0	1
Establish objectives and design standards applicable to designated Neighborhood Conservation Districts.	On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.	0	0	0	0	1	0	1

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2009 GDP Recommendation	2019 Status and Explanation	Rank Order						Total Votes Received
		1	2	3	4	5	6	
Develop legislation to create Neighborhood Conservation overlay districts and associated design standards and/or guidelines.	On hold. Planning and Zoning reviewed case studies of Neighborhood Conservation Districts in other local jurisdictions as well as sample ordinances. Due to the scale of this project combined with staff reductions, this effort was put on hold. Significant community outreach will be required to initiate, develop and implement this type of program which would ultimately require legislation to establish overlay zones. The priority needs to be examined further during the 2019 GDP update.	0	0	0	0	0	1	1
Create a Housing Trust Fund with a dedicated funding source to provide financing to improve, preserve and increase the workforce housing stock.	No progress to date.	1	0	0	0	0	0	1
Natural Resources								
Evaluate the possibility of requiring a fee to be paid and placed in a natural resource restoration fund, when approving modifications in sensitive areas.	No progress to date. Fees for modification applications, along with most other development application and permitting fees, are placed into the County's general operating budget. However, Forest Conservation fee-in-lieu and Open Space fee-in-lieu funds can be used for land acquisition and preservation purposes.	0	1	0				1
Inventory and map potential areas for future mineral extractions.	No progress to date.	0	0	1				1
Consider the use of tax credits to encourage soft tidal edge erosion control techniques such as marsh planting.	No progress to date.	1	0	0				1
Transportation								
Prepare a comprehensive study of Park and Ride lots to assess supply, demand, and improvements needed.	No progress to date. Funding has been allocated through BMC and will require coordination with MTA and BMC. The Office of Transportation's Rideshare Coordinator will be conducting regular surveys of Park and Ride lots utilization to identify areas of need and future demand.	0	0	1	0			1

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2009 GDP Recommendation	2019 Status and Explanation	Rank Order						Total Votes Received
		1	2	3	4	5	6	
Conduct feasibility study for the extension of light rail to other areas of the County.	No progress. This was discussed during the past two updates to the Transit Development Plan, but public support for Light Rail extension has been lacking. Planning efforts have focused on other aspects of transit planning including bus transit and ridesharing.	1	0	0	0			1
Study the feasibility of adding stations on the commuter rail line.	No progress to date. This idea has been discussed by the County and MTA and may be studied in the future. The current priority is to make improvements at existing stations.	0	0	0	1			1
Revise the Impact Fee Program to allow a portion of transportation impact fees to be dedicated for expansion or improvements to public transit	No progress to date. Currently development impact fees must be used for capital improvements that will expand the capacity of the public facility. Expansion of the capacity of a road includes extensions, widening, intersection improvements, upgrading signalization, improving pavement conditions, and all other road and intersection capacity enhancements.	0	1	0	0			1

Activity 2: Vision Exercise (written responses)

What is special about your community?

- Small town feel
- Easy access to light rail, highways, rail & airport

What has changed in the last 15 years?

- More housing, higher housing prices
- More business parks (mostly empty)
- Schools more crowded

What needs improvement?

- Not sure what to do about it, but more affordable housing
- More schools or improvements to alleviate the schools crowding
- Don't build business parks without the demand

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What should your community look like in 20 years?

- More ways to walk, bike, or use public transit
- Better environment for students

Activity 3: Community Boundary Review

- *North* Linthicum From Nursery Road and BW Pkwy to Annapolis Rd; Everything E. of BW Pkwy is N. Linthicum
- Hollins Ferry Rd to Aviation Blvd is Linthicum
(All is Linthicum)
Allwood to Maple
- Ferndale – together with BWI
- Linthicum – think left out

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Open Comment Session

What is special about your community?

- Small Town Feel (2)
- Raised Family, kids go to local school
- Small time feel

What has changed in the last 15 years?

- School overcrowding (2)
- Infrastructure overload, capacity
- Replace sidewalks, fix infrastructure, 2 main roads including Andover Road
- A development off of W Nursery Road has caused issues
- Concerns about development on W Nursery Road – was told that it was open space and wetland but future development still came and took out trees.
- Would like a Greenspace buffer zone.
- Wants control of development and certain areas need to be left alone.

What needs improvement?

- Concerned about Regional Transit
- Address infrastructure, overcrowding school, encroachment of development
- An overlay zone that does not blow away the community
- Concerned about 180 unit development with commercial on Andover Road
- Impact fees

What should your community look like in 20 years?

- Don't want business Parks stay empty for 10 years or more. Why are they building more if there's no demand?
- More revitalization
- Redevelopment of Howard Subway was favored, addressed stormwater issues that was brought up by citizens.
- Merritt has been one of the better developers to work with communities – would like to see more of that.
- Have a seat at the table with developers and development
- Improve community development checklist.

Additional Comments:

- underinvestment
- Cromwell – light rail

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- Keep Wigley residential
- want MPDU's



Citizens review the Community Boundary map



CAC Chair Elizabeth Rosborg solicits comments from meeting attendees

Item / Recommendation	2019 Status and Explanation	Dot Rankings
RW1 / Loudoun City Small Area Plan Recommendation		
	Land Use and Zoning	
Establish a committee to review the recommendations of the various Small Area Plans, when adopted, and develop a set of community design standards for the County.	Not implemented. This has not been feasible to implement to date. Community design standards must be tailored to meet individual community visions. Resources have not been available to conduct such a large scale program Countywide.	
Encourage the establishment of community design standards where appropriate. The standards should ensure that: a) Residential use types maintain and reinforce the existing pattern of development in a given neighborhood, as related to lot area and configuration, size of lots, building height, architectural character, and scale of development; b) Residential and Commercial in-BE development is consistent with the surrounding properties and the community's character; and c) the standards are consistent with the existing community design standards. However, North Loudoun, Loudoun, Fortkle.	Not implemented. This has not been feasible to implement to date due to lack of resources.	
Establish a Transit Mixed Use District in the vicinity of the North Loudoun Light Rail station on Camp Meade Road. The primary uses permitted in this area should include retail, employment, and residential uses. Age-restricted housing and assisted living facilities may be appropriate in this location.	Not implemented. The area in the vicinity of the North Loudoun Light Rail Station was planned for a Transit Mixed Use District in the proposed draft RW1 / Loudoun Small Area Plan that was forwarded to the County Council for adoption. However, the Transit Mixed Use land use designation was removed by Council amendments in 2017 80-01.	

Dot ranking exercise for unimplemented recommendations from the Small Area Plan