

## VI. GROWTH MANAGEMENT AND LOCAL LAND USE PLANNING

There is a growing acceptance in the transportation planning community that the effects of transportation and land use are highly interrelated. Economic and community development plans rely heavily on transportation accessibility to realize their goals, while it is certainly clear that the shape of the land use strongly dictates the type of transportation investment that will be most effective. Thus, it is vitally important that transportation and land use planning be closely coordinated.

Since 1998, the statutory guidance for land use planning and growth management has been the Maryland Smart Growth and Neighborhood Conservation Act, which succeeds the Economic Growth, Resource Protection and Planning Act of 1992. The Smart Growth Act was a strong step toward managing urban sprawl while reinvesting in the state's existing urban areas. A central feature of the Smart Growth Act was the establishment of Priority Funding Areas, or "PFAs," in each jurisdiction which delineates areas of urban character deemed appropriate to accept growth and development from the rural, agricultural and environmentally sensitive areas where growth is restricted. This incentive-based law functions by limiting state infrastructure and economic development funding to PFAs. Following a change in governors in 2002, the Smart Growth Act was renamed "Priority Places," but retains the same essential principles of the original act in targeting state investments to existing developed areas.

Regionally, land use planning and zoning decisions are made at the level of the local jurisdiction, which are then melded together to form the basis for the regional long range transportation plan from which transportation funding priorities are determined. The individual jurisdictions are correspondingly influenced by their own comprehensive plans, which are influenced by both local economic and community development priorities and by state or federal funding levels and requirements. The regional long range plan attempts to ensure that the decisions of the individual jurisdictions are compatible with the needs of the region as a whole, and that federal and state regulatory requirements are met.

Since it is often difficult to ensure that year-to-year plans and programs will lead to a satisfactory long-term outcome - even with a formal regional plan update every 3 years - the BRTB has conducted a long-term visioning exercise to clarify its regional goals and aspirations for the next 25 years. The Vision 2030 process was conducted between 2001 and 2003 to draw input from the community on the goals and priorities that would lead Baltimore to be a great region. Many of the recommendations from the Vision 2030 process drew a focus on the transportation/land use connection, which have since found their way into key planning and project activities across the region.

The following is a summary of key Vision 2030 transportation related recommendations:

### TRANSIT ORIENTED/MIXED-USE DEVELOPMENT & REVITALIZATION

- Integrate all modes of transportation to support transit-oriented and mixed-use development.
- Implement the Baltimore Rail System Plan and supportive land use around its stations.
- Promote the revitalization of older suburbs, town centers, and the regional central business district to support growth of residential, commercial and employment opportunities.
- Adopt zoning classifications/codes and employ sidewalk/street design and traffic management measures that promote transit/pedestrian-friendly, environmentally sensitive, mixed-use communities.
- Provide facilities and programs for children, youth and seniors that are accessible by walking or convenient public transportation.

## ACCESS TO JOBS

- Create efficient mobility programs for improved access to regional job opportunities.
- Support transportation infrastructure investments that expand business and employment opportunities in metropolitan Baltimore.

## ACCESSIBILITY OF TRANSPORTATION OPPORTUNITIES

- Promote accessible transportation opportunities for seniors, children, and youth which enhance access to cultural, tourist, and recreation facilities.
- Create effective programs for job access and transportation of goods.
- Create a comprehensive, interconnected regional rail transit system to connect major employment centers and residential areas.
- Improve coordination of transportation improvements and interconnection of transportation elements within and among jurisdictions, integrating auto, bus, rail, and paratransit opportunities.
- Provide incentives to use alternative transportation modes such as mass transit or carpooling, and to incorporate transit opportunities and alternatives to auto use in new projects.

## AIR/WATER QUALITY

- Reduce and prevent air and water pollution through coordinated land use and transportation planning and provide incentives for sound development

## TRANSPORTATION FUNDING

- Identify adequate funding for mass transit and other transportation modes.
- Prioritize transportation expenditures toward the development of a system of regional opportunities that enhance access to the central city, entertainment and cultural attractions, town centers, and regional employment centers.
- Promote proactive state and county infrastructure funding in targeted growth areas.
- Assess transportation projects and policies for the most cost effective solutions to regional transportation needs.

## PUBLIC PARTICIPATION

- Expand opportunities for public input in the transportation planning process.

These Vision 2030 transportation themes are beginning to show up in regional plans and projects. Those jurisdictions who have updated their local comprehensive or general plans in the period since Vision 2030 are likely to show the most evidence of the recommendations, although smaller area master or sector plans, municipal comprehensive plans, or corridor studies also embrace many of these principles. The following section briefly highlights the key land use and growth management features of recent jurisdictional plans and programs.

## JURISDICTIONAL PLANS

### ANNE ARUNDEL COUNTY

The most recent update of Anne Arundel County's General Development Plan occurred in 1997. The Plan recommends measures to improve the way the County manages development and natural resources as well as enhance the quality of life for residents and businesses. It sets the stage to begin looking at ways to improve existing communities.

One of the key concepts put forth in the Plan is “Transit Mixed Use” development. These mixed use areas, implemented through overlay districts, are anticipated to include primarily residential and employment uses in and around six Light Rail and Commuter Rail Stations – Cromwell, Ferndale, North Linthicum, BWI, Savage, and Jessup. Eleven other suggested mixed use areas have also been designated to be served by transit, though they will be complemented by proximity to major arterials as well. Additional transit-related mixed-use opportunities also surface in the County’s Small Area Plans - discussed below - most notably in the suggestion that transit might play a role in the redevelopment of the Mayo and Pike Ridge Village Centers.

Another important growth management concept is the “Town Center,” which the county has designated in three locations: Odenton, Parole, and Glen Burnie. Each site projects a vision of a mixed use center that combines higher-density residential, retail and employment in a setting that is pedestrian and transit friendly, intended to serve many of the travel demands of its residents internally, while also serving as an urban center for the surrounding community. Master plans have been developed for both Odenton (adopted Nov. 2003) and Parole (draft July 2003), while the Glen Burnie concept is detailed in a September Small Area Plan. These are sites of substantial scale where the concepts call for imposition of a new growth model that would replace existing scattered and fragmented development with the densities, intensities and building types that mark a cohesive, integrated and vibrant town core.

The County embarked on its Small Area Planning process in 1998 to implement the recommendations of the 1997 General Development Plan. Small Area Plans were used to provide more detailed guidance for planning in 16 different areas of the County. These Plans, which were completed in 2004, include recommendations for land use, transportation, the environment, utilities, community design and community facilities. Comprehensive zoning changes have been implemented through this Small Area Planning process.

The Small Area Plans demonstrate support for such concepts as pedestrian accessibility and comprehensive transit service. The use of shuttles is advocated in several Small Area Plans: for example, for east-west service in Severna Park to complement existing Route 2 north-south service, and for service to retail centers in Parole and Annapolis from the Edgewater/ Mayo area. Also, the Crofton plan calls for increased transit service to the New Carrollton Metro Station and the establishment of express bus service to the Cromwell Light Rail station for Baltimore commuters. Lastly, the Severn Small Area Plan recommends a comprehensive van/bus loop that serves all of the area’s neighborhoods during the day and evening, to increase access to jobs and retail needs.

The General Development Plan makes a concerted effort to increase accessibility, not only to employment centers in Anne Arundel County, but also to Baltimore City and Washington D.C. The Plan stresses the need to investigate the feasibility of additional light rail corridors, particularly along the County’s major road corridors, such as MD 2, MD 3, MD 214, US 50/301, and I-97. Particular attention is given to the feasibility of an additional light rail stop in the Glen Burnie Town Center, as well as extension of light rail along the Route 2 corridor to Annapolis. Furthermore, one of the Plan’s stated policies is the encouragement of improved access and feeder bus service between rail stations and employment areas.

#### **BALTIMORE COUNTY**

Baltimore County’s 2000 Master Plan contained a number of elements which were already consistent with the recommendations of Vision 2030, including:

- Reinforcement of the Urban-Rural Demarcation Line (URDL), signifying the outer limits of the urbanized portion of the County within which the County expects to accommodate all projected population and employment growth. This is a key growth management strategy.
- A policy to direct new residential, service, and employment development into the Urban Centers, to encourage redevelopment in the Community Conservation Areas and Revitalization Districts, and to protect productive agricultural soil types from development in the Agricultural Preservation Areas.
- Continued emphasis of the Owings Mills and Perry Hall/White Marsh growth areas as the key locations for new development.

The latest 2010 Master Plan retains and builds upon many of the key features of its predecessor. An important premise in developing the new plan was that traditional master plan issues – such as transportation, zoning and recreation – have changed substantially, and a much more comprehensive approach would be necessary in order to ensure that the County Council has proper guidance when it acts to establish land use policy. The County recognizes important shifts in the composition of its residents (more seniors and moderate income households), with important bearing on housing and transportation requirements. Moreover, it recognizes that continued growth pressures within the URDL will require significant reinvestment in its older urban areas. This policy priority is further reinforced by passage of the County Executive’s “Renaissance Redevelopment” legislation in April 2004, which makes a priority out of reinvesting in older communities. Its objectives are to revitalize established communities by redeveloping underused sites, and to utilize a cooperative design process to create high quality, buildable redevelopment projects.

Transit oriented development is a strong theme in the new Plan. The plan cites a recently commissioned study led by the Maryland Department of Planning of the benefits of an expanded or mixed-use/transit-oriented development plan for the Owings Mills growth district. The Hunt Valley/Timonium Master Plan encourages land uses that support light rail, such as the promotion of mixed use and pedestrian-friendly design in the West Aylesbury Road Area. In the Perry Hall/White Marsh growth area, the recommended town center component of the Honeygo Plan calls for an integrated mix of uses, including an alternative to maximize the potential for transit usage such as access to the proposed White Marsh rail transit station. Pedestrian-friendly design also surfaces on several fronts, most notably in the land use plan for the Red Run Employment Corridor in the Owings Mills Growth Area and through overlay regulations implemented at Honeygo. Transit oriented development is also expected to factor prominently into planning discussions for the proposed Red Line, with four stations along the proposed alignment located in Baltimore County.

The latest Master Plan addresses job accessibility by encouraging strategies like private partnerships to increase public transit ridership and job access, and by encouraging more suburb-to-suburb transit options that will help complement the County’s radial road and transit network. Both the Hunt Valley/Timonium Master Plan and the Towson Master Plan, for example, recommend the investigation of public/private partnerships to encourage employers to support transit passes for employees. The effort to increase accessibility in the Hunt Valley/Timonium Plan is reflected in the suggestion that the Planning Office, in partnership with the MTA, assess the feasibility of establishing a shuttle system in the York Road corridor. Also, the Towson Plan speaks at length of the need for a transit center to coordinate services between MTA and other transit providers, as well as to provide a pedestrian-friendly gateway into the town center.

## CARROLL COUNTY

The 2000 Carroll County Master Plan — *Carroll County Challenges and Choices: A Master Plan for the Future, November 2000* — has the primary goal of achieving well-balanced, high-standard growth, consistent with the

ability to provide essential community facilities and services and to protect basic natural resources. To this end, the Plan pursues policies and programs which encourage the majority of new development to occur in designated Community Planning Areas (CPAs). Eight of the designated CPAs encompass incorporated cities or towns: Hampstead, Manchester, Mt. Airy, New Windsor, Freedom (including the Town of Sykesville), Taneytown, Union Bridge, and Westminster. As incorporated municipalities, these areas have their own Planning Commissions, with master planning authority for the municipality and its surrounding area conveyed through the State Annotated Code. In the unincorporated communities of Eldersburg and Finksburg, the County is responsible for the development of master and comprehensive plans.

To support the concentration of growth in these designated areas, the County has taken several important steps. First, public water and sewerage systems have been systematically delineated to support focusing growth in CPAs while discouraging development outside the CPA. Second, the County maintains an agricultural preservation program that has been able to protect over 40,000 acres of farmland to date. Third, the County's Commissioners enacted an Adequate Public Facilities and Concurrency Management Ordinance which attempts to ensure that the rate of new residential growth proceeds at a rate that does not unduly strain critical public facilities and services, including schools, roads, water and sewer facilities, and police, fire, and emergency medical services. The Master Plan also now encourages creation of mixed-use zoning districts within CPAs to allow for higher-density residential development, and to provide housing opportunities for all socio-economic elements of the population. The Plan also supports the continuation of Main Street programs as a mechanism for stimulating redevelopment and revitalization of the traditional downtown areas of CPAs.

The Master Plan's goal for transportation is to "provide a safe and functional transportation system which implements the land use plan while promoting access and mobility for people and goods through a network of roads, rail, transit and non-motorized opportunities." Transportation facilities in the County provide a high level of access for people and products to both local destinations and to the metropolitan areas of Baltimore and Washington. However, the County recognizes the increased pressure on the transportation network from both residents and non-residents commuting to distant employment centers, and the Master Plan supports the development of a countywide transportation master plan to improve transportation opportunities for residents by looking at a more comprehensive set of both local and regional transportation alternatives.

An example of the adoption of these transportation and land use principles incorporated in the local planning context is the City of Westminster's latest comprehensive plan update. Following the state's decision to eliminate the Westminster bypass from its capital program, City and County officials worked with State transportation and planning officials to investigate alternative ways through which the City could meet its growing transportation needs and achieve the development goals of its 1998 Comprehensive Plan. These investigations resulted in a set of recommendations to highlight the development and redevelopment opportunities in the downtown area, while also pursuing a broader set of transportation options both within and outside/through the Westminster area. These recommendations from the studies conducted between 2000 and 2003 were eventually adopted as priorities in the City's 2003 comprehensive plan update.

#### **HARFORD COUNTY**

The 2004 Master Plan and Land Use Element Plan provides direction for addressing future growth, revitalization, the provision for adequate public facilities, economic development and the preservation and protection of natural resources, agriculture lands and historic resources. The Plan establishes the following Guiding Principles for development of the Land Use Element Plan, the other element plans, and the individual Community

Master Plans: 1) quality-of-life; 2) stewardship of resources; 3) growth management; 4) redevelopment and revitalization; 5) a sound, balanced, and diversified local economy; 6) commitment to communities; and 7) coordination among agencies.

The Plan reinforces the previously adopted strategy of a Development Envelope. The Plan establishes a goal of “promoting planned, balanced growth within the Development Envelope,” which is defined as the area within I-95/US 40 and the MD 24 corridor north to Bel Air. The areas in the Development Envelope accept development levels requiring public water and sewer service, coincident with the planned public utilities area. Since 1990, between 80 to 85 percent of new residential development in the county has occurred within the Development Envelope. As of 2004, the County had an estimated residential capacity of 22,272 units to last approximately 17 years within the Development Envelope. In addition, there are three incorporated municipalities in Harford County: Bel Air, Havre de Grace, and Aberdeen, each exercising planning and zoning authority.

Public participation has always been one of the key components of the Harford County comprehensive plan. While the local Community Planning Council concept went away in 1999, a community plan is still developed for each of the planning areas, and public participation is a central part of this process.

Development activity in the Development Envelope is constantly monitored and is reported on annually as a measurement of the adequacy of public facilities (schools, water and sewer, and highways) through the Annual Growth Report. The zoning code provides for a range of housing densities, from one lot per 10 acres to urban densities approaching fourteen units per acre, and housing types, from single-family detached to high rise apartment units. To accommodate development in more flexible environments, the zoning code contains provisions for special development districts and flexible standards for development in residential, commercial, and redevelopment situations. Two new special zoning approaches for redevelopment have been incorporated into the code — Mixed Use Centers along the U.S. Route 40 corridor and the Edgewood Neighborhood Overlay District. In each case, the theme is to provide opportunities and incentives for high quality mixed-use development.

In the area of transportation, the Land Use Element Plan calls for transportation facilities that serve the population and enhance employment opportunities within the county. The transportation goal and objectives noted in the plan identify the need to have a transportation system capable of serving existing and future growth, providing for a multi-modal transportation system, and ensuring protection of the environment and community character while supporting the efficient and safe movement of people and goods. These principles are carried into a separate Transportation Plan which provides detailed policies and priorities for identified transportation infrastructure needs to accomplish the objectives outlined in the Land Use Element Plan.

The Harford County 2000 Transportation Plan promotes a close coordination of efforts between providing transportation facilities and services to making decisions on land use. To emphasize this relationship, the Plan supports two concepts noted in the Land Use Element Plan: mixed-office use centers at key interchanges along I-95, and industrial/employment uses on the Perryman Peninsula. To support these uses and development activities identified in the land use plan, the Transportation Plan recommends specific projects and services for highway, transit, and non-motorized transportation opportunities such as bicycle and pedestrian facilities.

## HOWARD COUNTY

Howard County's General Plan 2000 (adopted in 2000) focuses on the County's transition from a rapidly growing jurisdiction to a "maturing" County. The County no longer has the supply of raw land that supported the rapid growth rates of the past three decades. With the County's land use patterns largely set, the next twenty years are expected to see the build-out of this pattern and a shift toward renovation and redevelopment of older properties.

An important example of this shift in focus from new development to redevelopment is the US Route 1 Corridor Revitalization program. This corridor, which encompasses all land area in the County east of Interstate 95, is one of the oldest development areas in the County. General Plan 2000 established the need for revitalization of the County's older communities and articulated policies and actions for community conservation and enhancement, and for balanced and phased growth that affects the corridor. The revitalization means improving opportunities for new and expanding corridor businesses, plus expanding housing opportunities in specific locations in the corridor and allowing housing in mixed-use districts. To implement this plan, three new zoning districts have been created: Corridor Employment-Continuing Light Industrial; Corridor Activity Center-Continuing Light Industrial; and, Transit Oriented Development.

Several techniques have been implemented to control/manage Howard County's pace of growth until build-out is reached. The Adequate Public Facilities Act, passed in 1992, was designed to ensure that public schools and roads are adequate to accommodate new development in the County. The eastern 40 percent of the county, which includes Columbia, is designated the "Priority Funding Area" for State-funded projects. The boundary, which also conforms to the public water and sewer service area, encourages more compact development patterns in eastern Howard County, allowing more efficient provision of public services and facilities. The PFA is planned to accommodate 85 percent of the County's future growth, while allowing it to continue to preserve 30,000 acres of agricultural and environmentally sensitive land in the Rural West.

To encourage and accommodate growth in the PFA, various tools are available such as density zoning to permit a variety of development options, adequate public facility requirements to synchronize new development with the availability of services, planned unit developments to permit a range of housing types with flexibility in design requirements, and mixed-use and transit-oriented development opportunities to accommodate housing, employment, public facilities and services.

Preservation of the Rural West has been an important principle in the County's growth management effort. Landowners are offered two options to transfer development density as a means of focusing and managing rural residential growth: a Density Exchange Option (DEO) and a Cluster Exchange Option (CEO). In the DEO option, landowners are allowed to send all or part of the density (dwelling unit rights) from an eligible sending parcel in the Rural Conservation (RC) District to an eligible receiving parcel in the RC district or to any parcel in the Rural Residential District that is six acres or greater. The Cluster Exchange Option is similar to the DEO except that it is used to transfer density among parcels in the RC zone. Because the transaction occurs within the RC zone, no density incentive is provided for the receiving parcel (receiving incentives applies only to the RR zone).

In order to ensure sufficient tax revenue growth in the county, the Plan seeks an appropriate balance between housing and job growth. This allows for more diversification of tax revenues, dampening negative impacts of a decline in the residential or employment markets. For housing, build-out is expected to occur in about 2025 in the east and after 2020 in the Rural West. The growth rate will average 1,750 new units per year. These

projections assume no changes to the PFA boundary and no zoning map amendments. For the Rural West, a limit of 250 housing allocations has been set. In the East, an average of 1,500 allocations per year may be granted, of which 250 must be for senior housing and 250 for mixed-use development as part of the US 1 Corridor Redevelopment Plan. Average annual employment growth over 20 years is expected to reach 3,500 jobs per year, totaling 70,000 new jobs. Though residential development is capped, the County does not impose any limitations on job growth.

Transportation facilities and services are an important part of the General Plan 2000's approach to creating balanced and phased growth. The County seeks to provide transportation facilities that sustain and encourage the redevelopment of existing communities, and create ways to make facilities and opportunities more efficient. The Plan addresses needs for highways, transit, and pedestrian/bicycle facilities, from a local and regional perspective, through a series of comprehensive policies.

## **CITY OF ANNAPOLIS**

The Annapolis Comprehensive Plan of 1998 has established long range goals and policy directions for the City. It identified the special characteristics of Annapolis as a waterfront city, a historic colonial port, a center for pleasure-boating, a major institutional center, a focus for new development, and a city of neighborhoods. The Plan established a basic strategy of conservation combined with directed growth and redevelopment, and seeks to establish a framework for cooperation between Annapolis and its region in the areas of growth, development and transportation. It is "a plan for conservation and enhancement of the physical environment and social values of the existing City."

Pursuant to Maryland Annotated Code, Article 66B, Title 3, municipalities such as the City of Annapolis must update and adopt comprehensive plans every six years. The last time that the City of Annapolis adopted such a plan was in 1998. As required by the Maryland Annotated Code, the City's Comprehensive Plan will be updated in 2005, and funds have been budgeted for this effort.

The transportation element of the 1998 Plan discusses the importance of an interconnected transportation system where all modes, vehicle circulation/parking, transit, and bicycle/pedestrian activities work together. The Plan addresses access to jobs and accessibility of transportation opportunities through policies that promote the management of growth in traffic on key roadways leading into and around the City, providing parking solutions that deal with peak and long-term demands, and further enhancing the transit system now serving the City and areas in Anne Arundel County. Improving the transit system will provide stronger links between neighborhoods, employment locations, shopping destinations, schools, and city services. Improving local bus service is critical to providing opportunities for the physically disabled, senior citizens, and citizens with special economic needs. Bicycle and pedestrian linkages are also given attention in the plan in the form of supporting bicycle racks on city buses, secured bicycle parking in city garages, and the development of an improvement plan for sidewalks to encourage walking to local destinations.

As part of improving the long-range transportation planning efforts, the City, in conjunction with Anne Arundel County, Maryland Department of Transportation and the Naval Academy, launched the Annapolis Regional Transportation Vision and Master Plan study. The purpose of the plan is to establish a unified vision of mobility in the Annapolis area and develop a strategy for implementing the vision. The plan will provide the Annapolis region with a guide to address its existing and future transportation needs to improve the quality of life for its citizens, business community and visitors. The Plan is in final preparation and a final plan document will be completed in early 2005.

Transit oriented and mixed-use centers, promoted extensively by the City, provide opportunities for a mix of uses, urban design amenities, convenient vehicular and pedestrian/bicycle access from surrounding neighborhoods, and transit services. The Plan establishes nine mixed-use centers including sections along West Street, West Annapolis, the historic district, Forrest Drive, Bay Ridge, and Eastport. To support this form of development, the Plan calls for coordinated regulations, policies, and programs to encourage and sustain mixed-use centers. Through the promotion of strategies that support integrating land use with planned transportation services and facilities, the City of Annapolis is reducing local impacts on air and water quality. Mixed use developments and emphasis on transit assist in reducing vehicular travel and increased use of transit.

In June 2004, the City passed an Affordable Housing Ordinance. The purpose of the Ordinance is to increase the affordable housing opportunities for sale or rent for Annapolis residents of low and moderate income by creating an inclusionary housing requirement for new developments in the City.

The City has just completed its inner West Street revitalization project. The project involved the replacement of sewer and water pipes, relocation of all above-ground utilities underground, and construction of sidewalks with granite curbing and brick roadway from Church Circle to Cathedral Street. The result of Annapolis' comprehensive revitalization efforts over the last fifteen years is the redevelopment of the corridor into a downtown, mixed-use area that will ultimately have 300 new residential units in addition to office, retail and convenience uses. Inner West Street has become a model for downtown corridor revitalization incorporating mixed use, quality urban design and public infrastructure investment.

#### **BALTIMORE CITY**

The City's approved Comprehensive Plan, adopted in 1976, consists of a series of goals, policy statements and accompanying maps. Due to the age of the Comprehensive Plan, over the past several years the City has enacted a number of small area and strategic neighborhood action plans to update the Comprehensive Plan for changes in those communities and provide strategic direction for coordinated City investment. A Transportation Master Plan and map were also adopted in June 1995. The Comprehensive Plan, small area plans, strategic neighborhood action plans and a series of master plans, including transportation, currently guide land use in the City.

The Baltimore City Planning Commission has directed the Planning Department to develop a new, city-wide Comprehensive Plan by January of 2006. The new Comprehensive Plan will build on an effort known as Plan Baltimore, undertaken in the late 1990s to update the Comprehensive Plan, and will serve as a business plan for the coordinated delivery of City investments, actions and land use related activities. The Plan will incorporate the Baltimore Region Transit Plan and include a Transit Oriented Development Strategy to maximize community supportive development near existing transit stops and opportunities for future transit stops. Once the Plan is adopted, the City's zoning will be updated to reflect the new Plan.

This update is particularly important given the 2003 adoption of the Baltimore Region Transit Plan, which identifies both new and extended rail transit services that will raise the two current rail transit lines into a comprehensive, integrated regional rail network. The Transit Plan recommends study of a new east-west Red Line and a "Green Line" extension of the existing Metro line as its initial priorities. City Planning and Transportation staff are working closely with state and regional transportation and planning agencies in assessing these new services, and their impact on future land use and travel patterns. Development and redevelopment opportunities related to these potential transportation investments are expected to have a major synergistic impact with efforts underway to revitalize parts of the City while reinforcing growth in areas where new

development is strongly underway.

The City of Baltimore is unique in Maryland as well as the region. Baltimore City is the largest urban center in the State and historically – as well as geographically – serves as the region’s transportation hub and economic center. Historic development as a major seaport prompted all major regional and inter-regional transportation systems — railroad, highway, transit, and freight/intermodal activities – to focus in the region’s center.

Unlike Maryland’s 23 counties, the City - rather than the Maryland Department of Transportation - maintains its street system, and major arterials within its borders, including State and Federally-designated non-expressway routes and I-83 (the Jones Falls Expressway). Funding for the City’s transportation programs includes local and federal funds and a statutorily established share of State receipts from Motor Vehicle Fuel Taxes and Registration Fees.

Baltimore City’s Transportation Strategic Plan, “Keeping Baltimore Moving Safely Now and in the Future,” adopted in March 2003, provides policy direction for transportation facilities and services in the City. The Plan sets forth as its mission that “the City of Baltimore’s transportation system will be a first class, integrated, multi-modal system that forms the foundation for the livability, continued growth and economic development of the City.” Implementation of the City’s vision is to be accomplished through a series of goals and objectives that correlate very closely with the transportation themes developed from the Vision 2030 effort.

The City’s transportation system supports a variety of services for the City and the entire Baltimore region. The Plan identifies challenges facing the City’s future transportation services — maintaining an aging infrastructure and maintaining a transportation system that provides regional connections for commuters, freight, and travelers into and out of the City. The transportation plan promotes improved accessibility to transportation opportunities through the Department’s mission statement, “The Department of Transportation provides the City of Baltimore with a comprehensive and modern transportation system that integrates all modes of travel and provides mobility and accessibility in a convenient, safe, and cost-effective manner.” The City encourages improving the transit system to alleviate the need for capacity improvement to roads and parking facilities. Walkable communities are supported in the plan, providing pedestrian and bicycle networks throughout the City along with bicycle-friendly elements in reconstruction and development of new roads. The goal of providing opportunities for neighborhood residents to walk to nearby parks, schools, hospitals, and medical facilities supports increased mobility in the city.

To foster a stronger business climate, the transportation plan promotes the improvement of access to businesses and the reduction of travel time for the delivery of goods both to and connecting to regional markets. To further their support of the Port of Baltimore, the City calls for the continued development of freight handling facilities and improved highway connections.

The key implementation component is working with partners to develop actions that yield quick results. This involves City agencies and transportation partners throughout the region. To maintain its transportation system, a sound and adequate funding base needs to be in place. The Plan calls for exploring new funding sources, improving the determination of funding needs, and maintaining an evaluation process to support knowledge of existing and potential sources of funds.

**TABLE VI-1: REGIONAL APPLICATION OF LAND USE / GROWTH MANAGEMENT TECHNIQUES**

	Anne Arundel	Baltimore City	Baltimore	Carroll	Harford	Howard	City of Annapolis
Growth Boundary	Y	N	Y	Y	Y	Y	N
Density Zoning	Y	Y	Y	Y	Y	Y	Y
Overlay & Floating Zones	Y	Y	Y	Y	Y	Y	Y
Transfer Development Rights	Y	N	N	Y	Y	Y	N
Clustering	Y	N	Y <sup>1</sup>	Y <sup>2</sup>	Y	Y	Y
Agricultural Zoning	Y	N	Y <sup>3</sup>	Y	Y	Y	N
Adequate Public Facilities	Y	N	Y	Y	Y	Y	Y
Planned Unit Development	Y	Y	Y	Y	Y	Y	Y
Sensitive Areas	Y	Y	Y	Y	Y	Y	Y
Other	Y <sup>4</sup>	Y <sup>5</sup>	Y <sup>6</sup>	Y <sup>1</sup>	Y <sup>7</sup>	Y <sup>8</sup>	Y <sup>9</sup>

Source: Adapted from *Local Land Use Techniques and Their Potential Impact on Travel Demand*, BMC Task Report 96-1, September, 1995. Data for the City of Annapolis added in Fall 2001.

1. RC-2: Resource Conservation/ Agricultural Preservation
2. RC-4: Resource Conservation/ Watershed Protection
3. AG: Agricultural
4. Capital Improvement Program
5. Targeted capital investment, urban renewal zones, community benefits districts
6. Quadrennial zoning, streamlined development review process, community revitalization
7. Commercial revitalization districts and Edgewood Neighborhood Overlay District
8. Mixed use development overlay, new town zoning
9. Mixed use zoning, revitalization areas, neighborhood planning, Capital Improvement Program, density bonuses

