



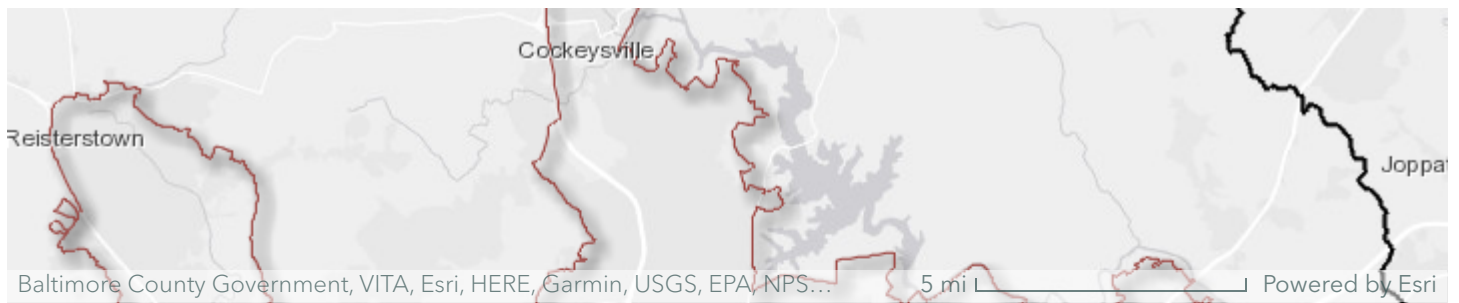
# Growth Framework

Baltimore County Department of Planning

July 10, 2023

## Urban Rural Demarcation Line (GF.1)

It is impossible to begin a conversation about proactive approaches to land use in Baltimore County, Maryland, without first discussing the *Urban Rural Demarcation Line* (URDL).



Baltimore County's *Urban Rural Demarcation Line*, shown here in red, has divided the County into "urban/suburban" and "rural" areas since its establishment by the Planning Board in 1967.

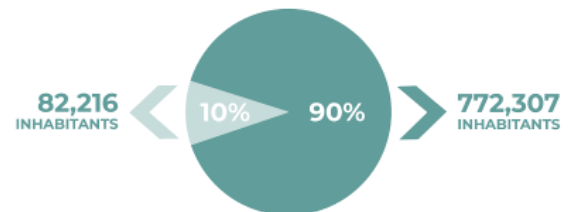
### **The URDL does the following:**

**Creates the conditions for two clearly-defined, distinct forms of development—*Urban/Suburban* and *Rural***

Through adoption of the URDL, the county has maintained a unique experience whereby one can move from more urban and suburban environments to a rural landscape dominated by agriculture, protected land and protected forested areas.

### **Manages Growth**

Focusing growth and infrastructural improvements (i.e. water and sewer facilities) into the urban area enables efficient delivery of public services at a minimal cost, versus accommodating growth in a sporadic, sprawling manner.



*90% of County population inhabit the urban area while only 10% inhabit the rural area.*

### **Protects Land and Resources**

Limiting development in rural areas protects open space, farmland and natural resources. Easements and related preservation programs available only in rural communities have protected over 70,000 acres of land, extended the

viability of agricultural lands, and is preserving rural character and sense of place.

### **Serves as the basis for subsequent County development strategies**

Growth should be managed in areas that are designated and planned for growth in *Master Plan 2030* and through the development process.

The URDL has been a successful growth management tool. About 90% of the county's population lives within the URDL while the remaining 10% reside in the rural areas. This reinforces the original intent of the URDL where growth and development are focused within the URDL or urban areas. Preservation and limited growth are the prevailing strategies outside the URDL, in rural areas.

The land inside the URDL where greenfield development has occurred, however, is nearly depleted. The years ahead will require a more focused redevelopment approach.

**70,000**  
Acres of  
**LAND**  
**AREA**  
Preserved



*27% of land outside the URDL is preserved in an easement*

## **Residential Development Capacity (GF.2)**

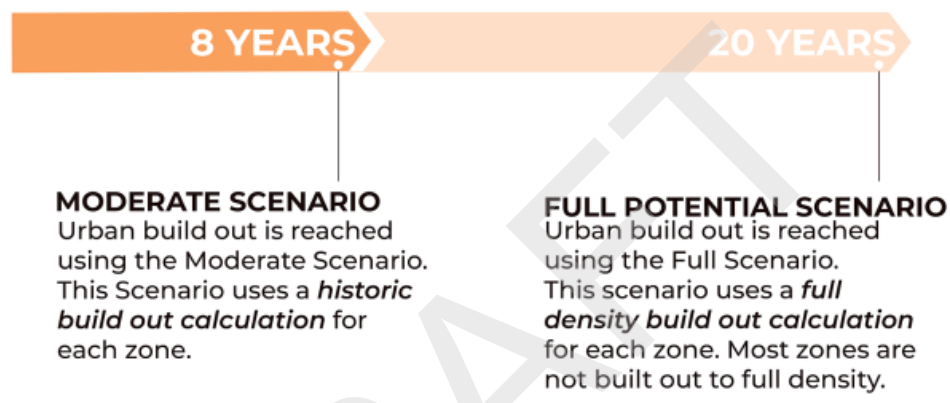
### **Baltimore County is running out of undeveloped land inside the URDL.**

In December of 2021, new capacity numbers were calculated for the urban areas based on current land use, zoning and growth tiers.

The most recent model results shows that the number of potential units could range from **10,890 units** with the

"moderate" build-out scenario to **26,956 units** assuming the "full zone" build-out. Most lots do not build out to their fullest density, but rather to a moderate density. These figures also do not include redevelopment potential.

The current residential building rate is 1,300 residential permits per year for urban areas of the County. If this building rate continues with no change to zoning, the urban areas will reach full build-out in 20.7 years, or 8.4 years at the moderate build-out rate.



*Land inside the URDL will build out to full capacity in 8 to 20 years.*



*The URDL separates urban and rural development patterns.*

### ***How does this impact life in Baltimore County?***

The URDL functions as intended—drawing a line through the County and directing the majority of development and infrastructure toward one side. It saves taxpayer money in the long run, and allows residents to enjoy natural landscapes with minimal intrusion from external forces.

The URDL enables the rural portion of the County to successfully meet the needs and desires of its residents and protect valuable ecosystems.

Across the URDL, the outcome looks and feels quite different.

Despite being referred to as Baltimore County's **urban** portion, most of the land inside the URDL could be more accurately described as **suburban**. Suburbanization has driven patterns of land use in much of the United States—separating residential and commercial zones, and using personal automobiles to bridge long distances with personal trips. The suburbanization of Baltimore County began in the mid-20th Century when there was plenty of open space available for roads, parking lots and single-family homes; it is inevitable that development would spread to such an extent.

After several decades, however, automobile dependence, traffic, strip malls, miles of paved and otherwise impervious surfaces, lack of physical and social connections—are negative outcomes typical of the suburban experience, and all-too-familiar to County residents in the 21st Century.

### ***What are residents saying?***

A large, bold, teal-colored number '4000' is centered on the page. A faint, light gray watermark of the word 'DRAFT' is visible behind the number.

We received nearly 4,000 comments from the public during the *Master Plan 2030* engagement sessions. Many of those comments were directed toward land use patterns, preserving natural resources and building more sustainable communities. Here are some of the comments we heard during the Community Engagement process:

*"We should celebrate and support the juxtaposition of land preservation and urban density in the County."*

*Community—Baltimore County Land Trust Alliance*

*"We want more diversity in the business types in retail areas."*

*Community—Owings Mills*

*"Emphasis should be placed on preservation and conservation of green space and the Chesapeake Bay with an emphasis on water quality improvement."*

*Community—Essex/Middle River*

*"The County should make every effort to plan for [anticipated] growth by offering multiple forms of mobility other than automobiles—walking, biking and public transit."*

*Community—Green Towson Alliance*

### **How will Baltimore County address these issues?**

Baltimore County benefits when leaders make visionary and strategic decisions, such as creating and continually enforcing the URDL, beginning in 1967.

Now, leaders and decision-makers are confronted with an aging, sprawling, suburban landscape inside the URDL that has not fundamentally changed much in decades. Commercial centers are beginning to show their age. Public infrastructure needs repair. The need for “Missing Middle” housing, such as apartments, duplexes and rowhouses, for young professionals, young families and seniors alike must be addressed. Above all, residents are telling us that they would like to be able to enjoy their communities—walking, biking, recreating, frequenting local businesses—without being constrained by a hostile pedestrian environment, lack of housing options and limited transportation choices.

The Planning Department has developed a methodology to identify areas in the County that are most suitable for **retrofitting**—creating the conditions for the next step in the evolution of the suburban landscape.

## A New Approach to Growth (GF.3)

"Retrofitting" as a concept did not originate within the Baltimore County Department of Planning, nor from one singular book, elected official or social movement.

It is a common-sense approach to managing everyday imbalance and challenges that the built environment creates; one that especially makes sense for the particular set of circumstances in Baltimore County.

**Retrofitting means:** *embedding traditional planning principles of density, walkability and public space into the well-established patterns and structures of the modern suburban built environment, for the improved efficiency and wellbeing of anyone who lives there.*



Communities throughout Baltimore County have established themselves and grown in predictable fashion throughout several decades. Patterns of settlement, movement and transportation, economic, recreational and civic activity that inform where we live, where we run errands, where we work and go to school, etc.—are all deeply embedded into the fabric of the built environment. We recognize all of that as being fundamental to a healthy, functioning community.

However, these communities are continually evolving, amid demographic shifts, environmental and public health concerns that were unseen in the mid-20th century. As Richard Florida writes in the Foreword to *Retrofitting Suburbia*:

*“The physical environment of suburbia has not caught up with the new realities of suburban life.”*

**Retrofitting represents:** *an opportunity to use the problems identified by residents and decision-makers alike as a basis for implementing 21st century solutions.*

If residents simultaneously express a desire for affordable housing, improved walkability and pedestrian access, while bemoaning the lack of public space and the aesthetic decline of commercial corridors—surely, there has to be a better way.

### ***Where should Retrofitting occur?***

The Department of Planning has identified the most "retrofit-worthy" locations throughout Baltimore County using a data-driven process based on a number of geographic, social and economic determinants.



Additional analysis was completed by the Department of Planning to remove sites that were too small to fit the redevelopment philosophy or not appropriate for redevelopment. Examples of sites not appropriate for redevelopment include sites owned by state or community colleges, Baltimore County park or school sites or BGE utility sites.

Twenty seven (27) metrics were identified, which have been condensed into 7 categories for graphic communication purposes:

- Demographic Status
- Employment Opportunity
- Funding Resources
- Land Use and Ownership
- Neighborhood Assets
- Neighborhood Deficiency
- Transportation Access

**Retrofit Criteria and Weighting**

Criteria	Weight	Metred	Category
Existing Light Rail, Metro, M36C, stops	5	Yes	Access to Transportation
Existing Major Bus Routes	5	Yes	Access to Transportation
Major Transportation Corridors (Arterials)	3	Yes	Access to Transportation
Areas with High Number of Pedestrian Involved Crashes	3	Yes	Access to Transportation
Areas with Higher Transit Ridership	3	Yes	Access to Transportation
Vacant Buildings or High percentage Vacant for Office/Commercial/Industrial	5	Yes	Neighborhood Deficiency
Not within a half mile of a food store	3	Yes	Neighborhood Deficiency
Areas with higher concentration of a \$ Store, Gas Station, Liquor Store	1	Yes	Neighborhood Deficiency
In a vulnerable census tract (MSA)	5	Yes	Demographic Status
Census Tracts with higher percentage minority	3	Yes	Demographic Status
Areas with higher concentration of Millennials (25-40) (Census Tract)	1	Yes	Demographic Status
Areas with higher concentration of seniors (65+) (Census Tract)	1	Yes	Demographic Status
Major Employers (Census Tract based)	5	Yes	Employment Opportunities
Half Mile from a Hospital	1	Yes	Employment Opportunities
Half Mile from a University	1	Yes	Employment Opportunities
Commercial Revitalization Districts	5	Yes	Funding Resources
Sustainable Communities	5	Yes	Funding Resources
Regional Mall Sites	5	Yes	Land Use/Ownership
Any parcel under single ownership (40 acres or more)	5	Yes	Land Use/Ownership
Parking area - Impervious Surface (parking and alleys - no buildings)	5	Yes	Land Use/Ownership
COCC, CT Districts and MC and BL with adjacent D6S5 or higher zones	3	Yes	Land Use/Ownership
Must be Inside the UDCI	0	Yes	Land Use/Ownership
Half Mile from a School	1	Yes	Neighborhood Asset
Quarter Mile from a Park or Open Space Area	1	Yes	Neighborhood Asset
Half Mile Community Center	1	Yes	Neighborhood Asset
Half Mile Library	1	Yes	Neighborhood Asset
Half Mile Senior Center	1	Yes	Neighborhood Asset
<b>Total Points</b>	<b>78</b>		

[Download the Retrofit Criteria and Weighting \(PDF\)](#)

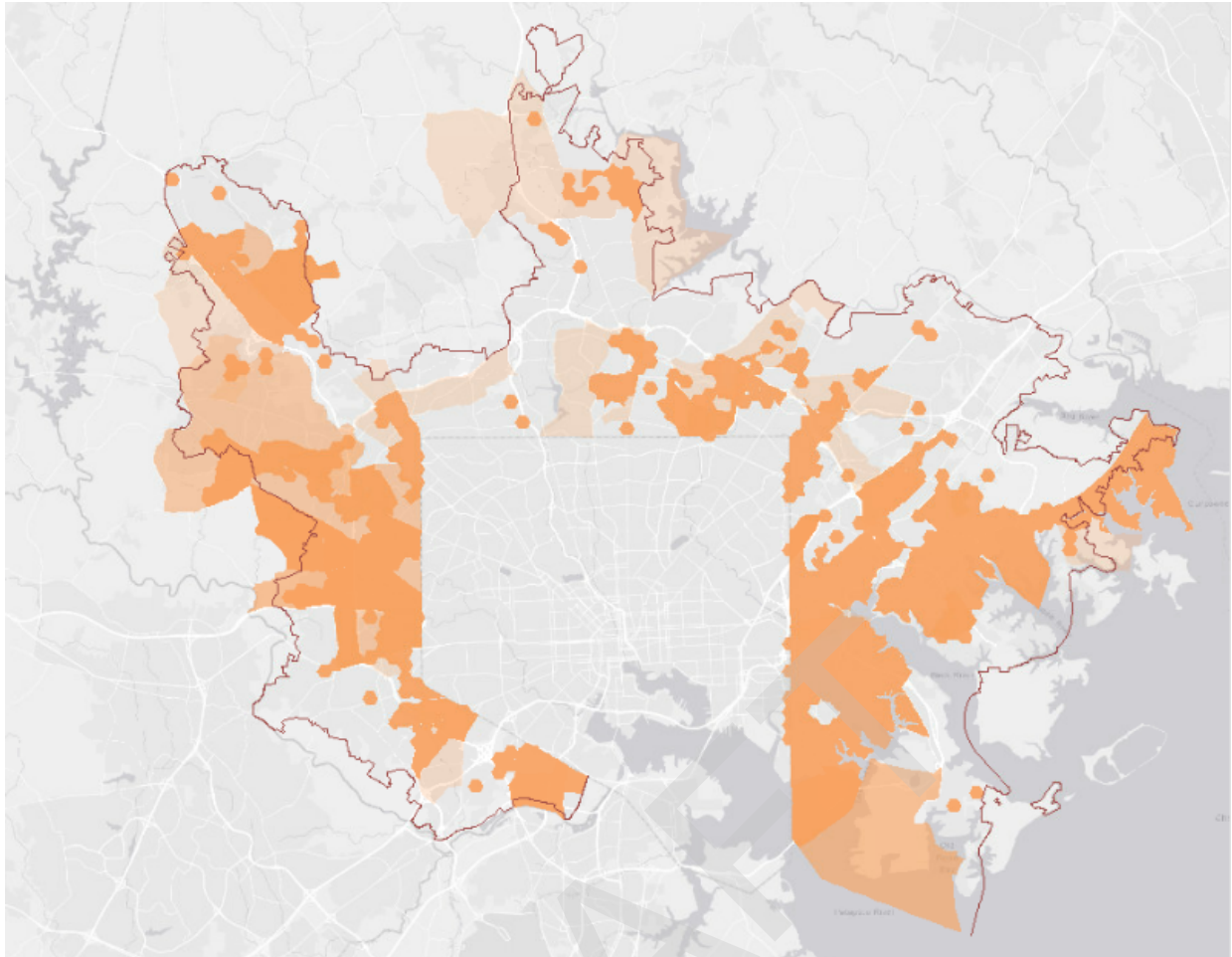
Weights of 1, 3 or 5 point(s) were assigned to each layer. The layers were then overlaid atop one another. The overlapping areas with the highest total scores are the resulting *Core Retrofit Areas*.

## Methodology (GF.4)

Described below is the mapping methodology used to create the *Core Retrofit Areas*. The *Core Retrofit Areas* are those identified by the Department of Planning that are prime for mixed-use redevelopment.

The *Core Retrofit Areas* were subsequently used as building blocks to create the new *Master Plan 2030 Place Types Map*. A complete outline of the methodology follows.

## Core Retrofit Area Mapping Methodology

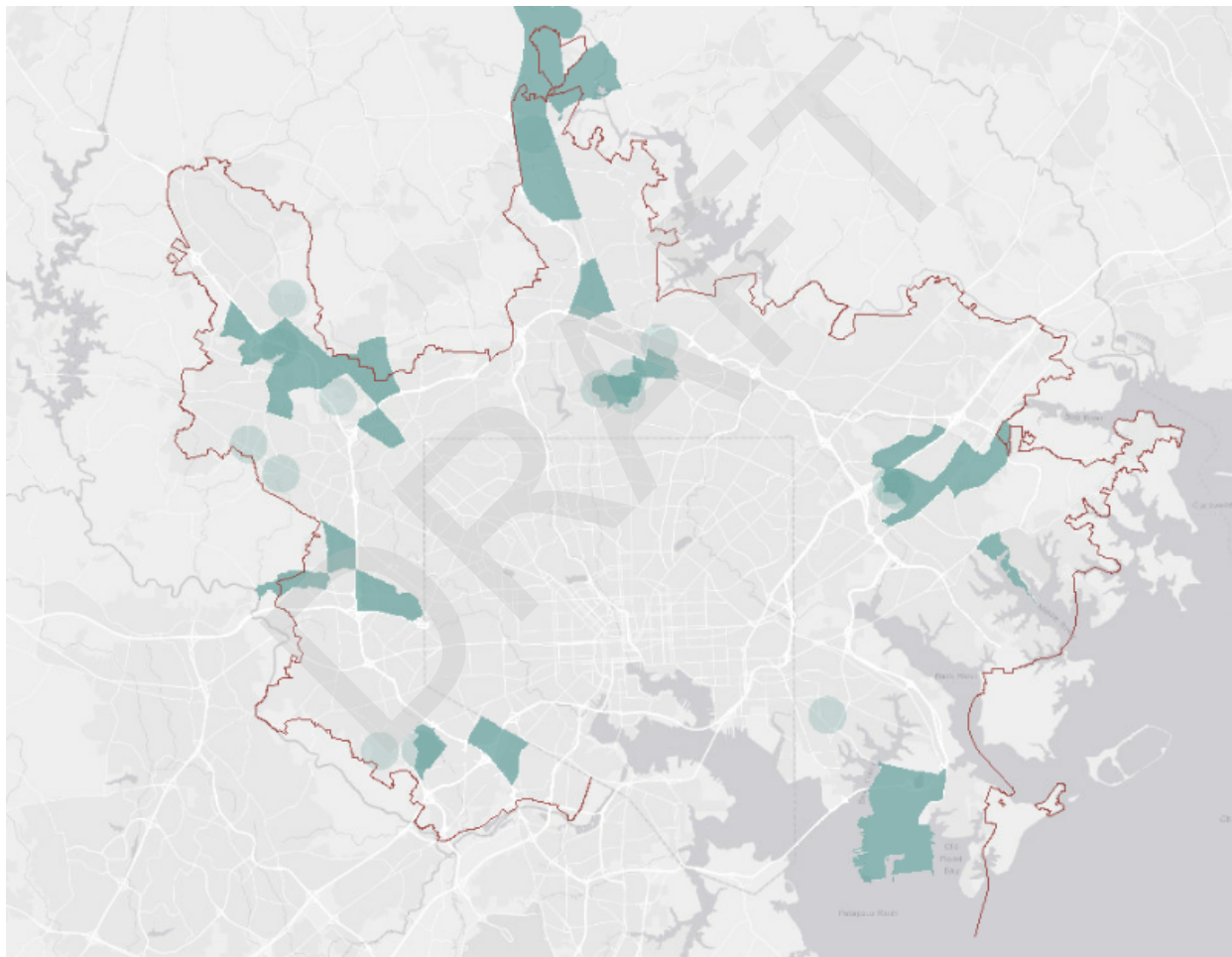


### Demographic Status

- High % Young Adult Population (age 25-40)—1 point
- High % Senior Population (age 65+)—1 point
- Majority Minority Census Tracts—3 points
- *American Rescue Plan Act* (ARPA) District—5 points

**Context:** Young adults are more likely to display a preference for higher-density housing, while seniors share a desire to "age in place" and remain in their communities (*Journal of Regional Science*, Peer Review Study by Yongsung Lee of the Georgia Institute of Technology and Bumsoo Lee and Tanvir Hossain Shubho, MD of the University of Illinois at Urbana-Champaign). Selecting Majority Minority Census Tracts helps ensure that positive impact can spread to communities that are often underrepresented in local decision-making.

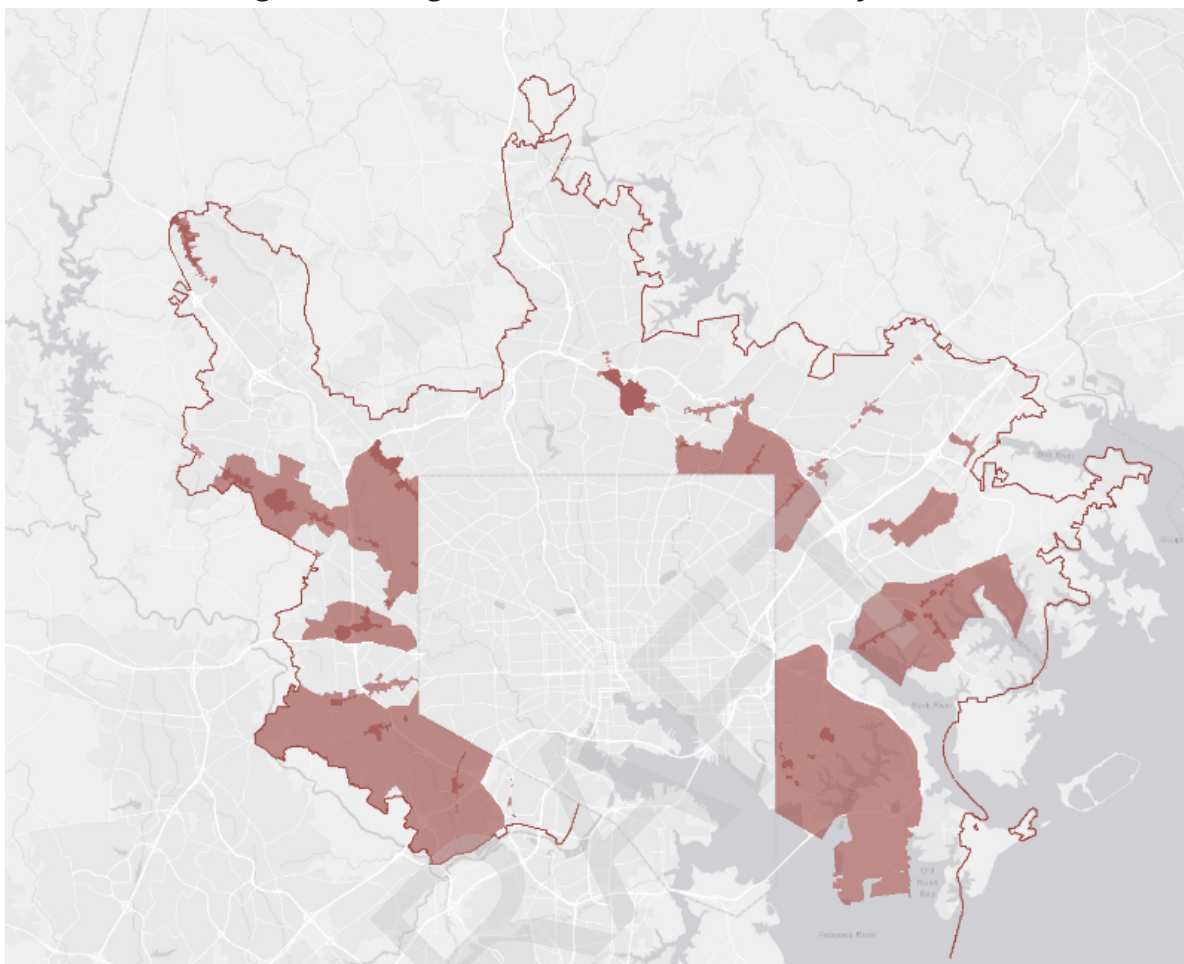
The *American Rescue Plan Act* (ARPA) District is a layer created by the Baltimore County Office of Government Reform and Strategic Initiatives that uses a multitude of socioeconomic factors to indicate vulnerable communities in the County. Some of those factors include **Public Safety Hot Spots**, **Social Vulnerability Index (SVI)**—refers to the potential negative effects on communities caused by external stresses on human health, **Qualified Opportunity Zones**, **Low Income Tax Credit Qualified Census Tracts (QCT)**, and **Area Deprivation Index (ADI)**—Ranking of census tracts based on income, education, employment and housing quality.



### **Employment Opportunity**

- Within a half-mile of a Hospital—1 point
- Within a half-mile of a College or University—1 point
- Major Employment Center—5 points

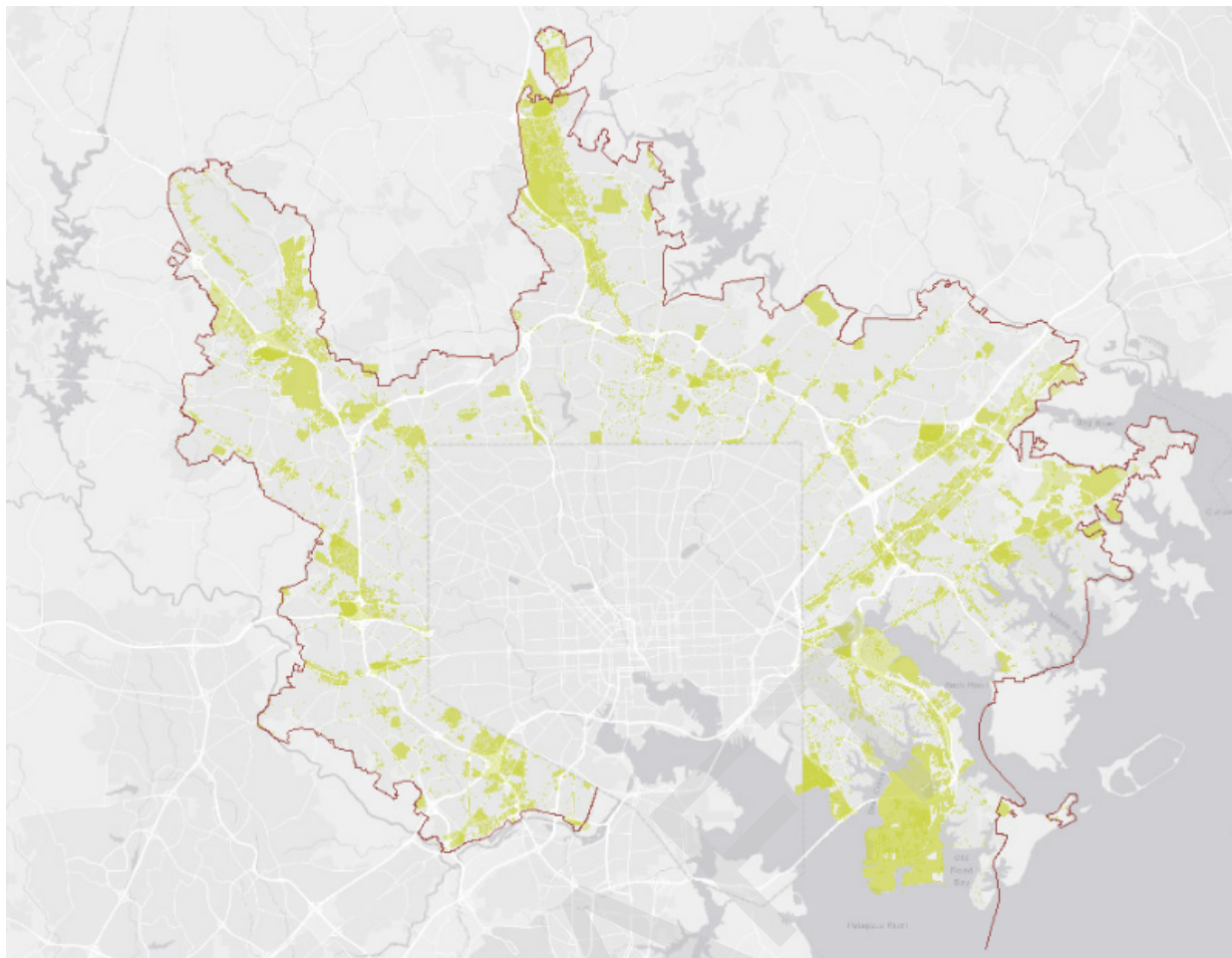
**Context:** Healthcare and higher-education institutions are the County's largest job-creators and major employment centers likewise generate high levels of economic activity.



### **Funding Resources**

- Sustainable Community—5 points
- Commercial Revitalization District—5 points

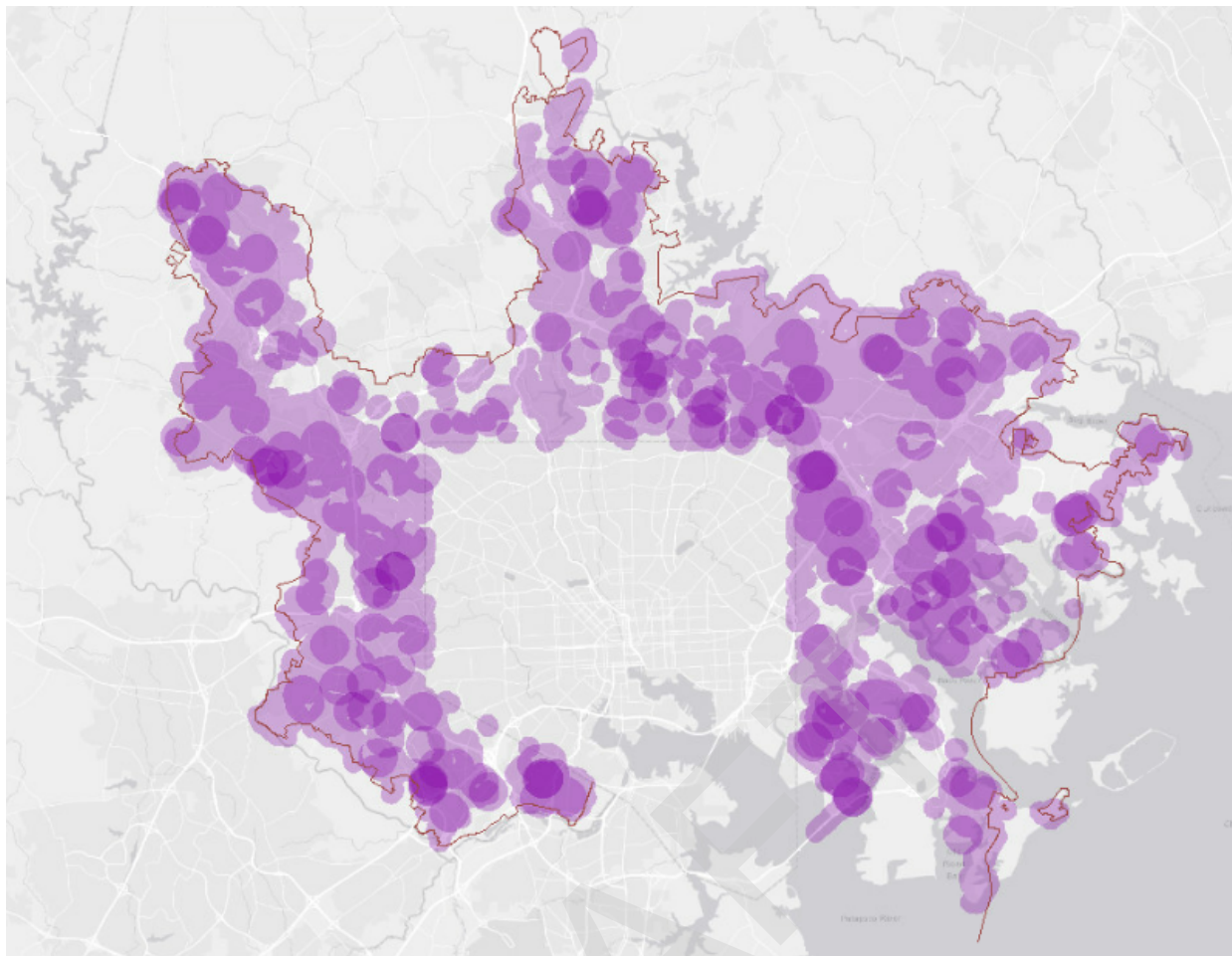
**Context:** These layers select geographic areas with pre-determined eligibility for various state and county-level grants.



### Land Use and Ownership

- Allowable Zoning—3 points
- Regional Mall—5 points
- Over 40 acres, Single Ownership—5 points
- Impervious Surfaces—5 points

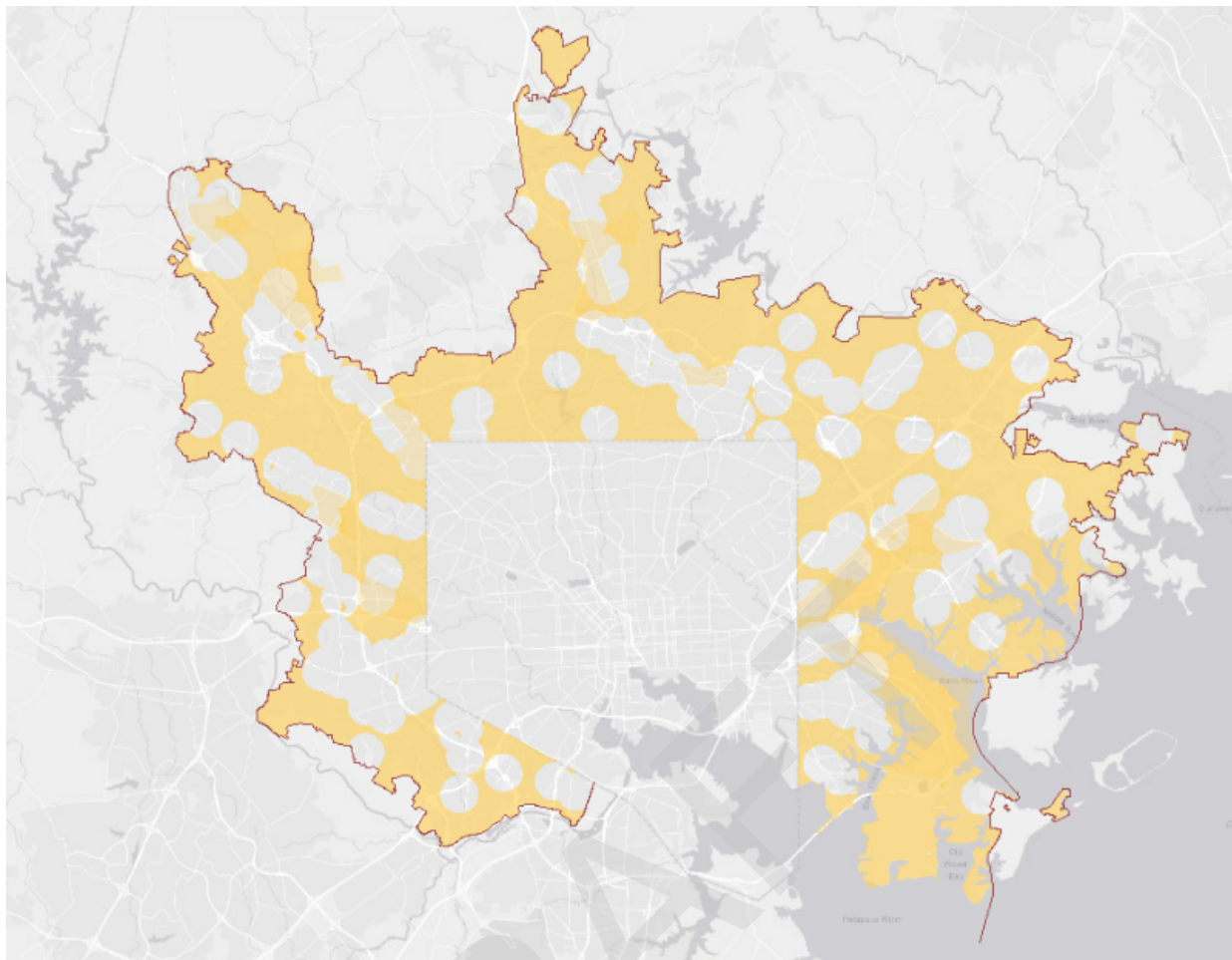
**Context:** These layers include areas where retrofitting could represent a substantial improvement to the existing land use, with minimal disturbance to the current conditions and the surrounding property owners.



### Neighborhood Asset

- Within a Half-Mile of a School—1 point
- Within a Quarter-Mile of a Rec and Parks Space—1 point
- Within a Half-Mile of a Community Center—1 point
- Within a Half-Mile of a Library—1 point
- Within a Half-Mile of Senior Center—1 point

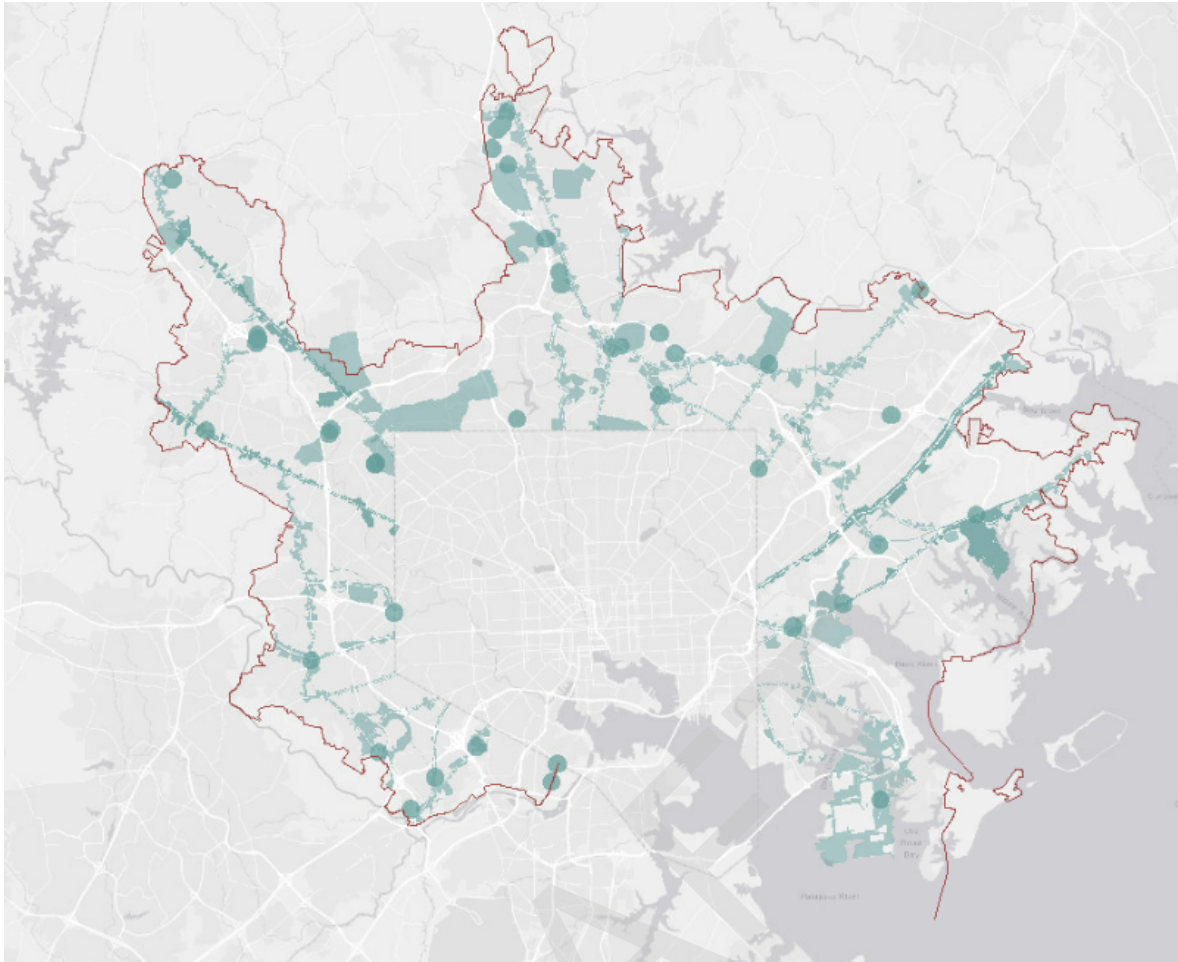
**Context:** These layers include community resources which generate activity and foot traffic for all segments of the population and are the building blocks of strong communities.



### **Neighborhood Deficiency**

- High % Gas Stations, Liquor Stores, Discount Stores—1 point
- No Grocery Stores within a Half-Mile—3 points
- High % Non-Residential Vacancy—5 points

**Context:** These layers represent areas located in a food desert, surrounded by low-quality development and with high vacancy rates.

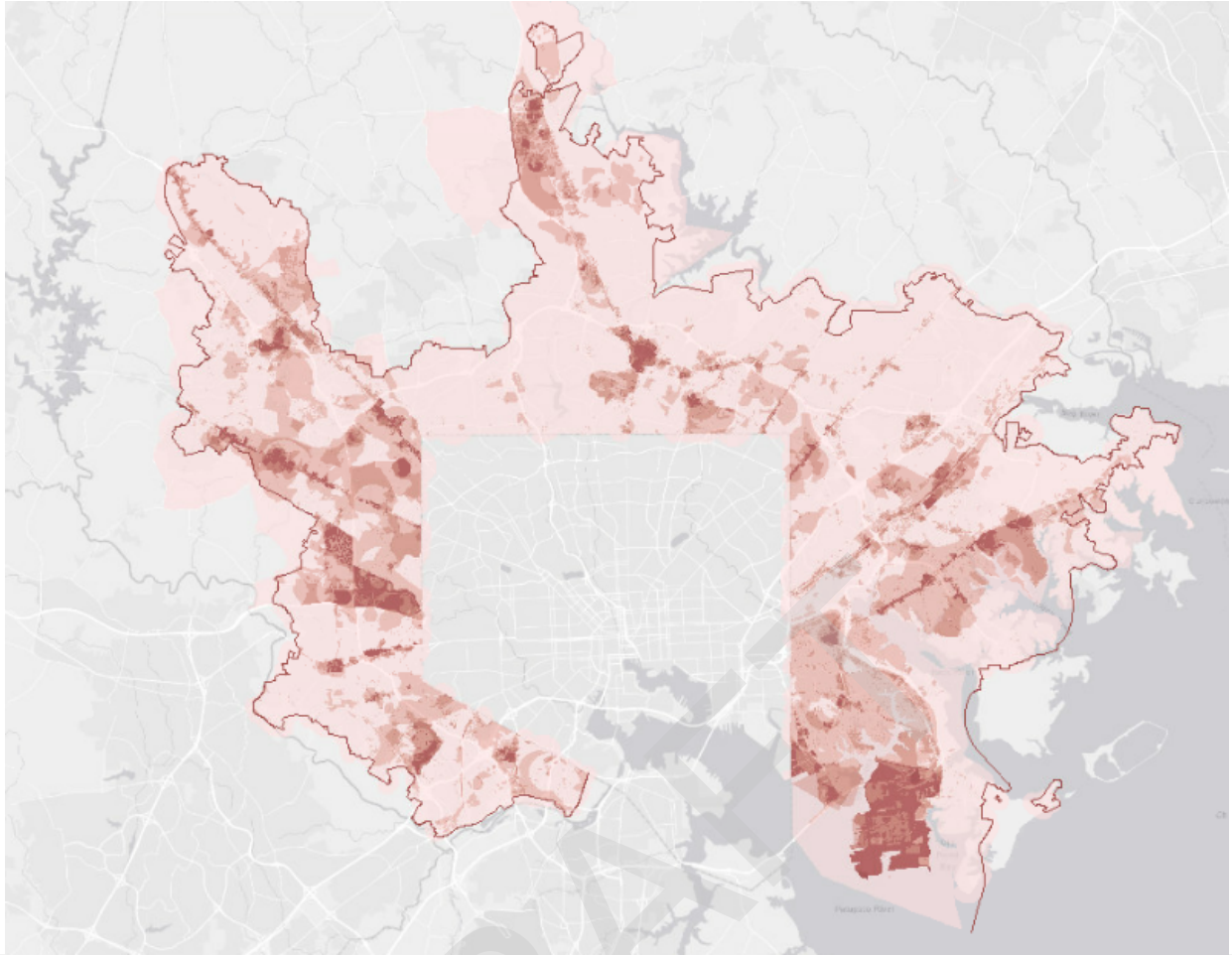


### **Transportation Access**

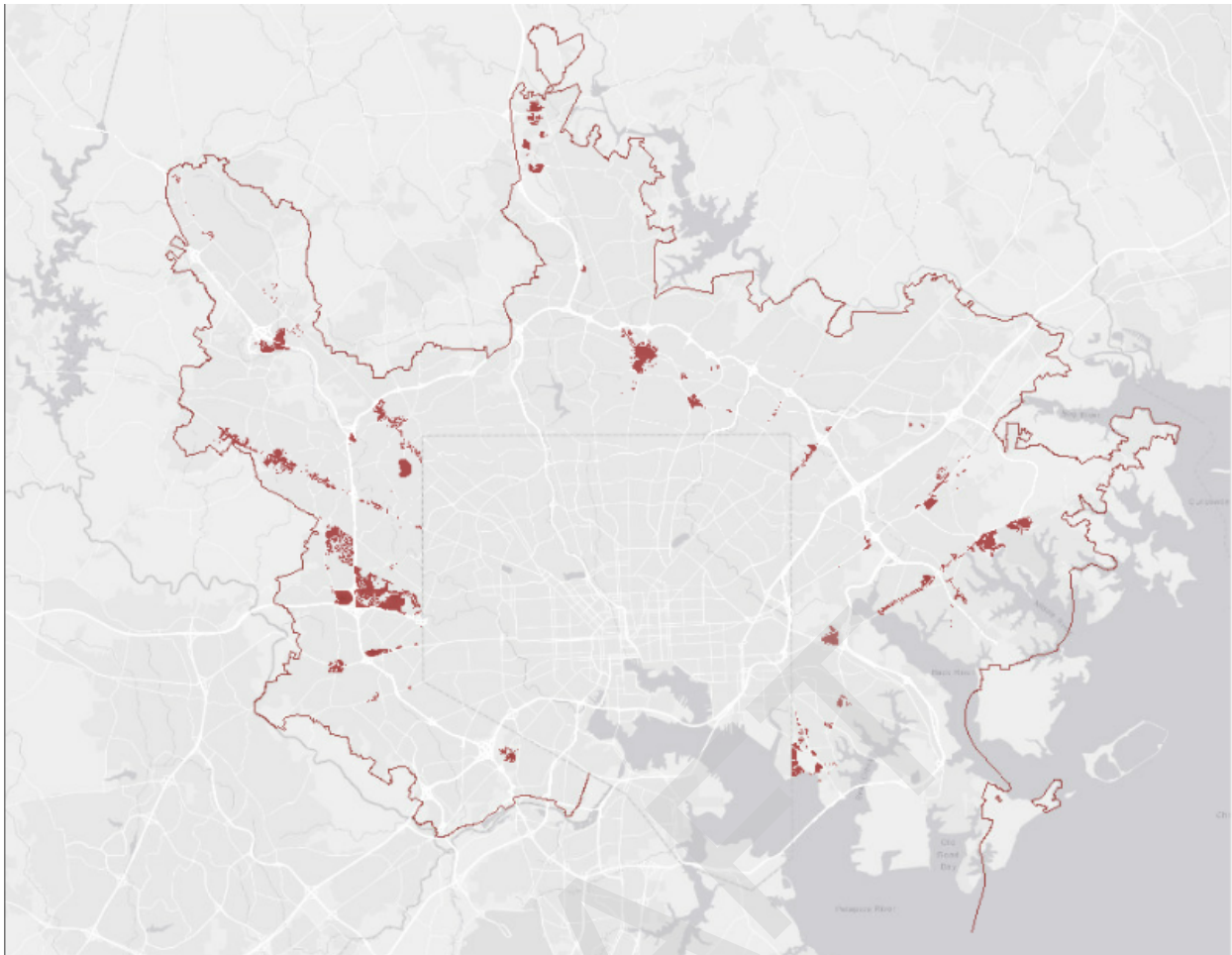
- Along a Major Arterial Corridor—3 points
- High # of Pedestrian-Involved Accidents—3 points
- High Transit Ridership—3 points
- Within a Quarter-Mile of a Rail Stop—5 points
- Within a Quarter-Mile of a Bus Stop—5 points

**Context:** These layers show areas of high mobility options and uses.





All of the metrics were combined on this map to give each area inside the URDL a retrofit score.



These red-shaded areas represent the *Core Retrofit Areas*—with the highest scores resulting from the overlay and weighting analysis.

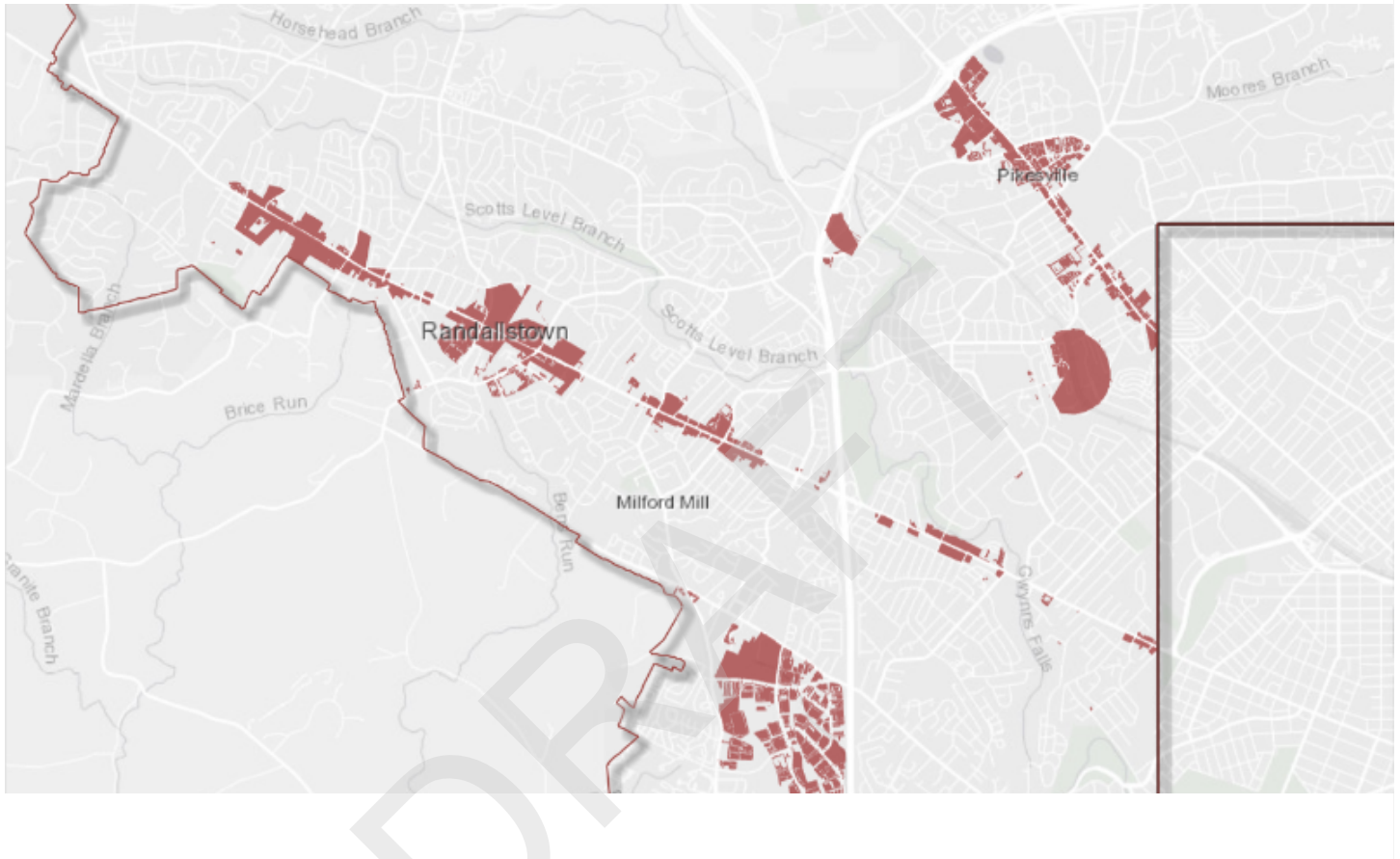
## **Place Types Mapping Methodology**

The *Core Retrofit Areas* create the new *Master Plan 2030 Place Types Map*.

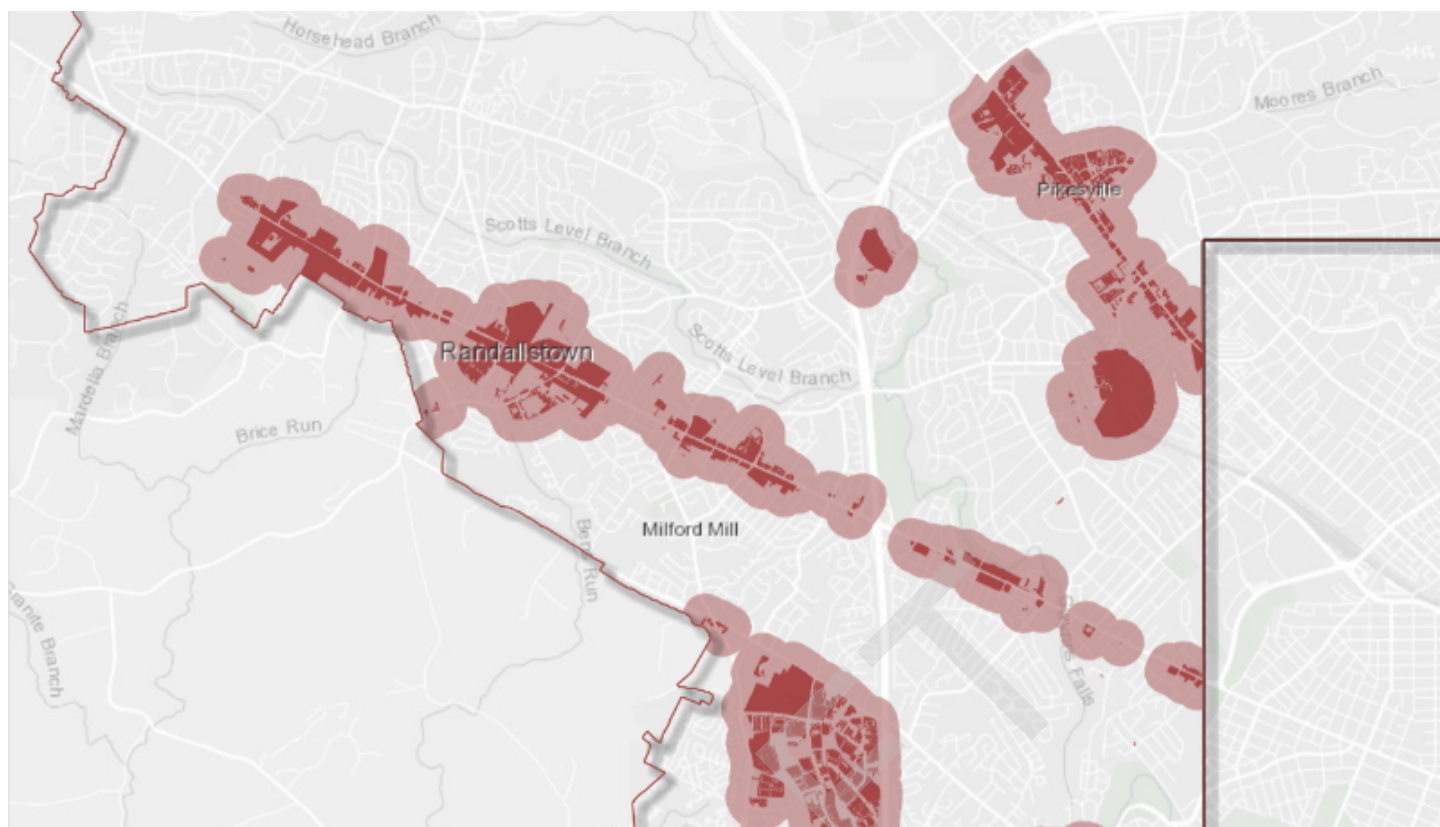
The distances below refer to areas where the surrounding population and dwelling units are within certain walking and biking distances to the core and will support the primary functions therein. A diversity of services intermingled within a close distance to your own neighborhood provides good access to services, goods and jobs.

- 1/4 Mile = 5 minute walk
- 3/4 Mile = 15 minute walk
- 1 mile = 5 minute bike ride

The *Master Plan 2030 Place Types Map* will replace both the *Master Plan 2020 Land Management Area Map* and the *Master Plan 2020 Proposed Land Use Map* (also called the *Transect Map*).

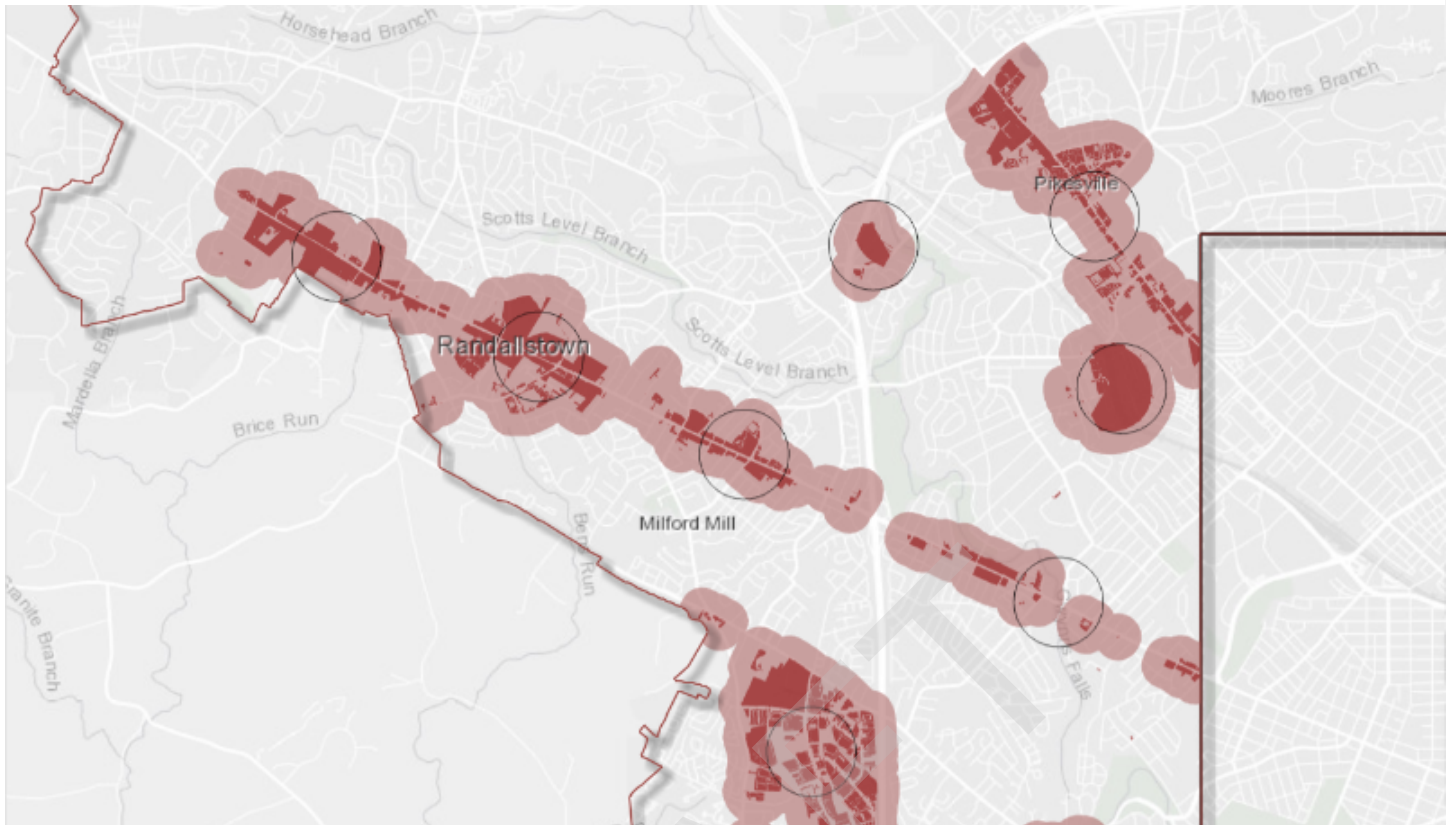


We begin with the *Core Retrofit Areas* resulting from the Core Retrofit Mapping process described above.



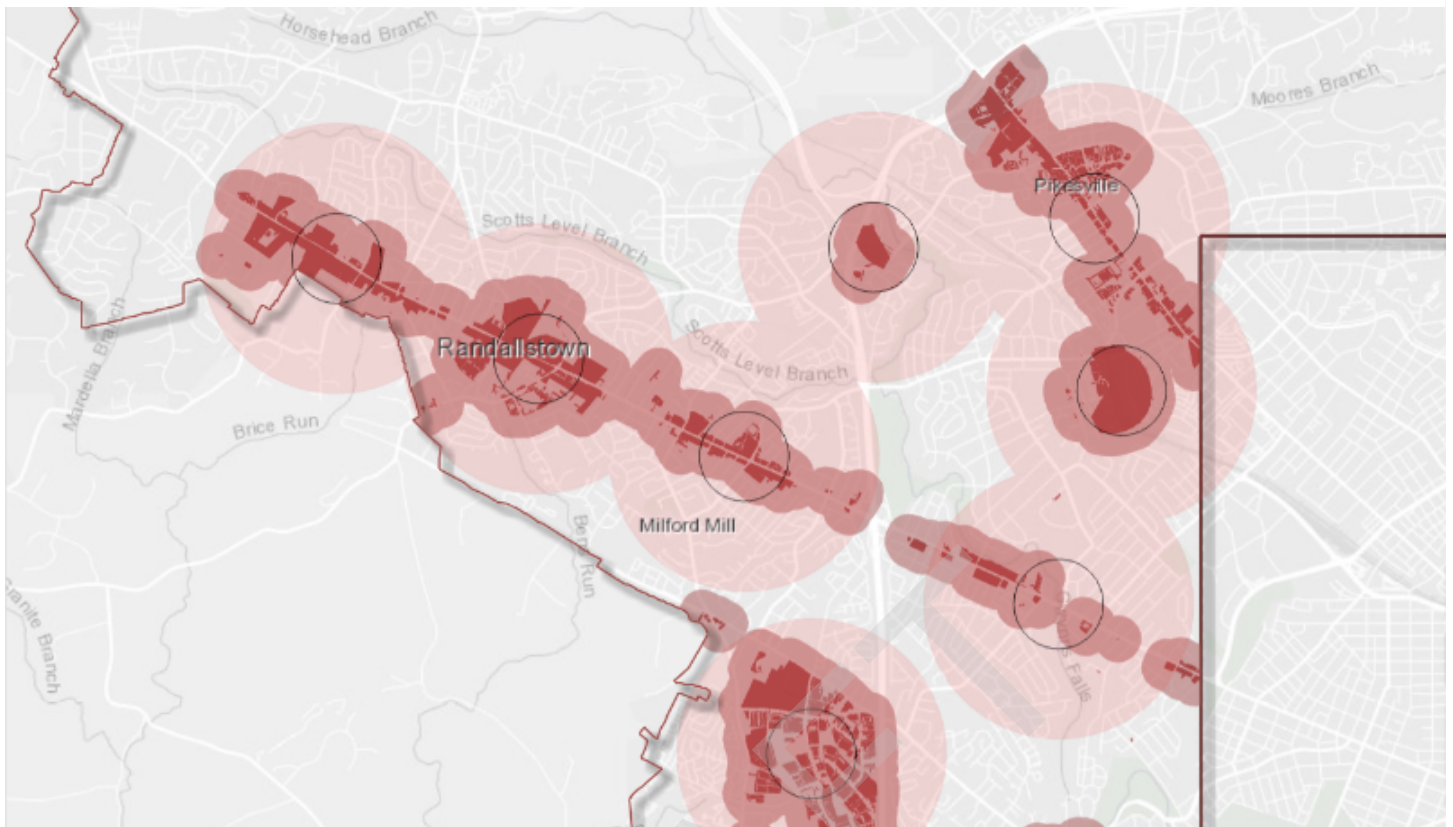
A 1/8 mile buffer is created around the *Core Retrofit Areas* and a 1/4 mile buffer is created around existing transit stops and heavily-trafficked bus stops. The buffers represent the distances that may be reached within a short walk from the *Core Retrofit Areas*.

This new layer becomes the **Place Type—Node**.

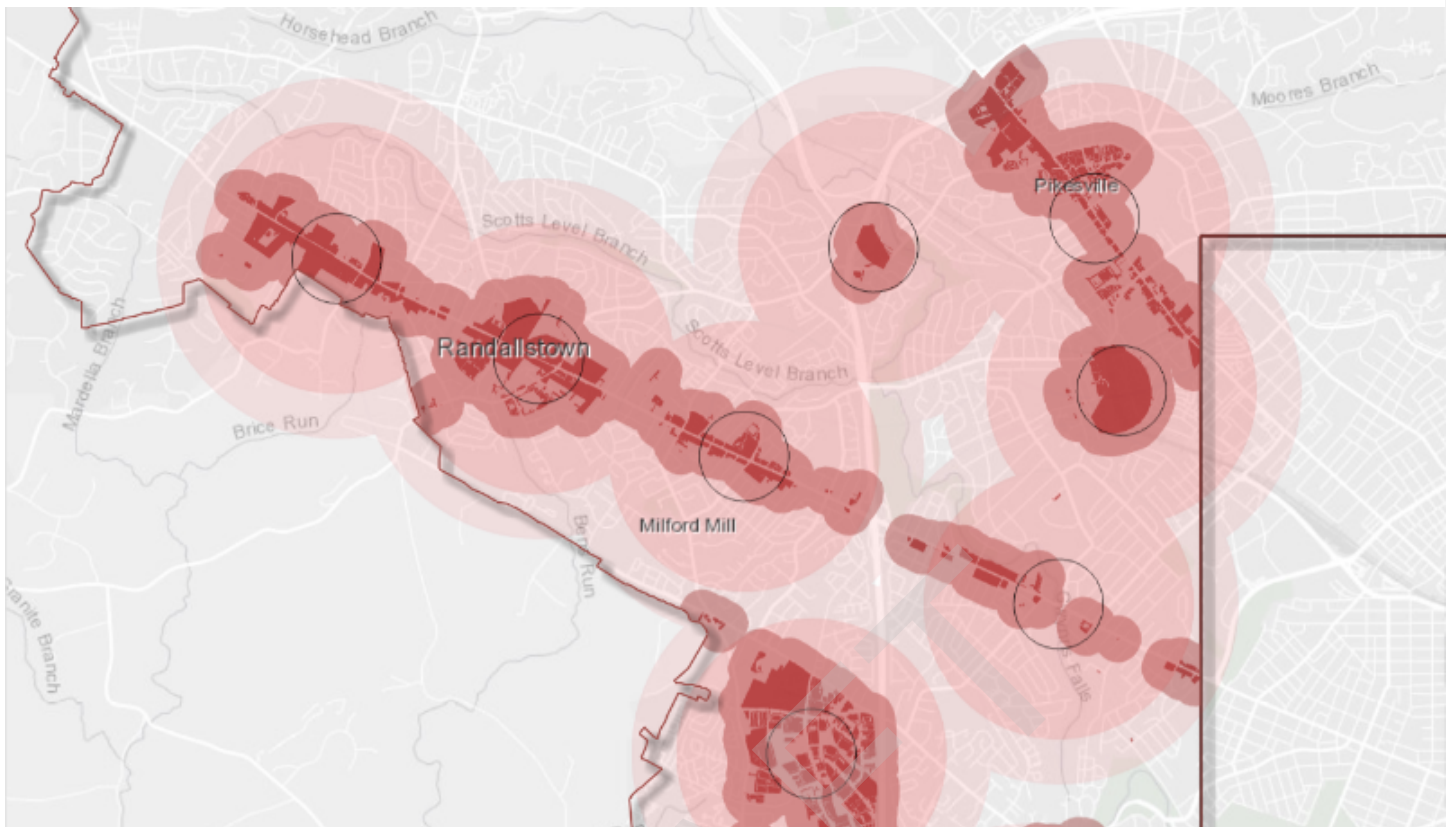


Quarter-mile circles are placed at strategic points, based on the perceived "center" of the *Core Retrofit Areas*.

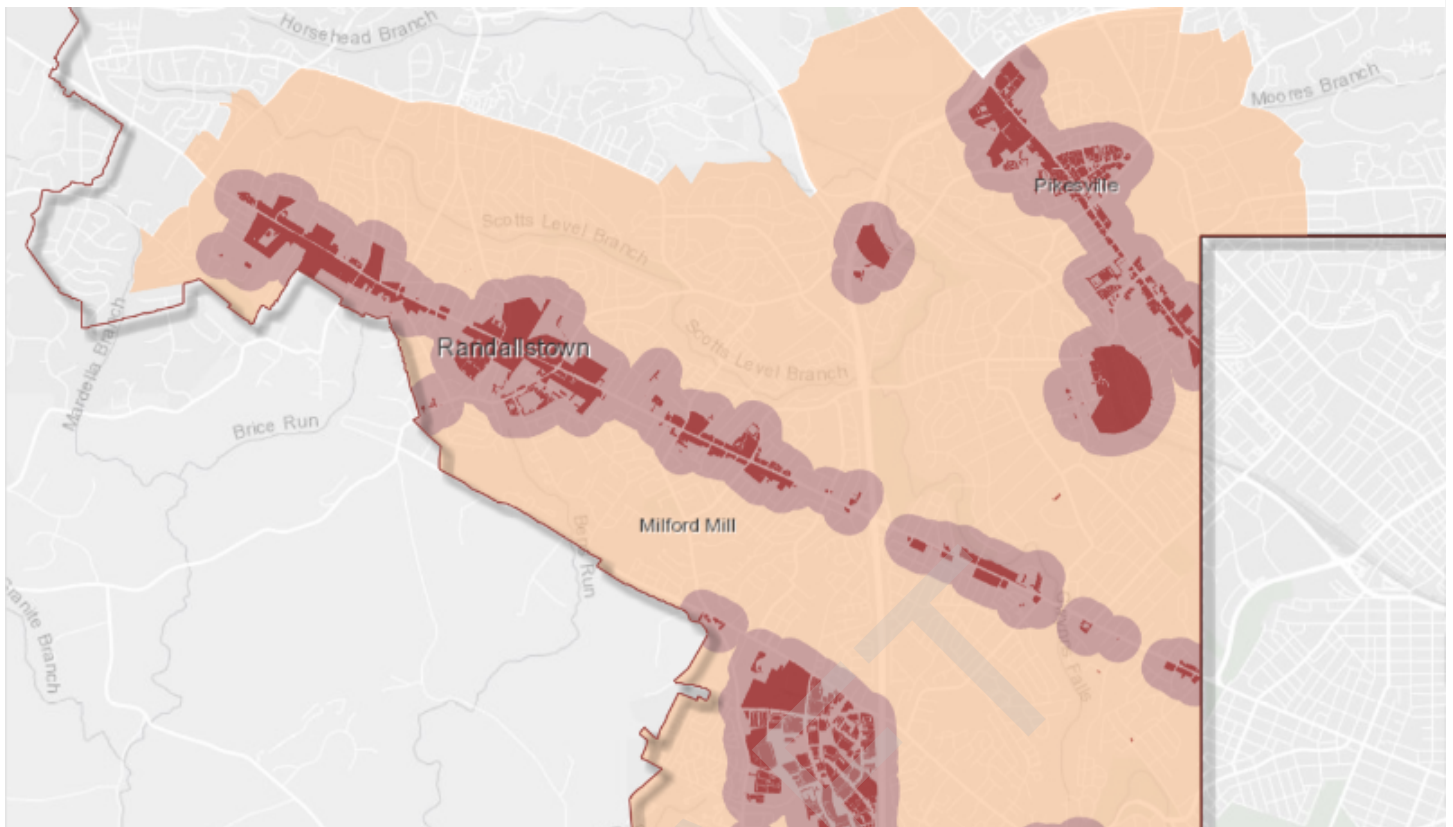
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3/4-mile concentric circles are placed around the 1/4 mile circles.

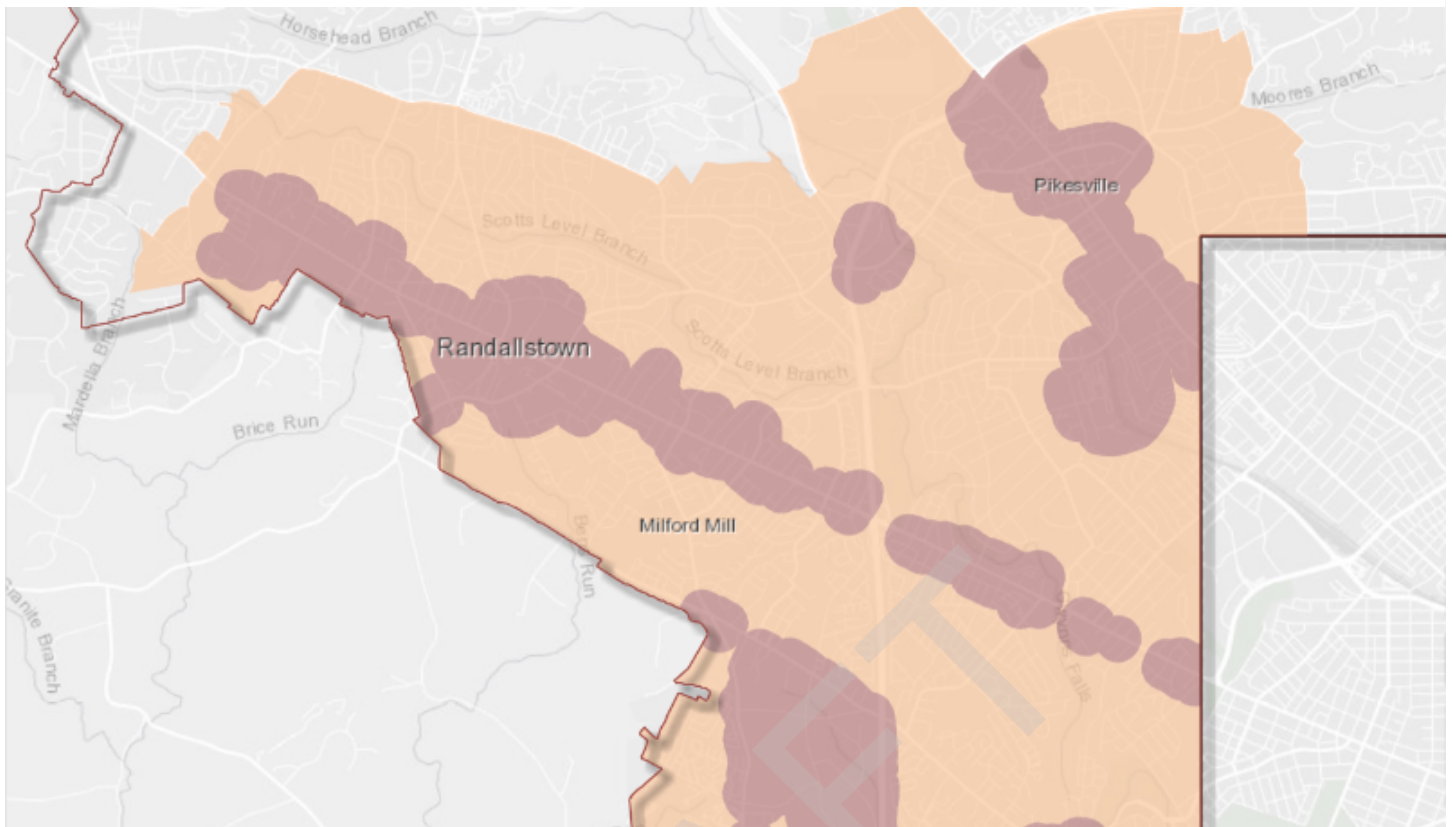


Finally, 1 mile concentric circles are placed around the ¼ mile and 3/4 mile circles.

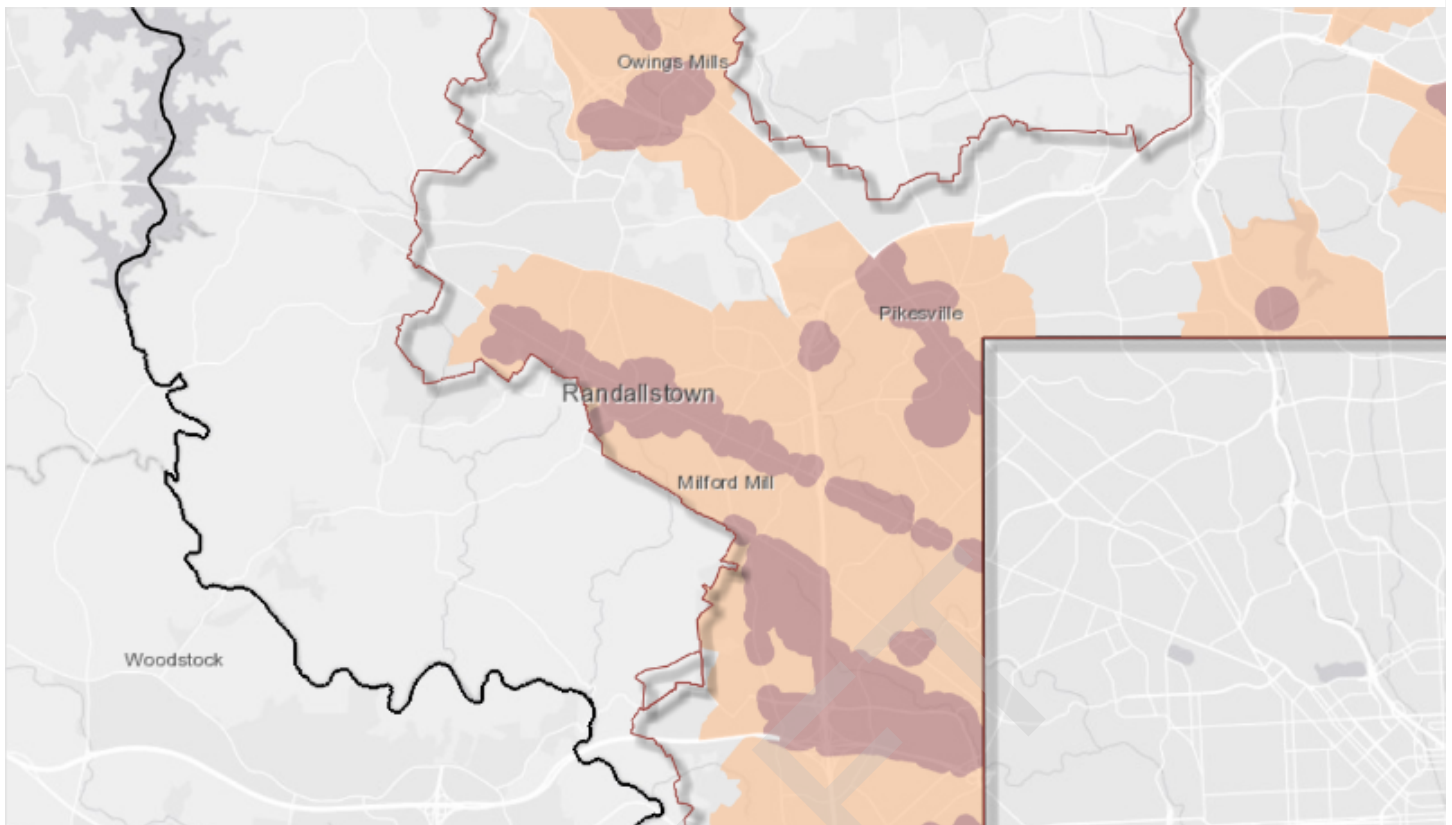


These buffer zones form the basis for the **Place Type—  
Connected Neighborhood...**

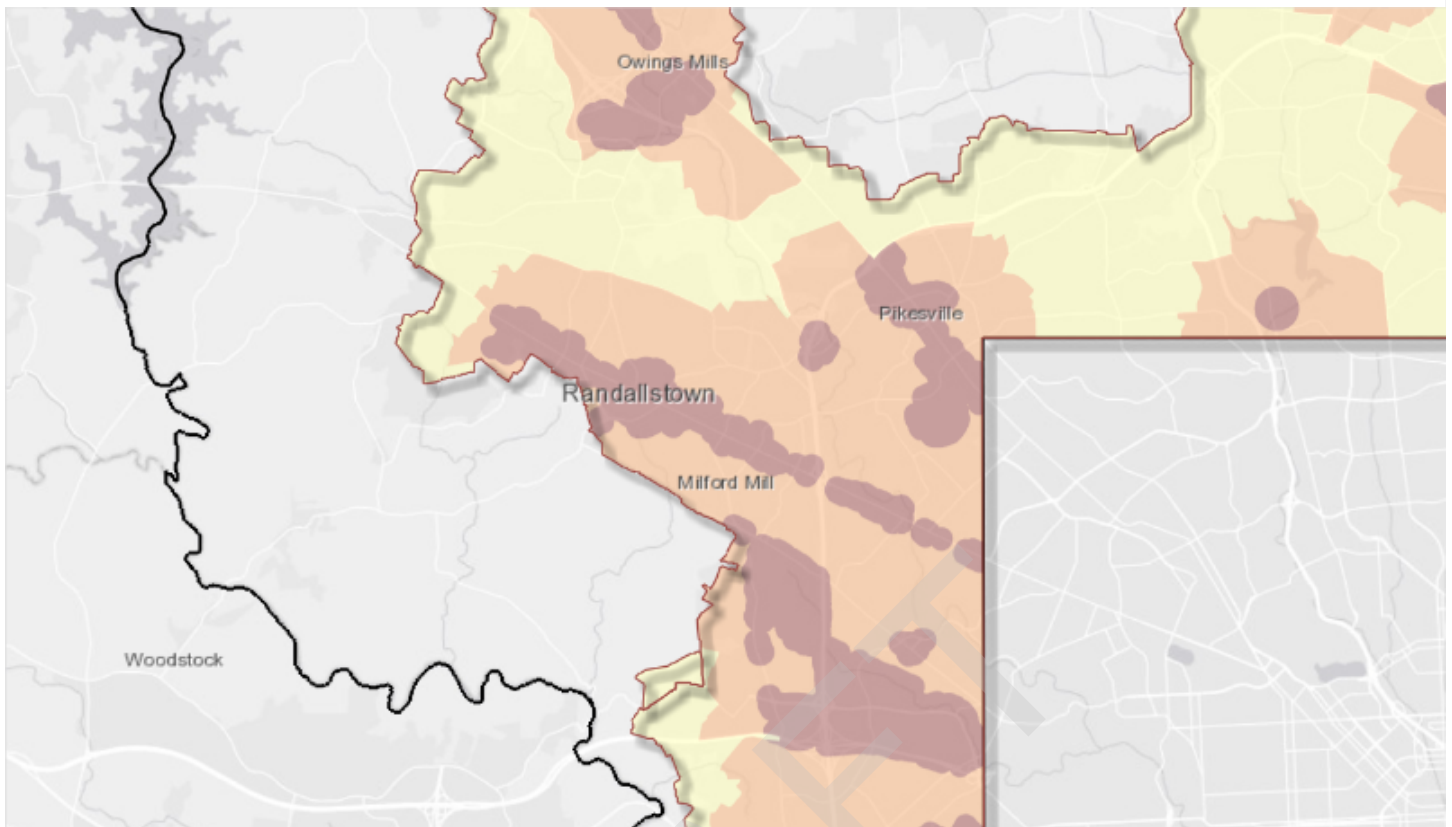




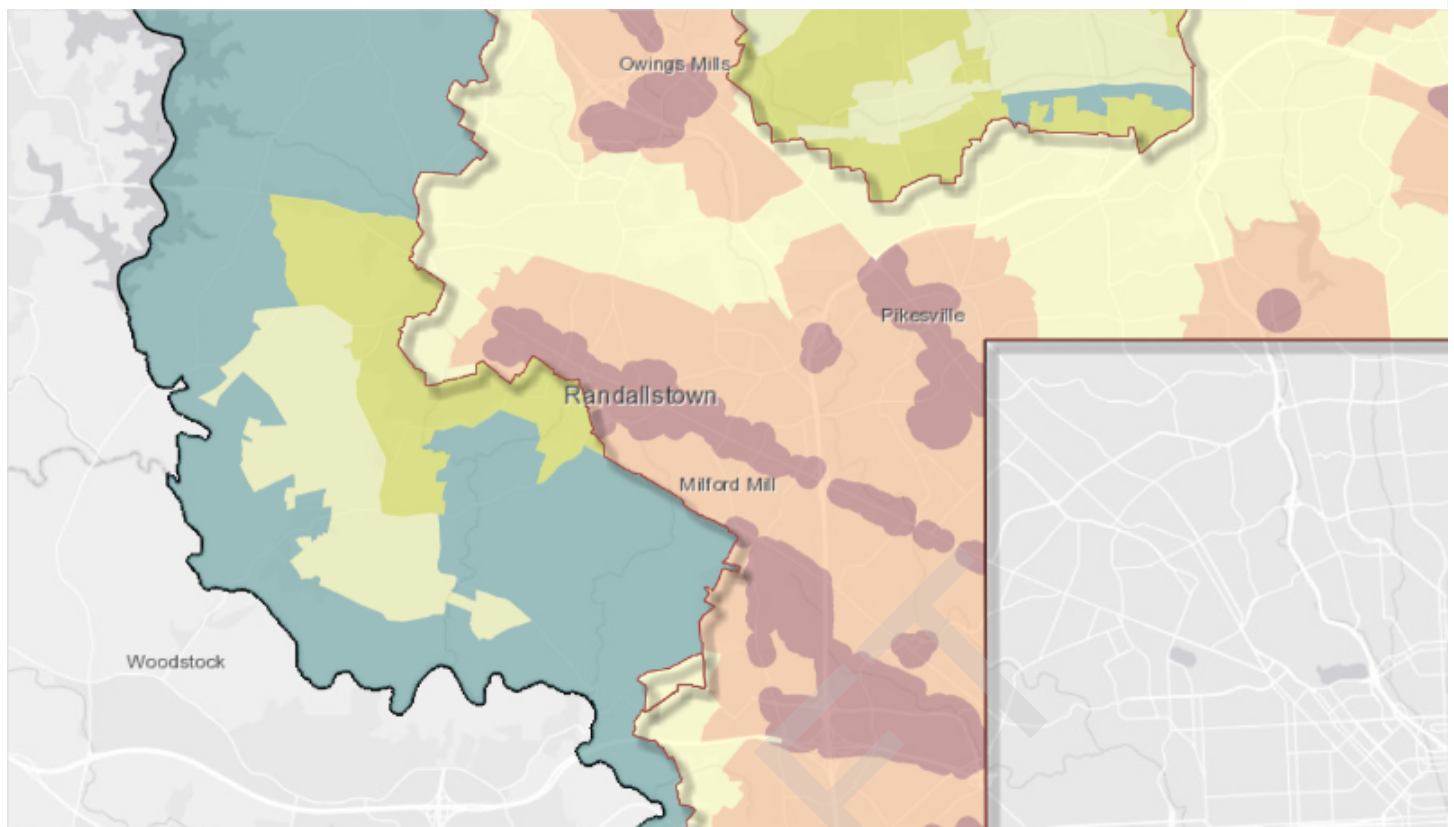
..which are mapped to correspond with census block group boundaries and geographic features...



...and based on the premise that these areas could support some higher intensity uses and new development, due to their proximity to the Place Type—Nodes.



Everything else inside the URDL becomes a **Place Type—  
Established Neighborhood.**



The new **Rural Place Types** located outside of the URDL, are based on the *Land Management Areas* from *Master Plan 2020*.

Anything beyond the URDL is categorized the same as its 2020 designation and mapped to current 200-scale data standards using roads, hydrology and parcels to define the boundaries.

The new classifications are approximately the same: **Agricultural Priority Preservation, Resource Preservation, Rural Residential, and Village** (changed from Rural Commercial Center).

Some areas were re-classified based on ownership (public vs private, e.g. State/County park land), current use (residential vs agricultural) and some new Villages were added where rural commercial uses currently exist.

## Place Types (GF.5)

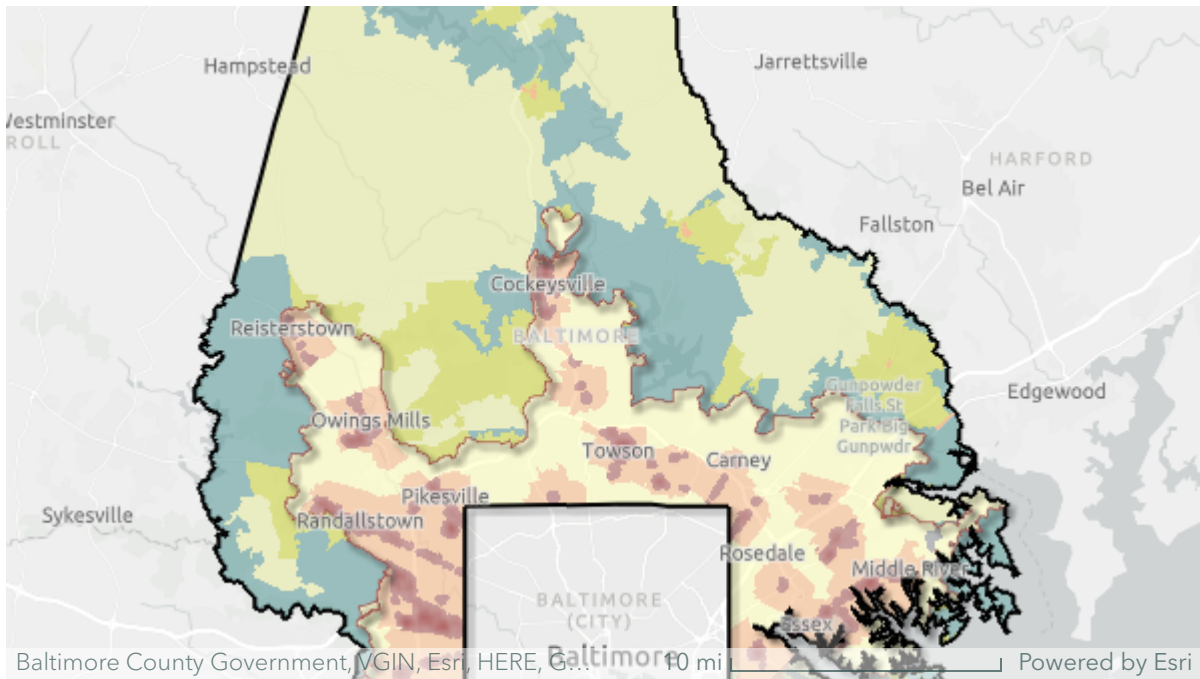
The *Master Plan 2030 Place Types Map* provides general recommendations for land use based upon the Vision Framework goals and actions, as well as the retrofit analysis described above. In particular, the map identifies areas deemed most suitable for retrofitting. Growth and development within these areas should be encouraged and even incentivized. However, development may occur anywhere within the URDL and in certain areas outside of the URDL where zoning would permit it.

Incentivizing growth in certain areas does not mean development outside of those areas is inconsistent with the Master Plan 2030. The map is conceptual and intended to reflect future land use patterns that would support the land use objectives of Master Plan 2030.

The map does not identify land use of individual properties or parcels. The Place Types map will provide general direction for County land use decisions, and may be amended as needed through Community Plans or Small Area Plans.

Related to land use, the Place Types Map will not be used to restrict uses or development consistent with zoning and other applicable regulations.

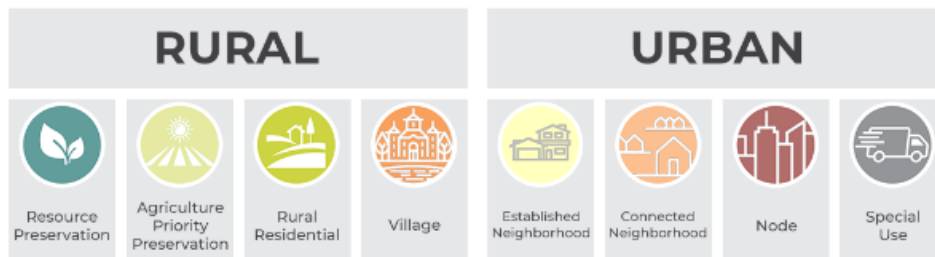
### Master Plan 2030 Place Types Map

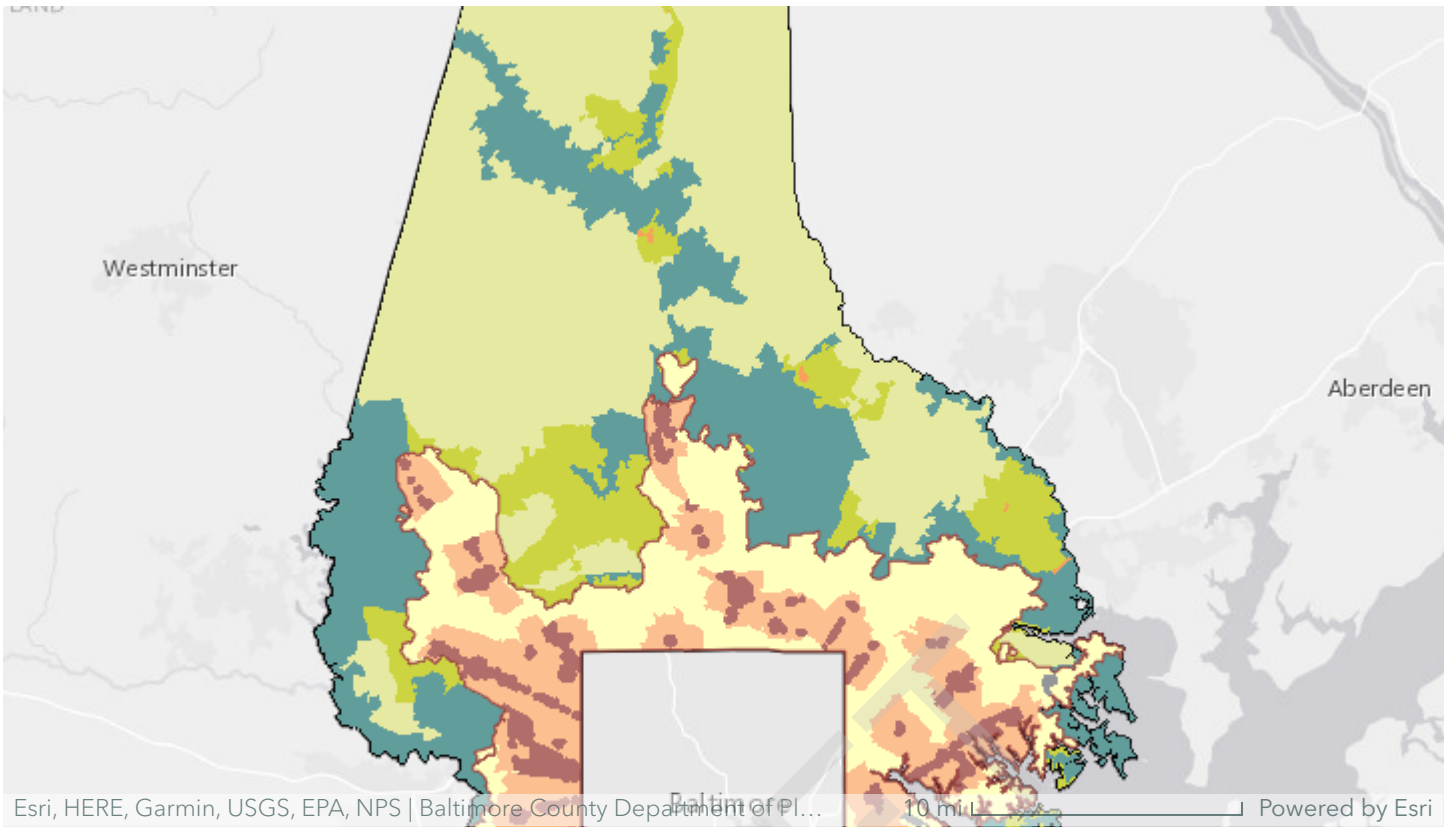


Master Plan 2030 Place Types Map

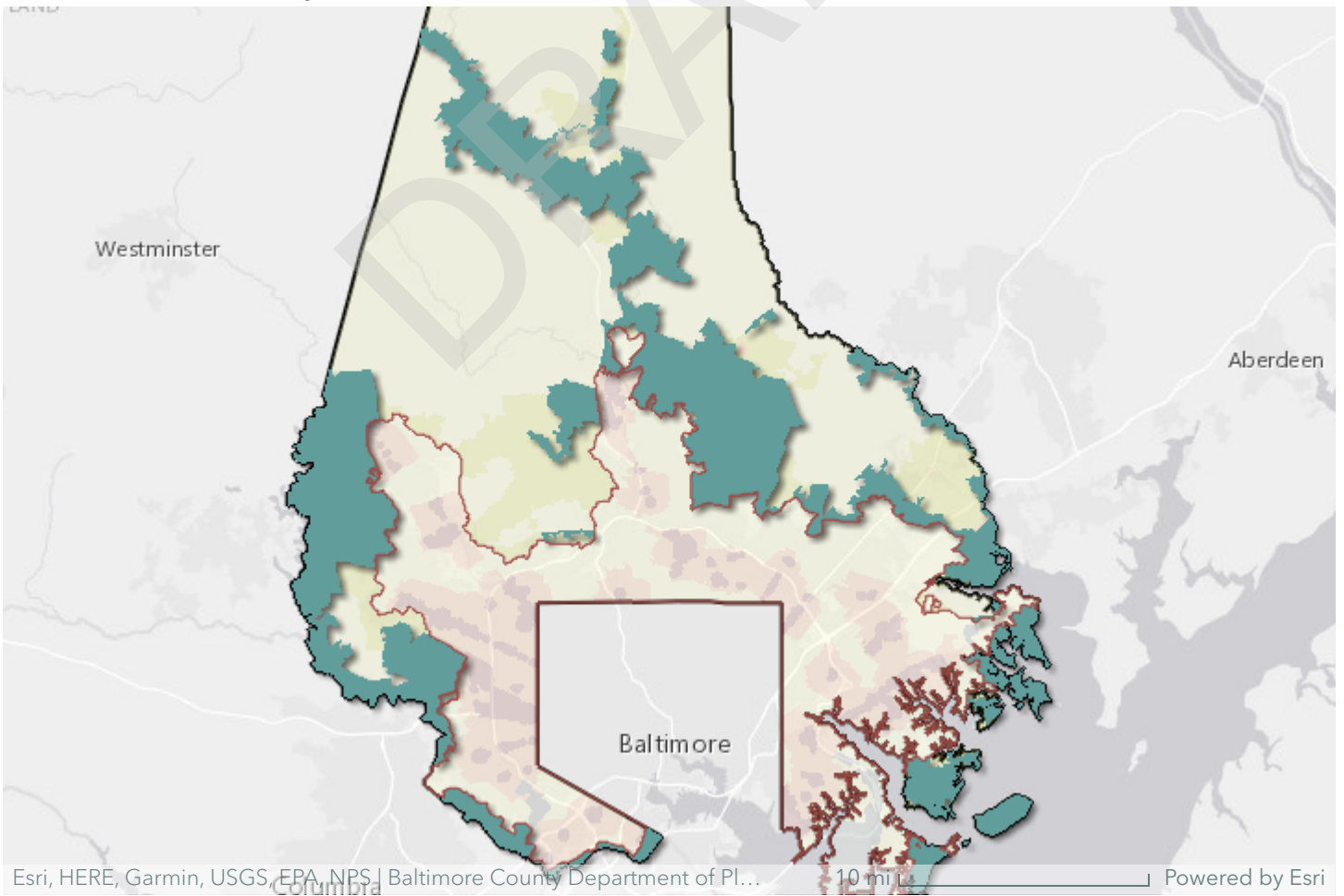
The Place Types (PDF) consist of a range of intensities, from undeveloped agricultural areas in rural portions of the County, to urban downtowns and denser neighborhoods that dot the urban areas of the County. Any specific place type may be suited for multiple uses. Primary and Secondary uses have been identified for each type, where appropriate.

**Rural Place Types** are located outside of the URDL and are intended to protect the County’s natural resources, while **Urban Place Types** are located inside the URDL and are suburban to urban in nature with each successive type building upon the next.





**This map displays more information about each Place Type, one by one.**



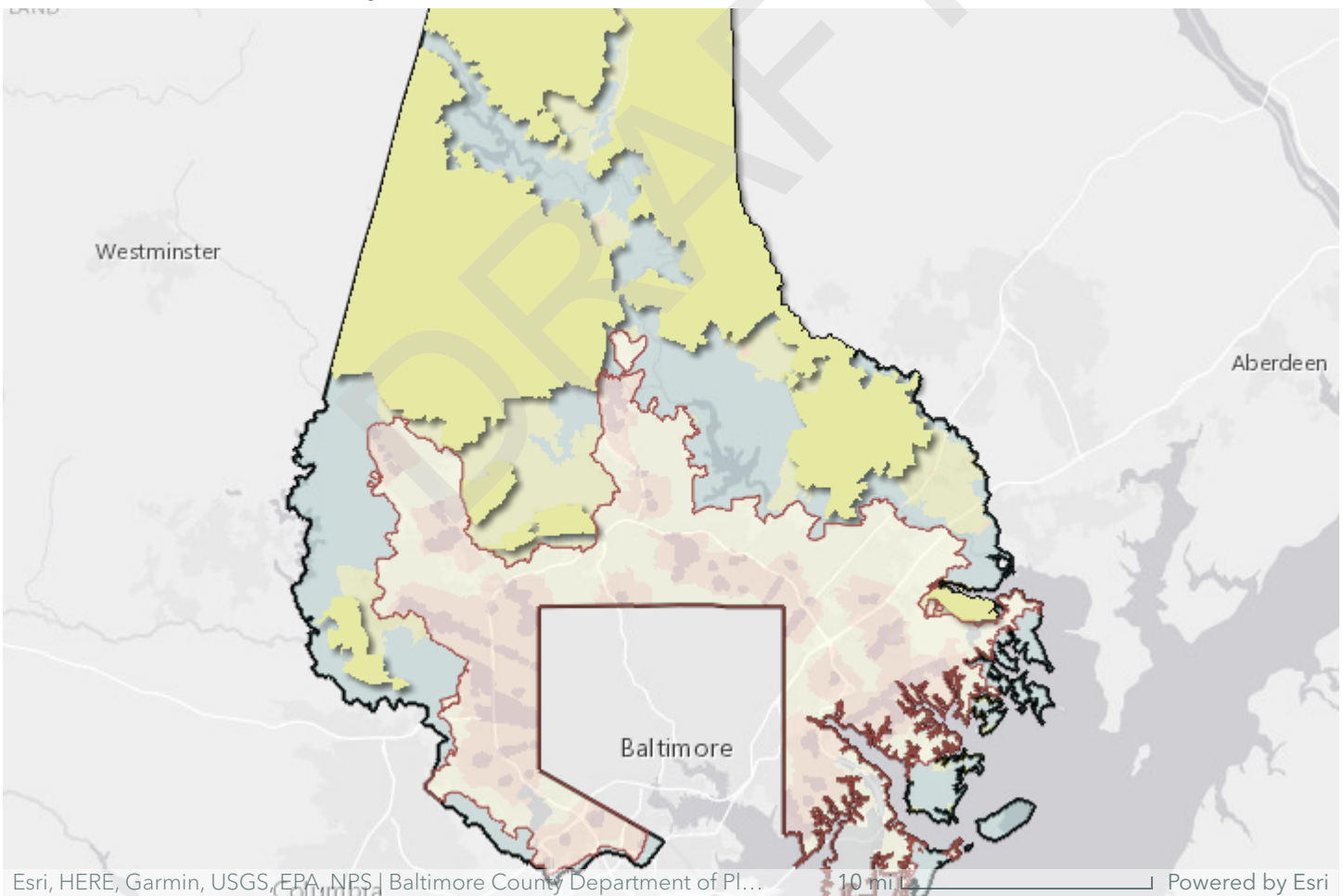


### **Place Type—Resource Preservation**

These areas are designed to protect environmental, historic and cultural resources, while allowing only limited residential, commercial or institutional development.

**Primary Land Use:** Resource Preservation; Open Space/Recreation; Forested Land

**Secondary Land Use:** Limited Residential





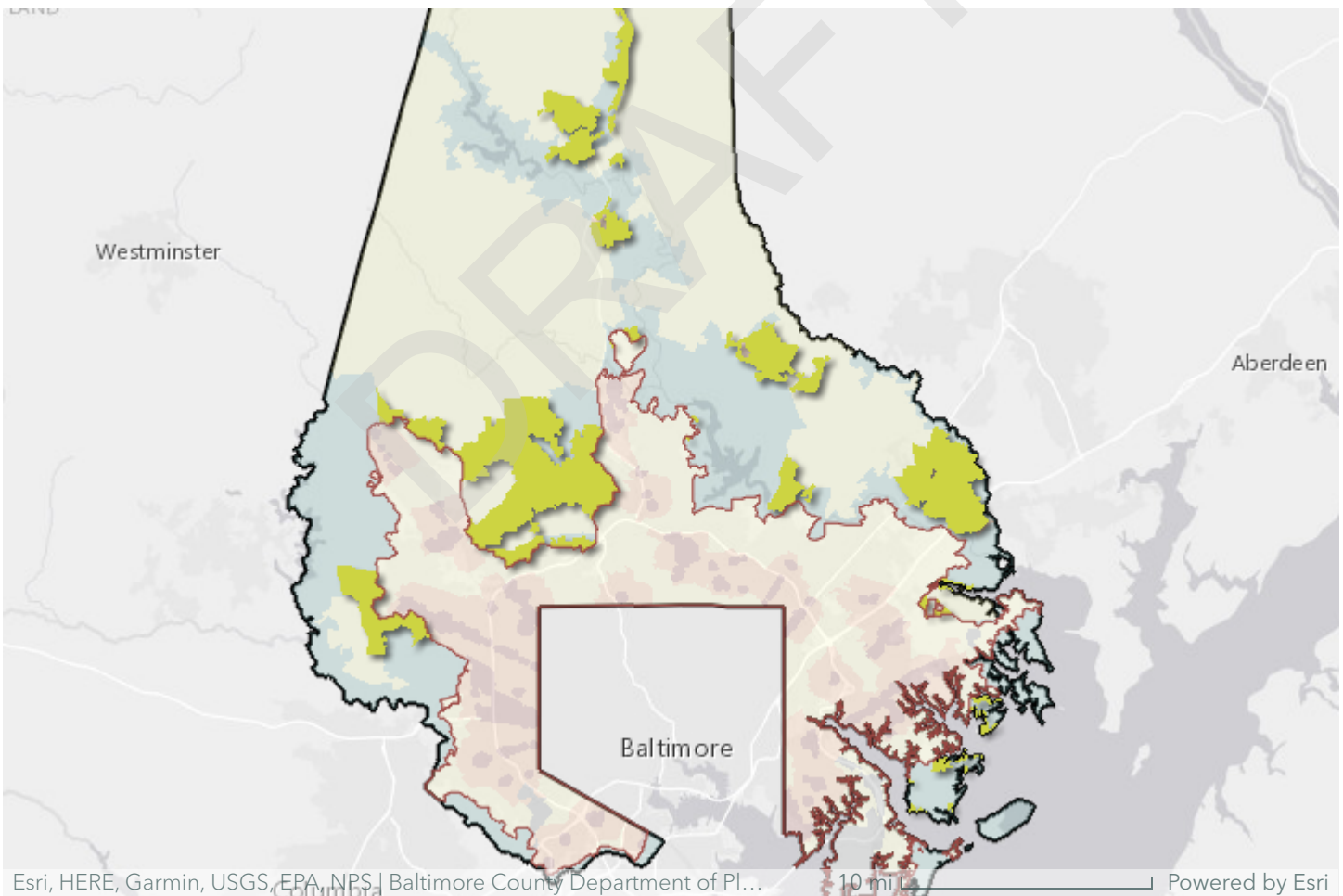


### **Place Type—Agriculture Priority Preservation**

These areas are designated for preserving active agriculture activities and as such are not suitable for dense residential, commercial or institutional development.

**Primary Land Use:** Agriculture

**Secondary Land Use:** Agritourism; Limited Residential; Recreation



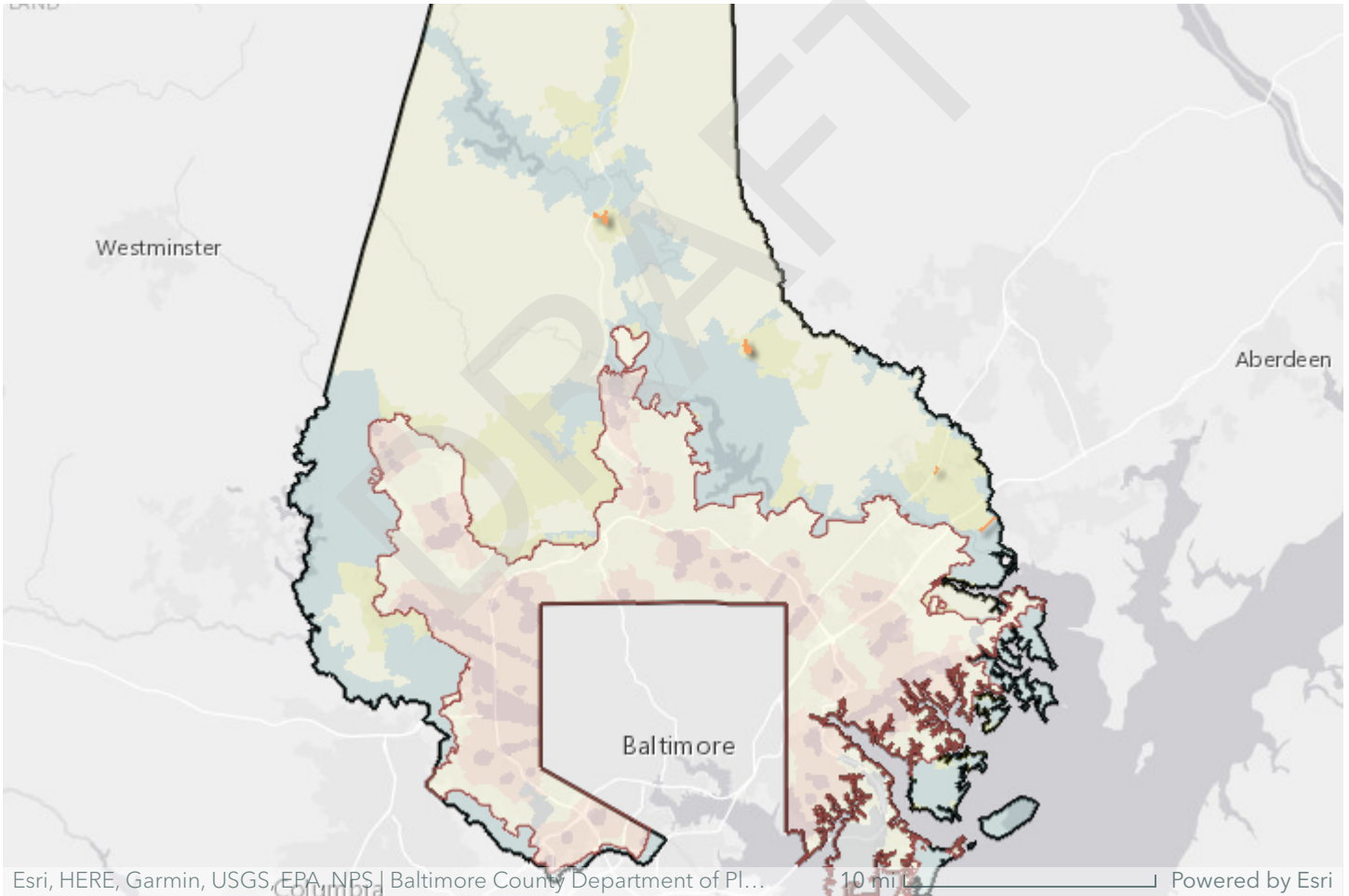


**Place Type—Rural Residential**

Some areas of limited low density development are established.

**Primary Land Use:** Low Density Residential

**Secondary Land Use:** Civic/Institutional; Open Space

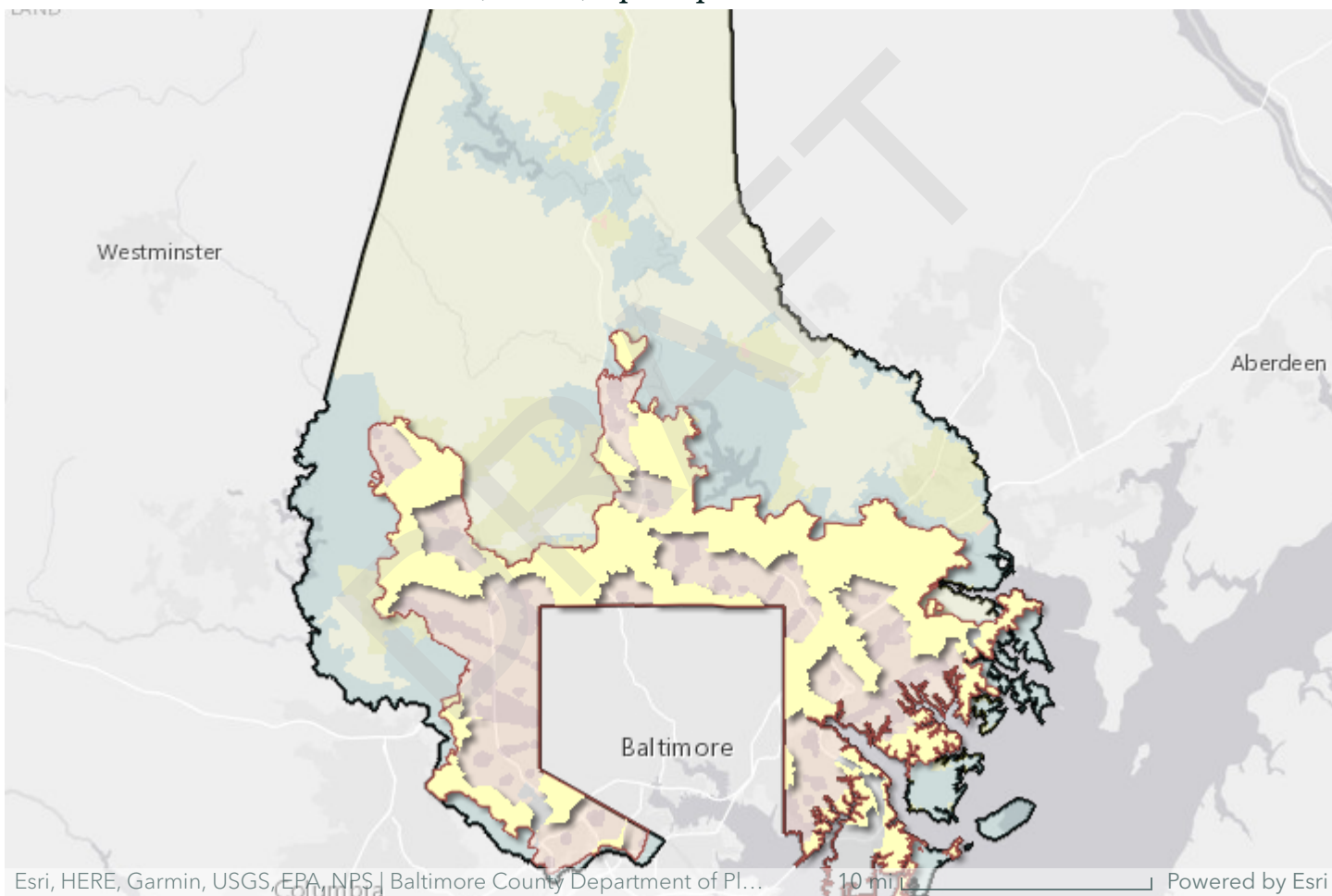


### Place Type—Village

Facilitates commercial activity and civic uses at primary road intersections within Village place type. Primarily serves rural population commercial needs. Central location for civic uses, churches, community centers.

**Primary Land Use:** Rural Commercial

**Secondary Land Use:** Medium-Density Residential; Civic/Institutional; Office; Open Space

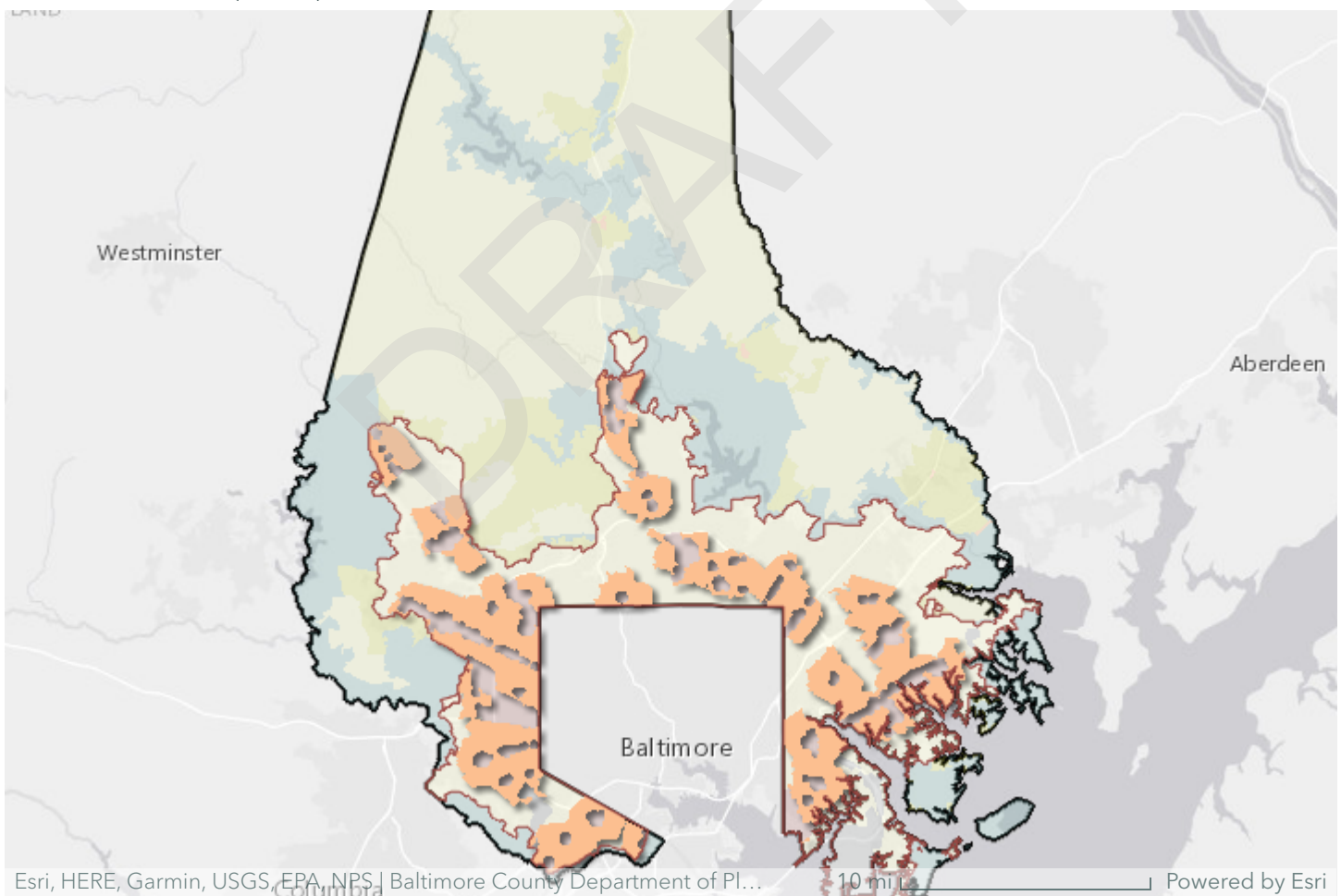


### Place Type—Established Neighborhood

Areas within the URDL, not within Connected Neighborhoods and Nodes consist of a mix of established commercial and residential uses. Although much of this area is already developed, there is some limited opportunity for new and infill development and redevelopment. However, the nature and character of these residential neighborhoods should not substantially change within the near future. The neighborhoods are currently served with public water and sewer service.

**Primary Land Use:** Low or Medium Density Residential

**Secondary Land Use:** Civic/Institutional; Limited Office and Commercial; Open Space; Limited Accessory Dwelling Units (ADUs)



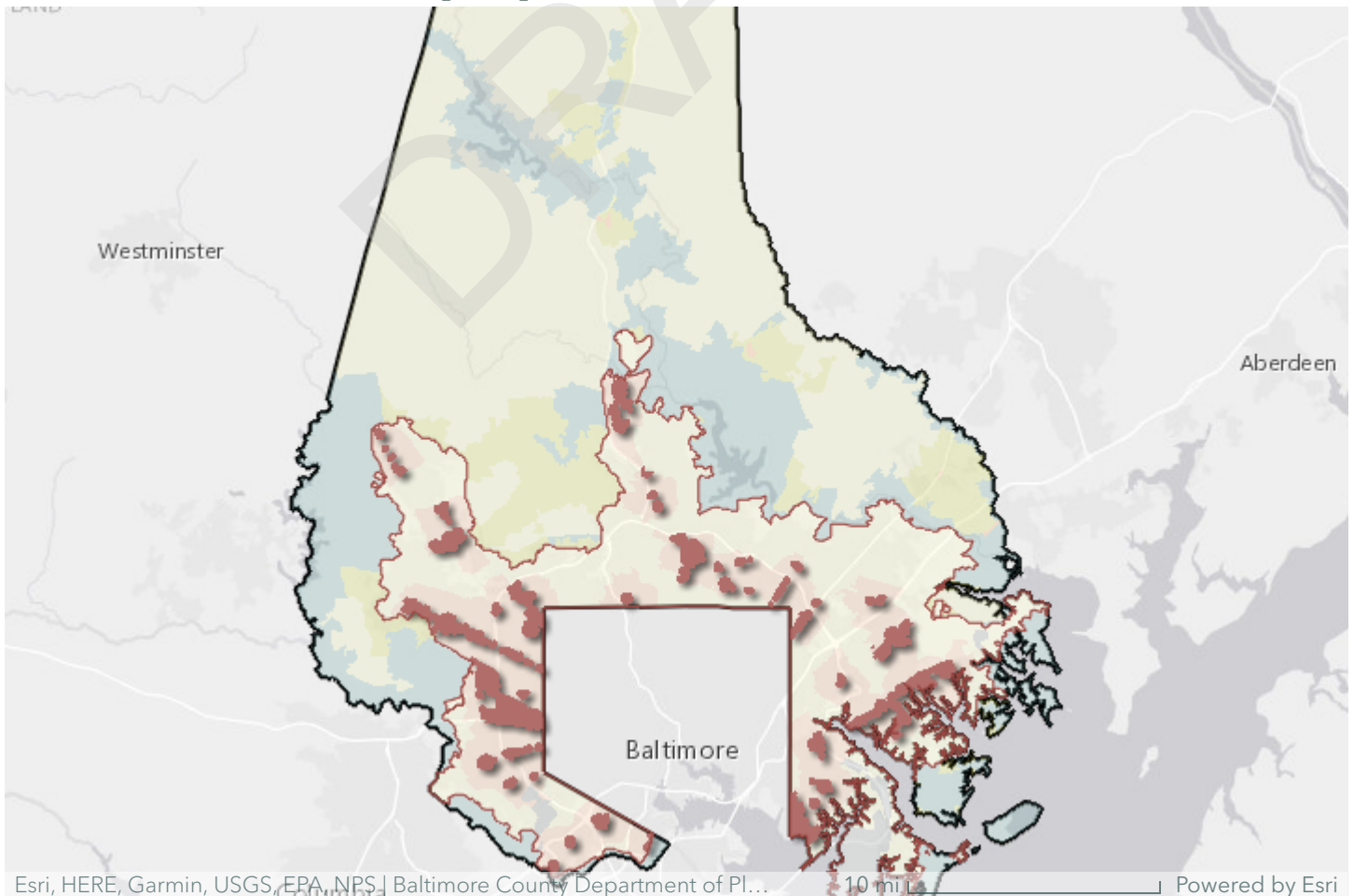


## **Place Type—Connected Neighborhood**

Areas connecting Established Neighborhoods and Nodes, that consist of a mix of commercial and residential areas, where infill redevelopment could occur including a variety of housing types such as detached single-family, townhomes and apartments. These places contain the population needed to support the Node which they surround.

**Primary Land Use:** Medium and High-Density Residential

**Secondary Land Use:** Accessory Dwelling Units and Infill Residential; Civic/Institutional; Limited Office and Commercial; Open Space





## Place Type–Node

Core Retrofit Areas, called Nodes, are the most strategic locations for retrofitting efforts. They are predominantly located along aging neighborhood centers, major arterials, near transit hubs or large greyfield sites. Nodes include adjacent residential and commercial properties that support walkable redevelopment with mid- to higher- residential density and a mix of uses that serve the community.

Four Node types: Urban Node, Regional Commercial Node, Neighborhood Node, and Mobility Node

**Primary Land Use:** Varies by Node Type. May include High Density Residential; Auxiliary and Infill; Civic/Institutional; Commercial/Office; Open Space

**Secondary Land Use:** Varies by Node Type. May include Medium Density Residential



## Node Types

Within Place Type—Node, Baltimore County has identified Four Node Types—**Urban Node, Regional Commercial Node, Neighborhood Node** and **Mobility Node**. Each has its own characteristics and levels of intervention needed for compact, walkable, vibrant redevelopment.



### Node Type—Urban

Towson is the urban center of Baltimore County. It includes a sizable business district, which is home to a regional mall (Towson Town Center) in addition to several prominent institutions—three large hospitals (Greater Baltimore Medical Center, University of Maryland St. Joseph Medical Center,

Sheppard Pratt) and two universities (Towson University, Goucher College). The urban core of Towson is increasingly more residential and pedestrian-friendly as well, with several new apartment/condominium or mixed-used redevelopments in the works.

**Primary Land Use:** Commercial; Office; Civic/Institutional; Multi-Family Residential

**Secondary Land Use:** Open Space; Infill Residential; Light Industrial

**Node Name:**

Towson



### Node Type—Regional Commercial

As retail and shopping patterns have changed in recent decades, traditional shopping malls have struggled to retain tenants and attract visitors. Most malls are aging, past their



useful life and struggling to compete with newer, town center-style developments. In suburban areas, malls often occupy the largest remaining land parcels. However, much of this land is underutilized in the form of surface parking lots. These sites provide valuable opportunities to intensify redevelopment efforts, transform land-use paradigms and improve quality of life. Possibilities include: walkable town centers, housing forms designed to serve vital demographics, hotels, gathering places with greater civic and recreational opportunities.

**Primary Land Use:** Commercial; Office; Multi-Family Residential

**Secondary Land Use:** Open Space; Infill Residential; Light Industrial; Civic/Institutional

**Node Name:**

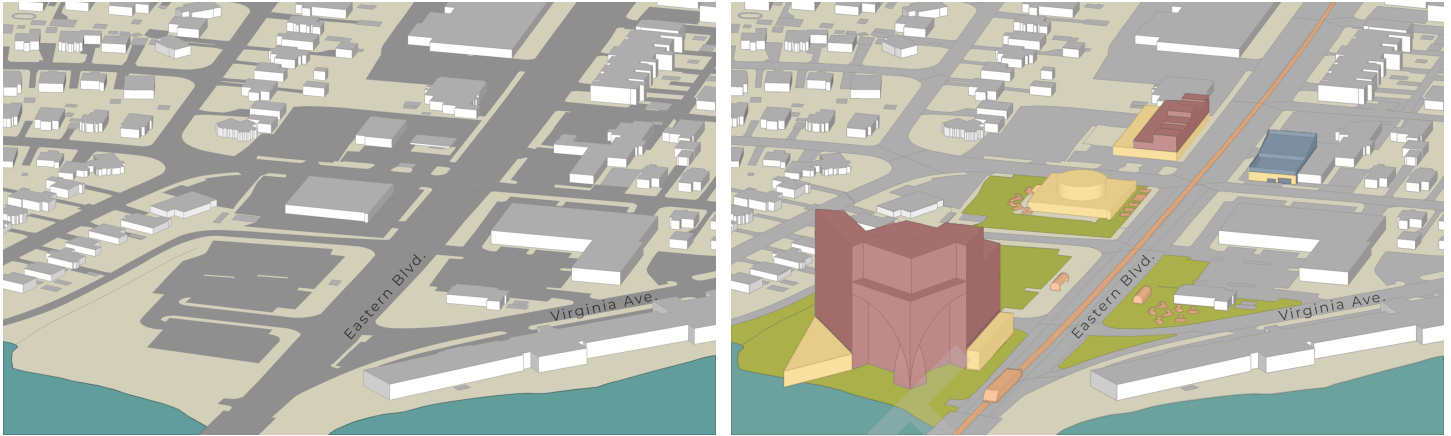
Security Square Mall  
Owings Mills  
Hunt Valley  
White Marsh Mall  
Eastpoint Mall

**Reimagine Security Square**

With the rise of online shopping and changing consumer preferences, malls have increasingly...

<https://baltimore-county-community-planning-bc-gis.hub.arcgis.com/pages/reimage-security-square>





### Node Type—Neighborhood

Baltimore County’s suburban commercial corridors are characterized by a mix of single-use buildings, large surface parking lots and thoroughfares designed exclusively for automobile use. There are opportunities to transform outdated land uses and transportation infrastructure along these highly-traveled roadways. These efforts should prioritize buy-in and support from existing communities, provide residential amenities, as well as improve physical and pedestrian connections between residential and commercial areas.

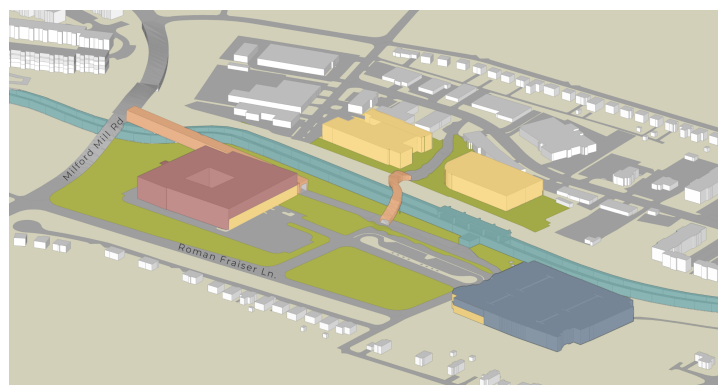
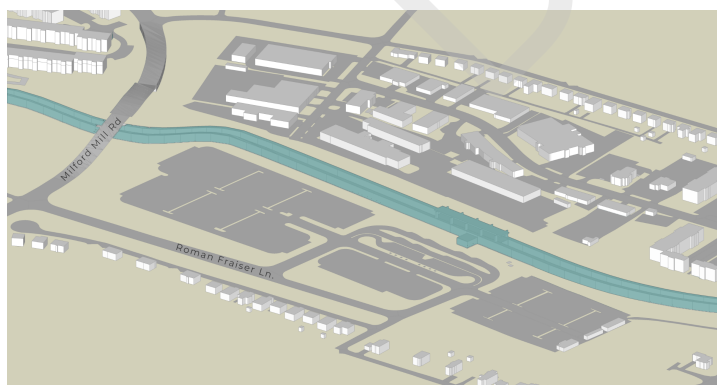
**Primary Land Use:** Commercial; Office; Multi-Family Residential

**Secondary Land Use:** Open Space; Infill Residential; Light Industrial; Civic/Institutional

**Node Name:**

- Frederick Road, Catonsville
- Baltimore National Pike, East
- Baltimore National Pike, West
- Liberty Road, East
- Liberty Road, Rolling Road and Milford Mill
- Liberty Road, Old Court Road
- Liberty Road, Randallstown
- Pikesville
- Reisterstown
- Harford Road, Parkville and Carney
- Belair Road, Overlea
- Pulaski Highway, Middle River Road
- Pulaski Hwy., I-695
- Eastern Blvd., Essex
- Eastern Blvd, Middle River
- Back River Neck, Essex
- Dundalk Ave., Dundalk

DRAFT



## **Node Type—Mobility**

This Node Type refers to focal points in the transportation network where different modes of transportation, multi-modal supportive infrastructure and place-making strategies can create or enhance existing activity centers. Amenities may include bus stop and layover zones, transit shelters with real-time arrival information, bike share stations, bicycle storage, repair facilities, retail and open space. Providing an array of options at these Nodes accommodates a variety of different needs, greatly increasing the number of destinations accessible via transit. Mobility Nodes are currently located around existing transit stops or bus stops with heavy ridership. Their success depends on the interaction and balance between transportation, land use and place-making functions.

**Primary Land Use:** Commercial; Office; Civic/Institutional; Multi-Family Residential

**Secondary Land Use:** Open Space; Light Industrial

**Node Name:**

Lansdowne Station

Social Security Administration

Windsor Mill

Old Court Metro Station

Warren Road

Lutherville-Timonium

Loch Raven

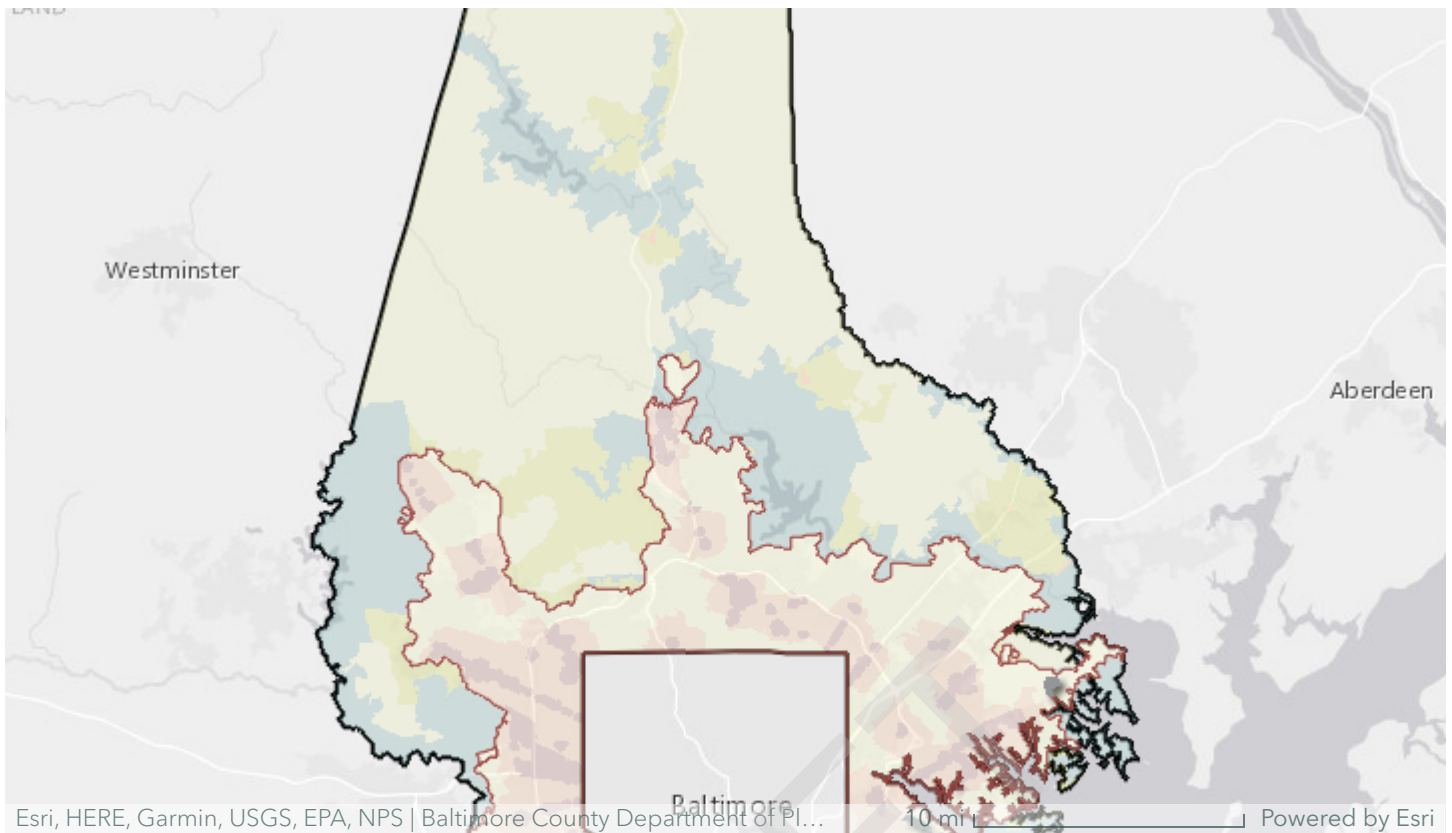
Eastern Blvd., Martin State Airport

Merritt Blvd., Dundalk

Baltimore Highland Light Rail

Halethorpe, St. Denis

Falls Road Light Rail

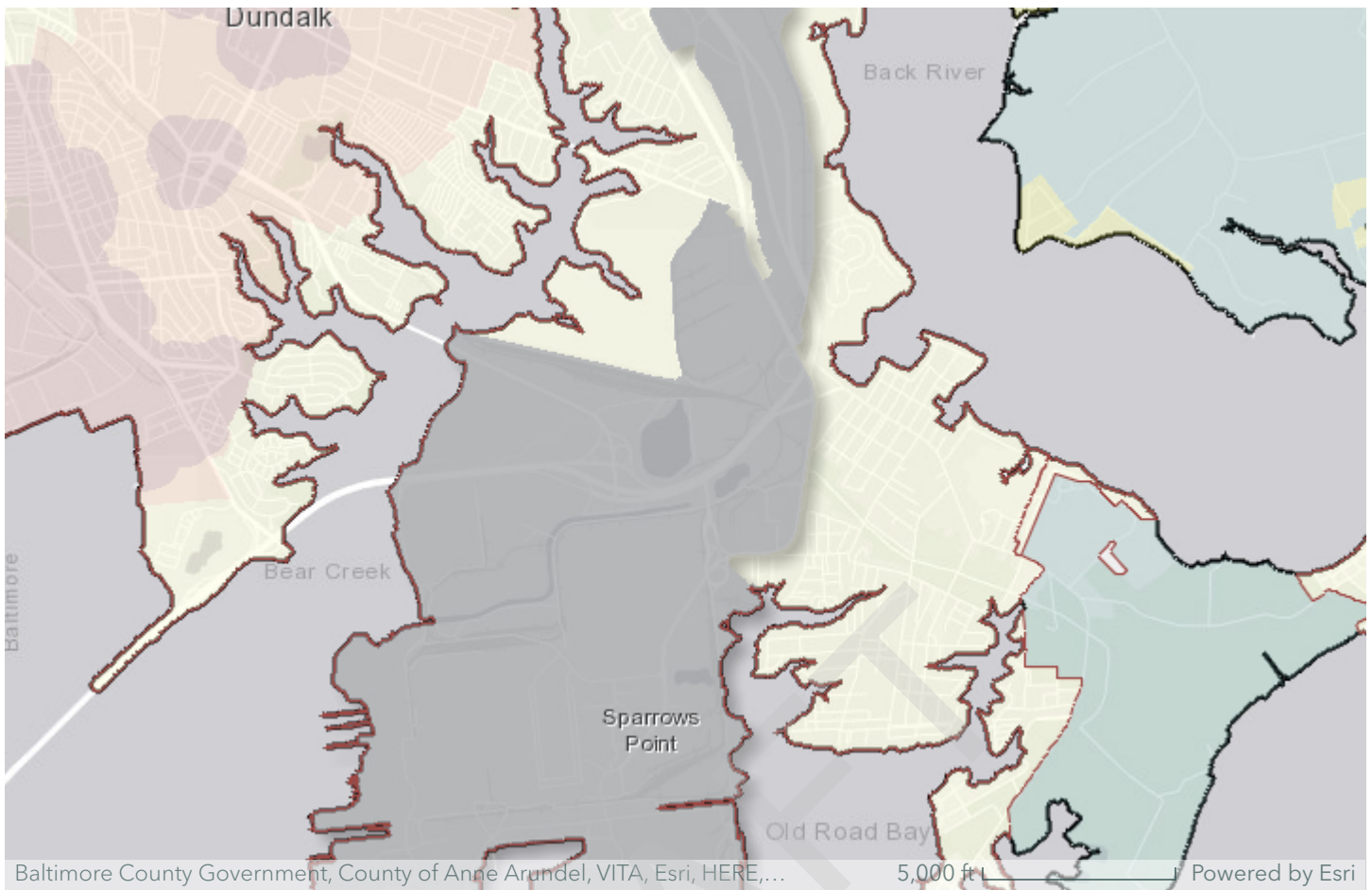


### Place Type—Special Use

Includes certain industrial, manufacturing and research, technology and innovation areas but may include limited other uses, including retail. By their function, they require their operation to be separate (except those with similar characteristics). Currently, this designation applies to the Tradepoint Atlantic (TPA) site, to the property commonly referred to as “Lafarge Quarry” (LaFarge) and to University of Maryland Baltimore County (UMBC).

**Primary Land Use:** Light Industrial; Heavy Industrial; Technology

**Secondary Land Use:** Office; Commercial; Flex Warehouse



### The Tradepoint Atlantic Site at Sparrows Point



Tradepoint Atlantic, Photo Credits—Joe Wiley, Baltimore County, Department of Planning, November 2022

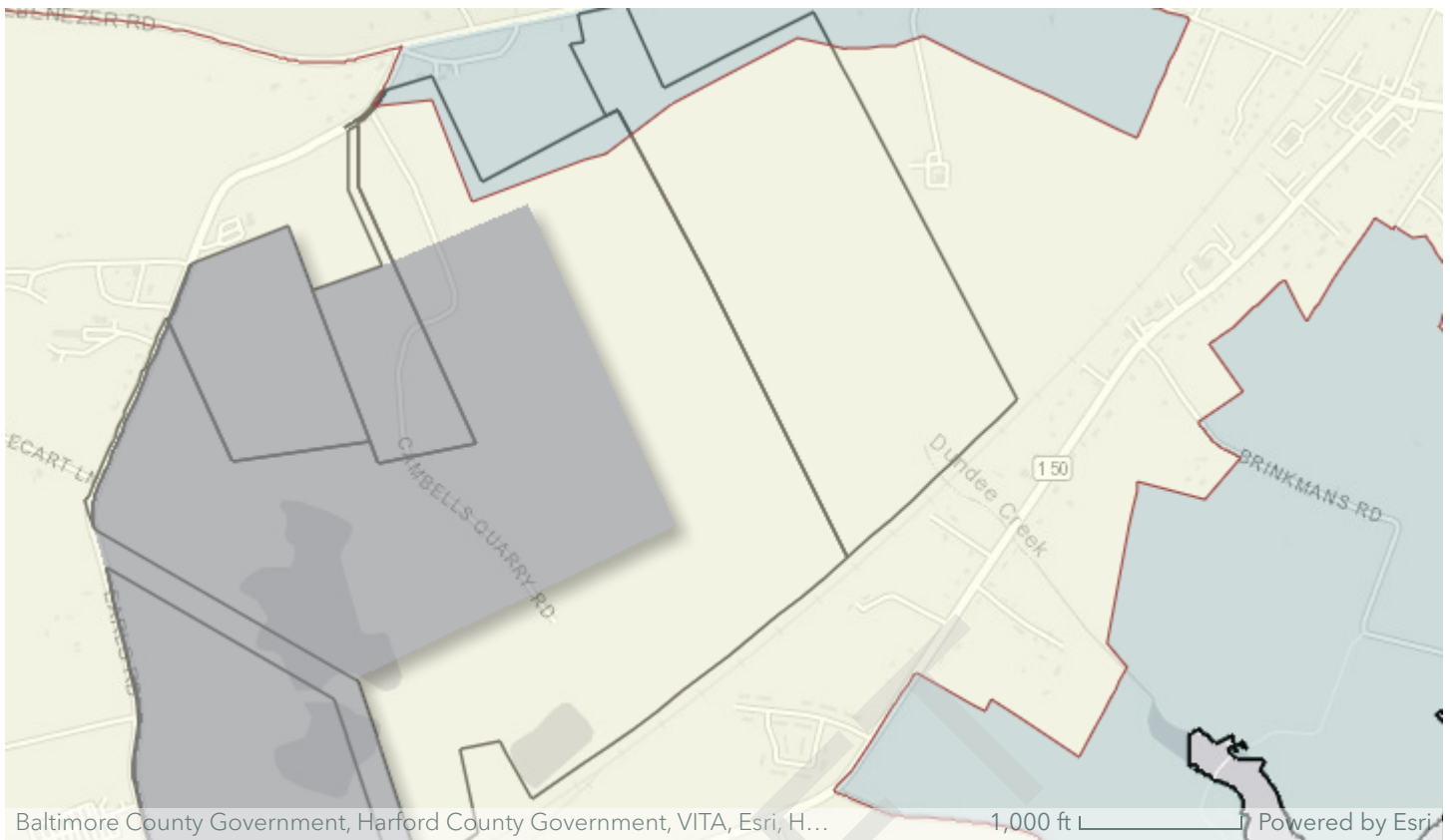
Southeast Baltimore County is the home of a very unique commercial and industrial center, Tradepoint Atlantic (TPA). Located on the site of the former Bethlehem Steel facility, TPA

is a 3,300 acre multi-modal logistics and industrial center that offers a gateway to U.S. domestic and global markets. It has an unmatched combination of a deep water port and access by rail and Interstate 695, the Baltimore Beltway.

This privately owned property has seen extensive investment that now has over 12,000 permanent jobs in the supply chain, maritime and industrial logistics industry sector, with thousands more expected to be created at full buildout. There is 18 million square feet of Class A warehouse and industrial development. This includes Amazon, McCormick's, Under Armour, Home Depot, Niagara Bottling, FedEx Ground, Harley Davidson, Volkswagen and BMW. It is also home to two major off-shore wind companies, Orsted and US Wind, that envision TPA as the manufacturing and launching site for their wind turbines. There has been over \$2 billion of private investment, positioning Tradepoint Atlantic and southeastern Baltimore County, as one of North America's most strategic commercial gateways.

Tradepoint Atlantic is also engaged with the local community. It donated land to the County to build the Sparrows Point Recreation Center, a 21-acre waterview park site on Wharf Road. This project will fill a longstanding recreational gap in the Edgemere-Sparrows Point area. The proposed park plan includes a 16,000 square foot community center with double court gym, two community-accessible activity rooms and concessions area, full-size synthetic turf field with LED lighting, 10,000 square foot playground, ADA accessible fishing pier and kayak launch, and a scenic walking path.

The size and scale of Tradepoint Atlantic has a regional impact on employment, transportation and housing. It presents an additional opportunity for fostering more commercial and residential activity in the southeast.



### The LaFarge Quarry

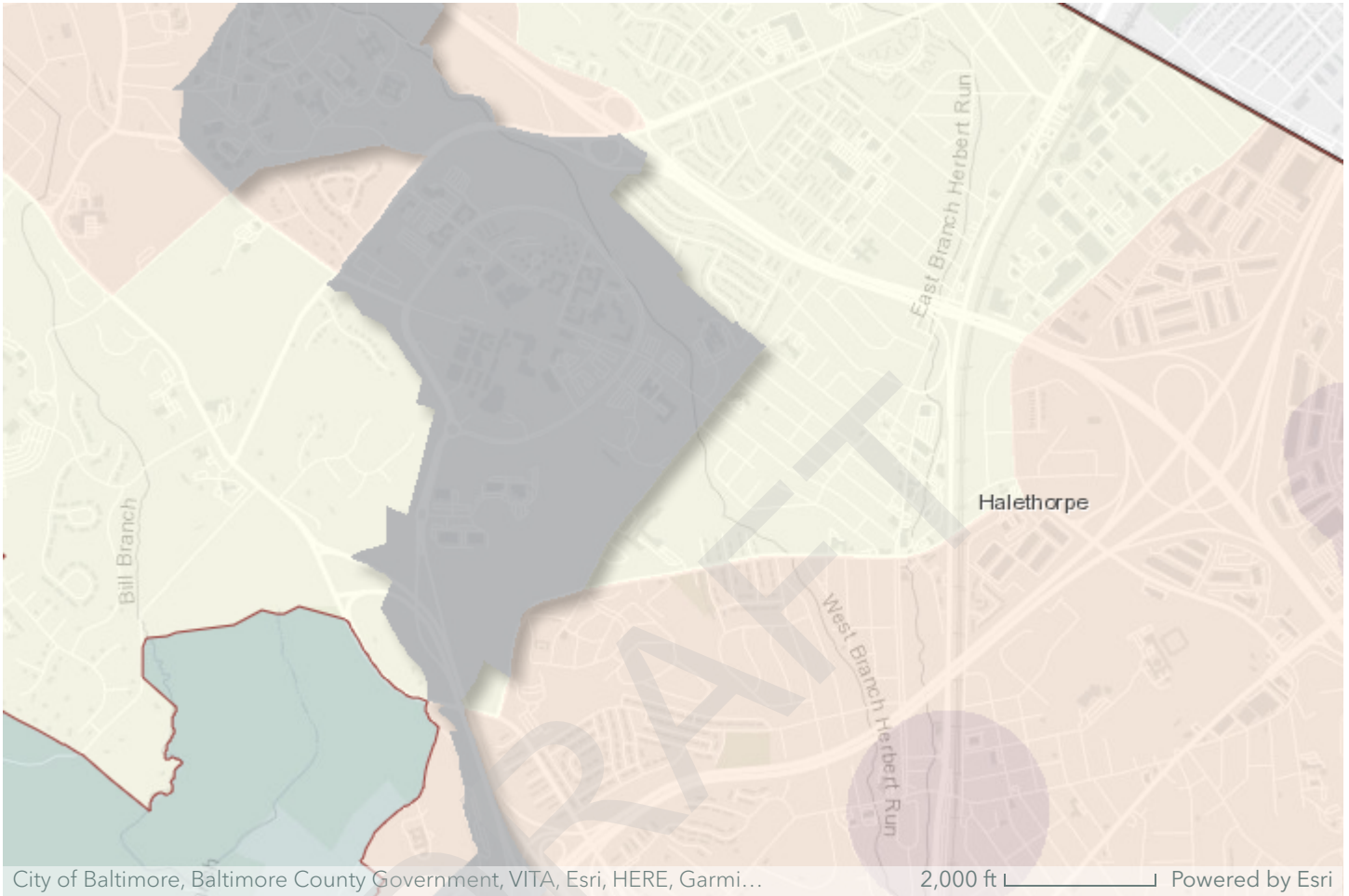


LaFarge Quarry, Photo Credits—Kristopher Weaver, Baltimore County, Department of Planning, April 2017

The LaFarge property is approximately 415 acres and has been operated as a sand and gravel quarry for nearly 75



years. Most of the marketable materials in the quarry have been removed during the mine operation which ended in 2021. It is located in the Chesapeake Enterprise Zone and, until 2020, was zoned for industrial and heavy manufacturing uses.



### University of Maryland Baltimore County (UMBC)



University of Maryland Baltimore County (UMBC) , Photo Credits—[Google Maps](#), Date of Photo 2023, Date of Access July 7, 2023.

In the southwestern part of the county, University of Maryland Baltimore County (UMBC) has a substantial presence. This highly rated public university is recognized for IT research, innovation and commitment to diversity and equity. Located on 530 acres west of the Beltway and next to both Catonsville and Arbutus, UMBC has expanded its community outreach and has established a facility, with the popular Ocha Mocha café, in Arbutus. UMBC is also home to bwtech@UMBC Research and Technology Park.

The University also recently took ownership of the 200 acre Spring Grove property situated north of the current campus. No specific plans have been presented for this site that also contains state operated psychiatric services and County owned homeless persons' shelter and recreational facilities.

## Land Use Processes (GF.6)

Where land use terms are defined or explained in the County Code or BCZR, those are the definitions that are followed in this document.

The adoption of a new master plan allows Baltimore County the opportunity to review county land use processes and determine where the processes may have opportunities for improvement.

A typical long-range planning process involves the following activities:

- Data collection and analysis
- Creation of a Comprehensive/Master Plan, followed by the development of Small Area Community Plans throughout the County
- Implementation of the Plan via changes to zoning
- Development regulations and review
- Capital Programming

This should take place over the course of ten years, in alignment with the decennial Census and master plan process. Changes to zoning should occur through the *Comprehensive Zoning Map Process (CZMP)* after the adoption of a master plan, and following the recommendations included therein. Projections for growth and development and changes to land use will inform major infrastructural and capital improvements outlined in documents such as *Water Supply and Sewerage Plan, Hazard Mitigation Plan, Nuisance Flooding Mitigation Plan, Land Preservation, Parks and Recreation Plan*, etc.

An ideal sequence of major work processes and plans would look like this:



Aligning the decennial Census, Master Plan, Small Area Plans, CZMP and additional planning documents.

The County's initiatives require input from multiple agencies and the engagement of communities. Legal mandates and requirements prevent the implementation of an orderly, preferred workflow.

## **Comprehensive Zoning Map Process**

The *Comprehensive Zoning Map Process (CZMP)* occurs every four years and enables members of the public to submit requests for zoning changes to any piece of land in Baltimore County regardless of ownership of the land. With the frequency of the CZMP, the Council should have the ability to make updates to the Master Plan as needed to keep pace with changing needs and trends.

## **Recommendations**

### **Study Comprehensive Zoning Map Process (CZMP)**

The CZMP and Cycle Zoning process should be evaluated and updated. The Planning Department and the Planning Board should undertake a comprehensive study to evaluate the effectiveness and efficiency of the current CZMP and Cycle Zoning process and, if appropriate, develop and evaluate options to the current CZMP and Cycle Zoning process including the timing of and frequency of the processes.

From the Vision Framework's *Inclusive Planning* section, **Goal 1, Action 7:**

The Planning Department and the Planning Board shall create a task force to study the current Comprehensive Zoning Map Process (CZMP) and Cycle Zoning Process and make recommendations where the process may have opportunities for improvement to make it more effective and easier for retrofitting communities as suggested in the [Growth Framework](#).

## Development Processes (GF.7)

During the *Master Plan 2030* engagement process, feedback from community stakeholders indicated that the Baltimore County development process needs to be more transparent and that policies need to be reviewed and updated. More importantly, the community needs to be heard.

*"I would like a greater emphasis on Transit Oriented Development (TOD), and making meaningful connections between those developments. Current TOD projects around the county do not appear to incorporate the transit connections needed to fully realize their potential. I believe the county should also consider increasing the use of minimum floor-to-area ratios within certain proximity to those TOD hubs."*

*Baltimore County Resident—Master Plan 2030 Phase II  
Comment*

*"The Planned Unit Development (PUD) Process should be evaluated and updated."*

*Baltimore County Resident—Master Plan 2030 Phase II**Comment*

Many of the development manuals used today were created decades ago and need to be updated in order to reflect modern-day development practices. The definition and application process for a *Transit Oriented Development* (TOD) needs to be more clearly specified. The *Planned Unit Development* (PUD) process needs to be evaluated for its successes, transparency, clear articulation of eligibility requirements, community benefits and ensuring a higher quality development is achieved at project end.

The recommendations below, gathered from input during the engagement process, are taken from goals and actions in the Vision Framework.

## **Development Manual Updates**

### **Comprehensive Manual of Development Policies Update**

The *Comprehensive Manual of Development Policies* (CMDP) is established through Baltimore County Zoning Regulations, Section 504.2 stating that the:

*“Department of Planning shall compile and codify, in appropriate and practical form, a comprehensive manual of the...land-use and development policies and zoning resolutions” they are intended for the Planning Board to “adopt and implement administrative, project design or planning policies or procedures which are not inconsistent with the regulations and which further the purposes thereof”*

The CMDP update will result in a living document with a more modern, visual interface and will be available online for ease of access by the public, which may be updated as zoning laws and policies change.

#### IV. Special Areas & Procedures

##### B. COMPLETE STREETS DESIGN GUIDELINES



#### ROAD DESIGN

##### 1. Design streets to slow traffic and promote walkability and bikeability.

- Following the table on Page 3, use the narrowest road width in conjunction with traffic management techniques to meet the needs of all users. Particularly for residential streets, most people do expect and accept the need to drive more slowly and carefully.
- Incorporate on-street parking into the street design. In residential neighborhoods, on-street parking has a traffic calming effect, and provides a buffer between moving traffic and pedestrians. In commercial areas, on-street parking provides convenient patron access to retail uses.

##### 2. Consider the following design options, appropriate:

- Type of paving materials for sidewalks: While concrete is likely to be the most cost effective, the addition of decorative paving such as brick or colored concrete may add extra visual interest in

special locations. Decorative paving could also be used as a buffer area between the walk and curb. In a more naturalistic environment, asphalt material may be more appropriate. If soil conditions are suitable, consider using permeable pavement.

- Curb extensions (bulb-outs): These are used to narrow the paved area of the street, generally at intersections or for mid-block crossings, making it easier for pedestrians to cross the street. Their use is restricted to roads with on-street parking.
- Medians and enhanced pedestrian refuges: Use these on wide and/or heavily trafficked roads to make them safer and easier for pedestrians to cross. Medians are also useful for traffic calming.
- Bio-retention curb extensions, medians and sidewalk planters: Bio-retention includes planting strips taking runoff from the street, without having to construct a curb and gutter system, and providing stormwater infiltration and storage. Their design contribute to the attractiveness of the neighborhood.

Sample from the *Comprehensive Manual of Development Policies*

The first CMDP was adopted in 1972 to establish regulatory residential standards and design guidelines. It has evolved to reflect contemporary planning practices and enhance development opportunities, while enabling creative design and mitigating undesirable paving outcomes. The CMDP is intended for use in concert with the Master Plan in carrying out the goals set forth within the Plan.

## Permits, Approvals and Inspections Policy Manual Updates

The Department of Permits, Approvals and Inspections (PAI) is currently

prioritizing updates to the following three manuals:

- *Development Plans Review Policy Manual* (2002)
- *Development Management Policy Manual* (2002, Not Available online)
- *Zoning Commissioner's Policy Manual* (1992, Not Available online)

The content of these manuals impacts the daily operations of the Department with almost every application received. The current versions conflict with contemporary practices, reference processes that no longer exist and fail to recognize existing processes that are codified. They have redundant material and refer to outdated methodologies or standards.

There are 3 fundamental objectives in updating these manuals:

- **Eliminate** outdated practices, update current practices and include best practices/methodologies where appropriate.

- **Eliminate** redundancy and conflicts between existing manuals and/or Code.
- **Provide** clarification and context where standards and processes are to be utilized.

Targeted date of completion for the first three is 2024. After which, PAI will begin updating two additional manuals:

- *Baltimore County Landscape Manual (2000)*
- *Baltimore County Local Open Space Manual (2000)*

### **Development Review Decision Coordination**

Applicants going through the Baltimore County development review process may receive contradictory or conflicting responses from County Agencies. These conflicting responses could be the result of difficulties with coordination of county agency review and communication. Inconsistent recommendations from various County departments can frustrate developers and lead to delays in approvals.

Departments responsible for Phase 1 Review should develop a coordinated sign-off policy on responses to developers before issuing recommendations during the Development Review process. Phase 1 Review is the first step in the development plan review process in which the plan is approved by the Administrative Law Judge and recorded into the County record. That sign-off policy could potentially be coordinated through PAI's new CityWorks, a system used by Baltimore County to track permits and developments throughout the development process. PAI should coordinate a meeting with appropriate departments to reconcile potentially conflicting recommendations before formal responses are issued to the developer.

From the [Vision Framework's Livable Built Environment](#) section, **Goal 1, Action 10:**



*Streamline the Development Review process, departments with review responsibility during the Phase 1 Review process should coordinate decisions before responding to developers with requested or recommended changes to a development plan.*

## **Transit Oriented Development**

A *Transit Oriented Development (TOD)* provides a unique opportunity to increase transit ridership and connectivity, reduce reliance on motor vehicles and support mixed-use communities with public amenities and a greater sense of place.

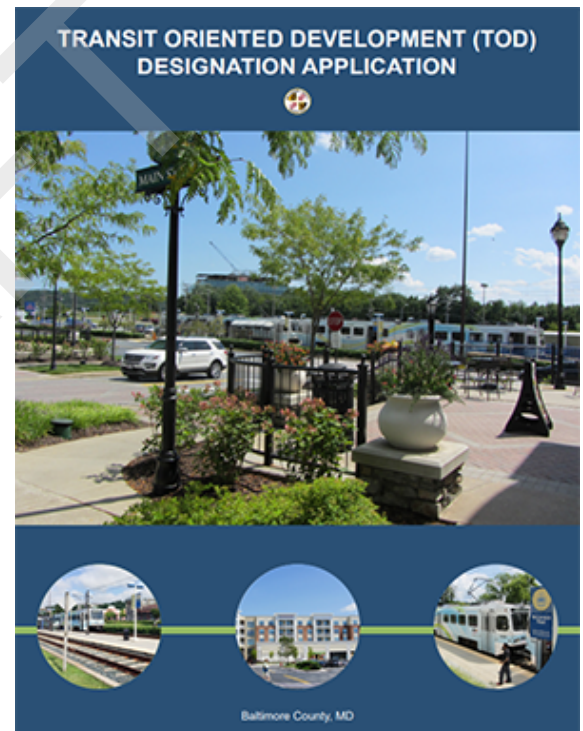
Recent efforts have created definitions within the Baltimore County Zoning Regulations (BCZR) and Baltimore County Code (BCC) to establish preliminary criteria for TOD designation, as well as, a county review process to apply for state TOD designation. A transparent overview of the process and an application is now available on the county's website for ease of access for the public regarding TODs.

From the Vision Framework's *Livable Built Environment* section, **Goal 1,**

### **Action 3:**

*Create new and adjust existing overlay districts with implementation tools and incentives to encourage walkable, mixed-use development in and near transit stations by utilizing a Smart Growth framework.*

From the Vision Framework's *Livable Built Environment* section, **Goal 3, Action 5:**



TOD Application Process

*Develop a Transit Oriented Development (TOD) strategic plan to increase the use of transit services and connect jobs, housing, entertainment and retail.*

## **Planned Unit Development Process**

A *Planned Unit Development* (PUD) is a development that may propose residential, recreational, industrial and/or commercial elements. The approval process for a PUD is similar to that of other land development projects, except that the County Council must determine that the PUD will achieve substantially higher-quality development than a conventional development and provide a public benefit that would otherwise not be obtained. This determination is made after having received input from County agencies and from the community following a community meeting and a public hearing.

The purpose of a PUD is to provide flexible development through innovative house types, mixing of uses (within buildings), pedestrian orientation and street oriented buildings (parking provided in the side or rear). Residential uses are permitted in any residential and non-residential zone within a PUD development subject to compatibility. A PUD is usually approved subject to restrictions calculated to achieve the compatible and efficient use of land, including the consideration of any detrimental impact upon adjacent residential communities. PUDs are only permitted within the *Urban Rural Demarcation Line* (URDL).

With the ability for the Council to approve uses and densities not otherwise permitted by the underlying zoning, the PUD Process has proven to be a valuable tool to allow for development and redevelopment in this mature jurisdiction.

Since the 1970s when the process for Planned Unit Development (PUD) first appeared in the Baltimore County

Code, the process has been revised many times. Changes range from adjustment to minimum acres, to the role of County agencies in review of the proposed development. However, a major change to the process was enacted by County Council in 2010. This change removed the Planning Board's role from the process—shifting the approving role from the Planning Board to the hearing officer. Notably, the basis for PUDs being reviewed by the Planning Board was to assure that the development was supported within the Master Plan with the Planning Board as the intended Stewards.

The PUD process should be reviewed comprehensively by the Planning Board, along with the impacts of the omission of the Planning Board in the approval process. The Planning Board should study the existing process and make recommendations to make it easier for retrofitting communities, as suggested in the Growth Framework.

From the Vision Framework's *Livable Built Environment* section, **Goal 1, Action 2:**

*Evaluate the current Planned Unit Development (PUD) process to assess its success and ensure it is transparent, clearly articulates eligibility requirements, conveys tangible community benefits and ensures a higher quality development.*

## **Water Resources Element (GF.8)**

## Water Resources Element



The Water Resources Element (WRE) is a thorough examination of all water resources as it applies to...

[https://www.arcgis.com/sharing/rest/oauth2/authorize?client\\_id=arcgisstorymaps&response\\_type=token&expiration=20160&redirect\\_uri=https%3A%2F%2Fstorymaps.arcgis.com%2Foauth-callback%3FreturnURL%3D%252Fstories%252F907ad24826ba4dc59f87b380ef341826&hideCancel=true&showSignupOption=true&force\\_login=true](https://www.arcgis.com/sharing/rest/oauth2/authorize?client_id=arcgisstorymaps&response_type=token&expiration=20160&redirect_uri=https%3A%2F%2Fstorymaps.arcgis.com%2Foauth-callback%3FreturnURL%3D%252Fstories%252F907ad24826ba4dc59f87b380ef341826&hideCancel=true&showSignupOption=true&force_login=true)

**Master Plan 2030 Growth  
Framework**

Baltimore County Department of  
Planning

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