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**CHECKLIST & TABLE OF CONTENTS**

**APPLICANT:** Baltimore County Department of Planning

**NAME OF SUSTAINABLE COMMUNITY:** Pulaski Highway Redevelopment Area

**Please review the checklist of attachments and furnish all of the attachments that are applicable. Contents of the notebook should be tabbed and organized as follows:**

- TAB #1    Applicant Information**
  
- TAB #2    Sustainable Community Baseline Information - In addition to hard copies of the project location map, a detailed listing of parcels (i.e. Parcel ID Numbers) that form the project boundary should be included. Maps should also be submitted in electronic GIS form (shape file). If you have additional comments or questions, please contact Brad Wolters, Senior GIS Specialist, DHCD, wolters@mdhousing.org.**
  
- TAB #3    Local Capacity to Implement Plans & Projects: Attach Sustainable Communities Workgroup roster noted in Section III**
  
- TAB #4    Sustainable Community Plan**
  
- TAB #5    Progress Measures**
  
- TAB #6    Local Support Resolution**
  
- TAB #7    Signed Sustainable Community Application Disclosure Authorization and Certification**

**All documents on this checklist are mandatory.  
Failure to provide the requested document will automatically deny your application.**

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**I. SUSTAINABLE COMMUNITY APPLICANT INFORMATION**

**Name of Sustainable Community:** Pulaski Highway Redevelopment Area

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**Legal Name of Applicant:** Baltimore County Department of Planning

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**Federal Identification Number:**

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**Street Address:** 105 West Chesapeake

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**City:** Towson

**County:** Baltimore

**State:** MD

**Zip Code:** 21204

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**Phone No:** 410-887-3495

**Fax:** 410-887-5696

**Web Address:** www.baltimorecountymd.gov

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**Sustainable Community Contact For Application Status:**

**Name:** Jackie MacMillan

**Title:** Senior Planner

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**Address:** 105 W. Chesapeake Avenue

**City:** Towson

**State:** MD

**Zip Code:** 21204

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**Phone No:** 410-887-3495 x

**Fax:** 410-887-5862

**E-mail:**

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**Person to be contacted for Award notification:**

**Name:**

**Title:**

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**Address:**

**City:**

**State:**

**Zip Code:**

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**Phone No:** x

**Fax:**

**E-mail:**

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## II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

Through this section, applicants will demonstrate that trends and conditions in homeownership, property values, employment, commercial and residential vacancy, community facilities and infrastructure, natural resources, the local business and residential districts show a need for new or continued revitalization reinvestment. Demographic data and trends provided by Applicants should support the choice of the proposed Sustainable Community Area boundary and help form a basis for needs and opportunities to be addressed through the initiatives and projects described in the Sustainable Community Action Plan (Section IV).

POINTS IN THIS SECTION WILL BE AWARDED BASED ON THE SC AREA'S NEED FOR REINVESTMENT AS EVIDENCED BY THOROUGH DESCRIPTIONS OF CURRENT CONDITIONS OR TRENDS (and will not be based upon current or planned revitalization activities which will be covered in Section IV).

### A. Proposed Sustainable Community Area (s):

**County:** Baltimore

**Name of Sustainable Community:** Pulaski Highway Redevelopment Area

**Include boundary descriptions and a map of the Sustainable Community. In addition to hard copies of the of the project location map, a detailed listing of parcels (i.e. Parcel ID Numbers) that form the project boundary should be included. If possible, maps should also be submitted in electronic GIS form (shape file). If you have additional comments or questions, please contact Brad Wolters, Senior GIS Specialist, DHCD, [Wolters@MdHousing.org](mailto:Wolters@MdHousing.org)**

Beginning at Pulaski Highway and Martin Blvd., the boundary of the proposed Sustainable Community Area (SC Area) extends northeast along Pulaski Highway to the Grimaldi property on the east side of the highway where it adjoins Oak Grove apartments, continues southeast along the Grimaldi property line to the BGE/Excelon right of way. It continues northeast along the right of way to Corktree Road, and proceeds southeast along the rear property lines of the homes fronting Corktree Road to Transverse Avenue. It continues along Transverse Ave. to Middle River Road, where Transverse becomes Bird River Road, and follows Bird River Road to an environmental easement along a branch of White Marsh Run between Greenbriar Ct. and Cider Ct. The boundary continues along the easement to Reames Road, follows Reames Road or parcels bisected by Reames Road to Pulaski Highway, and crosses Pulaski Highway, continuing along an intermittent stream between two parcels that are "null" in the State tax records. It continues along the northern boundaries of 1423 Mohrs Lane LLC and White Marsh Associates LLC to Philadelphia Road. It continues south along Philadelphia Road to the southwest corner of the Constellation Power parcel, follows the Constellation property southeast to the CSX rail line, and continues around the Martins East property to Pulaski Highway at Martin Blvd. The boundary of the proposed Sustainable Community Area is not coterminous with census tracts. For the purpose of demographic analysis, and to address the conditions affecting the surrounding community that will be most affected by redevelopment, the County has defined a Sustainable Community Area and Vicinity (SCAV) boundary. The SCAV boundary defines an area that includes the Census tracts that either adjoin or intersect the proposed SC Area: 4407.01, 4407.02, 4517.01, 4512, 4513, 4514.01, and 4514.02. The SCAV includes portions of the Middle River, Rossville, and Chase-Bowleys Quarters Regional Planning Districts. The SC Area is encompassed within the SCAV.

**II. SUSTAINABLE COMMUNITY BASELINE INFORMATION**

Approximate number of acres within the SC Area: 910.00

Existing federal, state or local designations (check all that apply):

- Community Legacy Area
- Designated Neighborhood
- Main Street
- Maple Street
- Local Historic District
- National Register Historic District
- A & E District
- State Enterprise Zone Special Taxing District
- BRAC
- State Designated TOD
- Other(s): See IV.F(2)

## **II. SUSTAINABLE COMMUNITY BASELINE INFORMATION**

### **Prior Revitalization Investments & Smart Growth:**

**(a) List and describe any significant State and local smart growth or revitalization related program investments (for instance, Community Legacy or SC Rehab Tax Credit) that have been invested in the Area since the launching of Maryland's Smart Growth initiative and programs in 1997 (including Housing investment). What impact have these investments made in the community? (Answer Space 4,000 characters)**

1. \$450,000 invested in two planning studies in 2009 and 2010; funding provided by the Chesapeake Science and Security Consortium, a consortium of local governments created to prepare for growth and change along the Pulaski corridor as an outgrowth of BRAC-related changes at Aberdeen Proving Ground. The planning studies tested the feasibility of growth scenarios featuring a compact, walkable community. The studies laid the foundation for the creation of a framework plan to be prepared through a public design workshop in 2013 that will guide redevelopment over the next 25 years. The studies served as the basis for a successful, competitive grant application to conduct the design workshop and prepare the plan. The County is in the process of selecting a consultant.
2. \$8.3 million allocated for preliminary engineering and right of way acquisition for improvements to a segment of the Pulaski Highway corridor adjacent to the redevelopment area, including the intersection of Pulaski Highway and Mohrs Lane. The highway project will begin the transformation of an unattractive highway segment with rough shoulders along the edge and a jersey barrier down the center, to an attractive boulevard with street trees and pedestrian and bicyclist amenities. The project will change perceptions of the corridor and the Redevelopment Area, thereby helping to reposition the adjacent property.
3. \$12.46 million appropriated for the design and construction of Campbell Blvd., including the reconstruction of the failed Mohrs Lane Bridge, Campbell Blvd. (including the intersection with Pulaski Highway, which is part of the Pulaski Highway improvement project) will provide critical connectivity to support the redevelopment project.
4. \$10.7 million on 12 water quality projects, including 11 completed and one in design, in the Bird River and Back River watersheds close to the SC Area. Projects include 7 stream restorations 2 SW conversions, 2 new or extended ponds, and a retrofit. These projects have significantly enhanced water quality in the stream systems around the SC Area, reducing Total Maximum Daily Loads (TMDLs)
5. A County PILOT and gap funds were used to support 100 units of senior housing at Miramar Landing, adjacent to the redevelopment area. The senior housing was part of, and helped to leverage, an otherwise private redevelopment project that involved the demolition of 420 units of deteriorated WWII era housing and their replacement with 740 units of moderately priced town houses and single family detached houses, along with the senior housing. The project was developed in 2006. Miramar Landing is a well-designed compact, walkable neighborhood that provides a mix of housing types, sizes, and tenures, with for-sale units in the +/- \$200k range. Homes are within a safe walk of a public elementary and middle school, and local shopping. The redevelopment spurred investment in three small area shopping centers. Miramar Landing is expected to link to new neighborhoods in the SC Area, as well as provide a model of walkable, suburban living on which to build in the SC Area.

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## **II. SUSTAINABLE COMMUNITY BASELINE INFORMATION**

**(b) Describe any existing barriers to Smart Growth that may affect your jurisdiction or the proposed SC Area.**

**For instance, does your area have higher development fees than outer “cornfields”?**

*(Answer Space 4,000 characters)*

Following are key local and site barriers to smart growth that will be addressed during the framework planning process:

- The SC Area's negative image due to the unattractiveness of Pulaski Highway and the low value uses along it, which discourage reinvestment in high-quality mixed-use development.
- The limited east-west road connectivity and lack of a local street grid which impede multi-modal travel, contribute to congestion on the arterials, and limit the feasibility of more compact development.
- The fragmented land ownership, which will require coordination among property owners in order for successful redevelopment to occur.

This project offers a new prototype for Baltimore County of coordinated, community-scaled redevelopment in areas comprised of many, relatively-small parcels with multiple property owners. Much of the land within the County's urban rural demarcation line that makes up the priority funding areas was previously developed. Relatively few large tracts in single ownership or control remain. This project can demonstrate the opportunities afforded by redevelopment, and show how the constraints can be effectively overcome.

In addition to the local and site barriers, there are also global barriers, such as the following, that will need to be addressed:

- The cost and complexity of meeting environmental regulations, such as the current storm water management regulations, may discourage investment without offsetting incentives. Such regulations may pose greater barriers to smart growth than to sprawl development.
- Restrictive financing is currently inhibiting all kinds of economic activity. The challenge to obtain development loans may be compounded for mixed-use projects because the financial markets are still largely structured by land use category. Moreover many lenders may prefer the simplicity of Greenfield development to the relative complexity of redevelopment, making financing less competitive for smart growth projects.

## **II. SUSTAINABLE COMMUNITY BASELINE INFORMATION**

### **B. Community Conditions: Strengths and Weaknesses**

**(1) Describe the strengths and weaknesses in the proposed Area's existing built environment. For example, what is the condition of housing? Are there underutilized historic buildings and cultural places? What is the condition and availability of community parks and recreational assets? Are there transportation assets? What is the current condition of community infrastructure such as roads and lighting? (Answer Space 4,000 characters)**

Pulaski Highway bisects the SC Area, and divides the Middle River and White Marsh communities. The SC Area is made up primarily of business properties, with residential neighborhoods adjoining it to the east and west. Many of the properties fronting Pulaski Highway are visibly vacant, deteriorated, or both, contributing to the negative image of the corridor. Within the SC Area are a variety of single story buildings and yards that convey a highway-oriented character, reflecting the corridor's historic function as a primary truck route. The SC Area is situated in a prime location a few minutes drive from the I-95 interchange; the Middle River Marc station; and I-695. While it enjoys excellent regional access, it lacks an effective local street network. There are no parks or civic spaces within the SC Area.

Middle River grew from a small hamlet in 1940 to a community of 30,000 residents by 1945, according to historian John Breihan. This growth surge resulted from the US entry into WWII, and the Glenn L. Martin aircraft plant (now Lockheed Martin), located on Eastern Avenue, which attracted war workers.

In 1941, the Maryland Planning Commission hired Hale Walker, planner for Greenbelt, and Irving C. Root of the National Park Service to prepare a master plan for Middle River. Their plan incorporated garden city features already started by the Martin Company—pedestrian paths to playgrounds and schools, curving residential streets separate from new dual highways, and neighborhood strip shopping centers. More than 1,000 homes in Middle River were designed by the distinguished architectural firm of Skidmore, Owings and Merrill, and built using an innovative prefabrication system. Many of the modest houses built during this period remain intact, providing the community with a stock of affordable housing. In 2006, 420 units of deteriorated WWII era housing adjacent to the SC Area were demolished and replaced with 740 units of moderately priced town- and single-family-detached houses, along with the senior apartments (see II.A.(5)5.).

Notable buildings from this period include the Victory Villa Community Center and Elementary School, both located on Compass Road in the SCAV, and both still in active use. The community center was included in the master plan by Walker and Root to help build community identity for a large population of immigrants from diverse backgrounds. A 1996 study funded by the Maryland Historical Trust found that Middle River is eligible for listing in the National Register in at least six different categories.

Middle River is an example of an early 20th century suburban built environment. Its neighborhoods within the SCAV are characterized by fairly well-connected streets and paths, and moderately-dense housing, which make it possible to walk or bicycle safely to nearby destinations, including neighborhood schools, ballfields, and strip shopping centers. Some destination trips can be made by auto on local streets and roads, reducing traffic congestion on arterials. These Middle River neighborhoods lack the traditional "main street" shopping areas found in the county's Revitalization Areas, as well as public gathering places such as community greens or plazas.

White Marsh to the west, by contrast, was established as a Baltimore County Growth Area in 1975, and experienced most of its growth in the later 20th century. It is a successful commercial and office real estate market with a regional mall as the centerpiece. The popular "Avenue" is modeled after traditional main streets, but unlike them, it is not part of a neighborhood. The portion of White Marsh within the SCAV includes a mix of housing types and ages along Philadelphia Road, and several large-scale apartment complexes along Franklin Square Drive. This area, like the SC Area, has very limited street connectivity, which discourages walking and bicycling, but the density provides opportunities to support public transit service.

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## **II. SUSTAINABLE COMMUNITY BASELINE INFORMATION**

**(2) Describe the Area's land use/zoning make-up (residential, commercial, industrial, and mixed-use). Is the current land use or zoning conducive to revitalization investment? (Answer Space 4,000 characters)**

The SC Area is zoned primarily light industrial and secondarily commercial from Pulaski Highway to Philadelphia Road on the west, and along the eastern frontage of Pulaski Highway. East of Pulaski along Bird River Road it includes undeveloped residentially-zoned land. The industrially zoned property consists of a wide range of uses including: trucking facilities; contractor's yards; old motels; self-storage facilities; a clay mining operation; business parks with light manufacturing and offices; churches; and the headquarters of a local grocery chain. The commercially-zoned property ranges from a big-box retail center to a neighborhood retail center to a small strip shopping center, and includes a new car showroom, gas stations, and pubs. A manufactured home park to the north is zoned heavy manufacturing.

While the SC Area is zoned for high-intensity employment uses, land developers and businesses have overlooked the area for decades because of the unattractive appearance of the highway and the aging development along it. Other obstacles to change include piecemeal ownership and limited local street networks that make it difficult for any one owner to make a change large enough to alter this image and reputation. A combination of factors such as lot sizes and shapes, ownership patterns, site design regulations and market perceptions all work to reduce the area's growth potential. As a result recent and projected development is very low density. Without intervention, the area would build out with contractor yards, storage buildings, warehouses and other one-story buildings with surface parking lots. Coordinated community scale intervention is needed to capture the greater growth opportunity.

The market study conducted as part of the feasibility analysis to support planning for the SC Area found that demand exists for an employment-oriented mixed-use district at this location, if such development is planned and coordinated, and that redevelopment in the SC Area would leverage significant recent and ongoing County and State investments in road improvements. Physical road and land capacity is available to accept growth, according to the study.



## **II. SUSTAINABLE COMMUNITY BASELINE INFORMATION**

**3) Describe strengths and weaknesses in basic features of community quality-of-life. For instance, is crime an issue for this SC Area? What is the condition and quality of educational choices available to the community? Are artistic, cultural, or community resources, events or facilities within or accessible to residents in the proposed SC Area? (Answer Space 4,000 characters)**

In terms of quality of life, the SC Area has more weaknesses than strengths-but its unique combination of weaknesses and strengths is what makes the area attractive for redevelopment. Its greatest weakness is its negative image due to the unattractiveness of Pulaski Highway and the low value uses along it. Its greatest strength is the regional access provided by its Pulaski Highway spine and the parallel I-95 corridor which is likely to be a major focus of growth within the mid-Atlantic region. Along with proximity to the Baltimore Beltway, the Marc station and Martin State Airport, the SC Area's excellent regional access has the potential to attract higher value land uses through planned redevelopment, and improve the quality of life not only for existing residents within the SC Area, but also for the communities within the vicinity.

While the network of arterial roadways provide excellent access for residents to regional employment, shopping and other destinations, the roadway structure has created dependence on the automobile. As the roadways become increasingly congested, this negatively influences quality of life through time wasted in traffic jams. Redevelopment provides an opportunity to provide more interconnectivity in the local road network, as well as introduce alternative transportation modes. As other areas along Pulaski Highway redevelop, there is potential to provide a regional transit service as well as a regional bikeway that could serve as a component of the East Coast Greenway.

Redevelopment can also serve as a catalyst for improving some of the other quality of life aspects. Crime and school performance is mixed within the SCAV. For 2010, crime statistics show that there are some localized areas that have higher than average rates of the two types of crime for which data is available-maintenance of order calls and violent crime.

The SCAV is served by five elementary schools (Glenmar, Orem, Shady Spring, Victory Villa and the newly constructed Vincent Farm), three middle schools (Golden Ring, Middle River and Stemmers Run) and two high schools (Kenwood and Overlea). While the assessment scores of the elementary schools are above the county average, the middle schools and high schools are not. Baltimore County offers a Magnet School Program for middle and high schools, which allow students to enroll in schools specializing in specific academic or vocational areas. Both Kenwood and Overlea are magnet schools. Also nearby is Eastern Technical High School, a national and Maryland blue-ribbon school offering a variety of programs including allied health, engineering, information technology, and interactive media production.

The Community College of Baltimore County (CCBC)-Essex Campus is located about one mile to the west of the SC Area. CCBC offers a number of excellent vocational programs in addition to its affordable, two-year associate degree. Enrollment is growing at CCBC as the cost of education soars. Many students are choosing to complete their basic college courses at a two-year institution first, and then transferring their credits to a four year program elsewhere.

A key element of the redevelopment of the SC Area is the provision of the community and cultural amenities geared to meeting the needs of its residents within a walkable distance. This will likely include a community center and parks for both active and passive recreation. A new public elementary school is likely to be needed as more residential uses are developed. Other types of facilities could include a pre-school education facility, a library, and cultural center. The presence of these facilities will also increase access to quality-of-life amenities for the greater SCAV.

## **II. SUSTAINABLE COMMUNITY BASELINE INFORMATION**

### **C. Natural Resources and Environmental Impact: Strengths and Weaknesses**

**(1) Describe the strengths and weaknesses of the community's "natural environment." in or near the Sustainable Community Area. What is the current condition of key natural resources - lands, air, water, watersheds, tree canopy, other? If the community is located in a coastal zone, what risks might the community be subject to associated with climate induced sea level rise? (Answer Space 4,000 characters)**

Much of the SC Area's land surface was developed with industrial uses prior to the institution of environmental regulations. About a third of the land area has not been developed, is primarily forested, and may be associated with streams or wetlands. Only 2 small areas exhibit steep topography.

The SC Area falls within two watersheds; Bird River to the north and Back River to the south. In the Bird River Watershed, the 2 main tributaries drain into White Marsh Run north of the SC Area, eventually emptying into Bird River, the Gunpowder River and the Chesapeake Bay. In the Back River Watershed, small tributaries drain into a system feeding Stemmers Run, which eventually drains into Back River and the Chesapeake Bay. Several large pits associated with an active mining operation currently store some of the area's storm water runoff. When this site is redeveloped, these pits could become part of a storm water management (SWM) system as well as serve as an attractive water feature.

100- and 500-year floodplains are associated with 2 tributaries and White Marsh Run, with minimal impact on future development within the SC Area. Soils data and other sources suggest that wetlands are relatively limited in the SC Area.

To improve water quality, several capital projects that include stream restoration, storm water conversions and retrofits, and reforestation projects have been completed or are underway in these watersheds. Nutrient TMDLs and biological community impairments have been identified for Back River. Future study may indicate sediment or toxic TMDLs. The Bird River watershed is no longer impaired, although further study is needed to determine the condition of the biological community.

Baltimore County has assessed its tree canopy in cooperation with the USDA Forest Service and the University of Vermont. The county is finalizing multiple tree canopy goals for communities, watersheds and reservoirs, and countywide. The county recommends that each Census Designated Place reach a 40% tree canopy cover, a goal consistent with the State's. The State has also adopted a no net loss policy for its forests. An evaluation of present land cover shows that the SC Area's canopy coverage is at 38%. While some of this coverage will be lost through development of vacant properties, redevelopment will add shade trees and other vegetation to areas that are lacking. Pulaski Highway, now a wide, barren swath of pavement, will be rebuilt as a treed boulevard. Other areas will be reforested, particularly along drainage channels and streams.

The SC Area is in the coastal plain, but outside an area that may flood (1 in 6 odds) by year 2100 due to sea level rise, storm surge, and tides, according to projections by Climate Central. Baltimore County, along with many other counties in the Baltimore metropolitan area, is designated as a non-attainment area for Particulate Matter, and has been giving a moderate rating for 8-hour ozone based on the EPA's 2008 standards.

Redevelopment of the SC Area as a multimodal community that can serve as a model for other areas in the County (and potentially in the State), could help to reduce air pollution from vehicle emissions, and become part of a long-term strategy to address global warming and sea level rise.

## **II. SUSTAINABLE COMMUNITY BASELINE INFORMATION**

**(2) Describe the strengths and weaknesses of any current efforts to reduce the community's "carbon footprint" or impact on the environment. Is recycling (commercial or residential) available to minimize waste? Are there current efforts to encourage the purchase and availability of fresh local food and other local products and services to the community? Describe any current energy or water conservation efforts that may be underway. If the community has not implemented one of the above initiatives, has the community identified a need or interest to pursue these or other efforts to reduce environmental impact, for instance through the new Sustainable Maryland Certified initiative? (Answer Space 4,000 characters)**

Interest in reducing the collective carbon footprint and using energy more sustainably has grown countywide. The county conducted a greenhouse gas (GHG) inventory of its buildings and operations in 2006, and has taken steps to reduce county government's energy consumption and contribution to climate change. The county has contracted with the nonprofit Regional Manufacturing Institute to test energy conservation strategies through a pilot program for county manufacturers. Developers and households seeking county government resources for rehabilitation or new construction must use green building practices to ensure energy efficiency. Baltimore County's Center for Maryland Agriculture is working to make local farming more sustainable and promote the consumption of locally produced food, thereby reducing the GHG emissions generated when farm products are shipped long distances. The county is developing a complete streets policy to help improve bike and pedestrian access to bus stops and programs to encourage use of alternative transportation modes, which will contribute to the reduction in GHG emissions from private automobiles. The County recently installed 2 electric vehicle charging stations in each of 4 county garages in Towson, and MTA has installed 5 charging stations at its White Marsh Park and Ride. GM Power Train Plant recently expanded its operations just north of the SC Area to manufacture transmissions for hybrid and electric cars, possibly a model for future green manufacturing jobs in the area. In 2010, Pulaski Highway was selected as the first corridor in Maryland to be analyzed as part of a Carbon Neutral Corridor (CNC) study organized and funded by the Maryland Department of Transportation, Office of Planning & Capital Programming (MDOT/OPCP). The study area extends from the Baltimore City line to Havre de Grace, and representatives of Baltimore and Harford counties joined MDOT/OPCP and other state agencies as partners. The segment of the study area within Baltimore County is bounded by US 1 and the waterfront. The SC Area lies within the CNC study area.

The goal of the CNC study was to develop a comprehensive corridor vision that integrates land use, conservation, transportation, energy supply and consumption in a way that significantly reduces GHG emissions across all emission production sectors. The study tested a model to design, implement, measure, and modify new and existing carbon-emission strategies and policies. It helps inform efforts to address the Greenhouse Gas Emissions Reduction Act of 2009, which has a goal to achieve a 25 percent reduction in GHG emissions by 2020 from a 2006 baseline, and sustain more significant reductions through 2050.

Five alternative scenarios were studied, including a 2035 baseline scenario. Scenario 5 provided the greatest benefits, showing that linkages between transportation, land use, energy supply and land conservation activities produce the most significant GHG emission and overall energy consumption reductions. Compared to 2006 the total corridor GHG emissions in Scenario 5 are reduced by 43 percent in 2035 (63 percent per household), compared to a 15% increase for the baseline scenario.

Redevelopment of the SC Area provides an opportunity to implement carbon-reducing strategies based on the findings of the CNC study. Walkable neighborhoods with a balance of jobs and housing have multiple benefits, including reducing energy consumption and carbon emissions. By addressing CNC strategies in a focused way during the framework planning process, it is likely that the SC Area could become a regional model of sustainable suburban growth.

## **II. SUSTAINABLE COMMUNITY BASELINE INFORMATION**

**(3) Describe the strengths and weaknesses of the jurisdiction's current stormwater management practices and how these may affect the proposed SC Area. Is redevelopment and retrofitting of infrastructure an issue or opportunity in this SC Area? Stormwater runoff is a significant source of pollution to Maryland's streams and the Chesapeake Bay. Buildings constructed before 1985 have little or no stormwater controls, and development between 1985 and 2010 have some controls. Updated stormwater regulations passed by Maryland's General Assembly in 2010 require that development and redevelopment projects utilize stringent stormwater controls. Sustainable Community Areas may have opportunities for redevelopment practices that can reduce stormwater flows. (Answer Space 4,000 characters)**

Baltimore County has been delegated the authority by the State of Maryland to enforce stormwater management regulations. The Stormwater Management Program, managed by the Department of Environmental Protection and Sustainability, currently implements the requirements of the 2000 Maryland Stormwater Design Manual to new and redevelopment activities. The Stormwater Management Act of 2007 was incorporated into the County's regulations in May 2010 and further refinements will be integrated when all State regulatory changes have been completed. Some of the more significant changes are:

- Environmental Site Design to the Maximum Extent Practicable must be addressed for all projects, including redevelopment.
- Three sequential plan submissions and reviews are now required: Concept Storm Water Management (SWM) Plan; Development SWM Plan; and Final SWM Plan.
- Redevelopment projects will require 50 percent reduction in impervious surface or equivalent water quality management. Currently the requirement is 20 percent.
- No grading or building permits may be issued until sediment control and SWM plans are approved.

The redevelopment of the Pulaski study area will provide a significant opportunity to improve stormwater management. Through redevelopment, any point sources can be identified and remediated, existing SWM facilities can be evaluated for conversion/retrofit, and new SWM facilities can be constructed. The county will work with its state MDOT partner and MDE to design the stormwater controls effectively and attractively following Environmental Site Design (ESD) as best management practices. Because the redevelopment study will encompass the entire 850-acre area, and propose financial and legal mechanisms for properties to be redeveloped according to a plan endorsed by the property owners, the county and the state, there is an exciting opportunity to create a model SWM approach in concert with other green building practices using strategies such as rainfall harvesting. Possibly, redevelopment could result in the creation of offsets in excess of what will be required by the state, and sold to support growth in other areas of the county.

## **II. SUSTAINABLE COMMUNITY BASELINE INFORMATION**

### **D. Economic Conditions & Access to Opportunity: Strengths and Weaknesses**

**(1) Describe the jurisdiction's current economic strengths and weaknesses. For example, are there distinct economic drivers in the area or region that will affect access to job opportunities and the progress of the SC Plan? What are the main barriers to the Area's economic competitiveness? What is the current level of broadband access available to serve residents, businesses and public facilities? What efforts are currently in place to increase worker skills and employment? Describe trends in employment rates and business formation.**

*(Answer Space 4,000 characters)*

For many decades, heavy manufacturing firms such as Bethlehem Steel, Lockheed Martin (formerly Glenn L. Martin; see II.B.(1)) and others created tens of thousands of good jobs for workers in eastern Baltimore County, regardless of whether the workers had college or even high school diplomas. These workers had the income to support families and pump money back into the local economy, in turn supporting the housing market and a wide variety of neighborhood and regional businesses. As area manufacturing employment levels have significantly declined over the past few decades (due to foreign competition, mechanization, and other factors), communities throughout the eastern part of the County, including Middle River, have been destabilized, and have not fully recovered.

An important recent example: in May 2012, RG Steel, formerly Bethlehem Steel, filed for bankruptcy and announced that it would idle the plant and lay off its 2,000 employees. At its peak in 1959 Bethlehem Steel employed over 30,000 people. The SC Area is not as hard-hit by the RG Steel closure as the greater Dundalk area, but at least 77 steel workers living in the SCAV are among those dislocated by the steel mill's closure, and most live in the three lower-income census tracts. Baltimore County is working aggressively to support dislocated workers and their families and return them to active employment, and to prepare new workers for the 21st Century economy, (see IV.C.(2)).

Faced with structural economic change, one of the challenges to the SCAV is the educational attainment of the workforce. As noted in II.D.(3), among the SCAV's population aged 25 and older, only 19% have a bachelor's degree or higher, compared with 35% for the same population Countywide. High school graduation rates are closer: 82% compared to 89%.

The loss of heavy manufacturing jobs and other economic challenges are partly offset for the SC Area by the following economic advantages, which were highlighted in the County's first Strategic Operations Plan, released in February 2012:

- Location—easy access to all major interstates
- Proximity to important assets (see below and IV.B(1))
- Solid light manufacturing and distributions clusters
- A strong, small to medium-sized business community

The SC Area occupies a prime location and enjoys excellent regional accessibility. It is minutes from I-95, the Baltimore Beltway, and the Middle River MARC commuter rail line, affording access to business, professional, and government centers throughout the region. It is within a 25-minute reverse commute of technology jobs at Aberdeen Proving Ground.

A key asset and prime economic driver is MedStar Franklin Square Hospital, located within a half mile of the SC Area. With 3,500 employees the hospital is Baltimore County's third largest employer after the Social Security Administration and the Centers for Medicare & Medicaid Services. It has recently expanded and its presence has fostered a new, nearby medical office complex. The hospital site is adjacent to the Baltimore County Community Colleges' Essex Campus, which provides a variety of occupational training programs for careers in medical and other fields.

Aviation and defense design, engineering, and manufacturing remain a vital force in the County and State economy, and continue to play a significant role in Middle River's economy. Located at Martin Airport a five-minute drive from the SC Area, GE's Middle River Aircraft Systems and Lockheed Martin provide over 1,500 good jobs in the aerospace sector.

## II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

**(2) Describe the jurisdiction's housing market and access to affordable workforce housing. What are the trends in residential construction (rental and homeownership), homeownership rate, foreclosure rate and, property values. Describe how and whether your jurisdiction's prevailing housing costs - both homeownership and rental - are affordable to households below 120% AMI, 80% AMI and 50% AMI. What efforts are in place currently to house individuals, families and the disabled at or below the AMI levels described above? (Answer Space 4,000 characters)**

### Overview

Baltimore County leads the region and ranks second in the state in terms of housing inventory, following Montgomery County (Source: U.S. Census Bureau). Most housing in the county is made up of owner-occupied single-family detached and townhouse units. Of the county's 327,271 housing units, 64 percent were built prior to 1980, according to census data. More than 90 percent were constructed prior to 1990. Approximately one-third of households are renters, with most renters occupying multifamily buildings with five or more units. The percent share of multi-family has only increased slightly from 23.7 percent to 24.6 percent between 2000 and 2008.

Baltimore County has led the region in residential construction, although the pace of new units has declined in recent years. Between 2000 and 2010, 24,265 units were built, including 15,910 single-family structures and 8,355 multifamily units. The homeownership rate of 67% mirrors the national average. Multi-family construction has been increasingly important due to economic conditions and current housing market dynamics.

### Housing Affordability

The median housing value in Baltimore County increased 117.2% from 1990 to 2008, after adjusting for inflation. Owner occupied stock appreciation outpaced the increase in the median gross rent, which increased 48.6%. At the same time, the median household income increased only 23.4%.

Recently, however, housing affordability has become more challenging in Baltimore County, reflecting a nationwide housing problem associated with the economic recession. The proportion of both owners and renters experiencing an affordability problem increased significantly between 2000 and 2008. Between 2000 and 2010, The Housing Choice Voucher Program waiting list grew from 2,000 to 20,000 households.

The region's supply of affordable sales housing is heavily concentrated in and directly surrounding Baltimore City. These areas have a supply of inexpensive housing as a result the age of the structures as well as the national economic downturn, the housing market bust and an increase in foreclosures.

Several initiatives are underway or have been recently completed that will expand housing opportunities in Baltimore County for low-to moderate-income households. They include:

- Arbutus Supportive Housing, a 13 unit Single Room Occupancy facility for chronically homeless women, located in Arbutus;
- Renaissance Square project, a mixed income, mixed housing type new construction community in Essex;
- Old Court Estates, an affordable senior housing property newly constructed in Randallstown;
- The Greens at Liberty, an affordable senior housing development recently constructed and also located in Randallstown;
- Pikeswood Apartments, a mixed income apartment property will be rehabilitated and is located in the Liberty Community;
- The Greens at Logan Field, a new affordable senior housing development that will be constructed in Dundalk near Turner Station;
- The Greens at English Consul, a new affordable senior housing development that will be constructed in English Consul within the Baltimore Highlands/Lansdowne area;
- East Towson LEED Project, a 3 unit homeownership project consisting of 3 LEED certified single family homes in the Historic community of East Towson; and
- Several proposed affordable rental housing developments (two preservation and three new construction projects) have been or will be submitted for financing through the DHCD's Community Development Administration.

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## **II. SUSTAINABLE COMMUNITY BASELINE INFORMATION**

**(3) Describe the SC Area's demographic trends (with respect to age, race, household size, household income, educational attainment, or other relevant factors). (Answer Space 4,000 characters)**

The total population of the SCAV increased by 22.1% from 27,768 in 2000 to 33,912 in 2010. The current racial/ethnic makeup of the SCAV is 55% white, 26% black/African American, 6% Asian, and 7% Latino, with the balance comprised of other groups. The white share of the population declined by 9% from 20,471 in 2000 to 18,598 in 2010, while the black/African American share increased by almost 75% from 5,054 to 8,819. The Asian and Latino populations, while significantly smaller in size, grew much faster. The Asian population grew by 170% from 702 to 1,892, and the Latino population grew by 249% from 667 to 2,329. The black/African American, Asian, and Latino populations grew faster in the SCAV than in the County as a whole, but the relative shares of these population groups and the white population were similar for the county and the SCAV in 2010. If these trends continue, the SCAV will become much more diverse over time.

The population of children and youth under age 20 decreased from 28% in 2000 to 26% in 2010, while the population of seniors 65 and over stayed virtually the same at 11%, and the percentage of working-aged adults, those 20-65, increased from 61% to 63%.

The SCAV had 12,292 households in 2010 with a median income of \$56,540, which was below the County-wide median income of \$63,959, and between 80% and 120% of the regional median income of \$66,195.

The SCAV's median household income for 2010 represented an increase of 24% from its 2000 median income of \$45,684, a slightly smaller rate of increase than the County's 26%. The average household size in the SCAV increased from 2.51 in 2000 to 2.56 in 2010.

While incomes are relatively modest within the SCAV, they are not uniform. Three adjacent census tracts in the SCAV on the east side of Pulaski Highway have median household incomes less than 80% of the regional median.

Among the SCAV's population aged 25 and over the share of high school graduates increased from 64% in 2000 to 82% in 2010; the share with a bachelor's degree or higher increased from 14% to nearly 19%. By comparison, among the same population Countywide, the share of high school graduates increased from 84% to 89%, and the share with a bachelor's degree increased from under 31% to 35% in the same period.

### **III. LOCAL CAPACITY TO IMPLEMENT PLANS & PROJECTS**

#### **A. Organizational Structure:**

**Describe the Applicant's organizational structure. Specifically, which organizations are members in the Sustainable Communities Workgroup and who are the respective staff? Who are the leaders, and how will the Workgroup advisor or staff manage implementation of the SC Area Plan? (Answer Space 4,000 characters)**

The Baltimore County Department of Planning assumes lead responsibility for preparing Sustainable Community (SC) applications and for creating and implementing Sustainable Community Action Plans. The agency has the capacity and the will to maximize the impact of the SC designation. The agency has formed a county-government based Sustainable Communities Workgroup. Presently, two additional county agencies are active in the group, the Department of Economic Development and the Department of Environmental Protection and Sustainability. Additional agencies, such as Recreation and Parks and Public Works, are engaged through their prior participation in existing plans that are important components of our applications and future projects. Our government-based workgroup and more formal agency representation will expand as we move forward.

The County's SC Workgroup has a leadership team composed of the department director, two division heads and five additional staffers who are highly experienced in community planning, community development, community revitalization, community outreach, public relations and demographics. Members of this team are: Department of Planning Director, Andrea Van Arsdale; Jeff Mayhew, Deputy Director of the Department of Planning; Liz Glenn, Deputy Director of Neighborhood Improvement; Dave Green, Division Chief of Neighborhood Response Team; Jay Doyle, project manager, Kui Zhao, Demographer and Master Plan coordinator; Laurie Hay, Coordinator of Commercial Revitalization; Kathy Schlabach, Division Chief of Strategic Planning. The SC leadership team will guide and supervise several departmental divisions that will be engaged. The department's recently established Neighborhood Response Team will take on leadership and implementation responsibilities associated with individual sustainable communities. The response team will interface with community-based organizations, non-profit organizations and other stakeholders. Staff from the Department of Planning who will be directly involved with the Pulaski Highway Redevelopment Project include: Jackie MacMillan, Kathy Schlabach, Dennis Wertz, Kui Zhao, Terri Kingeter, Donnell Zeigler, Jay Doyle, Kristopher Weaver, and Lloyd Moxley. Additionally, Sharon Klots of the County Department of Economic Development will be involved, as will Ayla Haig, Department of Environmental Protection and Resource Management.

The County has established strong partnerships with MDOT's Office of Planning and Capital Programming, and SHA's Regional and Intermodal Planning Division to conduct the framework planning process for the Pulaski Highway Redevelopment Project. Representatives of these agencies, Stacey Dahlstrom and Damilola Kehinde, respectively, will be active members of the Sustainable Communities Workgroup for this project.

Additional resources include the agency's Housing Opportunities Program and its Commercial Revitalization Program. The Commercial Revitalization Program consists of experienced professionals from various disciplines including planning, commercial real estate, neighborhood stabilization, and banking. The program will continue to offer low interests loans, tax credits, and technical and business assistance to attract new investment.

Through the recent consolidation of county government agencies, the Department of Planning acquired responsibilities formerly associated with the Office of Community Conservation that include the Housing Opportunities Program, administration of CDBG funds, HOME funds and other HUD state and federal programs. The Housing Opportunities Program originates, underwrites, administers and services housing loans, grants and tax incentives utilizing state, local, and federal resources. The program works to increase the supply of affordable housing, improve and maintain the existing housing stock, and strengthen neighborhoods through expanding public facilities and community amenities.



### **III. LOCAL CAPACITY TO IMPLEMENT PLANS & PROJECTS**

#### **B. Organizational Experience:**

**Describe the Applicant organization's past experience in administering revitalization plans and projects. Describe the roles of the members of the Sustainable Communities Workgroup, including their experience in implementing revitalization initiatives. What are the strengths and challenges of the capacity of these groups with respect to implementation of the SC Plan? (Answer Space 4,000 characters)**

The Department of Planning, including new divisions recently attained through a consolidation of county agencies, is well versed in leading large-scale planning efforts and implementing a wide variety of projects associated with those revitalization plans. This robust capacity includes plans that have received crucial support from the Maryland Community Legacy Program administered by DHCD and gap financing for revitalization projects generating downtown employment with DBED and MDOT. All of this work has involved close collaboration and partnerships with key county agencies, state agencies, federal agencies, community organizations and private-sector stakeholders. This work also involves many contracts, requests for proposals and memoranda of understanding to clearly guide the involvement of formal partners.

The county has tackled significant redevelopment projects involving the transformation of formerly blighted and neglected properties. Working with HUD and other partners, the county gained control of the former Riverdale apartments and resolved a longstanding case of blight and neglect in Middle River. The property – now known as Waterview – stands as a beacon of neighborhood stability, comprising more than 60 acres of newly built residences. Similar transformative initiatives to overcome blight were carried out at the former Kingsley Park apartments in Middle River and the former Yorkway apartments in Dundalk. Both of these properties are now occupied by newly built residences, including a multi-family building at Kingsley Park.

The County launched its partnership with DHCD's community legacy program as part of the Dundalk Urban Design Assistance Team (UDAT) planning process. The partnership continues to thrive and spawned the Dundalk Renaissance Corporation (a certified community development corporation). The County and the DRC have implemented many revitalization projects, including: Dundalk Avenue Streetscape, Dundalk Community Center, Turner Station Community Center, Watersedge Community Center, Turner Station-Watersedge Roundabout, Yorkway, Main Street designation, Maple Street designation and residential energy audits.

Baltimore County received crucial community legacy funding that supported the Randallstown UDAT plan of 2003-2004. This planning process received a community participation award from the American Planning Association. The plan's leading recommendation was to establish a multi-faceted community center. This project – involving an investment of \$9.7 million in county funds, \$2.9 million in state funds, \$400,000 in federal funds and the YMCA as a partner – was opened in 2009. Earlier a signature gateway park was completed.

Baltimore County administers a comprehensive Commercial Revitalization Program that seeks to reposition the County's aging downtown business districts. Using targeted public investment to leverage private reinvestment, the Program offers a range of complementary development and financial assistance tools to implement area specific revitalization strategies. These include an Architect on Call Program, Building Improvement Loan Program, tax credits, property and demographic data, small business loans, infrastructure improvements, organizational grants, regulatory changes, etc. Prior to the economic downturn, the County generally loaned over \$650,000 annually for revitalization projects and granted \$150,000 annually to business organizations for a variety of promotional events and beautification projects. The County has partnered with the State on several large revitalization projects, most recently with DBED on the complete renovation of the 150,000 SF Towson City Center and with MDOT on the Towson Square entertainment complex.

### **III. LOCAL CAPACITY TO IMPLEMENT PLANS & PROJECTS**

#### **C. Public Input:**

**How did residents and other stakeholders in the community provide input to Action Plan described below in Section IV? (Answer Space 4,000 characters)**

##### Planned Community/Stakeholder Engagement

Past community plans affecting parts of the SC Area are discussed in IV.F.(2). These plans relied substantially on advisory groups to obtain public input. The planning process for redevelopment of the SC Area, which is to be conducted in 2013, will use a Design Workshop as the primary means to engage residents and other stakeholders. The workshop will be held in the community over a period of 4-5 consecutive days. It will be led by an interdisciplinary professional design team which will include people with expertise in economics and real estate, transportation, environmental protection, and community design. It will be modeled after a process developed and refined by a well-regarded national nonprofit organization. The county has experience with similar workshops, and has been effective at promoting past public design workshops as evidenced by the large numbers and diversity of participants.

Prior to the workshop there will be a substantial amount of study and analysis (much of which has already been completed) to determine and understand existing conditions as thoroughly as possible—from environmental and economic conditions, to infrastructure and traffic. There will also be an intensive effort to identify and reach out to all interests—community and business organizations, residents, businesses, property owners, and others—to insure that all stakeholders have a chance to participate in the workshop.

The workshop will not be a forum in which interested community members are asked to react to a plan that has already been developed. Instead the design team will work with workshop participants to identify community needs and values, develop a vision for the future, and from that vision, devise a feasible plan. During the workshop the expressed needs and ideas of the participants will be integrated into the plan through a series of design feedback loops. The team will solicit ideas and perspectives from participants at an initial meeting. Within a day, the team will prepare and present very rough alternative concepts that incorporate the participants' ideas and preferences, and solicit participants' feedback. Concepts will thus develop through a series of feedback sessions (at least 3) in which each feedback session informs a subsequent design work session. This iterative process will facilitate the refinement of the preliminary concepts, while incorporating stakeholder ideas and concerns, and building support for the outcome. The resulting plan is expected to be feasible to implement because it will be based on sound information, and because all segments of the community will have had an opportunity to participate in its creation.

##### Past Community/Stakeholder Engagement

Stakeholder outreach and engagement for the redevelopment planning project began during the phase two study held in 2010. The county conducted a mail survey targeting community association, HOH, and business leaders to determine needs, concerns, and opinions about the SC Area's future. The transmittal letter asked recipients to complete and return the survey, and invited them to attend 2 public meetings. The county conducted the two public meetings to introduce the project, share preliminary findings, and hear peoples' thoughts. The meetings were held at the Victory Villa Community Center and attended by 50-60 interested community members. In addition, the County held one-on-one meetings with key property owners. During and since the phase two study, county staff have met with community and business associations to discuss the project with their members.

## **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

The Sustainable Community Action Plan (SC Plan or Plan) is meant to be a multi-year investment strategy - a strategic set of revitalization initiatives and projects that local partners believe will increase the economic vitality and livability of their community, increased prosperity for local households and improved health of the surrounding environment. The Plan should be flexible enough to be updated regularly and renewed every five years as the community envisions new goals. The priority initiatives and projects in the SC Plan should improve the livability of community places -- residential, commercial, or other public or private properties - and create new work, retail, recreational and housing opportunities for residents. These projects should also reduce the environmental impact of the community through water and energy resource conservation and management strategies. In this way, the Plan can be a road map for local stakeholders as well as State agencies to work together to create a more a sustainable and livable community.

### **A. Supporting existing communities & reducing environmental impacts.**

**(1) A community's approach to Smart Growth generally includes two inter-related areas of focus: encouraging reinvestment and growth in existing communities; and, discouraging growth that degrades natural resources, and farms and rural landscapes. Broadly describe your jurisdiction's Smart Growth approach and any significant accomplishments made over the last decade or so. (Answer Space 4,000 characters)**

Baltimore County has been successful in safeguarding its urban communities as viable places to live, work, tour, and raise families. The establishment of the Urban Rural Demarcation Line (URDL) in 1967, designation of the Owings Mills and White Marsh Growth Areas in 1975, creation of land management areas in the 1980s, and formation of the Middle River Redevelopment Area in 2010 are essential to maintaining the sustainable development and resource preservation throughout county communities. The county's growth and development has mainly taken place within the URDL. Ninety percent of its population resides in the urban areas. So has been new residential or commercial development.

Development statistics authenticate Baltimore County's success in enhancing community conservation and resource preservation. Within the county's urban areas, there exists a diversity of housing types for an emerging diversity of residents. The largest growth has occurred in the community conservation districts, designated growth and redevelopment areas, and urban core. Major redevelopment projects have featured high-density, multi-family dwellings in recent years. In addition, the county's permanent conservation goal established in 1989 is to preserve 80,000 acres of agricultural and resource preservation areas. Baltimore County has ranked among the top dozen counties nationwide for preservation progress, successfully saving approximately 52,000 acres of such valuable land.

The Master Plan 2020 continues the county's success on growth management and emphasizes on promoting healthy and cohesive neighborhoods, supporting transit-oriented and walkable development, improving functional and efficient transportation networks, enhancing workforce training and business attraction, and reinvesting in existing infrastructure and aging housing stock.

Building on nationally renowned strengths and success, Baltimore County has made its best effort in providing an adequate supply of residential dwellings with a variety of types to meet the needs of people at different ages and stages of their lives. Approved by the U.S. Department of Housing and Urban Development (HUD) in 2011, the Consolidated Plan is a five-year strategy proposing utilization of federal, state, and local resources and funds to create decent housing, expand economic opportunities, and ensure a suitable living environment for low- to moderate-income persons. The Consolidated Plan represents a deliberate effort in an open and participatory process, fosters accountability between the county government and residents, and manages funding allocation according to performance and desired outcomes.

Reflecting the national phenomenon, affordable housing becomes crucial to many county residents. Baltimore County has implemented policies to assist its rental population for their affordable living conditions. The county also is committed to increasing availability and accessibility of public services, economic advancement, transportation opportunities, and vital resources to improve the quality of life of minorities and low to moderate-income families and communities.

Baltimore County's overall housing approach is to sustain neighborhoods, support broad community development activities, and renovate public facilities and infrastructure by means of the designation of the Sustainable Communities in partnership with the Maryland Department of Housing and Community Development (DHCD) and collaboration with the Baltimore Metropolitan Council (BMC) on HUD Sustainable Communities Initiative.

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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(2) Describe any major investments in community infrastructure -water, stormwater, sewer, sidewalk, lighting, etc. -- that must be undertaken in order to improve the readiness or competitiveness of the proposed SC Area for private investment and compliance (if applicable) with TMDL regulations. Addressing the stormwater during redevelopment can reduce the pollution entering our streams and contribution to the restoration of the Chesapeake Bay. Investments in infrastructure, generally, can be an important catalyst for new private investment in the community. (Answer Space 4,000 characters)**

In Spring 2013, Baltimore County will conduct a community design workshop to create a framework plan for the redevelopment and growth of the SC Area over a 25-year horizon. This effort will build on the findings of studies conducted to determine the best location in the Pulaski Highway corridor for planned growth, and to assess the feasibility of additional growth at the selected location. The SC Area has been targeted for growth primarily because it: represents undervalued land surrounded by valuable assets (see IV.B (1)); has excellent access to the regional transportation network; and has fewer sensitive environmental features and less fragmented property ownership than other areas in the corridor.

Key outcomes of the design workshop will include an assessment of investment strategies. Baltimore County and SHA are already committed to several key projects that will enhance transportation connectivity and help to reposition the market for more sustainable growth.

Meeting new and more stringent water quality regulations will be among the chief challenges in creating a framework plan for development that is feasible to build. Compact development may be particularly challenging under the new regulations, especially if the development is done in piecemeal fashion. The County will aim for a holistic approach that provides for coordinated infrastructure design and phasing, and that could be a significant win for developers.

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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(3) Describe policies, initiatives or projects that the community will undertake or expand in order to reduce the SC Area's impact on the environment. Examples include but are not limited to: conservation or management of stormwater through retrofitting of streets and by-ways (Green Streets, rain gardens, etc.); retrofitting of facilities and homes for energy conservation; implementation of "green" building codes and mixed-use zoning; recycling of waste; clean-ups of watersheds; and, encouragement of "Buy Local" approaches that benefit local suppliers and food producers. A comprehensive menu of such actions may be found through the nonprofit Sustainable Maryland Certified initiative. (Answer Space 4,000 characters)**

A goal of the redevelopment of the Pulaski SC Area is to create a model sustainable community, incorporating as many "green" practices and technologies as possible. Foremost, the plan envisions that the resultant community will be walkable, with an interconnected street network prioritized for walking and bicycling. Land uses will be mixed, and organized to support transit, either local commuter buses or a regional rapid bus transit line operating on Pulaski Highway if warranted by future redevelopment at other locations.

The redevelopment will provide additional opportunities to improve water quality through more and better storm water management techniques. Additionally, strategies will be implemented to reduce targeted TMDLs through storm water management. Point sources will be identified and remediated, existing SWM facilities evaluated for conversion/retrofit, and new SWM facilities constructed following Environmental Site Design (ESD) as best management practices. Establishing enhanced tree cover and reforestation areas, particularly in association with streams, will also help improve water quality.

Redevelopment at a large scale, planned collaboratively among the property owners, and county and state government agencies provides the opportunity to develop innovative approaches to managing storm water by imitating or recreating natural systems integrated with the built environment. As many water quality strategies will be employed as possible, such as green streets, green roofs, rain gardens and rainfall harvesting. If these techniques result in the creation of excess TMDL "offsets," they could be sold to support growth in other areas of the county. Proceeds from such offsets could help to incentivize the planned growth of the SC Area.

Other practices relating to energy efficiency and carbon neutrality will be thoroughly investigated, and if warranted, incorporated into the framework plan and building code. For example, the use of geothermal, solar and other alternative energy sources will be evaluated. Building construction codes will be focused on attaining the highest LEED certification possible.

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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)**

As with previous sections, the key partners will be:

- Baltimore County Department of Planning
- MDOT, Office of Planning and Capital Programming
- SHA, Regional and Intermodal Planning Division

Other Key Public Agency Stakeholders will be:

- Baltimore County Department of Economic Development
- Baltimore County Department of Environmental Protection and Sustainability
- Baltimore County Department of Public Works
- Baltimore County Department of Recreation and Parks
- Baltimore County Public Schools
- Maryland Department of the Environment
- Maryland Department of Planning
- Maryland Department of Housing and Community Development
- Maryland Energy Administration
- Maryland Transit Administration

Key Community Stakeholders will be:

- Essex Middle River Civic Council
- Pulaski Highway Business Association
- Nottingham Improvement Association
- Perry Hall Improvement Association
- Chesapeake Gateway Chamber of Commerce
- The Overlea Fullerton Business Association
- Baltimore County Neighborspace

Other Critical Stakeholders:

- Property owners with land in the SC Area,
- Interested developers
- County and state elected officials

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## **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

### **B. Valuing communities and neighborhoods -- building upon assets and building in amenities:**

**(1) What are the key assets that exist in the community upon which the Plan's projects and initiatives will build? Assets may include physical assets such as parks and historic structures and also civic and economic assets such as employers, educational institutions, and cultural organizations and activities. (Answer Space 4,000 characters)**

- Excellent regional transportation access via MD-43, I-95, I-695, the Marc Penn Line, and Martin Airport
- Major area employers such as Medstar Franklin Square Hospital, Lockheed Martin, GE's Middle River Aircraft Systems, and GM Power Train
- Small manufacturing and distribution operations
- Educational and workforce training programs at CCBC Essex
- Small independent businesses and active business associations
- Close proximity to marinas and waterfront parks
- Access to regional shopping at White Marsh

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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(2) What policies, initiatives or projects will reuse or enhance the historical assets, traditional business districts/Main Streets and cultural resources of the community? What actions will reinforce your community's authentic "sense of place" and historic character? (Answer Space 4,000 characters)**

While Middle River has a rich history, as discussed briefly in II.B.(1), there are no valuable historic assets within the SC Area. But the redevelopment planning effort will seek to foster a sense of place by creating traditional "main street" areas as part of a complete community. During the planning process, the county will draw on the history of the larger community in exploring ideas for branding the redevelopment area, and will seek to incorporate local building precedents into new buildings where appropriate and desirable to stakeholders.



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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(3) Describe policies, initiatives or projects that will increase community access to green spaces, parks and other amenities? A community can gain social and physical benefits from access to a healthy natural environment. The inclusion of complete streets, trails, green space, parks and trees contribute to the character and health of a community. Examples might include improvements to the tree canopy by planting street trees, improving local neighborhood streams, or reusing a vacant lot for a new community park or playground.***(Answer Space 4,000 characters)*

The framework planning process will address the need for public open space in the SC Area, devise strategies for reserving high-quality public space, not left-over space, and determine how the open space will be developed, where appropriate, and paid for. The county will attempt creative ways to make open space serve multiple functions: public amenity, storm water management, stream valley protection. Open space may range from passive parks at different scales, playgrounds, and ballfields. Because a more compact urban format is being considered, a variety of alternative recreational spaces will be considered, including indoor facilities.

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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

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- Baltimore County Department of Economic Development
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- Baltimore County Public Schools
- Maryland Department of the Environment
- Maryland Department of Planning
- Maryland Department of Housing and Community Development
- Maryland Energy Administration
- Maryland Transit Administration

Key Community Stakeholders will be:

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- Perry Hall Improvement Association
- Chesapeake Gateway Chamber of Commerce
- The Overlea Fullerton Business Association
- Baltimore County Neighborspace

Other Critical Stakeholders:

- Property owners with land in the SC Area,
- Interested developers
- County and state elected officials

## **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

### **C. Enhancing economic competitiveness**

**(1) What economic development policies, initiatives or projects will improve the economy through investments in small businesses and other key employment sectors? What economic development and business incentives will you build upon or implement as part of the SC Plan? Examples could include but are not limited to: green-taping for expedited project application review; permitting and inspection; job training; business tax credits; and, revolving loan funds. (Answer Space 4,000 characters)**

In February 2012, Baltimore County's Department of Economic Development released a first ever Strategic Operations Plan, which identifies the White Marsh-Middle River and Pulaski-Essex areas as 2 of 9 business investment areas affording "significant opportunities to reinvigorate economies, add jobs and enhance quality of life." The plan lays out strategies for taking advantage of those opportunities, among which are the enhancement of the Pulaski Highway corridor for higher density residential and business uses, and the completion of Campbell Blvd. from Philadelphia Road to MD 43. These strategies are consistent with the direction of the Pulaski Highway Redevelopment project.

A 2009 study conducted as part of the project assessed the market potential of the SC Area to redevelop as a branded, mixed-use employment center with improved transportation network connectivity, a "walkable" street environment, and parks and other amenities. The redevelopment district would feature a mix of jobs and housing with supportive retail. The study found that the SC Area, through coordinated redevelopment in a sustainable growth format, would attract private investment that would yield significant new employment and tax base.

Based on a conservative scenario coordinated mixed-use redevelopment could easily triple annual property tax revenues, from less than \$2.3 million to \$9.5 million dollars or more in less than 25 years. By comparison, a "no action" scenario might increase annual property tax revenues by only \$2 million in the same time period. Current County employment projections for this area, as shown in Baltimore Metropolitan Council traffic model data, estimate as few as 600 new jobs and 300,000 square feet of new employment-oriented uses might be built here in the next 25 years. By comparison the market study estimates that from two to six million square feet of new employment-oriented uses might be built over 20-25 years yielding a minimum of 4,200 new jobs if the County pursues a transformative mixed-use development scenario. Significant amounts of supportive retail space, new housing units, high-quality public space and amenities would be created.

Redevelopment here would leverage significant recent and ongoing county and state investments in road improvements, and the targeted area is well located to help catalyze longer-term growth in nearby areas as it will serve as a gateway to the Middle River area and promote change up and down the Pulaski corridor.

Property owners would benefit from rising property values, creating greater opportunities when they are ready to redevelop or sell their property, and making it more feasible for them to invest in needed infrastructure and open space. Local businesses would benefit by from a stronger customer base created by local reinvestment. Local residents would enjoy an attractive walkable environment, new public gathering places, enhanced shopping, housing, and employment opportunities and other amenities. By conserving environmental resources, the County would realize more growth on less land at an optimal location. As discussed in IV.F.(1), a variety of state and county programs could be used to attract and leverage private investment in the SC Area.

#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(2) What workforce development policies, initiatives or projects will increase access to jobs and economic opportunity for residents in the SC Area? Do you have a goal for job creation? Are green jobs an opportunity in the jurisdiction or SC Area? (Answer Space 4,000 characters)**

In 2011, the county's economic development and workforce agencies were merged into a new Department of Economic Development with two divisions: Business Development and Workforce Development. This newly-integrated organization better positions the Department to coordinate efforts to create jobs with efforts to prepare residents for, and place them in, those jobs. Toward that end, the following efforts are under way or planned to increase local residents' access to jobs and economic opportunity:

- The SC Area is served primarily by The One-Stop Center at Eastpoint, which sees more individuals who are seeking workforce development services than either of the other two One-Stops in the County. As a result, the Division of Workforce Development is strengthening the partnership the DLLR in an effort to increase staffing to serve the customer base. The Eastpoint One-Stop is also the primary location for Veterans' services, and services to the ex-offenders, two hard to serve populations.
- The Workforce Division is aggressively targeting growing companies such as Middle River Aircraft and smaller manufacturing firms to identify and address their employment needs. Recently, the Division led an effort to recruit over 200 employees for the Aircraft company.
- An aggressive effort is under way to support workers laid off as a result of the 2012 RG Steel closing and their families, and return the workers to active employment. As noted in II.D.(1), at least 77 residents of the SCAV are unemployed due to this plan closing. Efforts to assist these workers includes opening a dedicated employment center for career consultation and training; assisting skilled craft workers with professional licenses and certifications to expedite reemployment; and accessing Federal Trade Adjustment Assistance resources to assist workers with healthcare, re-location, supplemental income, and retraining.
- A new Workforce Development Division strategic plan will better align workforce training resources with the identified six high-employment clusters identified in the Department's Strategic Operations Plan. A key component of this new approach will be to adopt the Career Pathways model advocated by the U.S. Department of Labor and Maryland DLLR. The Baltimore Regional Career Pathways design is a series of connected education and training programs and student support services that enable individuals to secure a job or advance in a demand industry or occupation. Career Pathways focus on easing and facilitating student transition from high school to community college; from pre-college courses to credit postsecondary programs; and from community college to university or employment.
- The Regional Career Pathways effort will partner with the CCBC, which has two campuses on the east side of the County—the Dundalk Campus, and the Essex Campus which is located within a half mile of the SC Area. CCBC provides a wide range of associate degree programs and non-degree courses leading to professional licensure, certification, and career opportunities. CCBC's Continuing Education and Economic Development department contracts with individual employers to provide customized workforce training.
- "Green jobs" were created by GM Powertrain through the recent expansion of its Philadelphia Road plant to manufacture transmissions for hybrid and electric cars. The plant with 448 employees is located just north of the SC Area. This new operation could help to set the stage for other sustainable industries in the future. Moreover, the integration of a "carbon neutral" perspective into the planning process for the SC Area, and the intent by the County and State to propose a variety of GHG mitigation strategies for inclusion in the framework plan could potentially generate a significant number of green jobs in the future.

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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(3) Describe whether the Sustainable Community will be impacted by the Base Re-alignment and Closure (BRAC) activities in Maryland. If impacted, how do the initiatives and projects in your Plan complement BRAC-related growth? (If not applicable, all ten points will be assessed based on answers to questions 1, 2, and 4) (Answer Space 4,000 characters)**

The Pulaski Highway Redevelopment Project was initially undertaken in response to Baltimore County growth projections related to the BRAC 2005 initiative at Aberdeen Proving Ground (APG): 5,000 new households by 2015, and 4,500 indirect and induced jobs by 2020. The county conducted two studies in 2009 and 2010 to identify an optimal location for BRAC-related growth along the Pulaski Highway corridor in Baltimore County and test the feasibility of redevelopment at the location. The 2009 study identified the SC Area as a good location for growth. A market analysis conducted as part of the study found that demand exists, and that positive market projections are not dependent on BRAC.

Both studies were funded by the Chesapeake Science and Security Corridor (CSSC) consortium. The CSSC brings together eight jurisdictions in three states to ensure a successful BRAC implementation at APG. The CSSC viewed Baltimore County's Pulaski Highway Redevelopment project as a potential model and catalyst for similar, focused planning and coordinated redevelopment elsewhere along the corridor.

As of September 15, 2011, the relocation of all direct Federal jobs identified for movement to APG and Fort Meade under BRAC 2005 was complete. Approximately 21,000 new Federal jobs came to Maryland in the move, but most contractor expansions and relocations to date have settled very close to the APG and Fort Meade installations themselves. As a result, although Baltimore County will continue to be alert for opportunities to attract military contractors with more flexible location requirements to the county, the BRAC impact on the proposed SC Area is not expected to be significant.

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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)**

As with previous sections, the key partners will be:

- Baltimore County Department of Planning
- MDOT, Office of Planning and Capital Programming
- SHA, Regional and Intermodal Planning Division

Other Key Public Agency Stakeholders will be:

- Baltimore County Department of Economic Development
- Baltimore County Department of Environmental Protection and Sustainability
- Baltimore County Department of Public Works
- Baltimore County Department of Recreation and Parks
- Baltimore County Public Schools
- Maryland Department of the Environment
- Maryland Department of Planning
- Maryland Department of Housing and Community Development
- Maryland Energy Administration
- Maryland Transit Administration

Key Community Stakeholders will be:

- Essex Middle River Civic Council
- Pulaski Highway Business Association
- Nottingham Improvement Association
- Perry Hall Improvement Association
- Chesapeake Gateway Chamber of Commerce
- The Overlea Fullerton Business Association
- Baltimore County Neighborspace

Other Critical Stakeholders:

- Property owners with land in the SC Area
- Interested developers
- County and state elected officials

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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

##### **D. Promoting access to quality affordable housing.**

**(1) What housing policies, initiatives or projects will expand housing choices - rental and homeownership -- for people of a range of ages, incomes, and also for disabled individuals? How will these actions address the current housing conditions and needs noted in Section II? (Answer Space 4,000 characters)**

The Baltimore County Department of Planning's Housing Opportunities Program has administered housing programs and services for more than 30 years. The mission of the Housing Opportunity Program is to provide resources that afford access to affordable, high quality, durable, and sustainable housing for low to moderate income households in the county. The Housing Opportunities Program offers a myriad of affordable housing programs and incentives including the Single Family Rehabilitation Loan and Emergency Grant Program, Lead Safe Baltimore County (lead hazard reduction demonstration program), the Settlement Expense Loan Program, the Mortgage Assistance Loan Program, the Payment In Lieu of Taxes Program (PILOT), the Rental Assistance program and the Multifamily Housing Finance Program.

Existing homeownership programs including the Settlement Expense Loan Program and the Mortgage Assistance Loan Program provide deferred loans and grants to provide affordable homeownership opportunities for low to moderate income households. Further, the county's Single Family Rehabilitation Loan Program, Lead Hazard Reduction Program, and our Emergency Repair Grant Program help existing homeowners make repairs and improvements to their homes to maintain and improve value, bring the properties up to the current building code, and to enable aging homeowners to remain in their homes. The county's emphasis on sustainability requires that developers and households seeking our resources for rehabilitation or new construction must use green building practices to ensure energy efficiency, improved indoor air quality, and water conservation. All new construction must be Energy Star compliant at a minimum. These programs, along with a focused community-based strategy that build upon the community's existing strengths, engage the community leadership and residents, and is sensitive to and respectful of the culture and heritage of the community will be utilized to revitalize and stabilize communities within the Sustainable Community Designated Areas.

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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(2) Will these housing initiatives or projects increase access to transit or community walkability and/or decrease transportation costs? In other words, will the housing investments result in more people living near work or town centers, or able to more conveniently reach work, school, shopping and/or recreation?** *(Answer Space 4,000 characters)*

The county's criteria for funding housing investments are based on the principles of sustainability, walkability, energy efficiency, and respect and sensitivity to the local character and context of the action area communities.

Strategies to optimize mobility for pedestrians and bicyclists will be thoroughly explored in the Design Workshop. The county will propose that the most compact development and the greatest mix of uses be located at potential future transit stops. Housing should be located in close proximity, and by a safe easy walk to future transit, schools, parks, shopping and other destinations.



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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(3) What is your goal for of number of units to be created of affordable workforce housing, rental and homeownership? What populations (by income or special needs) will benefit from this increased access to affordable housing? (Answer Space 4,000 characters)**

Baltimore County has a need for additional affordable housing for households earning from 30% to 120% of the Area Household Median Income as defined by HUD based on household size. Research indicates that there is an increased need for rental housing that meets the needs of families including large families and families with disabilities. The Baltimore County Housing Office reports that there are over 24,000 households on the Housing Choice Voucher program waiting list with an expected waiting period of 9 years or more. Further, the presence of foreclosures in several communities demonstrates the reduction in the number of owner-occupied households and indicates the presence of distressed housing in many older neighborhoods including those identified within the Sustainable Communities designation applications. Baltimore County has identified as a major housing goal to increase the number of housing opportunities for low to moderate income households that are located in areas of opportunity. This will include increasing the number of affordable rental housing units that meet the need of families, increasing the availability of rental and for-sale housing that is accessible to households with disabilities, increasing homeownership opportunities for low to moderate households, and finally reducing the presence of foreclosures through outreach, education and prevention activities as well as providing incentives for the purchase of foreclosures.

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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)**

As with previous sections, the key partners will be:

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- Baltimore County Department of Economic Development
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- Maryland Department of Planning
- Maryland Department of Housing and Community Development
- Maryland Energy Administration
- Maryland Transit Administration

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- The Overlea Fullerton Business Association
- Baltimore County Neighborspace

Other Critical Stakeholders:

- Property owners with land in the SC Area,
- Interested developers
- County and state elected officials

## IV. SUSTAINABLE COMMUNITY ACTION PLAN

### E. Support transportation efficiency and access.

**(1) What policies, strategies and projects are envisioned to strengthen the transportation network that affects the proposed SC Area? How will these initiatives support transportation choices (including walking, bicycling, bus or rail transit, and carpooling) or otherwise promote an efficient transportation network that integrates housing and transportation land uses? (Answer Space 4,000 characters)**

The SC Area currently has good access to several key roadway connections to the Baltimore region and beyond, including I-95 and I-695, but the Area suffers from the lack of lower order road network connectivity. The limited connectivity has resulted from piecemeal development patterns where each parcel handles its own access to main roads. Most residential and commercial development along the corridor has only one access point, and many local trips are forced to use the arterial network for every trip. This land use and transportation pattern contributes to traffic congestion at intersections along the two main roads, Pulaski Highway and Philadelphia Road, which in turn limits the SC Area's growth potential. A more fine-grained street and road network would improve transportation efficiency and access to parcels.

The roads are auto-dominated, and travel by other modes within the SC Area and surroundings is unpleasant and, in many places, unsafe. Destinations not far from the SC Area can only be reached easily and safely by car. Improved street connectivity and pedestrian- and bicycle-friendly street design, combined with more compact development and a rich mix of land uses would transform the SC Area, creating opportunities for people to walk, bicycle, or take short car trips to local destinations. This kind of transformation would enable the SC Area to accommodate many non-motorized trips and many shorter automobile trips, reducing vehicle miles traveled, broadening the mode split, supporting much more economic activity, and enhancing mobility choices and quality of life.

The transportation study conducted in 2010 incorporated the concept of a grid-type network into each future land use scenario for traffic modelling. New road/street connections coupled with the concept of mixing compatible land uses helped to reduce congestion levels at several key intersections within the study area modeled with 2035 redevelopment scenarios. New connections parallel to Pulaski Highway were found to be particularly effective at disbursing traffic and lessening congestion at major intersections within and near the SC Area. The study area included the SC Area and a surrounding transportation influence area. The results of the study will inform the design workshop to be held in 2013.

The study found that in order to improve mobility and safety for all users the SC Area's transportation system would require streets that connect to one another and provide more than one access route for any area destination. Street improvements will need careful and complete designs that anticipate a greater diversity of transportation options. Following is a brief description of several critical improvements recommended in the study:

- Transform Pulaski Highway into a six-lane boulevard complete with wide shaded sidewalks and highly-visible crosswalks for comfortable pedestrian use; treed medians to introduce vertical elements which scale down the driver's perception of wideness of the road, slowing traffic; on-street buffered bicycle lanes for cyclists traveling adjacent to highway traffic; and amenity-rich transit stops with seating, shelter and passenger information to attract a range of riders.
- Transform a segment Philadelphia Road into a complete street consistent with a possible community "main street" near an established shopping center at Philadelphia and Middle River roads.
- Create a grid roadway network in the area. Key streets within the grid would serve a collector function by bringing traffic from Pulaski Highway or Philadelphia Road to several sites and transitioning traffic to lower-order local streets.

Visit this link and scroll down for the full Final Transportation Report:

<http://www.baltimorecountymd.gov/Agencies/planning/Pulaski%20Highway/index.html>

#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(2) If applicable, describe the SC Area's connection or proximity to transportation centers (e.g. Metro, MARC, and light rail stations) and describe opportunities for Transit - Oriented Development (TOD). Will Plan strategies and projects contribute to jobs/housing balance or otherwise provide a mix of land uses that can be expected to reduce reliance on single-occupancy automobiles? (If transit or TOD is not applicable in your community, all points in this section will be based on questions 1 and 3) (Answer Space 4,000 characters)**

Transit service in the SCAV is provided by the Maryland Transit Administration (MTA). Service is limited, and there is no bus route on the segment of Pulaski Highway adjacent to the SC Area. Bus Route #35 provides local service connecting the Philadelphia Road corridor to the White Marsh Mall complex, MedStar Franklin Square Hospital, Community College of Baltimore County–Essex, and downtown Baltimore. This bus service generally serves “transit dependent” residents who live and work in the area. A number of other local bus routes operate south of the SC Area including the #4 and #55 routes.

Rail and premium bus services are not currently planned to serve this area. The closest commuter rail service is the Marc Penn Line, which stops at Martin State Airport (MSA) one to two miles southeast of the study area. The service is limited to a handful of weekday-only trips, primarily serving suburb-to-downtown commutes, and currently operates between Perryville, stopping at Baltimore Penn Station, and continuing to Washington Union Station. No bus service exists between the study area and the MSA MARC Station. MTA's commuter bus route 420 travels down Pulaski Highway from Harford County, but transitions to I-95 at White Marsh Boulevard north of the SC Area.

The SC Area is envisioned as an urban district within the larger White Marsh/Middle River sector. Pulaski Highway running through the SC Area connects the Area to major employment centers at Aberdeen Proving Ground and Downtown Baltimore. As a result, the Transportation Study envisioned two types of transit to serve the district in the future:

1. Within the district, a high-quality circulator bus service is envisioned to serve short trips beyond the range of walking, and to connect the district to activity centers within a 1-2 mile range, such as the Martin State Airport Marc Station, White Marsh Mall, and MedStar Franklin Square Hospital. Circulator service would operate on collector and local streets where possible to maximize proximity to residents and other users. Stops would be placed approximately ¼ mile apart.
2. Along Pulaski Highway, bus service should connect the district to other destinations in the Baltimore Region, including APG and Downtown Baltimore. Specific aspects of this service are highly dependent upon other redevelopment efforts in the Pulaski Highway corridor. A series of districts like this one might support replacement of a general-purpose lane with a bus-only lane for bus rapid transit and bus arrivals with all day service at 10 to 15 minute intervals. By itself, this district could support an enhanced bus on Pulaski Highway. Arrivals would be less frequent, and buses would travel in mixed flow traffic. “Enhanced” aspects of the service would include limited but well-developed stops with rider amenities and transit signal priority to improve travel time and reliability. A major connection to local circulator service would be located along Pulaski Highway at one of the district's major intersections.

The CNC study, discussed in II.C.(2), also envisioned a possible series of districts which it termed “town centers” including the SC Area along the Pulaski Highway corridor. To support the land use and development included in Scenario 5, the study included in its model 1) rapid transit service (bus rapid transit or light rail) along the length of Pulaski Highway; 2) an interconnected local transit system; and 3) high-quality pedestrian and bicycle networks.

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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(3) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)**

As with previous sections, the key partners will be:

- Baltimore County Department of Planning
- MDOT, Office of Planning and Capital Programming
- SHA, Regional and Intermodal Planning Division

Other Key Public Agency Stakeholders will be:

- Baltimore County Department of Economic Development
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- Baltimore County Department of Public Works
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- Essex Middle River Civic Council
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- The Overlea Fullerton Business Association
- Baltimore County Neighborspace

Other Critical Stakeholders:

- Property owners with land in the SC Area,
- Interested developers
- County and state elected officials

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## **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

### **F. Coordinating and Leveraging Policies and Investment**

**(1) What specific steps will the Sustainable Community Workgroup take to coordinate policies and funding streams to remove barriers to investment and maximize and increase funding in the proposed Sustainable Community Area? (Answer Space 4,000 characters)**

The Sustainable Community Workgroup will be the coordinating arm of the redevelopment effort. Members of the workgroup will collaborate on the policies and investment strategies that are undertaken to optimize benefits and returns to the property owners, the taxing authorities (county, state, and federal), and other stakeholders. Funding from a variety of sources will be leveraged, including capital programs and grants, to stimulate private development investment. Transformation of the Pulaski Redevelopment area can only be achieved by a strong public/private partnership working together to achieve a common goal.

Designation of the Pulaski Redevelopment District as a Sustainable Community will provide more funding opportunities to leverage private investment. Funding from programs including the Community Legacy Grant, Strategic Demolition and Smart Growth Impact Project, Neighborhood Business Works, DBED Job Creation Tax Credit, the MDOT Community Safety and Enhancement Program, MDOT Sidewalk Retrofit Program and Maryland Bikeways Program will be sought at appropriate times to provide incentives to private development and to fill in gaps where needed.

Coordination in the policies and practices of state and county government will also be key. Some of this coordination has already begun: the Department of Planning and MDOT/OPCP sought and were awarded a federal grant to work together and with other stakeholders to formulate the framework plan. In addition, the Department of Planning, MDOT/OPCP and SHA coordinated on the design of a streetscape project to improve the image of the Pulaski corridor in anticipation of the upcoming workshop with the community stakeholders.

The workshop will strive for two outcomes: Firstly, a framework plan that establishes the conceptual design for the redevelopment—site design, building locations, road network, open space, storm water management facilities, etc. A major focus of the workshop will be to develop a comprehensive storm water management strategy that protects the limited natural resources that exist, and that is naturalistic and integrated with the site and architectural design of the entire area. This will not only maximize water quality improvements, but will allow cost sharing among the property owners to their economic benefit.

Secondly, the workshop will identify the strategies and mechanisms to be used to implement the framework plan, which could include a zoning overlay with development standards, and the use of innovative financing tools.

The Sustainable Community Workgroup will collaborate to reach consensus on these two outcomes as part of the planning effort, and then coordinate and manage the implementation strategies as redevelopment progresses.

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#### **IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(2) How is the proposed Sustainable Community Plan consistent with other existing community or comprehensive plans? (Answer Space 4,000 characters)**

The Sustainable Community Plan is a redevelopment plan, which is to be prepared in 2013 through a FHWA grant in partnership with SHA and MDOT. The planning process will be informed by studies conducted in 2009 and 2010, and by the various past plans and studies discussed below. The SC Area is designated in Baltimore County's Master Plan 2020 as a sub-area of the Middle River Redevelopment Area. It is identified as part of a Community Enhancement Area, defined as an "areas suitable for sustainable redevelopment that are compact, mixed-use, and walkable" (page 30). The SC Area is identified as a potential 'Town Center' in Scenario 5 for analytic purposes in the CNC study (see II.C.(2)).

The SC Area has been part of several community plans since the 1990s that focused on either the east or west side of Pulaski Highway. The Middle River Community Plan (2007), the Middle River-Bird River Area Plan (2002), and the Windlass Run/Bird River Road Area Community Plan (1999) focus on limiting growth in low density suburban or rural residential neighborhoods east of Pulaski Highway. The Philadelphia Road Study (1992) addressed land use, infrastructure and zoning issues in an area with a mix of land use types west of the CSX rail line (which is west of Pulaski Highway) and east of I-95. A Community Conservation Plan for Essex-Middle River (1996) focused on economic and social issues affecting older industrial neighborhoods in the face of industrial downsizing, job loss and related impacts.

In comparison to past community plans, the present effort will focus directly on the Pulaski Highway corridor, including areas adjacent to the highway on both the east and west where there is little existing housing. The focus is on leveraging resources to create a sustainable new community through phased redevelopment. See V.A.

The Eastern Baltimore County Revitalization Strategy (1996) is an economic development plan for the entire eastern part of the County. The strategy addressed the economic problems of a maturing industrial suburb in the face of economic change and industrial decline.

As noted in IV.C.(1), Baltimore County Department of Economic Development's, Strategic Operations Plan, completed in February 2012, is consistent with the direction of the Pulaski Highway Redevelopment project.

**IV. SUSTAINABLE COMMUNITY ACTION PLAN**

**(3) How will the Plan help leverage and/or sustain more private sector investments?** *(Answer Space 4,000 characters)*

See IV.F.(1).



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## **V. PROGRESS MEASURES**

### **For the Plan parts of section IV (A through F):**

#### **(1) List the specific outcomes that the Plan seeks to produce. (Answer Space 4,000 characters)**

The plan seeks to create a Sustainable Community through the redevelopment of an aging, undervalued tract of land. There are many specific, measurable outcomes that will be achieved by this effort.

1. Create a pedestrian-scaled community characterized by a mix of land uses.
2. Provide for a range of housing choices with respect to size, type, tenure, rent, and price point, including housing affordable to current community residents.
3. Increase the number of family-supporting jobs
4. Improve transportation conditions in and around the district through the creation of an interconnected street system and improved pedestrian, bicycle and transit access
5. Provide additional stormwater management to improve the water quality of the area's watersheds, and reduce TMDLs
6. Incorporate green technologies in site and building design
7. Improve the corridor's image through implementation of streetscape improvements and the adoption of design standards
8. Raise property values and increase tax revenues
9. Enhance the quality of life for the surrounding communities by providing community facilities that are lacking and by stimulating private property investment
10. Serve as a model of sustainable suburban growth through redevelopment for other locations in the county.

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**V. PROGRESS MEASURES**

**(2) And, list the specific benchmarks that will be used to measure progress toward these outcomes. (Answer Space 4,000 characters)**

The critical near-term benchmark will be the creation and adoption by the County Council of a framework plan for redevelopment of the SC Area, which is embraced by all key stakeholders. The plan must be more than a vision, but a path to change with a detailed strategy for implementation. Once the plan is adopted, the accompanying implementation strategy will outline the key benchmarks for future progress.

**REPLACE THIS PAGE WITH**  
**LOCAL GOVERNMENT SUPPORT**  
**RESOLUTIONS**

**SUSTAINABLE COMMUNITY APPLICATION  
DISCLOSURE AUTHORIZATION AND CERTIFICATION**

The undersigned authorizes the Department of Housing and Community Development (the “Department”) to make such inquiries as necessary, including, but not limited to, credit inquiries, in order to verify the accuracy of the statements made by the applicant and to determine the creditworthiness of the applicant.

In accordance with Executive Order 01.01.1983.18, the Department advises you that certain personal information is necessary to determine your eligibility for financial assistance. Availability of this information for public inspection is governed by Maryland’s Access to Public Records Act, State Government Article, Section 10-611 et seq. of the Annotated Code of Maryland (the “Act”). This information will be disclosed to appropriate staff of the Department or to public officials for purposes directly connected with administration of this financial assistance program for which its use is intended. Such information may be shared with State, federal or local government agencies, which have a financial role in the project. You have the right to inspect, amend, or correct personal records in accordance with the Act.

The Department intends to make available to the public certain information regarding projects recommended for funding in the Sustainable Community Plan. The information available to the public will include the information in this application, as may be supplemented or amended. This information may be confidential under the Act. If you consider this information confidential and do not want it made available to the public, please indicate that in writing and attach the same to this application.

You agree that not attaching an objection constitutes your consent to the information being made available to the public and a waiver of any rights you may have regarding this information under the Act.

**I have read and understand the above paragraph. Applicant’s Initials:** \_\_\_\_\_

Anyone who knowingly makes, or causes to be made, any false statement or report relative to this financial assistance application, for the purposes of influencing the action of the Department on such application, is subject to immediate cancellation of financial assistance and other penalties authorized by law.

The undersigned hereby certifies that the Sustainable Communities Plan or Project(s) proposed in this Application can be accomplished and further certifies that the information set herein and in any attachment in support hereof is true, correct, and complete to the best of his/her knowledge and belief.

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Print Name and Title

\_\_\_\_\_  
Date