



City of Laurel

Master Plan Comprehensive Amendment

**ADOPTED BY THE
MAYOR AND CITY COUNCIL OF LAUREL
NOVEMBER 26, 2007 – ORDINANCE NO. 1572
AMENDED SEPTEMBER 28, 2009 – ORDINANCE NO. 1647**

**8103 SANDY SPRING ROAD
LAUREL, MARYLAND**

CITY OF LAUREL

Mayor: Craig A. Moe

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Janis L. Robinson
Gayle Snyder
Michael B. Sarich*

*In Conjunction
With the
Planning Commission*

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Frederick Smalls, Council President
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Date: November 26, 2007

ABSTRACT

Title	City of Laurel Master Plan
Author:	Department of Community Planning & Business Services
Subject:	Master Plan for the City of Laurel. Elements include land use, environmental, recreation, housing, transportation, community facilities, economics, and implementation.
Date:	November 26, 2007
Abstract:	This document sets forth recommendations for the future development and growth of the City. Specific recommendations are made for the many elements integral to the functioning of the City including land use proposals, transportation concerns, capital improvements and the physical and living environments. The focus of the document is to provide a long- range plan for the retention of the traditional characteristics of Laurel with the integration of future land use development.

ORDINANCE NO. 1572

AN ORDINANCE TO APPROVE AND ADOPT A MASTER PLAN FOR THE CITY OF LAUREL

Sponsored by the President at the request of the Administration.

WHEREAS, the City of Laurel Planning Commission (hereinafter "the Commission") was charged pursuant to Article 66B, Section 3.05, Annotated Code of Maryland, to make and approve a proposed Master Plan (hereinafter "the Plan") and to thereafter recommend the same to the City Council of Laurel for adoption, the Plan to serve as a guide for public and private actions and decisions to insure the development of public and private property in appropriate relationships, including in such Plan any areas outside of its boundaries which, in the Commission's judgment, are related to the planning responsibilities of the Commission; and

WHEREAS, the Plan was proposed with the assistance of a Master Plan Review Committee which held a number of public hearings and made recommendations regarding the Plan; and

WHEREAS, in the preparation of the Plan, the Commission was required to make, and did make, careful and comprehensive surveys and studies of present conditions and future anticipated growth of the City of Laurel, with due regard to its relation to neighboring territory; and

WHEREAS, the Plan was required to be and was made for the general purpose of guiding and accomplishing the coordinated, adjusted, and harmonious development of the City of Laurel and its environs which will, in accordance with present and future needs, best promote health, safety, morals, order, convenience, prosperity, and general welfare, as well as efficiency and economy in the process of development, including among other things, adequate provisions for traffic, the promotion of public safety,

adequate provision for light and air, conservation of natural resources, the prevention of environmental pollution, the promotion of the healthful and convenient distribution of population, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, and the adequate provision of public utilities and recreation facilities, and other public requirements; and

WHEREAS, before recommending the adoption of the Plan, the Commission was required to, and did hold, at least one public hearing thereon, notice of the time and place of which having been given by one publication in a newspaper of general circulation in the City of Laurel; and

WHEREAS, at least 60 days prior to the public hearing held by the Commission, copies of the recommended Plan were referred to all adjoining planning jurisdictions and to all state and local jurisdictions that have responsibility for financing or constructing public improvements necessary to implement the Plan; and

WHEREAS, the City of Laurel Planning Commission approved the Plan on September 11, 2007 by a majority of its membership, and did thereby recommend the Plan to the Mayor and City Council of Laurel for adoption; and

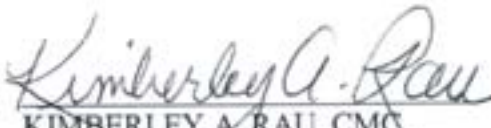
WHEREAS, the City Council has reviewed the Plan and wishes to adopt the Plan, with certain modifications, a copy of the Plan being attached hereto as Attachment "A" and incorporated herein by reference.

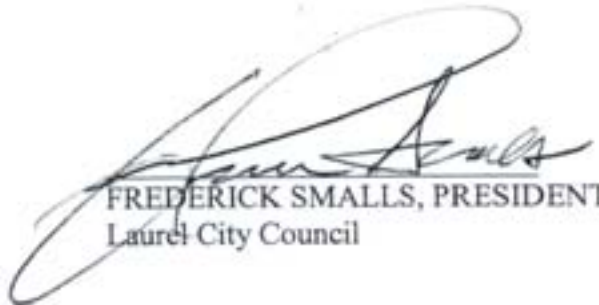
NOW, THEREFORE BE IT ENACTED AND ORDAINED, by the Mayor and City Council of Laurel that the Plan, a copy of which is attached hereto as Attachment "A" and is incorporated herein by reference, be and the same is hereby approved and adopted as and for the 2007 Master Plan of the City of Laurel.

AND BE IT FURTHER ENACTED AND ORDAINED, that this Ordinance shall take effect from the date of its adoption.

PASSED this 26th day of November, 2007

ATTEST:


KIMBERLEY A. RAU, CMC
Clerk to the City Council


FREDERICK SMALLS, PRESIDENT
Laurel City Council

APPROVED this 26th day of November 2007.

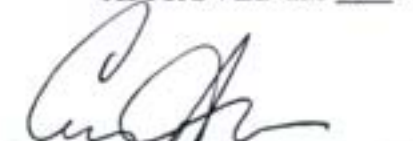

CRAIG A. MOE
Mayor

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I. INTRODUCTION

This document amends the 1989 Master Plan and the 1997 Update. It stands alone as a total replacement for the goals, objectives and recommendations of the Plan and Update, providing a vision for the City of Laurel. It retains the overall concepts and all other aspects of both the Plan and the Update. The purpose of the Plan is to set forth a long-range guide, which will shape the form of new development/redevelopment and also provide a framework for providing a cohesive, well-balanced community. This Plan documents a number of goals and objectives that will serve to direct the various aspects of land use and development/redevelopment. Among the various segments addressed are the subdivisions and zoning of land, provisions for public facilities, transportation issues, housing components, economic analyses and recommendations regarding parks and recreation facilities. This Plan documents existing conditions as well as current and future trends, which may affect the City. It is the intent of this study to provide a general guideline for the formulation of public policy including future governmental action. It will also provide a direction for these policies to be translated into future land use development by the private sector.

The City of Laurel, as well as the entire Greater Laurel Area, has undergone a substantial amount of growth since the adoption of the last Comprehensive Master Plan in 1989. Because of Laurel's location, these growth pressures will intensify within the foreseeable future. While recent growth and development have brought a large degree of amenities and benefits to the City, they have also brought some concomitant problems, which must be addressed. This plan identifies a number of these issues and opportunities and recommends a structure for providing for orderly and balanced growth.

BACKGROUND

The City of Laurel was incorporated in 1870. City Council established a Planning Commission on February 17, 1960. On October 15, 1962, the first Comprehensive Master Plan was adopted, with the first Zoning Ordinance adopted shortly thereafter on October 22, 1962. Subdivision Regulations were subsequently adopted on April 14, 1969. Subsequent comprehensive plans were adopted in October 1974 and September 1989 and a Master Plan Update was adopted June 1997. The last major revision to the Zoning Ordinance and the Subdivision Regulations occurred with their adoption on December 12, 1974. Incremental changes to these respective texts have taken place since that time.

In 2005, at the direction of the Mayor and City Council, it was determined that an assessment of the adopted Master Plan should begin in preparation for the adoption of a new Master Plan. Periodic review of master plans and implementation measures help determine if desired results are being achieved and to respond to changes in state regulations on planning, changing conditions and trends, and to identify major issues regarding the City's achievement of its goals.

In October 2005 the Mayor appointed a Master Plan Review Committee. This Committee, with the assistance of City staff, met on a bi-weekly basis through May 2007, at which time recommendations were adopted for a new master plan. During this time notices were published in the local newspaper and letters were sent to various interest groups, homeowners associations, and community organizations soliciting their input. Two public hearings were held in which elected officials from adjoining jurisdictions were invited to address issues of mutual concern. A number of public and quasi-public organizations were also invited to address the Committee during weekly work sessions.

The recommendations from this Committee were then forwarded to the Planning Commission for its review and recommendations. Throughout this process, the Historic District Commission and a number of other Citizens Advisory Committees were also consulted.

Upon completion of these work sessions and public discussions, recommendations were formulated and incorporated into a draft text submitted to the Mayor and City Council. This draft text was also made available to the public for discussion and further recommendations and refinement.

LEGAL STATUS

Under the provisions of Article 66B, as amended, of the Annotated Code of Maryland, the City of Laurel is empowered to prepare Comprehensive Plans, Zoning Ordinances and Subdivision Regulations. In a broader sense, this Article allows certain municipalities and non-charter counties to exercise basic planning and land use regulatory powers. The City of Laurel is the only municipality within Prince George's County that is empowered with its own planning and zoning authority. Prince George's County, as well as all other municipalities within the County, falls within the regional district and planning authority of the Maryland-National Capital Park and Planning Commission.

PLANNING AREA BOUNDARY

The major area addressed by this document is that within the existing corporate limits of the City of Laurel. House Bill 1141, passed during the 2006 session of the Maryland General Assembly, requires a municipality to identify areas for future growth consistent with a long-range vision of its future. Future growth areas are determined based on population projections, assessment of land capacity and needs, and an assessment of infrastructure and sensitive areas. Recommendations are also established for those areas outside the City limits, which directly impact upon the City. Although these areas lie outside current boundaries, their development does have a significant influence on City services and infrastructure; studying these areas provides a mechanism whereby the City can plan for staged, orderly growth.



II. PLAN PERSPECTIVE

HISTORY

(Adapted from 1974 Comprehensive Plan and 1989 Master Plan)

The City of Laurel has roots in a landscape that is increasingly characterized by change. Growth in the City and surrounding areas is rapidly filling in the space between Baltimore and Washington. Despite this growth, Laurel is set apart as a community with an identity, a particular sense of place. This identity provides a perspective of the past, to which Laurel today and Laurel in the future can relate. Laurel's history defines the character of the City; historic sites in the area provide the opportunity to maintain this character, so that the future of the City will be securely linked to its past.

Early History

Identity as a place of human community traces back to early colonial beginnings. Arrowheads, stone hatchets and other artifacts uncovered in the district point to at least desultory Indian habitation long before the colonists. Human civilization has occupied the upper reaches of the Patuxent River in and around the site of modern Laurel for over 250 years.

Charles I of England granted Cecil Calvert the charter establishing the Maryland Colony in 1632. The charter conferred upon Calvert almost complete control over the destinies of the colony subject to continued allegiance to the crown. In setting up his new colony, Calvert took for his model the existing social economic institutions of England, transferring from the Thames to the Potomac the seventeenth-century manorial system of the mother country.

The first feudal manors created in the Maryland colony contained a minimum of 1,000 acres, but many were far larger. In all, about 500 large estates were established. The lords of the manors quite naturally became the colony's first governing class. The manorial plantations of Prince George's County, because of the particular characteristics of the soil and the availability of slave labor, were highly adaptable to the culture of the tobacco plant. The crop in short time became Maryland's chief product and Prince George's County became the colony's prime producer.

In 1686 a manorial grant of 10,500 acres, spread over the four present counties of Anne Arundel, Prince George's, Howard, and Montgomery, was patented to Major Richard Snowden. The manor hall, Birmingham Manor, was built in 1690, two miles east of present-day Laurel. An additional tract of 10,000 acres was granted to Major Snowden's grandson, Richard Snowden IV, in 1719.

The Snowden's lovely manor home, Montpelier, circa 1740, was built off the 'Potomac Path,' the early road linking Philadelphia with Mount Vernon and Virginia.

By the late 1700s, with the gradual settlement of central Maryland, the problem of communication and transportation between towns had become pressing. An ambitious road-building program was instituted. In 1796 a private corporation, the Washington Turnpike Road Company, was chartered by the General Assembly to lay out and mark a public turnpike between Baltimore and Washington. By 1812 regular stagecoach service between the two cities was in operation. A "Half-Way House" was constructed where Laurel now is situated and this became a major stop on the route.

In 1811 Nicholas Snowden erected a gristmill on the Patuxent River at the upper end of what has become Laurel's Main Street. The location was an excellent one; the river here spills down from the Piedmont Plateau several hundred feet in the course of a few miles as it enters the Coastal Plain. This fall-line site harnessed for the first time the Patuxent's considerable power. The enterprise prospered and the small nucleus of a town developed around the mill.

In 1824 the mill was converted into a factory for spinning cotton yarns. As the town continued to grow, other small mills were founded along the Patuxent River. These mills manufactured such items as blankets, hats and iron products. One of these mills, the Diven Foundry, became well known through its manufacture of the ornamental ironwork for the conservatory of the White House.

In 1835 the Patuxent Cotton Manufacturing Company was organized in the town. Financed by Baltimore capital, the company constructed a large stone mill, which utilized 600 throttle spindles and 300 looms, a sizable industrial operation for those days. The mill employed 500 workers. In the same year the Baltimore and Ohio Railroad began direct service between Washington and Baltimore, following the old stagecoach route; the expanding mill town became a major station of the new line. A second cotton mill, the Avondale Mill commonly known as Crabbs' Mill, was constructed about 1848 and specialized in lace products.

The railroad and the river together constituted the basic factors impelling the community's early growth. The town was called 'Laurel Factory,' acknowledging an initial debt for its existence to Snowden's mill as well as recognizing the importance of the local plant. In 1873 the name was officially shortened to simply "Laurel." Churches and schools were added as Laurel developed from a cluster of houses into a full-fledged industrial town. Saint Mary of the Mills Roman Catholic Church, Laurel's first school, the Old Stone Methodist Church and Saint Philip's Episcopal Church were built in the 1840s. When Samuel F. B. Morse transmitted in 1844 his historic message "What hath God wrought?", this first communication over a commercial telegraph system passed along the wire from Washington to Baltimore via Laurel.

The Civil War marked the end of the first epoch of Laurel's development. The war erupted on a community divided. The emancipation of the slaves and the eventual victory of the Union disrupted the old tobacco plantation economy of the surrounding region.

The town's prominence in manufacturing was eventually eclipsed as the Industrial Revolution and advances in transportation after the war broke down regional barriers that formerly had shielded small-scale, less efficient production centers. Laurel's big cotton mill, which manufactured sailcloth, was itself doomed by the advent of the steamship; the mill finally closed about 1911. The decline of industry in Laurel, however, was gradual.

Laurel was incorporated in 1870 and for the next two decades was administered by a board of five commissioners. In 1890, when the present Mayor and City Council form was adopted, Laurel's boundary stretched from the Patuxent River on the north to the vicinity of today's Montrose Avenue on the south, and from Walker Branch on the west to the present boundary on the east. In 1888 Laurel was the largest town in Prince George's County and the main station on the Baltimore and Ohio Railroad between Baltimore and Washington. The slow transformation of the local economy was by now well advanced.

As the Nation's Capital continued to grow through the multiplication of Federal offices after the Civil War, more and more government employees moved into the Laurel area. At the same time, many old-time residents found jobs in Washington. Dislocated mechanics and mill hands

from local industry found ready employment in Baltimore's thriving factories, and at the Naval Gun Factory and Government Printing Office in Washington. Some of the business and professional groups likewise gravitated to employment in Baltimore. For most of these daily commuters, the railroad offered fast and frequent service.

At the turn of the century, Laurel's population stood at a stable 2,500. In the late 1890s, a series of fires in the town dramatized the need for a public water supply system; the system using Cull's Lake (Laurel Lake) as a source was completed in 1900. Commuter travel was given a big lift when in 1902 the Washington and Berwyn Electric Railroad was extended to Laurel, with fares much lower than the railroad.

In 1911 the Maryland State Fair Association launched horse racing in the area on its long and successful career, offering races at the Laurel Race Track. Other tracks were subsequently opened at Bowie and Savage. The annual attraction of thousands of race-goers to the town during meet-time gave the local economy a solid boost.

During World War I, Fort George G. Meade was established as a training camp at its present location. Other federal facilities seeking large tracts of land close to Washington also moved into the area, bringing jobs and business. The Department of Agriculture's Research Center at Beltsville was an especially important addition to the area's economic base. These new developments did much to break the sense of isolation brought on during the town's industrial decline.

Laurel had received electric light service in the 1890s, but gas service was not extended to the community until 1929. During the 1920s the City added a new armory, a library building, a new consolidated elementary school, and a theater, among other new community facilities. Washington Boulevard through town (US 1) was widened during the depression of 1929. In 1951 a one-way northbound by-pass was constructed, converting the Boulevard to a southbound roadway and appreciably relieving traffic conditions.

Patterns of Development

Midway between Washington, DC, and the City of Baltimore, Laurel has felt pulls from both of its metropolitan neighbors. In Laurel's early history, Baltimore exerted a greater force on the town than did Washington. An important segment of the professional and business class worked, did business, and maintained close social contact with counterparts in Baltimore; many workers commuted to Baltimore industries. Baltimore, as the larger city, attracted more shoppers to its stores and places of business than did Washington. However, over many decades a portion of the population, the white-collar government employees, looked to the Nation's Capital. With the rapid growth of the federal government in the twentieth century and the concomitant growth of the Washington Metropolitan Area, Washington's pull on Laurel gradually increased.

In 1940 Laurel had a population of fewer than 3,000, but by 1950 the population had risen to nearly 4,500. Between 1950 and 1960 Laurel experienced rapid population growth, with the City's population reaching 8,500 by 1960. This increase was accounted for, in part, by the annexation of land, which extended Laurel's boundary south of Montrose Avenue. The decade of the 1960s brought a more moderate rate of growth, with Laurel's population reaching 10,525 by 1970.

With additional annexations to the west and south, the City's population as of July 1, 2006 has risen to 21,945 (Maryland Data Services, June 2007). The rapidly developing area southeast of the City, with its expanding population base, has greatly affected traffic conditions in and around the City.

During the stage of early development, Laurel had spread from the first cluster of houses around Snowden's Mill near Ninth Street, north of Main Street, eastward along the Patuxent, gradually filling the relatively level land between the mill site and the railroad station at the other end of Main Street. Main Street, linking these two anchors of development, became the hub of commercial activity.

Over the years, as the automobile became the major mode of travel, US 1, later to be divided as the present day Washington Boulevard and Second Street, became the primary commercial artery. This strip has fluctuated with changing trends and is now characterized by strip retail activity. Having acquired an appearance of flashing lights and glaring signs, US 1 became less attractive than its newer counterparts. To encourage a less cluttered look, an effort is being made to unify the size of signs and number and use of sites along the stretch of US 1 from Main Street to the Laurel Shopping Center south of Marshall Avenue.

In Laurel's early growth the Patuxent River was a barrier to growth to the north so development occurred primarily on the flat land to the south of Main Street. In the 1950s and 1960s commercial and residential development expanded to the south of Gorman Avenue with development of the Fairlawn Subdivision, several apartment complexes, and the Laurel Shopping Center. Today the City stretches beyond Cherry Lane with the four corners at US 1 being developed into commercial shopping and office space. The large Laurel Lakes development, with its mixture of housing, offices, hotel, and regional shopping center, represents the impressive growth affecting the area.

In the 1960s the Laurel mill site and the railroad station still delineated the western and eastern extent of the developed portion of Laurel. To the east a belt of marshland and the Patuxent River defines the City. The City's annexation in 1968 extended Laurel's western limits, for a portion of its boundary, to Interstate 95. The annexation of property to the east, along MD 197, and that property's development into an upper-income housing and office complex reflects the rising value of all land within the area.

The outward expansion of the Washington urbanized area toward Laurel, and Laurel's increasing orientation to Washington has reinforced the southerly direction of growth in the area.

Historic Sites Today

The perspective of Laurel's history is a definition of its past, but also a link to its future. Although through the years most of Laurel's original buildings have been destroyed, either by natural forces or the desire to build modern structures, many buildings have survived. With the establishment of a Historic District Commission in 1975, preservation of historic sites within the City will be assured for the enrichment of future generations.

Revitalization of Main Street and the establishment of seven Historic Districts have contributed greatly to the preservation of Laurel's heritage amid the extraordinary changes affecting the City. In May 1981 the Main Street merchants organized a Main Street Festival that has become an annual event drawing an attendance of upwards of 150,000 people.

Laurel Factory House

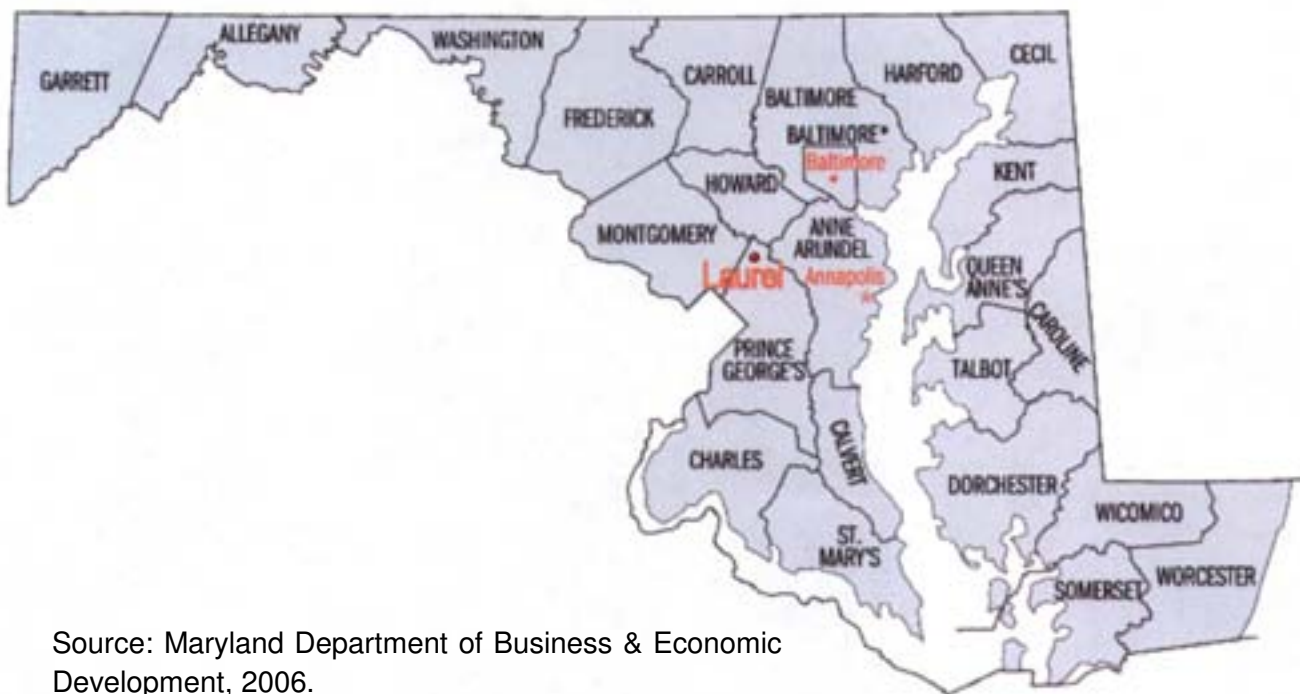
The Laurel Factory House at 817 Main Street was built around 1840 and stood opposite the main entrance to the Laurel Cotton Mill at Ninth and Main Streets. Mill owners to house their employees erected the 2,590 square feet brick and stone building. Originally four living units, over the years it was modified into a two-family house. It was later transformed into a commercial property and, prior to being abandoned in the 1970's, was a rental home and storage warehouse.

In 1985 the building was purchased by the City of Laurel from the State of Maryland. Between 1993 and 1996 it was renovated into a city museum. The Laurel Museum opened on May 1, 1996. The Laurel Historical Society, a nonprofit, volunteer-based organization, manages the museum and operates a museum shop selling items relating to the city's history.

REGIONAL LOCATION

The City of Laurel is located midway between the Baltimore and Washington Metropolitan Areas. As these two metropolitan areas have continued to merge, their impact on the City has dramatically increased. This influence is also partially attributable to the transportation network linking the two areas. To both the east and west major arterials serve to link the City to both Baltimore and Washington. To the east is the Baltimore Washington Parkway (Gladys Noon Spellman Memorial Parkway) and to the west is I-95, which connects I-495, the Capital Beltway, to I-695, the Baltimore Beltway. In addition, bisecting the City is US 1, which now serves more localized traffic.

Map No. 2 Regional Location



Source: Maryland Department of Business & Economic Development, 2006.

Located within the northwest corner of Prince George's County, Laurel is also heavily impacted by several other jurisdictions. Adjoining the City to the north and northeast are Anne Arundel County and Howard County respectively with Montgomery County located approximately a mile to the west. Forming a natural boundary to the north is the Patuxent River, which serves as the dividing line between the City and the two adjoining counties.

The Baltimore-Washington corridor has continued as the fastest growing region within the State of Maryland. Due to its strategic location and the transportation network serving it, the areas surrounding Laurel have witnessed dramatic growth rates. Since the 1974 Master Plan, the most significant of these growth areas has been in Columbia in Howard County and the US 29 corridor in Montgomery County. The 14,000-acre planned community of Columbia, located midway between Baltimore and Washington, DC, is approaching build-out and with a 2007 population of almost 100,000 with a planned population of 110,000. Because of development factors, including the use of transfer development rights, much of Montgomery County's growth has occurred along US 29, which has been made more accessible to the Laurel by improvements to MD 198. General growth in this area is also attributable to the lifting in 1978 and 1979 of the sewer moratorium, which had been imposed by the State of Maryland.

The major focus of future growth in proximity to the City is expected to take place within Konterra. This project comprises over 2,000 acres, which are almost entirely undeveloped. Although the project is in the planning stage, its ultimate build-out over the next 20 years is certain to have an effect on not only the City but also the region.

Other factors which strongly impact the City are a number of large business entities including, most notably, the nearby federal government agencies and installations, most notably Fort Meade which gain approximately 5,800 new Department of Defense jobs by the end of 2011 because of the 2005 Base Realignment and Closure (BRAC) Commission recommendation and Congressional approval on November 9, 2005.

The City is also directly impacted by several major recreational attractions. Within two miles of the City limits is the Laurel Race Course, a thoroughbred track adjacent to the City in Anne Arundel County. In the last several years both of these facilities have undergone ownership changes and extensive capital improvements leading to substantial attendance increases. The impact of these tracks has been acutely felt in traffic increases through portions of the City, especially the US 1 corridor.

Total growth within the region can be seen in the following population charts. The Baltimore Region consists of Anne Arundel, Baltimore, Carroll, Hartford and Howard Counties and Baltimore City. The Washington Suburban Region includes Frederick, Montgomery and Prince George's Counties.

**Table No. 1 Historical and Projected Population
Washington and Baltimore Regions**

<u>Year</u>	<u>Washington Suburban Region</u>	<u>Baltimore Region</u>
1970	1,269,455	2,071,016
1980	1,358,916	2,173,989
1990	1,635,788	2,348,219
2000	1,870,133	2,512,431

<u>Year</u>	<u>Washington Suburban Region</u>	<u>Baltimore Region</u>
2005	2,002,850	2,611,550
2010	2,115,800	2,720,550

Source: Maryland Department of Planning, Planning Data Services, September 2005.

Table No. 2 **Average Annual Growth Rate
Washington and Baltimore Regions**

<u>Year</u>	<u>Washington Suburban Region</u>	<u>Baltimore Region</u>
1970-1980	0.68%	0.49%
1980-1990	1.87%	0.77%
1990-2000	1.35%	0.68%
2000-2005	1.38%	0.78%
2005-2010	1.10%	0.82%

Source: Maryland Department of Planning, Planning Data Services, September 2005.

Table No. 3 **Historical and Projected Population
Prince George's and Surrounding Counties**

<u>Year</u>	<u>Prince George's</u>	<u>Montgomery</u>	<u>Howard</u>	<u>Anne Arundel</u>
1970	661,719	522,809	62,394	298,042
1980	665,071	579,053	118,572	370,775
1990	728,553	757,027	187,328	427,239
2000	801,515	873,341	247,842	489,656
2005	850,500	930,500	270,200	512,000
2010	872,600	1,000,000	294,000	526,800

Table No. 4 **Average Annual Growth Rate
Prince George's and Surrounding Counties**

<u>Year</u>	<u>Prince George's</u>	<u>Montgomery</u>	<u>Howard</u>	<u>Anne Arundel</u>
1970-1980	0.05%	1.03%	6.63%	2.21%
1980-1990	0.92%	2.72%	4.68%	1.43%
1990-2000	0.96%	1.44%	2.84%	1.37%
2000-2005	1.19%	1.28%	1.74%	0.90%
2005-2010	0.51%	1.45%	1.70%	0.57%

Source: Maryland Department of Planning, Planning Data Services, September 2005.

These growth rates for the region surrounding Laurel are indicative of the continuing suburbanization of the Baltimore-Washington area. Concurrent with these actual and projected

residential growth increases have been substantial increases in employment and commercial development. Laurel's position within the region will continue to be a key influence to Laurel's future land use and its ability to provide an acceptable level of services to its residents.

NATURAL ENVIRONMENT

A critical determinant in the City's land use plan is the natural environment of the area. There are many aspects of the environment, which have played a role in determining the identity and physical make-up of Laurel. The most obvious of these is the existence of the Patuxent River. Another important factor is the physiographic transition between the Coastal Plains and the Piedmont Plateau whose lines fall along the western boundary of the City. It was the existence of the Patuxent River, which enabled development of a gristmill in 1811 and a cotton mill in 1824 along the river near the upper end of Main Street. These mills served as a catalyst for the creation of Laurel. This was the first example of the harnessing and use of the Patuxent's waterpower as it falls several hundred feet between the two physiographic regions. These two regions also serve to separate and direct drainage within the area. The eastern portion of the City is virtually flat while the west is characterized by gently rolling terrain. Because of the flatness of the majority of the City, which is at approximately a 1% gradient, natural surface drainage is generally poor. This problem is accentuated in those areas where adequate storm drainage improvements have not been made.

Despite many technological and engineering advances, the natural environment still plays an important role in land use and development. Although often viewed as an impediment to development, the existence of the extensive flood plains along the river and its tributaries serve an important function. In addition to their functional role they also serve an aesthetic and recreational role within the overall context of the City's land use plan. From a regional standpoint the plateau region also contains the two water reservoirs within the Brighton Dam and the T. Howard Duckett Dam, which are located nearby in Montgomery and Howard Counties. There are a number of additional environmental characteristics such as soil type, sand and gravel deposits, wetlands, stream valleys and wooded areas that impact the makeup and physical development of the City. These natural attributes should be seen not as constraints to development but as valued characteristics of the City to which future development should be sensitive.

Soils

The Soil Conservation Service of the U.S. Department of Agriculture has developed a method of describing soil types in terms of "Natural Soil Groups", which assesses the general characteristics of soils in an area as related to the potential for development. It must be remembered, however, that the natural soil groups are broad classifications of soils with similar properties. Each natural soil group contains a variety of individual soil types, each with distinct characteristics. Therefore, while the general perspective of soils can be outlined for planning purposes, development occurs, detailed soils analysis must be made for each proposed development.

One natural soil group covers almost all of the City and much of the land to the south of the City. This group is one of mixed soils, silt loam, sandy loam, and silt and sandy clay loam which are moderately well drained with slow permeability because of a hardpan or clay subsoil. This soil group is characterized by a high water table for parts of the year and is highly erodible. The characteristics of this soil group require that development fully consider the characteristics of the soil to assure good drainage and prevent erosion. While there are severe limitations for

development, which utilizes septic systems, development in these areas is not severely limited when sanitary sewerage systems are available. The general characteristic of this soil group is one in which the potential for development is limited in that construction must fully consider the limitations of the natural characteristics of the soils.

Two different natural soil groups are found outside the City, to the south of Van Dusen Road and Contee Road. To the west of Virginia Manor Road, in addition to the above described soil group, is an area of mixed clay and gravel loam, well drained with a moderately slow permeability. This soil group has few limitations for development, which is served by sewerage systems. Soils within this group are good sources of sand and gravel. To the east of Virginia Manor Road, soils are also mixed and include clay and loam soils, which are well drained. The subsoil, composed of clay, is unstable and slowly permeable. This soil group is found in many areas in the Baltimore-Washington Corridor and much development has already occurred on this soil. However, because of its characteristic of instability, this soil group generally has severe limitations for development. Special precautions in design and engineering are essential to guard against the poor stability of the soil.

The final groups of soils in the Laurel area are characterized as wet soils, the poorly drained soils along Walker Branch and the flood-prone soils along portions of Crow's Branch and along the Patuxent to the east of Laurel. These soils have a high water table and poor stability, which create severe limitations for development. The poorly drained soils along portions of the Patuxent and along streams in the area are susceptible to flooding and are not suitable for development. One final consideration related to soils in the area is the availability of sand and gravel deposits. While the soil groups in the Laurel area are not generally well suited as sources of sand and gravel, there are some soil groups within which individual soil types may contain sand and gravel suitable for extraction. One such soil group, as discussed, is found in a portion of the area to the west of Virginia Manor Road. The majority of the soils most suitable as sources of sand and gravel are located to the west and south of the Laurel area, to the west of Interstate 95 and to the south of Muirkirk Road. Since the extraction of sand and gravel disturbs the natural characteristics of the soil, any development in extraction areas must be preceded by detailed soils analysis. This once again re-emphasizes the soils element in relation to the perspective of natural environment in that detailed soils analysis must be made to further define the characteristics of soils as development occurs.

Soils As Development Factors

The type of soils in an area and the degree of slope of the terrain are major development factors, which can either place a constraint on the type of development which is permitted to occur or which can influence development patterns. The general characteristics of various soils provide the basis for developing policies, which occur in the study area. Certain soil groups, which are described as wet soils, or those soils, which are prone to flooding, are described in terms of their constraints on development.

Since each natural soil group contains a variety of individual soil types, each with distinct characteristics, detailed soils analysis must be made as development occurs. In addition in areas of sand and gravel extraction, detailed soils analysis must be made in these areas since extraction activities will disrupt the natural characteristics of the soils.

Water

A major natural feature within the City is the Patuxent River, which runs along the northern City boundary. Connected with the river are three major tributaries, Walker, Crow and Bear Branches. Walker Branch traverses the northwest portion of the City and drains into the Patuxent River west of Main Street. Bear Branch originates west of Sweitzer Lane and feeds into Laurel Lakes, and eventually into Crow's Branch within the Greens of Patuxent. A large portion of those areas immediately adjacent to the tributaries is a steep slope. Water flowing through the Patuxent River is impounded between Brighton Dam in Montgomery County and the T. Howard Duckett Dam just west of Interstate 95. Drinking water for the City is pumped from the Rocky Gorge Reservoir to the Patuxent Water Filtration Plant.

A drainage basin for the area extends along a ridgeline west of the City and runs easterly to the Patuxent River near the Baltimore-Washington Parkway. The system includes direct drainage into the Patuxent River as well as into the three major tributaries. Natural drainage for the City is generally poor owing in large part to the relative flatness of the topography.

In 1980 the Maryland General Assembly enacted the Patuxent River Watershed Act. The purpose of this Act was to create a coordinated land management strategy for controlling non-point pollution within the Patuxent River Watershed. The State and all seven counties within the watershed subsequently adopted a policy plan.

As part of this effort, the City is a member of Prince George's County's Patuxent River Watershed Advisory Committee. As Laurel becomes progressively more developed and as more of the ground surface is covered with impervious materials, the amount of storm water runoff is continually increasing. Without effective countermeasures, increased pollution to the river occurs. Consequences of this pollution include silt build-up in riverbeds, brownish water from sediment runoff and debris and litter being washed into the water and along the banks.

In conjunction with this effort, the City has implemented a Patuxent River Primary Management Area, in the form of an open-space (R-OS) zoning category. The purpose of this zone is to implement the water quality and environmental protection goals of the Patuxent Policy Plan and Addendum, and other established natural resource programs, and policies for streams and their streamside environments within the City's Patuxent River Watershed. As part of this zone, minimum setbacks from the river or tributaries are enforced. The desired effect of this effort is to improve water quality through prevention of non-point source sedimentation and pollution. Mandatory increased vegetative cover will also serve to reduce both the velocity and quantity of storm water runoff, slowing the process of erosion and sedimentation.

The City is involved in three other facets of the Patuxent Policy Plan and Addendum: 1) A program undertaken to retrofit several existing storm drainage facilities, which drain into the Patuxent. These infiltration devices help mitigate the pollution impact from urban water runoff. 2) On a larger scale, the Laurel Lakes Planned Development was constructed so as to use the lake system as a regional storm water management system. Benefits of this system include storm water control and improved water quality, in addition to aesthetic and recreational considerations. 3) An ongoing program involves the Department of Parks and Recreation's Riverfront Park. Acquisition of lands adjacent to the River is continuing through the subdivision dedication process for the creation of a largely undisturbed passive park.

III. POPULATION TRENDS AND CHARACTERISTICS

A critical element of a Master Plan involves the tracking of population trends and the accompanying provision of necessary services. In order to determine the capital improvements and facilities needed for the City and to plan for those in the future, it is imperative that an examination is made of the historic and projected population. In doing this, it is helpful to track previous trends showing patterns of the City population as it has continued to evolve. Between 1980 and 1990 the City underwent its largest population growth in terms of the numerical increase, 60.6%, a results of annexations (Greens of Patuxent and Laurel Lakes). Between 1990 and 2000 there was a small increase, 2.7% and between 2000 and 2006 it is estimated that Laurel's population has increased 9.9%. Population has also increased moderately in the adjoining jurisdictions. Because of Laurel's location within the Baltimore-Washington Corridor, these increases in outlying areas have had and will continue to have a significant impact on the City.

AREA POPULATION TRENDS

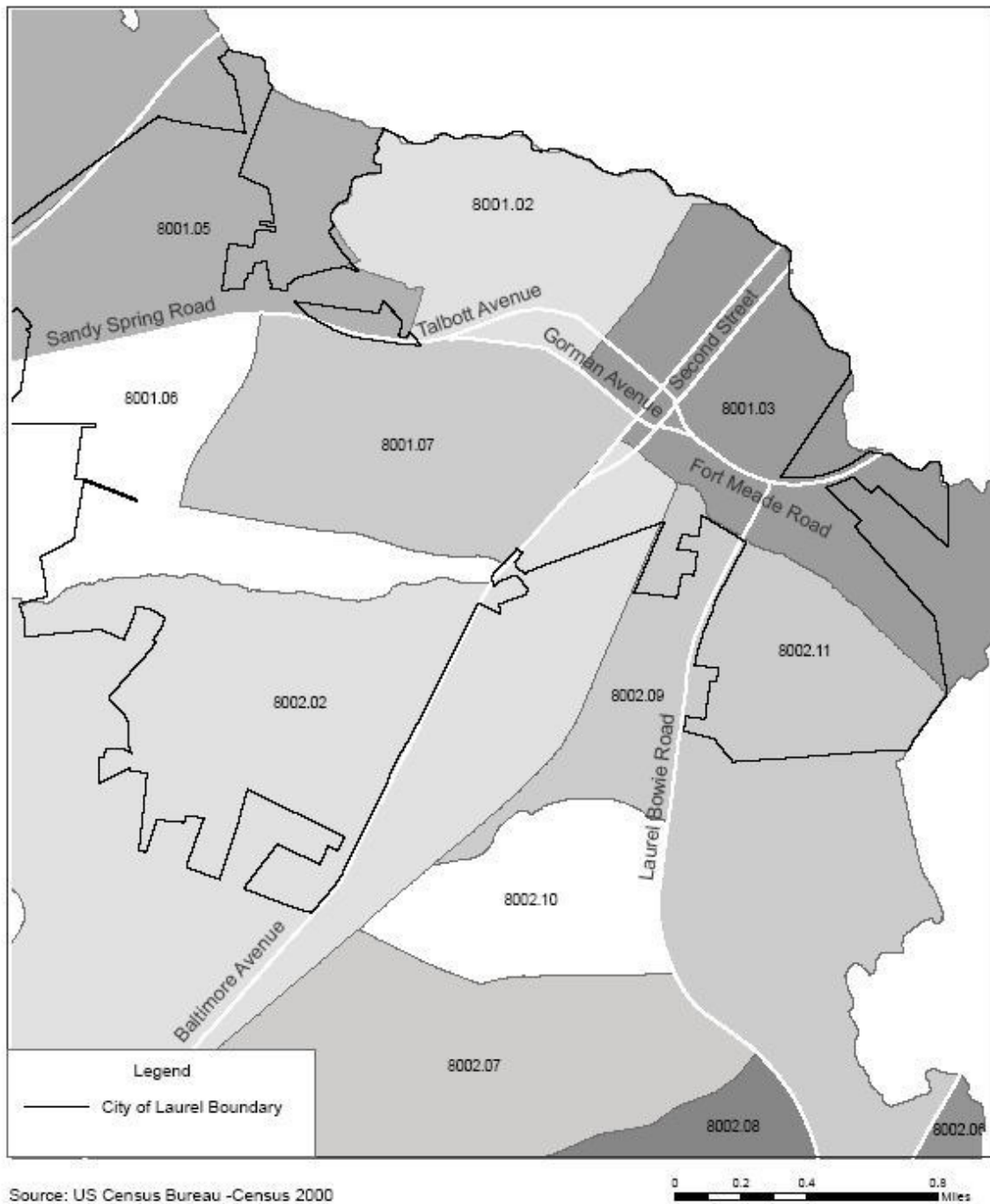
Laurel

While growth slowed between 1990 and 2000, population has increased since 2000 and is expected to continue in part because of the Villages at Wellington development. It was once thought that after the development of undeveloped parcels, growth within the city would slow or halt all together. However, because of annexations that have occurred since 2000 and developments such as the Villages of Wellington and the planned community of Konterra, several small developments such as Laurel Cove, Contee Crossing, the Crescent, and Archstone, and the renovation of the Laurel Mall, continued growth is expected (approximately 10% between 2007 and 2010).

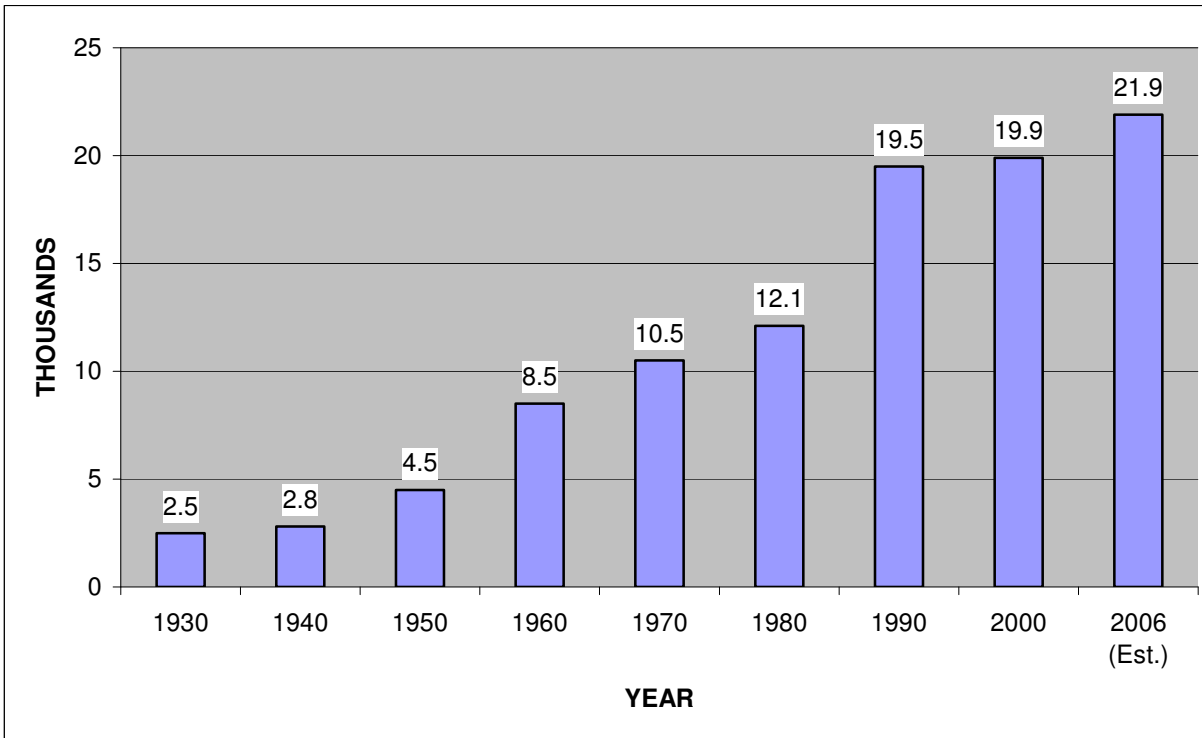
Table No. 5 Laurel Population Trends

Year	Population	% Change	% Share of Pop. Prince George's County
1970	10,525		1.6%
1970/80		15.0%	
1980	12,103		1.8%
1980/90		60.6%	
1990	19,438		2.7%
1990/00		2.7%	
2000	19,960		2.5%
2000/06		9.9%	
2006	21,945		2.6%

Source: Maryland Department of Planning, Planning Data Services, March 2006.



Graph No. 1 Laurel Population Growth Chart: 1930-2006



Source: Maryland Department of Planning, Planning Data Services, September 2007.

Prince George's County

In 2006 Prince George's population was estimated to be 841,315, which shows an increase of 40,624 or 5.0%, from 2000 representing 14.98% of the total State population. Between 1970 and 1980 the County's rate of growth slowed significantly from the previous decade. The 1980 population figure grew to 665,071, which represented only an average annual change of .51% between 1970 and 1980. Between 1990 and 2000 population increased to 801,515, a 10% growth rate.

In 1980 Prince George's County's share of the State's population had fallen from 16.86% in 1970 to 15.77%. This trend continued as the County's share of the State's population fell to 15.24% in 1990 and 15.13% in 2000 with only a slight increase in 2006 estimated at 14.98%. Thus, while the County population will continue to grow numerically, it is not expected to keep pace with the growth rate for the entire State until after the year 2020 when the rate of the County's growth is projected to increase more rapidly.

Montgomery County

In 2000 Montgomery County's population stood at 873,341. This figure represented a 15.3% increase from 1990. Between 2000 and 2006 it is estimated that population grew by 58,790 or 6.7% over this six year period. It is estimated that population will increase to 990,000 by 2010 a 6.2% growth rate over a four year period. Montgomery County's percentage of the State's population is expected to rise from 13.32% in 1970 to 16.76% in 2010. In keeping with the

County's current development plans, which include extensive use of transfer development rights, a large portion of this growth will continue within the US 29 corridor. Because of the proximity and access of this corridor to the Laurel area, projected growth will continue to have an impact on the City.

Howard County

In terms of percentage growth Howard County has seen the largest population expansion since the 1974 Master Plan. Between 1970 and 1980 Howard County experienced a 90.04% change in population when it increased from 62,394 residents to 118,572. Between 1980 and 1990 the growth rate was 48.52% and 32.3% from 1990 to 2000. The 2006 estimated population is 272,452, a 9.9% from 2000, and it is estimated that the population will grow to 292,800, 7.4% increase, by 2010.

The focal point of Howard County's growth has been within the planned city of Columbia and within areas adjacent to it. In 1970 Columbia had a population of 8,815. This figure has grown dramatically to over 100,000 residents in 2007. Due to the relative proximity of Columbia to Laurel, approximately 13 miles, this growth will continue to affect the City, especially in terms of background traffic volumes.

Anne Arundel County

Anne Arundel County experienced significant growth between 1970 and 1980 when its population grew from 298,042 to 370,775. The growth rate, which was 24.4% during this period, dropped to 16.9% between 1980-1990 and 14.6% between 1990-2000 to a population of 489,656. The 2006 estimated population is 509,300 or a 4.0% increase since 2000. Predicted future growth areas within Anne Arundel include the MD 198, MD 295 and the MD 175 corridors. Segments of this future growth are somewhat dependent on the provision of adequate potable water and sanitary sewer capacity.

**Table No. 6 Historic and Projected Population: 1970-2030
Prince George's and Surrounding Counties**

Year	Prince George's	Montgomery	Howard	Anne Arundel
1970	661,719	522,800	962,394	298,042
1980	665,071	579,053	118,572	370,775
1990	728,553	757,027	187,328	427,239
1995	749,771	754,400	196,100	454,427
2000	801,515	873,341	247,842	489,656
2005	842,764	927,405	269,174	509,397
2010	867,650	990,000	292,800	532,500
2015	887,400	1,035,000	307,400	544,950
2020	908,000	1,075,000	317,000	554,950
2025	941,800	1,112,000	321,500	563,800
2030	985,200	1,145,000	322,700	571,700
% Change in Population				
1970-1980	.51%	10.76%	90.04%	24.40%

Year	Prince George's	Montgomery	Howard	Anne Arundel
1980-1990	8.01%	21.65%	48.52%	16.90%
1990-1995	2.91%	-0.35%	4.68%	6.36%
1995-2000	6.90%	15.77%	26.39%	7.75%
2000-2005	5.14%	6.19%	8.60%	4.03%
2005-2010	2.95%	6.74%	8.77%	4.53%
2010-2015	2.27%	4.54%	4.98%	2.33%
2015-2020	2.32%	3.86%	3.02%	1.83%
2020-2025	3.72%	3.44%	1.41%	1.59%
2025-2030	4.60%	2.96%	.37%	1.40%

% of Total State Population				
1970	16.86%	13.32%	1.59%	7.60%
1980	15.77%	13.73%	2.81%	8.79%
1990	15.24%	15.83%	3.92%	8.93%
1995	15.45%	15.54%	4.04%	9.36%
2000	15.13%	16.49%	4.68%	9.24%
2005	15.07%	16.59%	4.82%	9.11%
2010	14.69%	16.76%	4.95%	9.01%
2015	14.45%	16.86%	5.00%	9.04%
2020	14.32%	16.96%	5.00%	8.75%
2025	14.41%	17.01%	4.91%	8.62%
2030	14.64%	17.01%	4.79%	8.49%

Source: Maryland Department of Planning, Planning Data Services, September 2006; U.S. Census Bureau, Population Division.

State and Metropolitan Growth

Growth within the State of Maryland has occurred at a fairly steady pace. Between 1970 and 2005 the State's number of residents increased from approximately 3.9 million to 5.6 million. A substantial portion of this growth has occurred within the Baltimore Region and Washington Suburban Region as defined by the U.S. Census Bureau. These growth changes can be seen in the increase between 1990 and 2000 when the Baltimore Region and Washington Suburban Region grew to approximately 2.5 and 1.8 million residents respectively. From a more local perspective these figures do not indicate the substantial proportion of this growth that is occurring in the rapidly developing Baltimore-Washington Corridor. This corridor is beginning to blur somewhat the distinction between the two traditionally separate metropolitan areas.

POPULATION CHARACTERISTICS

At the time of the 1990 census, 17.37% of the City's population was 14 years old or younger. The 2000 census showed that this figure had increased to 19.0%. The percentage of residents over the age of 55 increased over the same period from 14.0% to 16.0%. During this same time frame the number of individuals within Prince George's County 14 years old or younger increased from 20.8% to 22.7%. Thus Laurel's 2000 population consisted of more children and more individuals over the age of 55 than in 1990. With the many recent housing starts

within the City combined with the relatively high proportion being purchased by younger couples it may be expected that a increase in population of ages 14 and under will continue.

The progression delineated in the 1970, 12.6%, 1980, 13.9%, 1990, 14.0%, and 2000, 16.0%, census counts show a continuation of the increase in Laurel's elderly population. This trend of more senior citizens will have important implications for the City in the future, especially as it relates to housing and the provision of various services.

Table No. 7 Demographic Information: 1990-2000 Population by Age All Persons

Age	City of Laurel				Prince George's County			
	1990	% Total	2000	% Total	1990	% Total	2000	% Total
Under 5	1,579	8.1%	1,360	6.8%	55,409	7.6%	57,664	7.2%
5 – 9	1,053	5.4%	1,360	6.8%	49,682	6.8%	63,530	7.9%
10 – 14	729	3.8%	1,078	5.4%	45,786	6.3%	60,982	7.6%
15 – 19	788	4.1%	972	4.9%	51,712	7.1%	57,001	7.1%
20 – 24	1,827	9.4%	1,350	6.8%	70,291	9.7%	58,640	7.3%
25 – 34	6,196	31.9%	4,543	22.8%	151,156	20.7%	124,753	15.6%
35 – 44	3,195	16.4%	4,020	20.1%	121,318	16.6%	140,788	17.6%
45 – 54	1,640	8.4%	2,545	12.8%	81,072	11.1%	109,751	13.7%
55 – 64	1,110	5.7%	1,389	6.9%	52,499	7.2%	66,591	8.3%
65 – 74	742	3.8%	747	3.7%	32,714	4.5%	36,720	4.6%
75+	579	3.0%	596	3.0%	17,629	2.4%	25,095	3.1%
Total	19,438	100%	19,960	100%	729,268	100%	801,515	100%

Source: U.S. Census Bureau, Census 2000.

Table No. 8 Annual Income: 2000

	Per Capita	Median Household	% Below Poverty Level	
			Persons	Families
State	\$25,614	\$52,868	8.5%	6.1%
City of Laurel	\$26,717	\$49,415	6.4%	4.3%
Prince George's Co.	\$31,936	\$66,750	7.7%	5.3%
Montgomery County	\$52,854	\$80,000	5.4%	3.7%
Howard County	\$46,281	\$84,200	3.9%	2.5%
Anne Arundel County	\$40,463	\$73,150	5.1%	3.6%

Source: U.S. Census Bureau, Census 2000.

Table No. 9 Household Annual Income: 2000

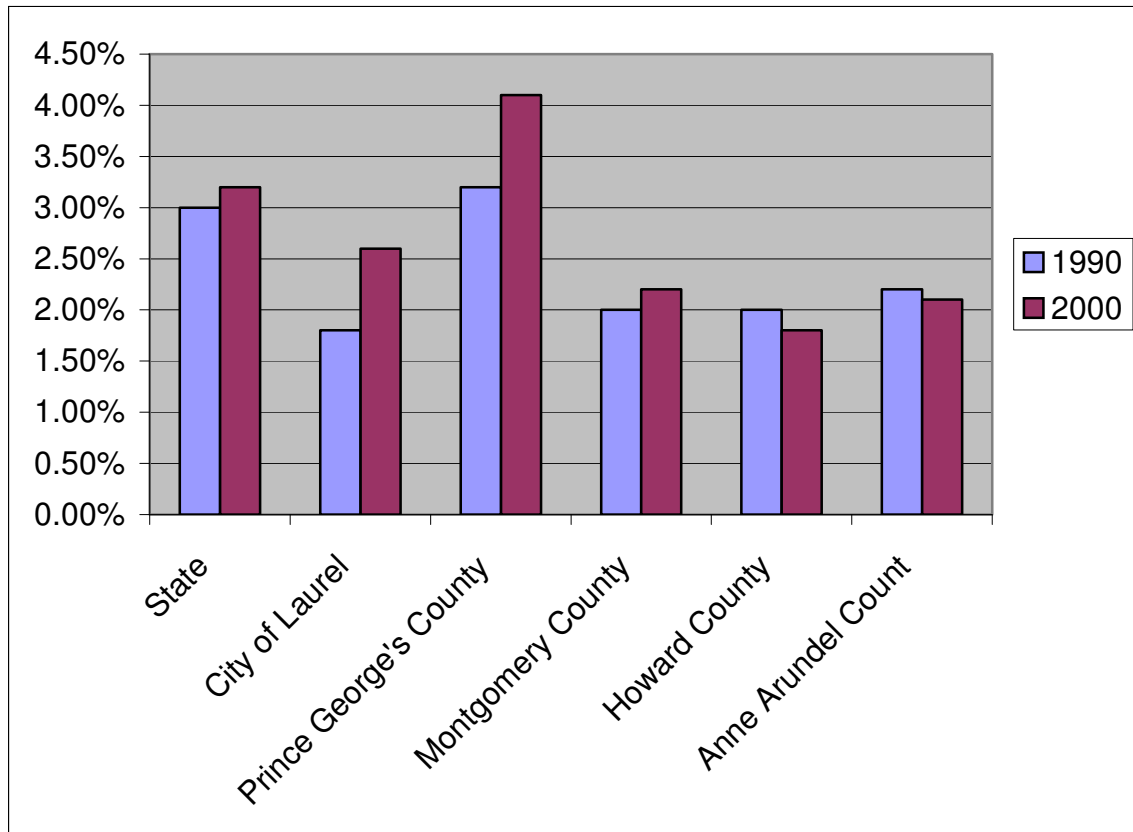
	City of Laurel		Prince George's County	
	Number	Percent	Number	Percent
Less than \$25,000	1,600	17.7%	26,085	16.1%
\$25,000 - \$49,999	2,975	32.8%	80,709	28.1%

	City of Laurel		Prince George's County	
	Number	Percent	Number	Percent
\$50,000 - \$74,999	2,211	24.4%	76,370	23.5%
\$75,000 or more	2,262	25.1%	92,486	32.3%
Total Households	9,048	100%	286,650	100%

	City of Laurel	Prince George's County
Median Household Income	\$49,415	\$55,256
Median Family Income	\$58,552	\$62,460
Per Capita Income	\$26,717	\$23,360

Source: U.S. Census Bureau, Census 2000.

Graph No. 2 Unemployment: 1990-2000



Source: U.S. Census Bureau, Census 2000.

Table No. 10 Unemployment Rate: 1990-2000

	1990	2000
State	3.0%	3.2%
City of Laurel	1.8 %	2.6%
Prince George's County	3.2%	4.1%
Montgomery County	2.0%	2.2%

	1990	2000
Howard County	2.0%	1.8%
Anne Arundel County	2.2%	2.1%

Source: U.S. Census Bureau, Census 2000.

Jurisdiction

One other demographic statistic, which confirms the trends in City population, is the average household size. Laurel's average household size has been decreasing since 1970 when it was 2.8 persons per household, 1980: 2.4; 1990: 2.25; 2000, 2004: 2.22. The smaller household size may be somewhat indicative of relatively fewer choices in housing for larger families within the City. The City's average household size is considerably lower than many of the surrounding areas including Prince George's County. Prince George's County has also shown a decline in household size from 2.89 persons per household recorded in 1980, 2.76 in 1990, and 2.74 in 2000 but was estimated to have increased to 2.81 in 2004.

Table No. 11 Average Persons Per Household: 2004

State	2.67
City of Laurel	2.22
Prince George's County	2.81
Montgomery County	2.70
Howard County	2.70
Anne Arundel Count	2.61

Source: Maryland Department of Planning, Planning Data Services, March 2006.

Educational Attainment

In keeping with area and national trends, the educational attainment level for Laurel's citizens has continued to rise. The 1970 census showed that 58% of City residents over the age of 25 had completed high school.

Table No. 12 Education Level: 1990-2000 % of Population 25 years & older

	% High School Graduate or Higher		% Bachelor's Degree or Higher	
	1990	2000	1990	2000
State	78.4%	83.8%	26.5%	31.4%
City of Laurel	86.8%	88.2%	36.1%	36.2%
Prince George's County	83.2%	84.9%	25.5%	27.2%
Montgomery County	90.6%	90.3%	49.9%	54/6%
Howard County	91.1%	93.1%	46.9%	52.9%
Anne Arundel County	81.1%	86.4%	24.6%	30.6%

Source: U.S. Census Bureau, DP-2. Social Characteristics: 1990/2000.

This has continued to increase with 76.5% in 1980, 86.8% in 1990, and 88.2% in 2000 of all City residents over the age of 25 having completed high school. Broken down by gender, 87.8 per cent of all males and 88.5% of all females over the age of 25 had completed high school in 2000. In terms of higher education 38.9% of males and 33.8% of females completed at least four years of college or higher. Laurel's percentage of college graduates was 36.2% in 2000, higher than the State and Prince George's County, which had 31.4% and 27.2% respectively.

Mobility

Table No. 13 Mobility: 1995-2000

	Population 5 Years and Older	Same Residence (non- movers)	Same County Different Residence	Same State Different County	Different State
State	4,945,043	55.7%	21.9%	9.4%	10.0%
City of Laurel	18,740	43.6%	22.0%	12.7%	15.6%
Prince George's County	743,851	52.7%	24.3%	18.9%	5.3%
Montgomery County	813,460	52.7%	23.2%	17.2%	12.8%
Howard County	229,797	51.9%	16.7%	28.1%	12.1%
Anne Arundel County	456,969	55.7%	20.7%	21.3%	11.2%

Source: U.S. Census Bureau, DP-2 Profile of Selected Social Characteristics: 2000.

One of the more noteworthy characteristics of the City's population is its degree of mobility. In measuring this characteristic figures were generated comparing individual residences between 1995 and 2000. Only 43.6% of City residents occupied the same dwelling over that period. This figure is lower than the State average of 55.7%. Prince George's and Montgomery Counties were also higher both at 52.7%. Translated differently, this figure means that a majority of the City residents, or 56.4%, moved during that period. Of these new residents, 12.7% came from outside Prince George's County and 15.6% came from outside of Maryland.

There would appear to be several explanations for this higher-than-average mobility. One contributing influence is the large percentage of residents who are employed at Fort Meade or other area government agencies. Another factor is the high ratio of rental versus owner-occupied units. In 1990 47.0% of the dwelling units in Laurel were renter occupied units. This percentage was considerably larger than Prince George's County as a whole, which was at 41.1% renter occupied units. The 2000 Census shows that the renter occupied units increased to 55.0% in Laurel and decreased slightly in Prince George's County to 40.0%.

Table No. 14 Housing: 2000

	Total Occupied Units	Owner Occupied		Renters	
		% of Occupied Units	Median Value	% of Occupied Units	Median Gross Rent
State	1,980,859	65%	\$146,000	35%	\$689
City of Laurel	8,998	45%	\$126,400	55%	\$774
Prince George's County	286,610	60%	\$145,600	40%	\$737
Montgomery County	324,565	65%	\$221,800	35%	\$914
Howard County	90,043	71%	\$206,300	29%	\$879
Anne Arundel County	178,670	74%	\$159,300	26%	\$798

Source: U.S. Census Bureau, Census 2000.

An additional factor in the high mobility rate is the number of new housing units within the City. Between 1990 and 2000 264 single-family detached units were constructed and there was a reduction of 144 single-family attached units. During the same period there were 464 multi-family units constructed. Overall the number of housing units in Laurel increased from 9,049 in 1990 to 9,548 in 2000, a 5.5% increase. Between 2000 and 2004 there was a 4.4% increase in the number of housing units in Prince George's County, which ranks it 160th in the nation. (Source: U.S. Census Bureau, 2004 American Community Survey)

Table No. 15 Housing Units: 1990-2000

Units in Structure	1990		2000	
	Number	Percent	Number	Percent
1-unit, detached	1,678	18.6%	1,942	20.3%
1-unit, attached	3,129	34.6	2,985	31.3%
2 to 4 units	545	6.0	650	6.8%
5 to 9 units	879	9.7	1,238	13.0%
10 or more units	2,744	30.3	2,718	28.4%
Mobile home, trailer, or other	74	0.8	15	0.2%
Total housing units	9,049	100%	9,548	100%

Source: U.S. Census Bureau, DP-4 Profile of Selected Housing Characteristics: 1990/2000

Laurel's minority population has increased in the past several years, not only in real numbers but also as a percentage of the City residents. In 1970 Black persons made up only 5% of Laurel's population. This number had increased to 7.9% in 1980, 14.0% in 1990, and 34.5 % in 2000. Prince George's County black population increased from 37.3% in 1980, 50.7% in 1990, and 62.7% in 2000. In general, Laurel's racial minorities make up a smaller percentage of the population than Prince George's County but a larger percentage of the population than in many surrounding areas. In 2000 racial minorities within the State were approximately 36.0% with Prince George's County at 73.0%. Montgomery, Howard and Anne Arundel Counties showed

percentages of 35.2%, 25.74% and 18.8% respectively. In 2000 Laurel's percentage of racial minorities was 47.8%.

Table No. 16 Population by Race and Hispanic Origin: 2000

	Total Population	White	Black or African American	Hispanic*	Asian	Other
State	5,296,486	64.0%	27.9%	4.3%	4.0%	4.1%
City of Laurel	19,960	52.2%	34.5%	6.2%	6.9%	6.4%
Prince George's County	801,515	27.0%	62.7%	7.1%	3.9%	6.4%
Montgomery County	873,341	64.8%	15.1%	11.5%	11.3%	8.8%
Howard County	247,842	74.3%	14.4%	3.0%	7.7%	3.6%
Anne Arundel County	489,656	81.2%	13.6%	2.6%	2.3%	1.2%

*The Hispanic category is an ethnic designation and is included in the total population by race.

Source: U.S. Census Bureau, Census 2000.

PROJECTED POPULATION

Because of Laurel's location within the midst of one of the region's fastest growing areas, it is expected that the City's population will continue to grow. However, barring additional annexations, further growth will be limited to infill development in existing residential areas and redevelopment.

Future population characteristics should be expected to follow a number of fairly well established trends. Because of the general decline in birth rates as well as the continued maturing of the population born during the baby boom, it may be expected that the average age of Laurel residents would continue to climb. This trend will carry important implications covering a wide spectrum of public services. The provision of services for the elderly, ranging from adequate and affordable housing to accessible public transportation, will continue to gain critical importance.

Trends influencing household size will also continue as an important factor for future land use decisions. Census numbers for Prince George's County shows a continued drop in household size from 2.89 in 1980, 2.76 in 1990, and 2.74 in 2000 but is estimated to have increased to 2.81 in 2004. City household size in 1980 was 2.4, 2.25 in 1990, and 2.22 in 2000 and 2004 and is expected to remain lower than in the County. Among those factors, which will continue to influence household size, are choices in life style, housing preferences, the number of two-income families and the available housing stock within the City. One factor, which may partially offset the expected drop in household size, is the development of new housing in the City and the characteristics of residents occupying new developments. The declining average household size reflects regional and national trends, which are the result of an aging population and declining birth rates. However, with the large number of younger families moving into the City there will be a corresponding increase in the City's population of 14 years old or younger within the next several years. As these families grow and progress economically, it will be important to

provide a sufficiently wide choice of housing options. Also, indicative of this smaller household size is the relative increase in those individuals not married.

The percentage of single individuals over the age of 15 within the City increased from 32.0% to 34.9% between 1990 and 2000.

There are several additional population trends, which may be expected to continue into the future. Educational attainment is expected to continue to climb as it has both nationally and on the local level. As the local economy continues to change the demand for occupations and professions within the population will also change. These professions will attract and demand a higher educational level. Other anticipated trends include an increase in the number of two-income families and a relative increase in household and per-capita income which will be necessary to keep pace with the higher income housing being built within the City.

IV. GOALS AND OBJECTIVES

STATE VISIONS

The Economic Growth, Resource Protection, and Planning Act of 1992 set forth seven “visions” which constitute a comprehensive set of guiding principles that all Maryland jurisdictions have a statutory responsibility to follow. In the 2000 Session of the Maryland General Assembly an eighth vision was added to the Maryland Code. In 2009 the Maryland Legislature revised the planning visions to reflect and keep pace with current growth and development patterns and trends. Collectively, the visions represent an attitude toward growth management and resource protection that does not restrict economic development or local area needs, but rather permits development in a more logical and environmentally sensitive pattern. The City joins the State in acknowledging the general principles as well-founded visions for the future of Maryland communities. The following [eight] twelve *Vision* statements based on the [1992] 2009 amendment to Article 66B – Land Use Section 1.01, Annotated Code of Maryland [Planning Act] and subsequent amendments are incorporated in this Master Plan as fundamental goals which will be achieved through a variety of objectives, policies, principles, recommendations, and implementation techniques.

- (1) Quality of life and sustainability: A high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment.

The City of Laurel has striven to maintain a high quality of life for its citizens through the regulation of land uses and the protection of natural resources. The City approved a Comprehensive Master Plan in 1961 and subsequent Master Plans in 1974, 1989, 1997, and 2008. Among the programs which the City uses to implement the plan are the Sectional Map Amendment, Comprehensive Land Use Plan, Zoning Ordinance, Subdivision Regulations, Historic District Guidelines, Property Maintenance Code, Building Code, Fire and Life Safety Code, Residential Housing Standards Code, Flood Management Regulations, Forest Conservation Regulations, Capital Improvement Program, and the Five Year Budget Program. These programs, regulations, and codes can be divided into two basic categories: development controls and fiscal programming.

Development controls:

Sectional Map Amendment – The City has adopted Sectional Map Amendment which coordinated the City Zoning Map with the proposed Land Use Categories approved in the Master Plan Comprehensive Land Use Plan Map. The last Sectional Map Amendment was subsequent to the approval of the 2008 Master Plan Comprehensive Amendment. The Sectional Map Amendment enacted to bring zoning in compliance with the Master Plan. Approval of any future Zoning Map amendments will be predicated upon findings as stipulated in Article 66B Land Use of the Annotated Code of Maryland as may be amended.

Comprehensive Land Use Map – As in the four (4) previous master plans, a study area outside the City’s corporate limits is considered. General land use proposals are made for those areas surrounding the City which are integral to the functioning of the City. Development on the boundaries of the City has and will continue to have an impact on the City in terms of the quality of life and the ability to deliver services to City residents.

Land use recommendations are made in anticipation of future development and possible requests for future annexations from contiguous property owners.

Zoning Ordinance – The City Zoning Ordinance is a major tool which implements the goals and objectives of the Master Plan. Within the Ordinance are the specific regulations that detail permitted uses and the location of buildings in relation to the land.

The City of Laurel pursuant to the authority vested in it by Title I – V inclusive, of Article 66(B), as amended, of the annotated Code of Maryland (1957 Edition) adopted City Ordinance Number 427 on January 9, 1961 creating and establishing regulations dividing the City into districts or zones for zoning purposes. On December 23, 1974 the Mayor and City Council adopted City Ordinance Number 524, a comprehensive amendment to the City Zoning Regulations. The Ordinance has over time been amended to comply with subsequently adopted Master Plans.

Subdivision Regulations – Subdivision regulations provide for orderly growth and well-planned development by setting standards for the uniform control of development which involves the subdivision of land into more than one parcel. Subdivision regulations should encourage a desirable relationship of subdivision design to the general physical characteristics of an area and also encourage preservation of natural attributes to foster compatibility of development with the natural character of the land. Subdivision regulations should also provide standards for density, open space, suitable building space, and vehicular and pedestrian traffic. Requirements for the provision of potable water, sanitary sewer, stormwater drainage, and other utility systems are established within these regulations. Other factors, such as the limitations on development created by steep slopes, soils type(s), and flood plains are also contained in the Subdivision Regulations.

The City of Laurel pursuant to the authority and provisions of Titles I – IV, inclusive, of Article 66(B) of the Annotated Code of Maryland (1968 Edition, as amended) and pursuant to the authority and provisions of the Charter of the Mayor and City Council of Laurel adopted City Ordinance Number 476 on April 14, 1969 establishing subdivision regulations governing procedures for approving preliminary plans and final plats, design standards for streets, alleys, easements, blocks, lots, public sites and open spaces, required improvements of paving, stormwater drainage, potable water supply, and sanitary sewers. On December 23, 1974 the Mayor and City Council adopted City Ordinance Number 525, a comprehensive amendment to the City Subdivision Ordinance. The Ordinance has been amended as necessary to comply with State regulations and subsequently adopted Master Plans.

Historic Districts – On November 10, 1975 the Mayor and City Council adopted City Ordinance Number 535 creating the City of Laurel Historic District Commission. In May 1978 Historic Districts Number 1, 2 and 3 officially recognized in order to safeguard the heritage and atmosphere of the older sections of the City. Historic District Number 4 was established in May 1979, District 5 in May 1980, District 6 in July 1981 and District 7 in September 1983.

In accordance with the powers afforded under Article 66(B) of the Annotated Code of Maryland, the Historic District Commission, through the Building Permits process, oversees all construction, improvements, and requested demolitions within the seven (7) Historic Districts. Decisions made by the Commission are based on a Historic District

Design Guidelines meant to ensure the retention of Laurel's historic structures. As a part of this program the City also offers a tax credit program to encourage public participation.

Housing-Property Maintenance Code – A property maintenance code governs the maintenance of existing residential structures and all existing premises and constitute minimum requirements and standards for premises, structures, equipment and facilities for light, ventilation, space, heating, sanitation, protection from the elements, life safety, safety from fire and other hazards, and for safe and sanitary maintenance.

In September 1977 the Mayor and City Council adopted a Housing-Property Maintenance Code for single-family and multi-family dwellings within the City that established minimum standards governing the condition and maintenance of dwellings, multi-family dwellings and dwelling units. The City of Laurel adopted the Prince George's County Housing Code in August 1983 and made a concentrated effort of enforcement through a residential rental licensing process.

The rental licensing program is a program that sets minimum property maintenance standards that must be met by all rental property owners. This includes multi-family, single-family detached, townhouse, duplex, condominium, apartment units above or below businesses and individual rooms rented out. All rental units are re-inspected every three (3) years. This program is effective in maintaining a higher level of quality and safety among rental dwellings.

The Mayor and City Council subsequently adopted the Building Officials and Code Administrators International, Inc. 1990 Edition of the National Property Maintenance Code in November 1993, the 1998 Edition in February, and the 2006 Edition in April 2009.

Building Code – A Building Code regulates the construction of buildings and structures. The purpose of the Code is to establish the minimum requirements to safeguard the public health, safety and general welfare through structural strength, stability, sanitation, adequate light and ventilation, energy conservation, and safety to life and property from fire and other hazards.

The Mayor and City Council of Laurel adopted a Building Code in July 1954 to regulate the design, construction, alteration, repair, equipment use, location, occupancy, maintenance, demolition and removal of buildings and structures. The City has over time amended and reorganized the provisions of the Building Code to keep-up-to-date with the latest edition of the International Building Code.

Fiscal Programming:

Capital Improvement Program – The Capital Improvement Program is a fiscal plan, or a schedule, for financing public improvements over a period of time. The schedule balances the city's need for public improvement with its ability to finance improvements. It spreads the improvements over a six (6) year period in order to stabilize expenditures and to avoid sharp fluctuations in ad valorem tax rates. With capital programming it is possible to reconcile major improvements with financial resources.

The Capital Improvement Program is developed utilizing the general guidelines outlined in the Master Plan. These guidelines for growth and development help City officials to anticipate the need for public improvements by approximating the period by which facilities must be in place and by determining the type of facility needed. The City of Laurel Planning Commission reviews the Capital Improvement Program for conformance with the Master Plan before action taken by the Mayor and City Council.

The City Capital Improvement Program is updated annually to provide a continuous plan for the scheduling of major capital expenditures and for formulating the annual City budget. Annual revisions include the addition of a capital budget to fund projects in the next fiscal year. At the time the Capital Improvement Program is updated proposed improvements are review against Master Plan goals and objectives to insure consistency.

- (2) Public participation: Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.

It is the intent of the City of Laurel that the public participate in the master planning process to the fullest extent possible. During consideration of a proposed plan or amendments by the Planning Commission or by the Mayor and City Council, the city shall provide for broad dissemination of the proposals and alternatives, opportunity for written comments, and public hearings. Prior to the date of a public hearing the city shall publish public notice of its intent to adopt or amend the master plan.

The provisions and procedures are designed to provide effective public participation in the master planning process and to provide real property owners with notice of all official actions which will regulate the use of their property. The follow are the minimum requirements toward this end.

Public hearing and notice.

- Before recommending the adoption of a master plan or amendment, the Planning Commission shall hold at least one (1) public hearing.
- Public notice shall be published at least one (1) time in a newspaper of general circulation in the city.

Distribution of copies of recommended plan.

- At least sixty (60) days prior to the public hearing the city shall provide copies of the recommended plan or amendment to the plan to:
 - Prince George's County, Howard County, Montgomery County, and the Maryland-National Capital Park and Planning Commission.
 - Maryland Department of Planning, State Clearinghouse for distribution to appropriate state agencies, the Washington Suburban Sanitation Commission and other state and local agencies that have responsibility for financing or constructing public improvements necessary to implement the plan.

Comments.

- The planning commission shall include the recommendation of each jurisdiction that comments on the plan's recommendations in the planning commissions report to the Mayor and City Council.

Resolution approving plan and recording of action taken.

- The planning commission shall approve the master plan or amendment to the plan by resolution.
- The resolution shall refer to the text, maps, and graphics that form the whole or part of the plan.
- The resolution shall be signed by the chairperson of the planning commission and the secretary to the planning commission.

Certification to Mayor and City Council.

- An attested copy of the plan or amendments shall be forwarded to the Mayor and City Council for action.

Adoption.

- The Mayor and City Council shall adopt the master plan or amendment to the plan by city ordinance.

A proposed master plan or amendment is posted on the City of Laurel web page (www.laurel.md.us) during the adoption process and once adopted the approved document is posted.

- (3) Growth Areas: Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.

The City of Laurel comprises a total of approximately 2,760 acres, or 4.3 square miles. In 2006, residential land use comprises 1,411, or 51% of the City's total acres. Commercial acreage, which includes retail, office, and service delivery, uses totals 327 acres, or 12% of city acreage. Public and Recreation land use, which includes active and passive city parks and open space, churches, schools, public and quasi-public uses total 475 acres, or 17% of the city. Industrial land use totals 136 acres, or 5%, with the remaining 411 acres in the city, 15%, in streets and public rights-of-ways.

There is very little vacant land within the city, there are vacant parcels scattered throughout the city that would lend them to infill development. Any sizeable development would require the assemblage of a number of parcels and the razing of existing structures.

In order to facilitate redevelopment and to create additional economic development opportunities for property owners within the City of Laurel the Mayor and City Council amended the City Zoning Ordinance to include Revitalization Overlay Areas. Revitalization Overlay Areas offer flexibility by offering intensification or increased density of properties in Areas that are targeted for their potential economic development, for superior amenities, land uses, or achieving superior land design.

It is the intent of the Revitalization Overlay to be an alternative form of development designed to facilitate redevelopment and provide for specific land uses and configurations, which are recommended for the continued development and economic health, well being and stability of the neighborhoods of the City of Laurel.

It is the purpose of the Revitalization Overlay to:

- Enhance the business corridors within the City, and to allow the upgrading of various housing opportunities which, by their age or state of disrepair, may become obsolete, increasingly vacant, or contribute to the destabilizing of property values within the City;
- Enhance opportunities for improvement to the retail, housing, employment or entertainment offerings within the City limits, which are necessary to maintain economic balance and continued prosperity of the City;
- Allow for increased, consolidated, or integrated development in order to meet the need for certain targeted land uses, which may be deficient or missing with the current marketplace;
- Facilitate redevelopment and provisions of specific land uses, configurations, which are recommended for the continued development and economic health, well being and stability of City neighborhoods;
- Retain the stability of the retail, restaurant, and entertainment establishments by providing development consistent with the demographics and income characteristics of City residents and reduce the exportation of the consumer spending potential of City residents by providing improved offerings of consumer products and services within municipal boundaries.

Revitalization Overlay Areas as shown on Map Number 7 contained within this document.

Additionally, the Mayor and City Council amended the City Zoning Ordinance to include Mixed Use Transportation Oriented Zone to:

- Promote the orderly development and redevelopment of land in the vicinity of major intersections, and major transit stops, so that these areas will enhance the economic status of the city and provide an expanding source of desirable employment and living opportunities for its citizens;
- Conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the city, to its detriment;
- Promote the effective and optimum use of transit and other major transportation systems;
- Facilitate and encourage a twenty-four (24) hour environment to ensure continuing of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;
- Encourage diverse land uses which blend together harmoniously;
- Create dynamic, functional relationships among individual uses within a distinctive visual character and identify;
- Promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;

- Permit a flexible response to the market;
- Allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

Mixed Use Transportation Oriented Zones are shown on Map Number 6-A contained within this document.

- (4) Community Design: Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encourage to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational area, and historical, cultural, and archeological resources.

In addition to the Mixed Use Transportation Oriented Zones addressed in vision statement (3) above, which promotes the orderly development and redevelopment of land in the vicinity of major intersections and major transit stops, the city Neo-Traditional Overlay Areas provides for an alternative form of development designed to:

- Create additional development opportunities for creativity and siting of neighborhood design, which emulates aspects of traditional towns and neighborhoods;
- Enhance present and future neighborhoods within the city and to allow the provision of various housing opportunities by reducing front and side yards with the majority of parking provided in rear of the lots accessed by alleys and services areas;
- Create residential environments typified by tree-lined streets, houses with front porches, and traditional town/row houses with architectural details emulating their historic counter parts;
- Includes a complete sidewalk circulation system that connects all aspects of the proposed development, including access to public spaces and recreational amenities.

In November 2007 the City maintained 182 acres of land categorized as open space, stream valley, passive or active parkland. The State standard of 15 acres per 1,000 people, when applied to the 2006 City population estimate of 21,945, suggest that there should be approximately 330 acres of parkland/open space within the City, a deficit of 148 acres. A sectional map amendment to the Zoning Map of the City of Laurel, consistent with the City of Laurel Master Plan Comprehensive Amendment 2007, was approved by the Mayor and City council on February 11, 2008 that changed 52 acres of Residential and Planned Development Area Zones to Open Space Zone for a total of 234 acres reducing the deficit to 96 acres.

The City of Laurel Subdivision Ordinance requires that *“in every instance of subdivision approval for residential use the Planning Commission shall require every subdivider who subdivides land to dedicate to the City of Laurel a portion of such land, pay a fee, or do both for the purpose of providing park and recreational facilities to serve future residents of such subdivisions.”* Any land to be dedicated shall be usable and reasonably adaptable for use for active park and recreational purposes and shall be located so as to be reasonably accessible to all the residents of the subdivision.

- (5) Infrastructure: Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.

Before preliminary approval may be granted for any subdivision plat or site development plan, regardless of the zoning classification of the property involved, the Planning Commission must find that sufficient public facilities and services exist or are programmed for the area. Additionally, all applications for approval of any subdivision or site development of residential land containing five (5) acres or more, or which provide for ten (10) or more dwelling units, or commercial, office, or industrial development which are proposed on an area which exceeds 25,000 square feet shall be accompanied by an adequate public facilities study and shall address the following:

- The traffic impact of the proposed subdivision or development.
- The impact on police facilities, fire and rescue facilities and other public safety facilities.
- The impact on all schools, libraries, parks and other public facilities within a reasonable distance of the proposed subdivision or development.
- A fiscal impact analysis which shall include anticipated revenues and costs for government services, capital improvements to be provided by the developer and government agencies, staging of development, and staging of programmed facilities.
- Estimations for fiscal impact and capital contributions for public facility impact shall be submitted to include, if applicable, prorated share, or estimated proportionate share of the applicant's impact, using applicable standards, on any particular service or facility.

- (6) Transportation: A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.

The Baltimore/Washington/Interstate-95 (I-95) corridor will continue to be a high growth corridor. Located in the center of this corridor, the City of Laurel will experience significant development pressure into the foreseeable future. In the 1997 Master Plan Update the City designated areas representing a logical expansion of the corporate limits. The City had a fiscal analysis conducted to be used as an integral tool in reviewing annexation requests, and determine the timing and level of service demands by the City developing a cost/revenue process when annexations are considered.

In the 2006 Legislative Session of the Maryland General Assembly House Bill 1141 passed making several changes in local government planning in Maryland, including comprehensive plans and municipal annexation. The bill requires that municipalities that exercise zoning powers include a municipal growth element in their comprehensive plans.

The City of Laurel has had a professional fiscal analysis conducted and revised its Urban Growth Boundary to provide a sound fiscal framework to annexation deliberations in the future. Growth areas are shown on Map Number 11 contained within this document.

- (7) Housing: A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.

In 2008 the Mayor and City Council determined that there exists a severe housing problem within the City with respect to the supply of housing relative to the need for housing for residents with low and moderate income. Specifically the Mayor and City Council found:

- The City is experiencing an increase in residents of or approaching retirement age, with consequent fixed or reduced incomes; young adults of modes means forming new households; government employees in low and moderate income ranges; and mercantile and service personnel needed to serve the expanding industrial and commercial base and population growth of the City;
- The supply of workforce and moderately priced housing has grown at a radically slower pace than the demand for such housing;
- The inadequate supply of housing in the City for persons of low and moderate income results in large scale commuting from outside the City to places of employment within the City thereby overtaxing existing roads and transportation facilities, significantly contributing to air and noise pollution, all adversely affecting the health, safety and welfare of and resulting in an added financial burden on the citizens of the City.

In order to implement the Laurel housing goals and objectives as outlined in the City Master Plan and to provide for a full range of housing choices, conveniently located in a suitable living environment, for all incomes, ages and family sizes the Mayor and City Council approved City Ordinance Number 1584 "Moderate Priced Dwelling Units" and City Ordinance Number 1600 "Work Force Dwelling Units".

The City Affordable Housing Program requires that any subdivision or a housing development of fifty (50) or more dwelling units include a minimum number of Moderately Priced Dwelling units and Work Force Dwelling units of varying sizes with regard to family needs. The enabling City ordinances allows private developers increases in density in order to reduce land costs and costs of optional features that may be built into such affordable housing.

Dwelling units are sold or rented at a sale price or rental rate that does not exceed the applicable maximum price or rental established annually by the Mayor and City Council.

The City of Laurel Affordable Housing Program is administered by the Department of Community Planning and Business Services in accordance with the provisions of City Ordinance Numbers 1584 (adopted March 10, 2008) and 1600 (adopted November 24, 2008) and City Resolution Number 18-08 (approved November 24, 2008) that provides for rules and regulations for the implementation of the City's Affordable Housing Program.

- (8) Economic development: Economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the state's natural resources, public services, and public facilities are encouraged.

In order to create additional economic development opportunities for property owners within the City of Laurel the Mayor and City Council amended the City Zoning Ordinance to include Revitalization Overlay Areas. Revitalization Overlay Areas offer flexibility by offering intensification or increased density of properties in Areas that are targeted for their potential economic development, for superior amenities, land uses, or achieving superior land design.

It is the intent of the Revitalization Overlay to be an alternative form of development designed to facilitate redevelopment and provide for specific land uses and configurations, which are recommended for the continued development and economic health, well being and stability of the neighborhoods of the City of Laurel.

It is the purpose of the Revitalization Overlay to:

- Enhance the business corridors within the City, and to allow the upgrading of various housing opportunities which, by their age or state of disrepair, may become obsolete, increasingly vacant, or contribute to the destabilizing of property values within the City;
- Enhance opportunities for improvement to the retail, housing, employment or entertainment offerings within the City limits, which are necessary to maintain economic balance and continued prosperity of the City;
- Allow for increased, consolidated, or integrated development in order to meet the need for certain targeted land uses, which may be deficient or missing with the current marketplace;
- Facilitate redevelopment and provisions of specific land uses, configurations, which are recommended for the continued development and economic health, well being and stability of City neighborhoods;
- Retain the stability of the retail, restaurant, and entertainment establishment by providing development consistent with the demographics and income characteristics of City residents and reduce the exportation of the consumer spending potential of City residents by providing improved offerings of consumer products and services within municipal boundaries.

Several business/economic development-minded organizations operate within the Laurel area including, the Baltimore/Washington Corridor Chamber of Commerce, and the Laurel Board of Trade. The Baltimore/Washington Corridor Chamber and the Laurel Board of Trade are business minded organizations, the former for the greater Baltimore/Washington corridor and the latter primarily for the Main Street Business District. However, the Laurel Board of Trade is open to businesses outside the Main Street Business District.

- (9) Environmental protection: Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources;

The Chesapeake Bay is a resource to the citizens of Laurel. It is a place to fish, swim, boat, and it provides employment opportunities. It is a resource of biodiversity that provides for education and analysis of divergent ecological environments.

Protecting water quality means protecting the stream ecosystem as a whole, which includes the water itself, and vegetative "buffers" along the banks of rivers. In response

to the 1984 Patuxent River Policy Plan, the City of Laurel's 1989 Master Plan recommended the creation of a preservation district in the Zoning Ordinance that would extend along the Patuxent River within the City. The single most important physical measure recommended for the proposed preservation district was the protection of the vegetated stream buffer.

As part of this effort certain regulations were incorporated into the Laurel Zoning Ordinance. The Open Space (R-OS) district extends along the Patuxent River within the City of Laurel and includes four main goals: a minimum setback for buildings along the Patuxent River; preserve existing natural vegetation; introduce vegetation where needed to help control erosion; and encourage the use of innovative designs and structures which increase storm water infiltration and water runoff quality.

The purpose of this zoning classification is to implement the water quality and environmental protection goals of the Patuxent Policy Plan and Addendum, and other established natural resource programs and policies for streams and their streamside environments within the City's Patuxent River Watershed and other designated streams or water bodies.

Riverfront Park now extends along almost the entire length of the City's border with the Patuxent River. As a passive recreation area, the park provides a water permeable buffer and wildlife refuge for the betterment of the river ecosystem. Management of the park, especially with respect to fertilization and mowing, should balance the interest of passive recreational use and the river ecosystem. The Recreation Open Space (R-OS) zoning designation was established an approved for several locations within the City including certain environmentally sensitive areas.

The 1989 Master Plan acknowledged and reiterated the importance of the regional Pauxent River Policy Plan. Certain existing City regulatory measures, including the floodplain regulations by establishing buffer requirements, act to implement the Policy Plan's objective. The inclusion of a Sensitive Areas Element into the Master Plan along with coordinated flexible development regulations implements the Policy Plan's vision.

Chapter 4, Article III, Floodplain Management, of the City Code restricts development of 100-year floodplains and wetlands. These regulations require that, when alternatives exist, impacts to floodplains and wetlands be avoided. It requires that 50' flood protection setback be maintained from the top of the bank of any stream, which has no designated floodplain and a minimum 100' setback from the edge of the banks of any watercourse delineated as having a floodplain on the Floodway map or Flood Insurance Rate Map (FIRM), except where the setback may extend beyond the floodplain. Natural vegetative buffers along streams shall be maintained and, if needed, trees planted. The regulations state the need for sensitivity to steep slopes and forested areas. Variances are required to deviate from the requirements. Development restrictions (e.g., setbacks) are encouraged to be flexible in order to facilitate alternative designs that avoid impacting stream ecosystems. Disturbance to the 100-year floodplain and/or wetlands requires State and Federal approval, also.

Chapter 6.5, Forest Conservation, of the City Code encourages sensitivity to floodplains, wetlands, steep slopes, streams, stream buffers and endangered species habitats. This chapter requires that prior to the approval of any subdivision, project plan, site plan, development plan, grading or sediment control approval on units of land forty thousand

(40,000) square feet or greater, an applicant shall submit a Forest Stand Delineation (FDS) and a Forest Conservation Plan (FCP) for approval. Steep slopes, wetlands, floodplains, critical habitats, etc. are required to be depicted on the conceptual plans so that decisions to avoid them can be made as early in the development review process as possible. These are priority areas for forest retention.

Chapter 15, Subdivisions, of the City Code regulates the subdivision of floodplain areas and unsafe land. The regulations prohibit the subdivision for development purposes any land, which lies within the 50-year floodplain. The 50-year floodplain shall be dedicated or placed under restrictive easement. Any lots impacted by the 50-year floodplain must contain, outside of the floodplain, a land area equivalent to the land area required for the lot to be buildable. The Planning Commission may restrict development on land it finds unsafe (e.g., erodible soils). The Planning Commission may restrict, control, or prohibit development within the 100-year floodplain, but the implied focus of these restrictions is on building design.

- (10) Resource conservation: Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.

For the purposes of this plan, the primary focus of conserving resources is on land and land use management. The techniques of land use management for resource conservation are many, including clustering, transfer of development rights, transit/bikeway planning, urban growth boundaries, overlay zoning districts, and adequate public facilities planning. In general, the intent is to plan communities that provide certain levels of mixed use, maintain pedestrian scale where appropriate, promote tree preservation and planting programs, protect sensitive ecological systems, and yield a density that can support transit services. These objectives all work to reduce air pollution, reduce energy consumption for heating and cooling, and protect water quality and biodiversity. City land use regulations should be reviewed from the perspective of these interests and future revisions, where appropriate, should be weighed against these interests.

Conserving resources can also include recycling programs, transit/car pooling programs, and energy efficiency building code requirements. The City has an extensive recycling program including yard waste, paper, plastic, glass and certain hazardous materials from residential and some commercial enterprises. The City supports a well-used local bus service (Connect-A-Ride) and provides on-call transit services for senior citizens. Efforts to accommodate Laurel's link with the Camden commuter rail line demonstrate a commitment to improving transit options.

- (11) Stewardship: Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.

The City's existing regulations and policies that address the protection of natural resources and sensitive areas are substantial. Existing City regulations and policies are outlined in State Vision number (9) above. The Sensitive Areas Element directs development away from stream buffers, steep slopes, the 100-year floodplain, wetlands, and the habitat of threatened or endangered plant and animal species.

However, not all sensitive areas in Laurel are natural. The City has included in the Sensitive Areas Elements the protection of Laurel's Historic Districts. Contemporary land use planning policies are often directed toward neo-traditional development patterns. To a certain extent, neo-traditional development patterns attempt to emulate the spatial layout that exists in Laurel's Historic Districts. This spatial pattern is believed to be a cornerstone in the development of a sense of community among residents. This spatial pattern emulates the antonym of sprawl. Main Street, as the core of the Historic Districts, is particularly sensitive. To date, Laurel's policies toward the Historic District have been toward preserving sites or structures that reflect elements of cultural, social, economic, political, archeological, or architectural history. This approach needs to continue. Main Street and its historically-grounded development pattern, especially, need to be maintained, but urbanization's impact on the Patuxent River should be evaluated, minimized, and mitigated where possible.

- (12) Implementation: Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these visions.

Addressing funding for development and infrastructure planning involves a broad number of issues including coordination of capital programs, mitigation by developers, bond ratings, fluctuation in the assessable base and the politically sensitive tax rate. Certainly, an initial approach is to simply maintain a fiscally strong organization. To accomplish this, the growth anticipated through the Master Plan must be phased in accordance with the implementation of public facilities. Subsequently, coordination between the Capital Budget and the Master Plan is important. The assessable base is affected by vacancies and property standards. Ardent and impartial property standards enforcement should continue in order to maintain and increase the tax base. Balancing high service oriented/low assessable land uses such as residential development with lower service oriented/high assessable land uses such as research and technology will precipitate a sounder financial base for the City. Finally, developments should pay their fair share as required through the City's adequate public facilities regulations and impact fees on new residential, commercial, and industrial development and any additions to existing residential, commercial and industrial development as imposed by the City's building regulations.

PLANNING GOALS AND OBJECTIVES FOR LAUREL

Fundamental to the City of Laurel's Master Plan is the need for a broad community vision of a future Laurel. The vision in this plan is stated in the form of goals and objectives that are easily understood and generally accepted by the citizens of the City.

Goals are long range, generalized statements that represent the ultimate desires of the City. Goals are normally achieved through a sustained series of actions over a considerable period of time. The goals are meant to be sufficiently broad to remain valid as values change over time. As values change, the interpretation of the goals may change also.

Objectives are more immediate and specific in nature and are intended to be intermediate steps toward achieving the goals. Where possible, objectives are measurable and tied to specific time periods. For each goal, several objectives have been developed.

Recommendations define the specific actions needed to accomplish the overall goal as well as the objectives.

Goals and objectives are an important component of a Master Plan. Each Plan element describes the issues, trends and planning considerations facing the City in the context of the identified objectives and provides specific recommendations. These goals and objectives should serve as an initial reference in the detailed decisions that will need to be made regarding the future use and management of City resources during the years following Plan adoption.

GENERAL GOALS

1. Develop Laurel as a comprehensive balanced community with a full array of integrated and complementary land uses.
2. Retain and enhance Laurel's image as an incorporated City and community providing a full range of services and functions and striving to provide a quality living and working environment for all of its citizens.
3. Conduct growth and development in an orderly manner predicated upon the provision and sequencing of required public facilities.
4. Provide for a quality living environment by continuing to upgrade existing neighborhoods, and by providing necessary infrastructure and facilities including active and passive parkland areas.
5. Provide for and promote a balanced economy with a mix of office, retail and industrial uses in order to ensure continued fiscal well-being and to provide employment opportunities for City residents.
6. Encourage a range of housing types in order to provide a variety of residential alternatives for City residents.
7. Encourage the development of care facilities for residents at both ends of the age spectrum, to include infant and child day care, before and after school and other appropriate programs.
8. Encourage the development of incubator facilities, resources, methods and tools that address the development needs of business, professional services, and faith communities.
9. Encourage continued development to create a place where people can live and work without having to depend on an automobile.
10. Promote and Implement environmentally sustainable design and development.
11. Support mass transit as well as the community-based Corridor Transportation Corporation (CTC) bus service in order to provide regularly scheduled transportation in and around the City.

LAND USE

Goal:

Provide a quality living and working environment through the effective utilization and implementation of land use practices.

Objectives:

1. Preserve and enhance the character of existing residential neighborhoods.
2. Provide adequate open space in regard to both acreage and quality for each neighborhood and community area.
3. Ensure the compatibility of land uses and the placement of adequate buffering and open space between non-compatible land uses.
4. Consider future annexations with regard to of the relative costs and benefits to the City, including the City's ability to service such areas and the potential attributes of the proposed annexed land as it relates to the existing City.
5. Encourage the use of Revitalization Overlay Areas and Neo-Traditional Overlay Areas in order to encourage comprehensively designed development, site assembly, higher standards of design and site planning and the comprehensive provision of publicly mandated capital improvements.
6. Require controlled quality development through flexible zoning and subdivision regulations.
7. Undertake a comprehensive coordination effort with adjoining jurisdictions to ensure an orderly, compatible and quality-minded development process.
8. Encourage the use of LEED-based (Leadership in Energy and Environmental Design - the national standard for green building projects) or similar standards for building construction.
9. Promote the use of "green" technology and practices in industry, business and construction.
10. Develop design criteria that maximize energy conservation.

HISTORIC PRESERVATION

Goal:

Safeguard Laurel's heritage by preserving sites, structures, or districts, which reflect elements of cultural, social, economic, political, archeological, or architectural history.

Objectives:

1. Continue the program of rehabilitation and restoration within the Historic Districts in order to maintain the existing single-family housing stock. The City's tax incentive program should be continued in order to encourage this effort and discourage demolition by neglect in all structures in the Historic Districts. The use of tax credits for certain necessary structural improvements should also be considered where appropriate.
2. Continue the Village Commercial Zone within the Main Street environs in order to help maintain the physical setting and traditional land use mix necessary for the living and economic vitality of the area.
3. Review development, including aesthetic or architectural improvements, based upon Historic District Commission guidelines and within the context of both the individual site and its relation within a particular block.
4. Undertake a historical structures survey and analysis to document historically significant properties within the Historic Districts, as well as properties located outside the Districts, that warrant consideration for preservation, which reflect elements of cultural, social, economic, political, or architectural history of the City.

MUNICIPAL GROWTH**Goal:**

Encourage development and economic growth in areas designated for growth in the plan and protect agricultural and forest lands.

Objectives:

1. Develop and enact programs and strategies that support the urban growth boundary and target density established for residential development within the boundary.
2. Periodically examine the urban growth boundary along with its supporting programs and strategies. Determine if ongoing development trends dictate a change in the boundary, and amend the Master Plan whenever the boundary line is changed. Determine if changes in ordinances or other implementing mechanisms are necessary to advance the goal of the urban growth boundary.
3. Encourage changes in the municipal boundaries that foster more comprehensive and/or efficient provision of fundamental local government services.

Goal:

Provide public facilities and infrastructure in a manner that supports the urban growth boundary's delineation of growth areas.

Objectives:

1. On sensitive lands lying within the urban growth boundary, determine which portions of each sensitive area should be excluded from development and which can be developed given proper management procedures.
2. Develop within the urban growth boundary in a pattern that will present the least amount of storm water runoff threat to water quality.
3. Adopt flexible and innovative regulations that facilitate development within the urban growth boundary in a manner that achieves density targets, protects sensitive areas, and generally reflect stewardship of the environment.

HOUSING**Goal:**

Encourage a range of housing types, styles and price ranges to provide adequate housing for all residents.

Objectives:

1. Encourage a substantial portion of future housing stock to be single-family detached homes, including high-quality custom-built homes.
2. Encourage an adequate supply of affordable housing, especially for households at the median income and below.
3. Encourage affordable and accessible housing opportunities for all residents, including families, the elderly and the physically handicapped.
4. Preserve and restore single-family residences within the historic district.
5. Encourage new residential developments to be placed in a manner sensitive to the environment and existing land uses.
6. Require noise attenuation measures where residential development is permitted to occur near major noise generators such as highways.
7. Identify housing not meeting minimum standards and, through education, technical assistance, code enforcement and the use of available rehabilitation programs, to be brought to minimum adequate standards, such as those contained in the BOCA, Fire, and Livability Codes.

COMMUNITY FACILITIES**Goal:**

Provide the necessary public facilities and services for the health, safety, and welfare needs of the City's residents and workers.

Objectives:

1. Subdivision applications and other development approvals will be reviewed for adequacy of sewer and water infrastructure and streets and roadways. Approvals may be deferred, phased in or conditioned upon the availability of adequate capacity.
2. Vehicular, biking, and hiking linkages to community facilities within the City and to major activity centers shall be encouraged in the review of development proposals.
3. Improve existing substandard public infrastructure through the funding and prioritization process of the Capital Improvements Program (CIP).
4. Plan and develop expanded City facilities in order to provide for the more efficient provision of public services.

WATER RESOURCES**Goal:**

The provision of an environmentally safe and efficient system for potable water and wastewater collection, treatment and disposal for the purpose of meeting existing and projected public demands within the City.

Objective:

The City will continue to coordinate planning with the Washington Suburban Sanitary Commission (WSSC) and Prince George's County to make provision of the necessary potable water and sanitary sewer systems for the purpose of meeting existing and projected public facility demands within the City of Laurel.

Policies:

1. The City Department of Community Planning and Business Services shall monitor and verify the availability and capacity of water and sewer facilities prior to issuing development permits so that determination can be made as to whether adequate capacity will be available concurrent with the impacts of development.
2. No new development plans will be approved by the City unless the Prince George's County Department of Environmental Resources (DER) has verified that a property is shown on the Water and Sewer Maps in Water and Sewer Categories 1, 2, or 3.
3. No City development permits will be issued for new development, which will result in increased demand on WSSC facilities beyond their design capacities unless the necessary facilities are available concurrent with the impacts of the development.

Goal:

The provision of a stormwater management system which reasonably ensures the maintenance and integrity of environmental quality, as well as protection and maintenance of groundwater aquifer recharge areas, surface groundwater and receiving water.

Objective:

The City will continue to require all new development, and redevelopment to protect natural drainage features and sensitive environmental resources by implementing stormwater management and erosion control practices, which comply with regulations adopted by Prince George's County.

Policies:

1. The City will continue to protect the Patuxent River Watershed through zoning regulations, physical infrastructure improvements, and the continued acquisition of riverfront property to improve water quality, reduce sediment and erosion, and control stormwater runoff.
2. The City will protect the hydrologic and ecologic function of riverine systems by designating areas as "Open Space".
3. The City will continue to monitor County owned stormwater management facilities that are adjacent to or contain natural water systems to minimize impact.
4. The City will continue to enforce all regulations which relate to drainage, stormwater management, sedimentation, and erosion control.
5. Installation of stormwater management facilities made necessary by new development shall be the responsibility of the developer.
6. The City will continue to encourage use of permeable surfaces for parking lots, patios, sidewalks, driveways, etc.
7. The City will continue to enforce its Floodplain Management regulations adopted in the City Code to minimize future damage and to protect water supply, sanitary sewage disposal, and natural drainage.
8. The City will cooperate with the Federal Emergency Management Agency (FEMA) to update the 100-year Flood Plain Maps and to enforce FEMA regulations.
9. The City's wetlands will be conserved and protected, to the greatest extent feasible, from any adverse physical or hydrological alteration without proper mitigation.

Objective:

The City will coordinate with Prince George's County Department of Public Works and Transportation to maximize the use of existing drainage facilities through efficient and timely maintenance.

Policy:

1. The following priorities shall be established in providing for stormwater management facilities needs:
 - a. Correction of existing deficiencies;
 - b. Replacement of existing facilities as they deteriorate, unless these facilities are located in an area that is deemed hazardous to human safety, such as floodways, or environmentally unsound; and,
 - c. Provision of future facility needs when developments comply with all requirement of the Master Plan.

Objective:

Continue to require all new development and redevelopment where economically feasible, to protect natural drainage features and sensitive environmental resources by implementing stormwater management and erosion control practices, which comply with Prince George's Stormwater Management Regulations.

Policies:

1. Monitor stormwater management facilities on City-owned lands that are adjacent to or contain natural water systems to minimize impact.
2. Develop cooperative approaches to restoring and managing regionally significant natural systems.

PUBLIC SAFETY***Goal:***

Ensure cost-effective provision of public safety facilities and services to support the needs of the City's neighborhoods, residents, and businesses.

Objectives:

1. Ensure that public safety agencies are trained and staffed to provide professional resources based on levels of crime and demand for services.
2. Evaluate the need for a new police station adequate to meet the future needs of Laurel's police force.
3. Continue improvement of automated police information and record management system to increase efficiency.
4. Continue to focus on crime prevention and community policing programs that allow police officers to work in partnership with neighborhoods to solve crime and improve the quality of life.

5. Dedicate appropriate resources to expand school liaison programs and strengthen other proactive programs.
6. Adjust services and programs to accommodate an increasingly elderly and diverse population.
7. Provide additional traffic enforcement resources to address the increase in traffic in residential communities and on major through roads.
8. Evaluate the need for improved facilities and programs to ensure provision of effective fire protection and emergency services for the City of Laurel.
9. Ensure that fire and rescue training needs are adequately funded.
10. Enhance the volunteer recruitment program and increase retention of trained and experienced volunteers.
11. Expand public education programs.
12. Initiate post-occupancy inspections for commercial uses.
13. Examine methods of protecting historic structures from fire damage through such means as encouraging installation of sprinklers and using fire suppression techniques that minimize damage.

TRANSPORTATION

Goal:

Establish and maintain an effective multi-faceted transportation system for the safe and efficient movement of people and goods through, within and around the greater Laurel area.

Objectives:

1. Alleviate areas of traffic congestion and hazardous traffic conditions.
 - a. Support the development of the Contee Road interchange with I-95, to be located south of MD 198 and the Kenilworth Avenue extension in order to accommodate the future increase of both regional and local traffic.
 - b. Analyze selected projects for potential improvements to MD 198 and its major intersections within the City.
 - c. Analyze selected improvements for US 1 as it traverses the City in order to improve circulation at its major intersections and to increase capacity potential within its limits.
 - d. Support the establishment of special funding methods to fund local and regional mass transit.

2. Encourage the State to improve and coordinate public MARC, Metrorail and Metrobus, and Baltimore Metro transit opportunities including the bus lines, the local Connect-A-Ride Bus System and the proposed local Metrorail station.
3. Provide for the implementation of Transportation Systems Management measures for all new development or redevelopment projects.
4. Improve the efficiency and safety of the local roadway and circulation system within the financial resources provided through the annual Capital Improvement Program (CIP) process.
5. Endorse the completion of proposed County and State road networks improvements with private participation in order to meet traffic demand from local and regional growth.
6. Continue to closely monitor the Inter-County Connector and support the development of Corridor #1 of the ICC that would extend easterly beyond I-95 and terminate at either Kenilworth Avenue extended or US Route 1. (City Resolution No. 19-03).

RECREATION

Goal:

Provide for a comprehensive recreation environment and open space to meet the needs of all segments of the population.

Objectives:

1. Ensure the continued acquisition of usable parkland to meet current and future needs of Laurel residents.
2. Continue to maintain and upgrade established parks.
3. Prepare plans to develop the City owned property contiguous to Alice B. McCullough Field into a citywide park with ball fields, parking, and other assorted recreation needs facilities for citizens of all ages.
4. Maintain the balance of active and passive parkland as recommended by professional guidelines and standards.
5. Ensure the preservation of open-space and the conservation of natural assets.
6. Provide open space for non-traditional recreation activities such as a community garden and sensory garden.
7. Designate all public parks, playgrounds, swimming pools, and other public recreational areas, excluding commercial recreational uses, as R-OS Zone – Open Space on the City Zoning Map.
8. Complete the expansion of Riverfront Park through land acquisition and development. Work with neighboring counties to promote an inter-county park system.

9. Direct the future acquisition and development of land designed for recreational use towards active indoor and outdoor facilities.
10. Design for and provide for multi-use facilities to accommodate a variety of traditional and specialized program areas. Include activities for the handicapped and disabled at parks and recreation facilities.
11. Continue to maintain, upgrade, and preserve facilities on current city inventory.
12. Require facility development to be part of future annexation and development.
13. Work with developers and City staff to explore recreation activities such as ice-skating, skate parks etc. in areas of high retail development.

SENIOR CITIZENS

Goal:

Establish a range of services to enable senior citizens to remain as independent as possible within their own homes.

Objectives:

1. Establish a liaison within the City government to work together with the Prince George's County Department of Family Services and Maryland Department of Aging to jointly provide the maximum level of needed service for the City's senior citizens.
2. Encourage the creation of affordable and accessible housing such as congregate living facilities for senior citizens.
3. Continue to provide specialized transportation service for transit dependent senior citizens.
4. Encourage the provision of adult daycare facilities within the City for those that require more constant care.
5. Provide meeting and program space for senior citizen activities.
6. Continue to assist Prince George's County in providing medical information and testing for senior citizens.
7. Encourage participation of senior citizens in all phases of community activity.
8. Coordinate provision of services for senior citizens with the surrounding counties.

SENSITIVE AREAS

Goal:

Protect and enhance the physical environment of the City, protect sensitive areas from the intrusion of urbanization, and balance the extent and nature of affected public interests and the relative resource value when conflicts arise.

Objectives:

1. Protect the Patuxent River Watershed through the coordination and enhancement (including enhanced stream buffering) of existing zoning mechanisms, public education/awareness, storm water management retrofit improvements, stream restoration and monitoring, and the development of a passive Riverfront Park to improve water quality, reduce sediment and erosion, and control storm water runoff.
2. Continue to enforce the R-OS - Open Space zoning regulations to preserve, to the greatest extent possible, the City's ecological balance and heritage, while providing for the proper use and enjoyment of natural resources and to provide an opportunity for creative site design to avoid sensitive areas and enhance their protection from urbanization.
3. Review of site plans for proposed development to ensure that all reasonable measures are taken to protect sensitive areas both during and after development.
4. Develop broader community awareness and sensitivity to the importance of sensitive areas and the way residents and businesses can participate in lessening the flow of nutrients, toxins, and sediment into the Patuxent and its tributaries.
5. In order to mitigate or minimize existing and future effects of noise intrusions, including design objectives, within future residential areas, implement a program combining source and land use controls with a goal not exceeding the normally acceptable standard as defined by the U.S. Department of Health and Human Services.
6. Promote volunteer efforts for stream monitoring and cleanup.

V. LAND USE ELEMENT

OVERVIEW

The City of Laurel comprises a total of approximately 2,760 acres, or 4.3 square miles. This figure represents an increase of 336 acres since the 1997 Master Plan Update for a total of 1,356 acres annexed from the 1974 adoption of the Master Plan through the year 2005, a 96.58% increase in area. Accounting for the majority of this increase were three planned communities, Laurel Pines Country Club, 273 acres, Laurel Lakes, 275 acres, and the Village at Wellington, 270 acres. Of the City's total acreage nearly 100% of the land is either developed, has received approval for its development, or in some stage of development approval. Since the 1974 Plan, there has been a substantial increase in the percentage of developed land. This trend is indicative of the suburbanization of the area and the evolving role of the City as a full service core area. These figures also reflect land values within the City, as well as its strategic location.

Table No. 17 Land Use

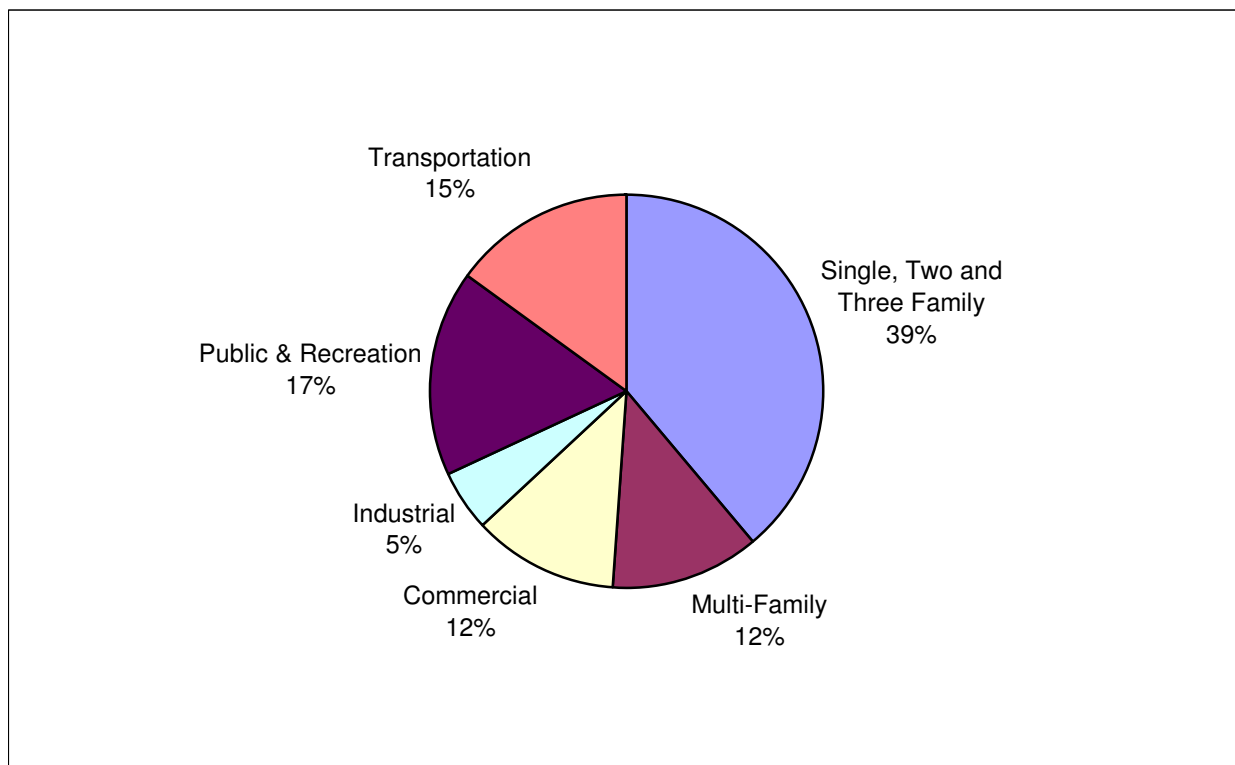
Land Use Category	Total Acres				% of City's Total Acres			
	1974	1987	1997	2005	1974	1987	1997	2005
Single, 2 & 3 Family	298	587	922	1,092	21%	28%	38%	39%
Multi-Family	149	185	298	319	11%	9%	12%	12%
Total Residential	447	771	1,220	1,411	32%	37%	50%	51%
Commercial	125	279	279	327	9%	14%	12%	12%
Industrial	22	57	57	136	2%	3%	2%	5%
Public & Recreational	117	448	475	475	8%	22%	20%	17%
Transportation	215	373	387	411	15%	17%	16%	15%
Vacant Land	478	143	0	0	34%	7%	0%	0%
Total	1,404	2,072	2,418	2,760	100%	100%	100%	100%

In 2006, residential land use comprises 1,411 acres, or 51% of the City's total acreage. This figure represents an increase of 964 acres since 1974 when the percentage of residential land was 32%. In terms of acreage, the single, two and three family dwelling unit classification has shown a great deal of growth. This classification grew by 794 acres and rose in percentage from 21% to 39%.

Commercial acreage has also shown an increase in growth. This classification, which includes retail, office, and service delivery uses, is now 327 acres as compared to 125 acres in 1974. Of the 202 acres of commercial land annexed since 1974, the majority has been devoted to office use.

Graph No. 3

Land Use 2006

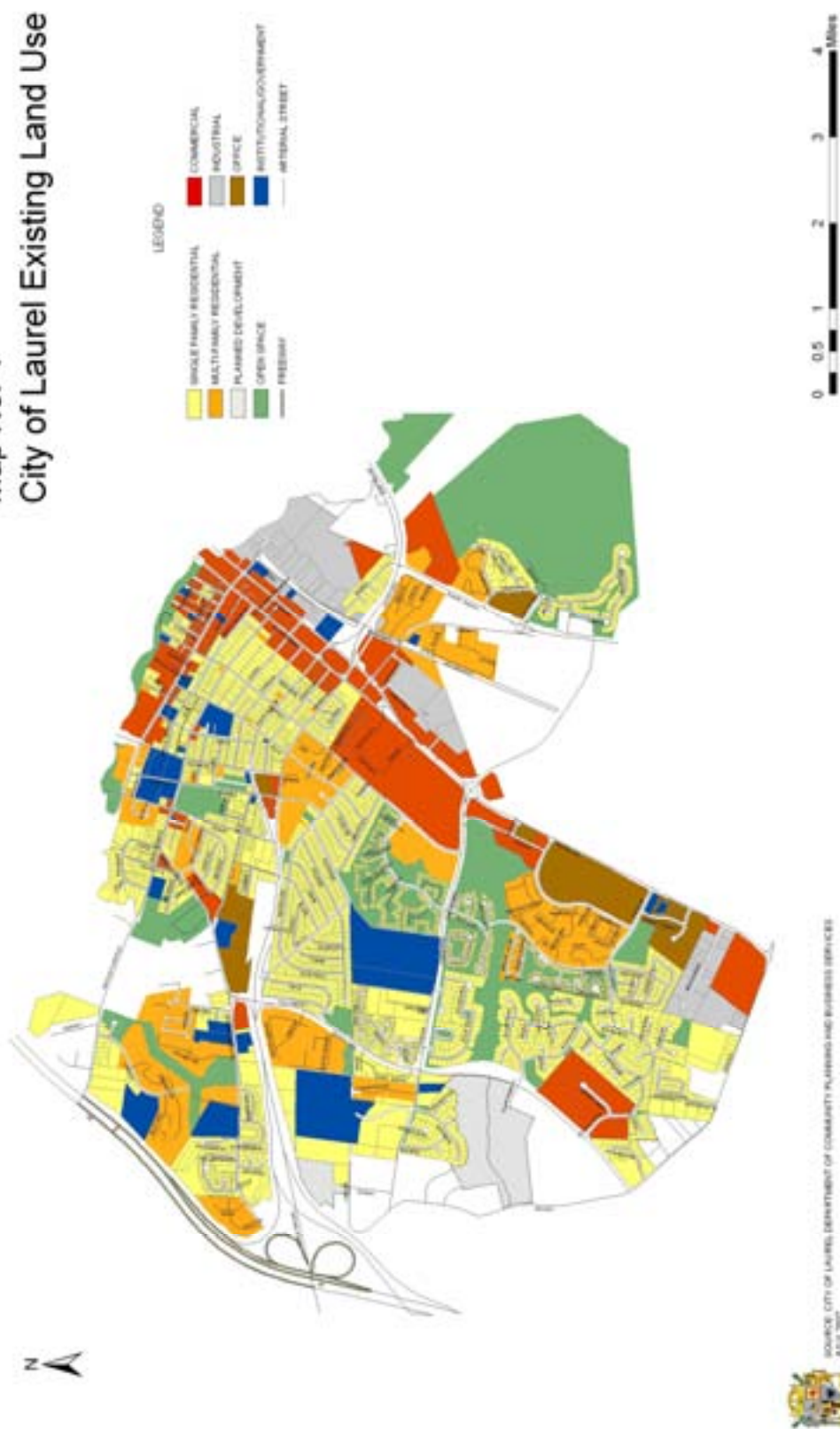


One area, which has seen a substantial increase in both percentage and acreage, is the public and recreational classification. This category includes active and passive parks, open space, churches, schools, public and quasi-public uses. Since 1974 the total land devoted to these uses has jumped from 117 acres to 475 acres. The majority of these lands have been the golf course (197 acres), the Greenview Drive Park (2.1 acres) and Bear Branch Stream Valley Park (6.6 acres) at the Greens of Patuxent, and the Stephen P. Turney Recreation Complex (26.53 acres). In addition, Granville Gude Park, including the lakes (28.5 acres) and the Cypress Street Athletic Fields at Laurel Lakes (9.21 acres) were added as part of the annexation of Laurel Lakes.

Land devoted to transportation, including streets and public rights-of-way, have increased concurrently with development. The current acreage used for transportation is currently 387 acres compared to 215 acres in 1974.

Probably the most significant change in comparing the percentages of land uses is the vacant land classification. As land prices have dramatically risen, undeveloped land within the City has become extremely scarce. Residentially zoned land had previously provided the bulk of inventory of vacant land. The 1974 figure for vacant land is, however, somewhat misleading in that the majority of those acres had only recently been annexed and construction plans were well under way for their development. Nonetheless, it is clear that the City's inventory of vacant land has dwindled to a very small proportion.

Map No. 4
City of Laurel Existing Land Use



The study of Laurel's existing land uses provides a fairly accurate depiction of both current and future trends. Because of its commercial development Laurel has become a focal point for a number of communities surrounding the immediate area. The increase in office uses has also provided a far greater range of employment opportunities for City residents. While the growth of the Laurel area brings with it certain problems, it has also presented the City an opportunity to provide a more diverse complement of amenities than would otherwise have been possible. The increase in public recreational and open space within the City is indicative of this trend. The knowledge of these trends, and their implications, should serve as a guide for making future land use decisions. The landmass within the City has increased by 96.58% since 1974.

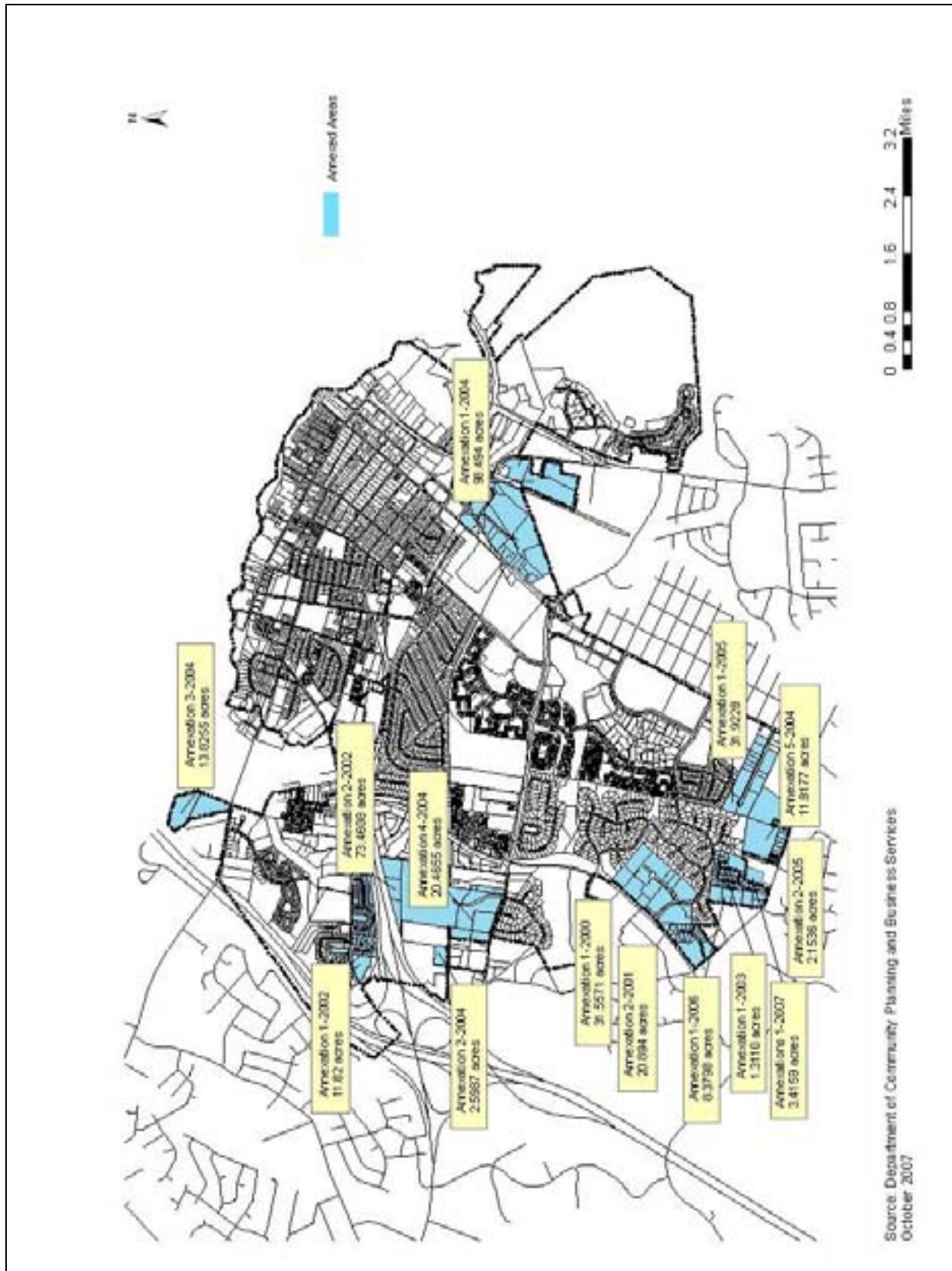
Table No. 18 Annexation Since 1974

Annexation	Charter Resolution Number	Acreage	Zoning
1-78	*	2.735 .0913	R-55 R-O-W
2-78	*	11.71	R-T
1-80	*	1.96	O-B
1-81	*	273.26	PUD
1-82	*	0.55	R-T
2-82	*	0.50	R-T
3-82	*	1.05	R-55
4-82	*	10.16	O-B
5-82	*	17.67	R-55
1-83	*	275.00 10.9959	PDA R-O-W
3-83	*	21.5	I-RTP
1-85	*	3.20	R-5
1-86	66	21.769 2.061 1.222 .584	C-G I-RTP C-C R-O-W
1-87	68	4.55	C-G
2-87	69	4.10	C-G
3-87	70	4.07	I-RTP
1-90	99	26.53 7.9236	R-OS R-O-W
1-93	100	7.84	R-5
2-93	104	270.00	PUD
1-97	110	32.76	R-55
1-98	114	10.143	I-RTP
1-00	117	31.5571	C-VAC
2-01	121	20.894	R-55
1-02	122	11.82	R-55
2-02	123	73.4608	R-55
1-03	125	1.3110	R-55
1-04	126	21.152 .03 16.46 28.6578 8.0311 24.1631	R-18 R-5 C-G I-CS I-G R-O-W
2-04	127	2.5987	R-5

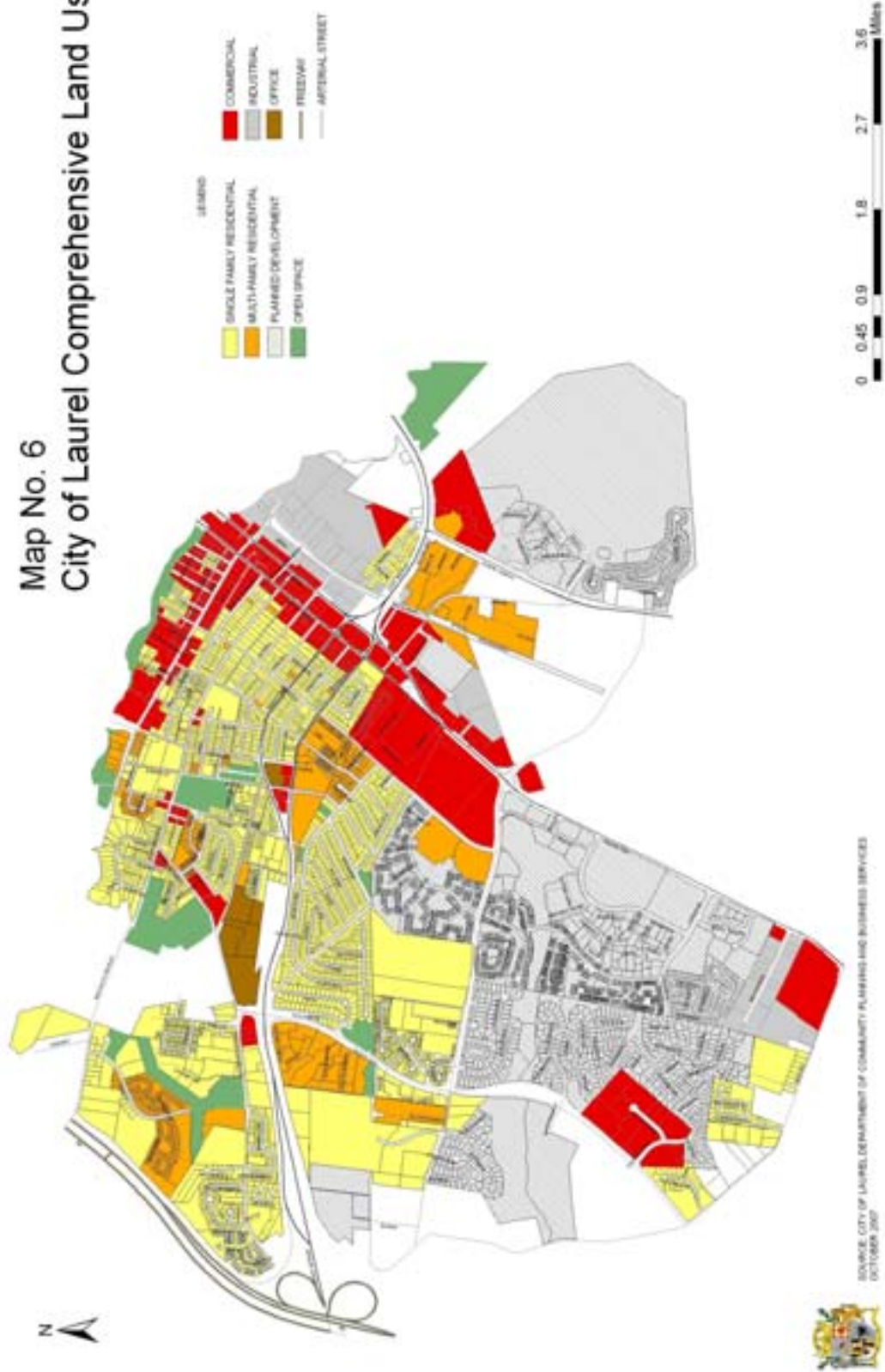
Annexation	Charter Resolution Number	Acreage	Zoning
3-04	128	13.8255	R-5
4-04	129	20.4655	R-55
5-04	130	11.8177	R-MD
1-05	132	31.9228	I-CS
2-05	133	2.1536	R-MD
1-06	136	8.3798	R-55
1-07	139	3.4159	R-55

*Resolution Number not assigned.

Total City Acreage within City limits 1974	1,404.17
Total acreage annexed since 1974	<u>1,356.05</u>
Total City Acreage within City limits – October 2007	<u>2,760.22</u>



Map No. 6 City of Laurel Comprehensive Land Use



LAND USE DESIGNATIONS

The City specifies the desired development pattern through a land use category system that provides for the location, type, density and intensity of development and redevelopment based on natural conditions and dependent on the availability of services as shown on the Comprehensive Land Use Map and controlled through the Zoning Ordinance and Subdivision Regulations.

Each of the following general land use categories has a set of zoning districts that may be permitted within that land use category. Based on these descriptions, an appropriate land use pattern can be developed for the five-year period covered by this plan. The comprehensive land use map includes the following designations:

RESIDENTIAL

The Residential Land Use Category is established for the purpose of providing and preserving areas of predominantly single-family, multi-family, and high density residential development. A variety of residential uses shall be allowed, based on zoning classification, at the following densities:

<u>Zoning District</u>	<u>Description</u>	<u>Max. DU's/acre</u>
R-5	One Family Detached	2.9
R-55	One Family Detached	5.7
R-20	One Family Semi-detached	12.4
	Two Family Detached	12.4
	One Family Triple Attached	16.2
R-T	Town House	10
R-30	Low Density Multifamily	
	One Family	5.7
	Townhouse	10
	Plex	10
	Multi-family	14.5
R-18	Medium Density Multifamily	
	Townhouse	10
	Plex	10
	Multi-family (3,000 sq. ft. lot)	14.5
	Multi-family (1,800 sq. ft. lot)	24.2
R-10	High Density Multifamily	24.2/43.5
R-H	High Rise Multifamily	
	Multi-family (1,400 sq. ft. lot)	31.3
	Multi-family (1,300 sq. ft. lot)	33.5
	Multi-family (1,200 sq. ft. lot)	36.3
	Multi-family (1,100 sq. ft. lot)	39.6
	Multi-family (1,000 sq. ft. lot)	43.5
	Multi-family (900 sq. ft. lot)	48.4
R-MD	One Family Detached Medium Density	4.6
N-TOA	Neo-Traditional Overlay Areas	8 within R-55. Over 8 if within a Redevelopment Overlay Area.

Single Family Residential - Areas appropriate for the development of 2.9 - 16.2 maximum dwelling units per acre served by public water and sewer facilities and existing areas developed with on-site well and septic sewer systems.

Multi-Family Residential - Areas appropriate for residential development in the range of 5.7 – 24.2 maximum dwelling units per acre served by public water and sewer facilities.

High Density Residential - Areas appropriate for the development of 24.2 – 48.4 maximum dwelling units per acre served by public water and sewer facilities.

PLANNED DEVELOPMENT

The Planned Development Land Use Category is established to encourage the most skillful planning of parts of the city and to provide for the utilization of planning criteria in the arrangements of buildings related to common open space, and to utilize topography and other site features to the best advantage to obtain creative coordinated design. It is necessary to expand the scope of land planning and development from a concept of individual lots and structures to the planning and development of large areas with groups of structures as a coordinated entity.

Uses, criteria, standards and regulations are established in the City Zoning Ordinance for those areas in standard residential and business zones which are included in a Planned Unit Development Area and which are covered by preliminary and final plans for the development. The application of the criteria, uses, standards and regulations are intended to result in the optimum development and use of land in Laurel.

A Planned Unit Development may include the following uses:

1. One-family detached, including zero lot line developments, and two-family dwellings;
2. Single-family attached dwellings (townhouses and 4,5 or 6 unit multifamily);
3. Apartments; and
4. Retail business and office uses.

Residential uses shall be allowed at the following densities:

<u>Zoning District</u>	<u>Description</u>	<u>Max. DU's/acre</u>
PUD	Planned Unit Development	
	One Family (6,000 sq. ft. lot)	7.3
	One Family (4,000 sq. ft. lot, zero lot line)	10.9
	Townhouse	10
	4,5 or 6 unit multifamily (3,000 sq. ft. lot)	14.5
	Multi-family 3,000 sq. ft. lot)	14.5
	Multi-family 1,800 sq. ft. lot)	24.2
	Multi-family 1,000 sq. ft. lot)	43.5
PDA	Planned Development Area	

COMMERCIAL

The Commercial Land Use Category is established for the purpose of providing areas of commercial development ranging from compact shopping areas to high intensity commercial uses.

There are seven commercial zoning designations established within the Commercial Land Use Category in the city. These are as follows:

<u>Zoning District</u>	<u>Description</u>
C-N	Neighborhood Commercial
C-C	Community Commercial
C-G	General Commercial
C-SH	Shopping Center
C-AP	Auto Park Commercial (Motorist Service)
C-V	Village Commercial
VAC	Village Activity Center

The function and characteristics of each of the commercial zones are intended to be as follows:

Neighborhood Commercial – The purpose of this classification is to provide a zone, which encourages the economic stability and preservation of historic commercial uses such as offices, small businesses and other trade establishments that have developed within specific older sections of the city. Property places in this classification may also be locations for mixed use, in order to fulfill the housing goals of this plan such as establishing housing opportunities for the elderly and the handicapped.

Community Commercial – The purpose of this classification is to provide locations for predominantly retail commercial shopping facilities for a substantially wider service area than those provided for in the Neighborhood Commercial zone, yet not containing the fuller range of commercial activities which characterize and justify the General Commercial zone.

General Commercial – The purpose of this classification is to provide locations for general retail commercial activities.

Shopping Center Zone – The purpose of this classification is to provide zones where compatible commercial facilities, with functional relationships, will be planned, organized and grouped in a building or in a unified arrangement of buildings and service facilities all designed on a designated area of sufficient dimensions to satisfy all off-street parking demands and located along major arterial streets where the traffic generated by such development can be accommodated in a manner that the public health, welfare and safety of the surrounding area will be maintained.

Auto Park Commercial Zone – The purpose of the Auto Park Commercial Zone is to allow the groupings of automotive sales facilities within specified areas of the city. The intent is to encourage these facilities to locate such as to provide access to and from an arterial roadway.

Village Zone – The purpose of this classification is to provide for a zone which, (1) encourages the economic stability and improvement of the Main Street Business area and its immediate

environs, (2) furthers the improvement and retention of the historic character of the business district, (3) encourages the continuation and establishment of small business, office uses, skilled craft occupations, and entertainment facilities along with certain residential uses, (4) encourages mixed use of permitted uses appropriate to the business district.

Village Activity Center Zone – The purpose of this classification is to provide locations where localized retail, service commercial, and employment opportunities can be located to serve an existing population, or located where approved residential development is programmed to serve an area within a two to four mile radius. The zone can also provide locations to serve as a town center for residential development, located within walking distance to offer easy access to stores, services, and employment uses located within the zone.

OFFICE

The Office Land Use Category is established for the purpose of providing for certain uses of land and structures for office space and certain service uses which are compatible to office building use. This category will not allow local or general retail commercial uses. It provides a transition from general commercial to residential uses.

Zoning District

O-B
OB-E

Description

Office Building
Office Building Existing

INDUSTRIAL

The Industrial Land Use Category is established for the purpose of providing areas for industrial development for community and regionally oriented service areas. The category is intended to facilitate the manufacturing, warehousing, distribution, wholesaling and other industrial functions of the city and the region. Office, laboratories, service, storage, manufacturing, and research & technology park uses are allowed.

Commercial Service, General Industrial, and Research and Technology Park Zones are established in order to achieve the following purposes:

1. To provide areas for carrying out research, production, manufacturing, and the distribution of goods to serve the community, to promote employment, and to strengthen the economy of the City;
2. To protect adjacent residential zones by restricting the types of manufacturing uses to only those not creating objectionable influences beyond their zone boundaries;
3. To protect manufacturing and related development against congestion by limiting the bulk of buildings in relation to the land and by providing off-street parking and loading facilities.

Zoning District

I-CS
I-G
I-RTP

Description

Industrial -Commercial Services
General Industrial
Research & Technology Park

The function and characteristics of each of the industrial zones are intended to be as follows:

Commercial Service Zone – To provide zones in appropriate and convenient areas for commercial contracting, storage and distribution services, and related types of minor production processes.

General Industrial Zone – To provide zones for those products and processes which normally require a large amount of motor vehicle trucking and rail service for transportation of the raw materials and finished products, but in which dust, smoke, fumes, glare, odors or other objectionable influences can be controlled.

Research and Technology Park Zone – To provide areas for industries and business organizations, which have common characteristics with respect to site requirements, desired amenities, compatibility of operation, and access.

OPEN SPACE

The Open Space Land Use Category is established for the purpose of preserving, to the greatest extent possible, the city's ecological balance and heritage, while providing for the proper use and enjoyment of natural resources. It is the intent of this category to promote the economic use and conservation of, and for agricultural, natural resource use, recreational uses and similar purposes. To provide for open space in the physical pattern of development to permit passive and active recreational or aesthetic enjoyment of natural or developed park areas, or other open spaces.

The following generalized uses are permitted:

1. Recreational facilities and park areas;
2. Floriculture, horticulture, and gardening, not including greenhouses;
3. Dwellings, one-family detached;
4. Other similar and compatible uses.

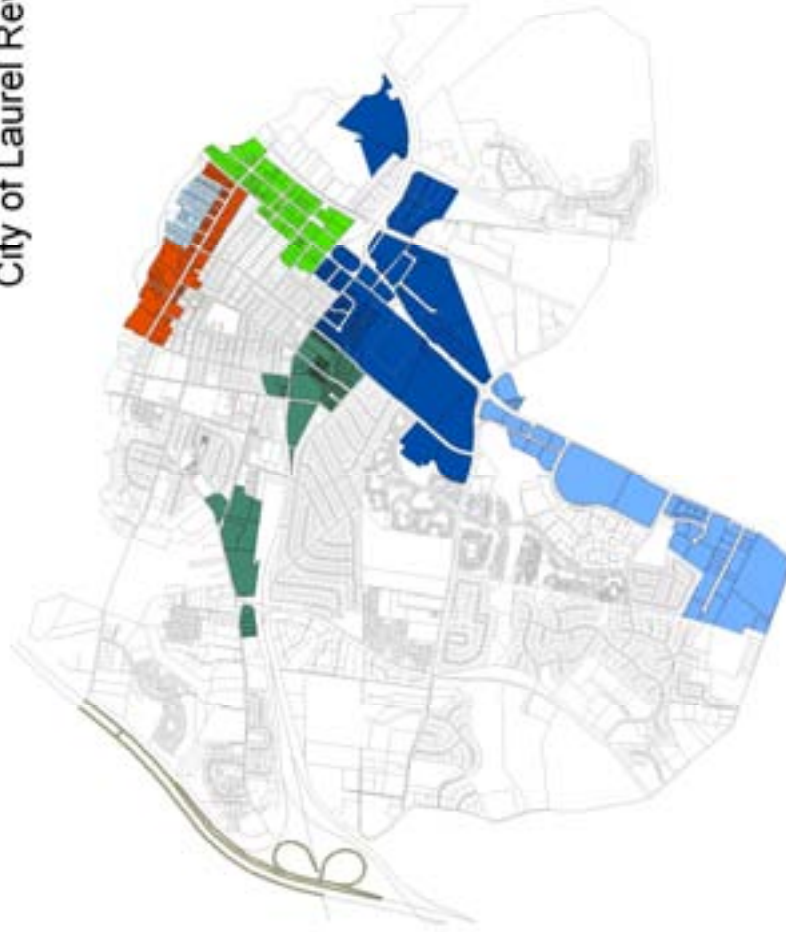
<u>Zoning District</u>	<u>Description</u>	<u>Max. DU's/acre</u>
R-OS	Open Space	0.2

MIXED USE - TRANSPORTATION ORIENTED

The Mixed Use – Transportation Oriented Category is established to promote the orderly development and redevelopment of land in the vicinity of major intersections, and major transit stops, so that these areas will enhance the economic status of the City and provide an expanding source of desirable employment and living opportunities for its citizens. Maximum Floor Area Ratio of 8.0 for each of the permitted uses, improvements and amenities.

<u>Zoning District</u>	<u>Description</u>
M-X-T	Mixed Use – Transportation Oriented

Map No. 7 City of Laurel Revitalization Overlay Areas



Revitalization Overlay Areas

- RO-1
- RO-2
- RO-3
- RO-4
- RO-5
- RO-6



SOURCE: CITY OF LAUREL, DEPARTMENT OF COMMUNITY PLANNING AND BUSINESS SERVICES
AUGUST 2008

REVITALIZATION OVERLAY AREAS

Many older commercial and residential areas within the City of Laurel are in need of revitalization. In 2004 the Mayor and City Council designated Revitalization Overlay Areas in order to seek development and redevelopment of these older areas and to create additional economic development opportunities within the City.

The Revitalization Overlay (RO) is an alternative form of development that is designed to:

1. Create additional economic development opportunities for property owners within the City to upgrade, enhance, demolish or other revitalize their properties using additional flexibility offered the overlay zone, by, among others, offering superior amenities, land uses, or achieving superior land design to warrant intensification or increased density of properties in areas that are targeted for their potential for economic development.
2. Enhance the business corridors within the City and to allow the upgrading of various housing opportunities, which by their age or state of disrepair may become obsolete, increasingly vacant, or becomes a contributing factor to destabilizing property values within the City.
3. Enhance opportunities for improvements to the retail, housing, employment or entertainments offerings within the City limits, which are necessary to maintain economic balance and continued prosperity of the City.
4. Allow for increased, consolidated, or integrated development in order to meet the need for certain targeted land uses, which may be deficient or missing within the current marketplace.
5. Permit the development for a hierarchy of overlay types, which reflect the location and conditions contained within specific areas within the City.
6. The conditions and restrictions of such an overlay is considered an optional form of development, which is in addition to the land uses and restrictions contained within the base zoning of any property located within a revitalization overlay.
7. Acknowledge that the development and approval of any revitalization overlay zone is a unique and specific approval to a unique parcel or groups of parcels, whose approval is conditioned on meeting the objectives and specific goals of using such an overlay option.
8. Facilitate redevelopment and provisions of specific land uses, configurations, which are recommended for the continued development and economic health, well being and stability of the neighborhoods of the City.
9. Allow intensification or changes in land uses, mixes of land uses, and access based on the ability of the provision of municipal and other public services, the general adequacy of transportation capacity to accomplish such development approvals as deemed necessary by the Mayor & City Council.
10. Retain the stability of the retail, restaurant, and entertainment establishments by providing development consistent with the demographics and income characteristics of

City residents, and reduce the exportation of the consumer spending potential of City residents by providing improved offerings to retain the spending by City residents for consumer products and services within City limits, where possible.

11. Encourage integrated development, consolidation of properties, in order to reduce access points to major highways; reduce visual confusion inherent in older commercial highway corridors such as U.S. Route One.
12. Increase the attractiveness of the City for its potential in the areas of employment creation, tourism development, and improvements to its retail and restaurant offerings for business development, stabilization and improvement of its neighborhoods.
13. Revitalization overlays are not permitted by right, but reflect a negotiated development agreement that is unique to a specific proposal, or development that reflects the applicant's ability to achieve the goals and objectives of this alternative form of development. The Mayor and City Council is not obligated to approve any form of optional development if it concludes that the proposal does not meet with the purpose and intent of the Revitalization Overlay Zone.
14. Setbacks of any type will not be waived, modified or amended unless alternate methods will provide equal or superior protection to surrounding uses.
15. To conclude that the use of this overlay option does not diminish, modify or in any way alter the applicant's right to development their property using the conventional base zone affixed to the property.

Types and Location of Revitalization Overlay Areas

Because of the distinct nature of sections of the City, which may be located within a revitalization area, RO areas are distinguished by the characteristics or goals of the area in which they are located. The general description of the proposed function of each area is as follows:

City Center Overlay Area - RO-1

The overlay encompassing this area shall reflect an intensity, which would permit the highest potential for a comprehensive and integrated redevelopment of uses which include, but are not limited to retail, restaurant, entertainment, major employment, professional offices, and commercial services. They may also include immediately adjacent multi-family complexes. Ideally, these uses would be located within an integrated complex or complexes, which may contain structured parking and comprehensively designed access points, directional signage, and other amenities to allow intensification above the base density of the parcel or parcels in which they are located. Examples of targeted or desired land uses within the City Center overlay includes, but is not limited to the following:

1. Retail, including apparel, traditional department stores, specialty apparel and shoe stores, as well as establishments selling electronic, computer and telecommunication products.
2. Entertainment, specifically including multiplex cinemas, which utilize state-of-the art technology, design, and amenities.

3. Restaurants, full service sit-down facilities, delicatessens and other specialty food retailers, which may include prepared food in a retail setting, providing they are not freestanding.
4. Employment uses, including research, general office, financial firms, and the like, which may contain ancillary retail, restaurant and commercial services facilities within their building, or be located above, retail complexes or entertainment facilities.
5. Housing, which would primarily consist of upscale rental apartments or condominiums, generally located above the aforementioned facilities, or integrated into a mixed-use complex.

Highway Corridor or Activity Nodes - R0-2

The area utilizing this overlay would consist primarily of properties, which line the U.S. Route One area, or along MD 198. These parcels are usually characterized by their lack of property depth, and generally consist of smaller properties which all maintain separate highway access. However, they may also contain existing shopping centers of moderate size. The overlay is specifically recommended to encourage the consolidation of these properties, where possible, and to create mixed-use business and residential complexes, especially in the bifurcated sections of U.S. Route One, where multiple access points have created issues of public safety, given the volume of traffic volume and speed on this facility. Recommended uses for the properties in this overlay would be as follows:

1. Retail facilities, either freestanding, or accessory uses located within a mixed-use complex or structure.
2. Restaurants, preferably full service, located within mixed-use complexes.
3. Professional and business offices.
4. Accessory apartments located on upper floors of mixed-use complexes.

Route One Historic District and Gateway Approaches - R0-3

This overlay area is unique and defined generally as the area along U.S. Route One from the Howard County Line southward. This area is specifically recommended for transit oriented development, which relates to services and establishments, as well as housing, that would benefit from being in close proximity to the MARC Rail station of the Camden Line of the Maryland Transit Administration. Typical uses recommended for this area include the following:

1. Retail and commercial service uses located within mixed-use complexes which may be designed to serve, among others, the rail commuters, bus users, or others within the Main Street business district.
2. Offices and other business establishments typically located within mixed-use structures.
3. Ancillary rental apartments and condominiums, typically located above commercial establishments. This could also include high density attached housing as well.

Existing Multi-Family and Attached Housing Areas - RO-4

These areas are generally characterized as older multi-family facilities located adjacent or in close proximity to commercial complexes and along arterial. Land Uses within these areas are generally limited to housing, specifically rental apartment communities. To balance and upgrade its housing stock in these areas, redevelopment of existing facilities is encouraged and additional density may be allowed subject to meeting the intent and purpose of these regulations. While generally discouraged, circumstances may permit the inclusion of certain convenience retail facilities, although a commercial complex in the immediate vicinity generally meets these needs.

Main Street Historic Area and Neighborhood Commercial Nodes - RO-5

This area is defined as being the limits of Main Street from those properties, which do not face U.S. Route One westerly until MD 216, or Seventh Street. It also includes areas zoned for Neighborhood Commercial uses, which are presently used for commercial and services uses. The intent of the overlay zone is somewhat diminished in this area, because the flexibility of the Village zone, for those properties along Main Street which are contained within the zone, already contain flexibility in area, yard, and parking regulations. However, it is intended that they benefit from the potential flexibilities of the overlay which relate to, among others:

1. Inclusion of additional apartments above permitted commercial buildings.
2. Other future financial incentives offered the City, County, or State.

Patuxent River Transit-Oriented Development Overlay - RO-6

This specific area is defined by side streets along Main Street, beginning on the west by Avondale Street, and continuing easterly including C, B, and A Streets. The intent of the specificity of this area is to encourage redevelopment of the area in order to:

1. Create redevelopment opportunities, which serve to reconnect the Main Street business community with its Patuxent River origins.
2. Allow mixed-use development to exploit the increased use of the Riverfront Park without any environmental effects of new development.
3. Explore the potential for additional restaurant development along the river.
4. Develop additional business and housing opportunities to reinforce Main Street business development and increased business expansion which compliments the Main Street community.

Recommended land uses for this area could include:

1. Inclusion of an arts & entertainment district (in addition to Main Street).
2. Establishments for artisans and craftsmen, artists, or galleries exhibiting products for sale.

3. Rental or condominium apartments, with provisions for at home occupations, limited professional uses, or specialty shops.

It is the intent of all revitalization overlay zones, that the purpose and intent be met before this optional form of development can be approved. Provisions of additional amenities or the modification of certain development standards shall be based on the conclusion of the Mayor and City Council by ordinance, that the proposed development or complex, sufficiently meets the intent of this alternative form of development.

MIXED USE TRANSPORTATION ORIENTED DEVELOPMENT

In order to promote the orderly development and redevelopment of land in the vicinity of major interchanges, major arterials and intersections, and major transit stops so that these areas will enhance the economic status of the City and provide an expanding source of desirable employment and living opportunities for its citizens, the Mayor and City Council in September 2006 approved an amendment to the City Zoning Ordinance to add a M-X-T zone.

Mixed Use – Transportation Oriented (M-X-T) zones provide for a variety of residential, commercial, and employment uses that must be located near a major intersection or a major transit stop or station and will provide adequate transportation facilities for the anticipated traffic.

Uses, criteria, standards and regulations are established in the City Zoning Ordinance. The application of the criteria, uses, standards and regulations are intended to result in the effective and optimum use of transit and other major transportation systems and to encourage a twenty-four (24) hour environment through a maximum of activity and the interaction between the uses and those who live, work in, or visit the City.

A Comprehensive Rezoning action by the Mayor and City Council may place property within any Land Use Category that is located along, adjacent or in close proximity to the City's major transportation corridors, transit stops or stations in a M-X-T zone.

NEIGHBORHOODS

Neighborhood No. 1

This neighborhood is predominantly commercial in nature. It has become the commercial center of the Greater Laurel Area, and is located along U.S. Route 1, from just south of Main Street to Cherry Lane, a distance of approximately 1.1 miles. Strip commercial development, including several new and used car lots, automobile repair shops and gasoline stations, line both sides of Washington Boulevard and Second Street. Several office buildings also exist, in addition to other types of commercial establishments. Two of the four regional shopping centers within the City, Laurel Centre Mall and Laurel Shopping Center, and a number of smaller strip commercial centers, provide the focus for this area.

Most of the property within this neighborhood is developed. Few vacant parcels exist, and those that do are generally small. As land values continue to increase it is anticipated that a number of the smaller parcels may be assembled. Mid-rise office buildings, perhaps with retail uses on the ground level, would be a desirable type of redevelopment. Some office space already exists in the area, but not to the extent of providing a desired office and retail mix. The Laurel College Center, located adjacent to the Laurel Shopping Center, and the office building

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Map No. 8
City of Laurel Neighborhoods



SOURCE: CITY OF LAUREL, DEPARTMENT OF COMMUNITY PLANNING AND BUSINESS SERVICES
JULY 2007



at 608 Washington Boulevard, are the largest of the office structures in the neighborhood. Second Street also contains a very limited number of residential units of which most are apartments. Single-family housing exists but is scattered through the neighborhood.

Much of the commercial development is strip, designed strictly for vehicular access. Should redevelopment occur, a mix of office uses with ancillary retail and residential components is recommended. Three (3) Revitalization Overlay Areas (portions of RO-1, RO-2, & RO-3), permitting greater flexibility in exchange for public amenities and encouraging assemblage and redevelopment of properties, have been designed for a portion of this neighborhood. An effort should be made to also allow existing businesses to improve the visual aesthetics and functional operation of their properties. New office space would add employment to the City, and the addition of residential units to an area that contains few residences may help to promote a neighborhood that contains a balance of activity after normal business hours. The assemblage of properties, where possible, will reduce the strip commercial appearance of the area, and allow for more cohesive and comprehensive development. This redevelopment should include improved visual aesthetics and amenities, which would be more attractive to potential consumers as well as to City residents. Detracting from the visual appearance of the area is the signage and above ground utility wires. Excessive signage can negatively intrude upon the landscape. Existence of the utilities poles combined with the lack of adequate landscaping creates a visually cluttered neighborhood.

Neighborhood No. 2

This neighborhood includes Main Street, which was formerly the commercial center of Laurel, and several older residential communities that are located between Main Street and the Patuxent River. The City has undertaken a number of actions to improve this area of the City. The first of these steps was the creation of the Historic District Commission in 1975. The Commission's efforts have provided much of the impetus for the preservation efforts that continue to take place. Many office and retail uses still line Main Street, as do several apartment complexes. Many of the buildings on Main Street have been renovated, and substantial new construction has also taken place, most notably the Patuxent Place project and the 319 Main Street Office Building. In 1980 new curbs, brick sidewalks and street trees were added to the streetscape. A new zoning classification, the Village Zone, was adopted in 1983 to encourage the economic stability and improvement of the Main Street Business Area. This zone classification was designed to permit a mix of uses typically found within a "Main Street" area. It was also tailored to place buildings closer to the street line with parking areas to the rear, thus creating an intimate streetscape more pedestrian oriented. Most recently new streetlights have been installed, street trees planted and landscape improvements made.

Several vacant and undeveloped parcels exist within this neighborhood. The larger of these parcels are located to the north of Main Street, backing to the Patuxent River. These large parcels are mostly wooded, and are impacted by flood plains. Should this area develop, land use recommendations would be for a continuation of the mixed-use character of old Main Street.

Permitted uses, building setbacks, and building heights should continue to blend in with the existing development as recommended by the Historic District Commission. As this area is within the Historic District, architectural controls in the neighborhood are already in place.

Small pockets of residential communities exist on the north side of Main Street, along Post Office Avenue, Fourth Street, Avondale Street and "A" Street. While the residential structures

here are predominantly single-family houses, some have been converted into multi-family units. Several apartment buildings have also been constructed, including the Riverview, 411 Main Street, and Orchard Towne, 33 Orchard Towne Court, apartment complexes. Friendship Place, 610 Main Street, and Friendship Square II, 19 Post Office Avenue, apartments were converted to The Oaks at Main Street and The Oaks condominiums in 2006. Retention of these small residential communities immediately adjacent to the Main Street business district is desirable in order to maintain reverse traffic flows and to provide a residential base necessary for Main Street's economic viability after normal working hours. Three (3) Revitalization Overlay Areas (a portion of RO-3, and RO-5 & RO-6) have been designed for a portion of this neighborhood.

To encourage the redevelopment of the section of Main Street that runs between 2nd Street and the MARC train station, The City has designated this portion of Neighborhood No. 2 as Revitalization Overlay Area RO-3. Redevelopment should emulate the character of Main Street with pedestrian oriented businesses and buildings dominating the streetscape with parking areas behind the buildings.

Development within this area should also be sensitive to the Patuxent Policy Plan and Addendum. In conjunction with this plan, future development should be done so as to minimize any negative impacts on the river because of encroachments leading to storm water run-off erosion. Preservation efforts should also be encouraged through continued acquisition and expansion of the Riverfront Park.

Neighborhood No. 3

The majority of the older homes within the city are located within this neighborhood. Bordered on the south by Talbott Avenue, on the west by Ivey Hill Cemetery, on the north by the Patuxent River and Prince George Street, is Neighborhood No. 3. Part of the neighborhood is within the Historic District, and protected by the Historic District Commission regulations. Several schools, a City park, and a cemetery are also included. The City's swimming pool and part of Riverfront Park are also within this Neighborhood.

Conversion of some of the large, old single-family homes into multi-family structures has taken place in this neighborhood. Small apartment buildings have also been built, mostly along Montgomery Street. Two small commercial areas, one at Sixth Street Montgomery Street and one at Ninth Street and Montgomery Street, serve some of the shopping needs of the surrounding neighborhoods. The retention of these three commercial areas should be encouraged as they provide a convenience to the residents of the adjoining areas. Retention and preservation of older houses should continue to be encouraged through the use of property tax credit for restoration and preservation of certain historically valuable, architecturally valuable, or architecturally compatible structures and other incentives which are deemed desirable.

Maryland Route 198 bisects the south side of this neighborhood. This area is predominately single-family houses and town homes. Some of the single-family housing stock has been converted to multi-family use. The placement of MD Route 198 through the City has impacted the residential character of this area. Land use recommendations are for the retention of this area as a single-family residential neighborhood. Where possible, noise abatement measures should be encouraged.

Neighborhood 4

This neighborhood is known as the “Grove” area. Established in the early 1900’s, the area historically has had a predominantly Black population. Land uses are primarily residential. A church and community park is also located in the neighborhood. Land use recommendations for this area are to retain the predominantly residential character of the neighborhood. Conversion of multi-family houses back to single-family residences should also be encouraged. Future land uses will need to be sensitive to the adjoining well established residential area and could be used to expand the park and recreational needs of the community.

Within the vicinity of 9th Street between Talbot Avenue and Gorman Avenue, are some commercial uses. Here a mixed-use commercial/office/condominium (12 residential units) complex is under construction (Park Place) anticipated to be complete in late 2006 or early 2007, partially dividing the commercial from the residential uses. The Park Place project is located within Redevelopment Overlay Area RO-2. This area should be used as a transitional land use separating the existing commercial and residential sections. Land uses should be aesthetically and functionally sensitive to the adjoining residential uses.

Neighborhood No. 5

Townhouses and multi-family residential structures predominantly characterize this neighborhood. Dorset Road cuts through the middle of this neighborhood, located on the western edge of the City. The Carriage Hill zero-lot-line development of single-family houses is adjacent to 1-95. On the north side of MD 198, the majority of the neighborhood is residential zoned with the exception of a church and a City park.

The land use recommendation for the majority of this neighborhood, the portion to the north of Old Sandy Spring Road, is for the continuation of the current residential uses. The commercial activity at the eastern end of this neighborhood, south of Old Sandy Spring Road should be maintained. Future development proposals along Sandy Spring Road should be sequenced with necessary road improvements.

Because of the proximity of 1-95 and the inherent noise produced by the interstate, long-range planting programs should be encouraged in order to provide improved buffering.

Revitalization Overlay Area RO-2 has been designed for a small portion of this neighborhood.

Neighborhood No. 6

This neighborhood is concentrated around the Fairlawn Subdivision. Single-family detached houses constructed in the late 1950’s constitute the majority of this neighborhood, located to the south of MD 198 between Fourth Street and Van Dusen Road.

A mix of low-rise apartments, townhouses, and single-family houses constitute the remainder of this neighborhood, which runs along the south side of Gorman Avenue (MD 198) as far south as Montrose Avenue. Most of the residential units are apartments and are more densely populated than the remainder of the neighborhood. No commercial or office uses exists, although there is a church.

The continuation of the existing residential land uses in Neighborhood No. 6 is recommended. Any non-conforming uses, such as single-family houses used as an office, and should by

monitored, as they are not consistent with the maintenance of the single-family housing community.

Two (2) Revitalization Overlay Areas (a portion of RO-1 and RO-4) have been designed for a portion of this neighborhood.

Neighborhood No. 7

Neighborhood No. 7 is located on the north side of Cherry Lane, from Fourth Street to the City line on the west, including the west side of Van Dusen Road to MD 198. All of the housing in this neighborhood is either townhouses or apartments. The largest of these townhouse developments is the Ashford Subdivision, which consists of 448 units. The visual focal points of this neighborhood are the Middletown and Avondale high-rise apartment buildings. Laurel High School, a major land use, has a large amount of green space associated with it. Archstone Apartments at Cherry Lane (446 multi-family units) are under construction at the corner of 4th Street and Cherry Lane, formally the Laurel Crossing Apartments site, with completed anticipated in 2007. Largely undeveloped parcels on Cherry Lane west of Van Dusen Road have projects in various stages of development. The Crescent at Laurel is a 150 unit single-family detached/attached neo-traditional development, Corridor Center is a 315 Planned Unit Development with 100 Multi-Family, 199 Townhouses, and 16 single-family detached units, and First Baptist Church of Laurel will be constructing a new sanctuary and school. All other land within the neighborhood is developed. There are no existing commercial or office buildings.

Land use recommendations are for no changes in this neighborhood. The neighborhood is stable and the residential units appear to be in good condition. Revitalization Overlay Area RO-1 has been designed for a portion of this neighborhood, the Westchester Apartments site at the corner of 4th Street and Cherry Lane.

Neighborhood No. 8

The Laurel Lakes Planned Development Area occupies almost this entire neighborhood. Laurel Lakes is bounded on the north by Cherry Lane, on the east by Baltimore Avenue, on the west by the Hatter-Gude tract, and on the south by the Contee Road. A majority of the housing is townhouses with the remainder being zero-lot-line development, single-family, and multi-family apartments.

The development also includes Laurel Lakes Centre, which is a regional shopping center, an office park, and a third area containing some office, commercial uses, and a hotel. There are two City parks, one passive and one active, that are part of the Laurel Lakes Subdivision.

To the south of the Laurel Lakes development are retail stores, two hotels, Braygreen Industrial Park, and a shopping center, Centre at Laurel. Immediately to the west of the Centre at Laurel the City has approved a 455-unit apartment complex, Archstone at Contee Road. Construction is anticipated to begin in 2006.

The only vacant land in this neighborhood is in the Braygreen Industrial Park. A mixture of commercial and industrial uses is anticipated in this area.

Revitalization Overlay Area RO-2 has been designed for properties in this neighborhood fronting Baltimore Avenue and Contee Road.

Neighborhood No. 9

Laurel's industrial area is located in Neighborhood No. 9, as are some residential and commercial uses. A large portion of this neighborhood lies in a flood plain, and is undeveloped.

Along both sides of the CSX Railroad tracks, from their entrance to the City at the Patuxent River, south to Irving Street and Lafayette Avenue on the east side of the tracks, and MD 198 and Second Street on the west side of the tracks, is where most of the City's industrial land uses is located. With the exception of that portion to the east of the lots on Lafayette Avenue, these properties are almost completely built out. Development of the vacant property will be difficult as it is within a 100-year flood plain. On the northern portion of this flood plain is property owned by the American Legion, which is in a commercial land use. Aside from the meeting hall, the American Legion maintains athletic fields within the flood plain. At the southern end of the industrial area, in the vicinity of Second Street and MD 198, are several parcels owned by the State Highway Administration (SHA). Should the site become available for redevelopment, a commercial use is recommended, as the property fronts on Second Street, adjacent to the City's commercial district.

Irving Street is a residential community made up predominantly of single-family homes built in the early 1950s. At the end of Irving Street, at MD 198, are some commercial uses.

A shopping center borders the Irving Street neighborhood to the east. A portion of the shopping center is outside the City. Across MD 198 is additional retail commercial land, a restaurant within the City, and a small shopping center adjacent to the City.

Continuation of the commercial uses, and perhaps expansion into the vacant land on MD 198, is expected. The Stephen P. Turney Recreation Complex now occupies property adjacent to the Patuxent River that once served as the City landfill.

A high-rise apartment building and an older, low-rise apartment complex are situated on the south side of MD 198 at the intersection with MD 197. Retention of these multi-family structures as residential buildings is the desired land use of these properties.

Portions of Redevelopment Overlay Areas RO-1, RO-2, RO-3, and RO-4 are within Neighborhood No. 9.

Neighborhood No. 10

Located on the east side of MD 197 on property that was formerly the Laurel Pines Country Club, is the Greens of Patuxent Planned Unit Development. Much of the redeveloped golf course is located within a flood plain.

Two five-story office buildings, a garden apartment complex, a community of four-plex homes and a development of zero-lot-line houses were constructed. A total of 508 residential units and 150,000 square feet of office space make up this neighborhood. Amenities include the golf course, clubhouse, several community buildings, a swimming pool and a restaurant.

Neighborhood No. 10 is entirely developed and there are no Revitalization Overlay Areas within the neighborhood.

Neighborhood No. 11

Neighborhood No. 11 is bound on the south by MD 198, Van Dusen Road on the west, and Old Sandy Spring Road/West Street on the north. This area was deemed to have distinct characteristics and not to interact to a significant degree with the surrounding residential areas.

The neighborhood is predominantly office space, with a small amount of commercial space. Phair Office Park consists of two low-rise and one mid-rise office buildings. The Tower Federal Credit Union Building has been developed since the last Master Plan revision and creates a significant gateway to the City. Land use recommendations for this area include the maintenance of the existing uses. Aesthetic and functional aspects of future land uses should be sensitive to the fact that this area is the western gateway to the City.

Revitalization Overlay Area RO-2 has been designed for a portion of this neighborhood.

Neighborhood No. 12

Neighborhood No. 12 encompasses the Villages at Wellington, a single-family detached subdivision. Wellington is a Planned Unit Development that functions as a distinct neighborhood.

Neighborhood No. 13

The property delineated as Neighborhood No. 13 has been annexed into the City since the adoption of the 1997 Master Plan Update. Laurel Cove and Contee Crossing Subdivisions, both single-family detached developments, Laurel Ridge, a 40-unit single-family subdivision that should begin construction in 2006, are within this neighborhood. The Greater Laurel Professional Park, office buildings, is also located in the neighborhood as well as a church. Any expansion of Neighborhood No. 13 will occur through annexation of contiguous properties.

Recommended land use for annexed properties is the continuation of residential developments.

SPECIAL STUDY AREAS

There are currently several areas within the City that warrant study as special study areas. The purpose of a special study area is to study in greater detail a certain area, in order to proffer ideas to the citizenry or private sector for long-range plans or goals for improving the particular area. It is also an opportunity for the public sector through governmental action to initiate needed improvements. In some cases these initiatives may be of either an aesthetic or functional nature. In other cases they may be related to health, safety or welfare concerns. Two areas have been chosen for study in greater detail, the Washington Boulevard - Second Street corridor, and the Main Street area.

Route 1 - Washington Boulevard/Second Street Corridor

A large portion of this area is typical of many other portions of U.S. Route 1 throughout the County and within the more immediate area. It is characterized by typical strip commercial uses, lined with a high percentage of individual detached businesses, many with their own driveway(s) or curb cut(s) and freestanding signs. From a functional standpoint much of this development does not relate to adjoining properties. The excess of curb cuts also creates less

efficient traffic flow. In many instances existing vehicle weaving and stacking patterns are potentially hazardous.

Much of this corridor is dominated by strip commercial development. Several vantage points offer views dominated by utility wires and commercial signage. In many cases businesses are still utilizing non-conforming freestanding signs, which are larger than those permitted under current regulations. Because of the strip commercial land uses of the corridor, most of the signage bears no architectural, artistic or visual resemblance to those on adjoining lots, thus creating a cluttered, confusing and overcrowded appearance. Due to the existing signage, businesses have felt forced to compete for the limited available visibility along the road frontage. As a result, neither the consumer nor the business community benefits from the existing signage. Another contributing factor to the visual distraction is the overhead utility poles and transmission lines. A third factor detracting from the visual quality of this area is the relative lack of green space and landscaping. Many of the properties are marked by expanses of open space fronting the roadway with very little landscaping. Much of the landscaping, which had been planted has died over the years and not replaced.

With the continued replacement of commercial signs as new businesses open, some small strides have been made in improving the appearance of this corridor. The City, in conjunction with the State Highway Administration, is coordinating State plans to begin infrastructure improvements including new sidewalks, curb and gutter improvements, as well as benches and improved signs and other markings. Unfortunately, the placement of overhead utility poles underground is extremely expensive, so this corridor's worst visual problem will continue for some time until a viable funding source is found.

As a result of many of these functional and aesthetic problems, the economic prosperity of the corridor has not reached its full potential. One of the results of this strip development is the existence of scattered vacant lots. These few lots are too small in size to feasibly warrant truly productive development. Because of existing structures, redevelopment costs are comparatively high unless done on a larger, more comprehensive scale.

Fortunately, the health of the commercial activity along the corridor remains strong, with renovations of shopping centers, as well as individual businesses, continuing at a moderate pace.

Despite this process, these facilities are unfortunately vulnerable to increasing congestion, but not necessarily limited to traditional rush hour periods. Because of the presence of popular restaurants, store and cinema facilities, Route 1 corridor can serve the customer that its many businesses want without the disruption of regional through traffic.

Several strategies have been designed in order to deal with specific aspects of the corridor. Revitalization Overlay Areas were approved by City Council March 2004 which provide an alternative form of development designed to create additional economic development opportunities for property owners within the City to upgrade, enhance, demolish or revitalize their properties using additional flexibility offered by the overlay zone. Revitalization Overlay Areas allow the consolidation of individual parcels where appropriate. Upon consolidating parcels so that they meet acreage minimums, an overlay district with certain density incentives may be applied for. In exchange for these density bonuses, greater site design control and requirements for amenities is exercised through the Planning Commission with recommendation to the Mayor and City Council. These site design considerations are intended to alleviate many functional and aesthetic problems. An applicant submitting a proposal for development utilizing

the revitalization overly must submit a traffic and circulation plan in order to help reduce future traffic problems.

Recommendations:

1. Continue to coordinate with the State Highway Administration to provide streetscape improvements, better directional signs, and intensified landscaping. Pursue a tax credit program for businesses to improve the private property landscaping.
2. Encourage the SHA to link existing disconnected sidewalk and pathway segments and add new sidewalks/pathways to create a well-defined network that facilitates access to transit stops and to major residential, employment and activity centers.
3. Institute appropriate zoning and land use controls, and provide incentives for the assembly of parcels, the redevelopment of underutilized land and the revitalization of derelict sites.
4. Amend the City Zoning Ordinance to require the dedication of land to the City for the purpose of providing right-of-way for new sidewalks/pathways as a condition of redevelopment.
5. Pursue a tax credit program for businesses to improve the private property landscaping.
6. Aggressively pursue any State grants or other programs dealing with revitalization, community development, or the like.

Main Street

A second area for study is Main Street. As with most main streets, this area contains a notable diversity of land uses. Throughout most of Laurel's history this area served as the City's central business district. The advent of the Laurel Shopping Center in 1956 signaled the beginning of the decline of Main Street as the commercial center of Laurel. This decline continued during the mid 1960s with the construction of the second phase of the shopping center. Further expansions, including Georgetown Alley and the enclosed mall, solidified the commercial focus along Washington Boulevard.

Although the retail make up of Main Street has changed, it has retained its status as a focal point within the City. As in its earlier days, Main Street's current make-up is of a decidedly mixed-use character. Currently, land use is fairly evenly divided between retail, office and residential uses. While Main Street has in recent years undergone substantial improvements, the area, because of its layout and age of buildings, still presents an ongoing challenge.

At the time of the 1974 Comprehensive Master Plan, it was envisioned that most of this area would be demolished in order to make room for higher density development. As a result of a change in the proposed rapid rail alignment, as well as an awakening community appreciation for the value of this area, the City enacted legislation creating Historic Districts. Since that time the City and the Historic District Commission have endeavored to preserve many of the historical aspects of Main Street. Although selective demolitions have occurred, it has been the intent of the Commission to encourage the rehabilitation and continued use of the existing building stock. While preservation is important architecturally and as a link to the City's past, it does present concerns about maintaining the structural adequacy of many of the older structures. A number of the older structures, which have not undergone major renovation, are in need of improvements, especially as they relate to present building and fire codes. This is particularly true for those older structures containing apartments.

After completion of the last Master Plan, a major study was undertaken which dealt with the revitalization of Main Street. While significant progress has occurred since completion of the study, many of its findings are still relevant. This study focused on what were judged the three major problems identified with Main Street. These problems were convenience, poor drawing power and appearance.

Three aspects of convenience were studied: location, circulation and parking. Since the time of this study improvements have been made to both locational access and circulation. Parking, which was judged the most crucial of these problems, will become a more critical issue should current trends continue. Many aspects of Main Street were not designed to be entirely conducive to automotive travel. In many areas the physical layout precludes the provision of the necessary number of on-site parking spaces. As construction of new structures continues, and use of existing structures increases, off-site parking demand has increased. This includes increased parking along Main Street and some residual spillover into residential areas. In order to maximize convenience and accessibility and to minimize spillover, several steps should be taken.

Future construction should, to the extent possible, be dependent upon provision of adequate parking. In addition, new occupancies within existing structures should be predicated upon improvement and maintenance of on-site areas capable of supporting required parking. Since this area is within the parking modification zone, the Planning Commission must review new occupancies not meeting code requirements. These reviews should include provisions for physical improvements where feasible or appropriate. Future congestion along Main Street due to increased traffic volumes may also exacerbate these problems. Should traffic volumes increase at current rates, it may be necessary to further restrict parking along Main Street. Access onto Main Street from adjoining side streets may also become more difficult, thus necessitating future attention.

The second most important problem identified by the 1976 study was Main Street's ability to draw businesses and customers. Economics of scale as well as the inherent physical limitations of the area preclude Main Street from successfully competing with the larger retail centers. It is quite possible, however, for this area to prosper with its retail component geared towards specialty and service-retail shops. One specific problem, which remains, is the lack of a coordinated promotional effort. The advertising, which does occur, is, for the most part, done independently by individual businesses. A unified effort, which coordinated advertising, events and operating hours, could potentially improve the economic viability of the area. Any such effort would need the support of the Main Street Merchants Association and its collective membership.

The third problem highlighted in the previous study related to the area's appearance. Excellent progress has been made in this regard since 1976. The physical appearance of both the street and sidewalks has been substantially improved. A street tree-planting program has also taken place. Another area of considerable improvement is the aesthetic appearance of many of the structures. In conjunction with the efforts of the Historic District Commission, many property owners have substantially upgraded existing structures. The use of tax credits has also contributed to the retention and improvement of the existing building stock. Another more subtle improvement involves the Historic District Commission review of signage. Existing signage is now far more complementary to both the architecture and the streetscape.

From a zoning perspective, several major changes from the 1974 Master Plan are recommended. The previous plan had proposed massive redevelopment and demolition in the

Main Street area. Since the subsequent formation of the Historic Districts, those plans have been dropped in favor of plans favoring the assimilation of the older buildings with appropriate new development. In order to help retain the flavor of Main Street, the Village Zone is replacing the numerous zoning classifications, which were either placed or retained in 1974, wherever possible. This zone was specifically created to maintain both the scale of development and the mix of land uses historically seen on Laurel's Main Street.

Existing signage in parts of the City is either excessive in size or numbers, or in poor condition. Although the majority of the signage is in conformance with the requirements of the Zoning Ordinance, the City has no legal mechanisms to control excessive signage that was erected prior to the adoption of the Zoning Ordinance, or effectively deal with signage that is not adequately maintained. Of several options available to the City to control or change these conditions, some are being successfully used by other jurisdictions.

A sign amortization program could be implemented which would cause, over a period of time, all non-conforming signage to be removed. Tax breaks to businesses that would be required to remove signs could be incorporated into the program to help defray costs to affected businesses for the purchase of replacement signs. Control of signage that is in poor condition could be accomplished through a different means.

The City could adopt an annual licensing and inspection program for all signs. This program would require businesses to obtain annual permits for signs, which meet standards for structural soundness and general maintenance. No new permits would be issued for signs that fail to meet the standards.

The City will, over the next year, investigate the feasibility of implementing these as well as other programs and adopt legislation designed to improve the quality of commercial signage in the City of Laurel.

Recommendations:

1. Continue preservation efforts, and permit redevelopment, where appropriate to compliment existing buildings.
2. Continue participation in the State of Maryland's Transit Station Development Incentive Program, or any other revitalization programs conducted by State agencies to encourage the revitalization of the Main Street area.
3. Coordinate a unified marketing and urban design program for the entire Main Street corridor, including plans for lighting, street furniture, banner and promotional programs, and identification of parking and other transit resources for potential business and patrons.
4. Pursue all reasonable mechanisms to provide adequate parking and continue to give due consideration to motor vehicle and pedestrian safety issues.

HISTORIC DISTRICTS

Legislation

The City of Laurel Historic District Commission was established by City Ordinance No. 535 on November 10, 1975, to safeguard the heritage and atmosphere of the City through preservation of existing buildings and sites. The State Enabling Legislation, under Article 66B of the Annotated Code of the State of Maryland, grants municipalities authority to establish such a

Commission and to define districts deemed to be of historic or architectural value. The Maryland Historical Trust provides assistance, as needed, to local commissions through this legislation.

Background

Laurel's treasure of architecture spans more than 150 years, and includes fine examples of old stone millhouses, Italianate brick townhouses, and a variety of lovely Victorian era homes creating an ambiance of tranquility rarely experienced in communities today. A desire to protect that elusive aura from indiscriminate development and an interest in preservation led eventually to historic districting. Interest in preservation also grew through such events and organizations as the Laurel Centennial in 1970, our country's bicentennial in 1976, and the creation of the Laurel Horizon Society, now the Laurel Historical Society. As a result of this increased awareness and interest, the City established the Historic District Commission, and by 183 seven separate districts had been formed.

In addition to these districts Laurel also has two sites listed on the National Register of Historic Places: the 1884 Baltimore and Ohio Railroad Station; and the first high school in Prince George's County, dated 1899.

Inventory and Survey

An inventory conducted throughout the older portion of the City generated both photographic and written information on many buildings and sites. The official survey of streets conducted in 1980 provided the boundary for the inventory. While supplying only very basic information, the inventory served as a basis for a detailed evaluation later.

The Historic District Commission outlined criteria for evaluating each site on its political, cultural, social, economic, architectural, and historic significance. This showed the distribution of significant sites in the City.

Inclusion of undistinguished sites within the historic districts boundaries allows the Historic District Commission to review improvements on such sites and should eventually bring uniformity to the quality of the district's infill.

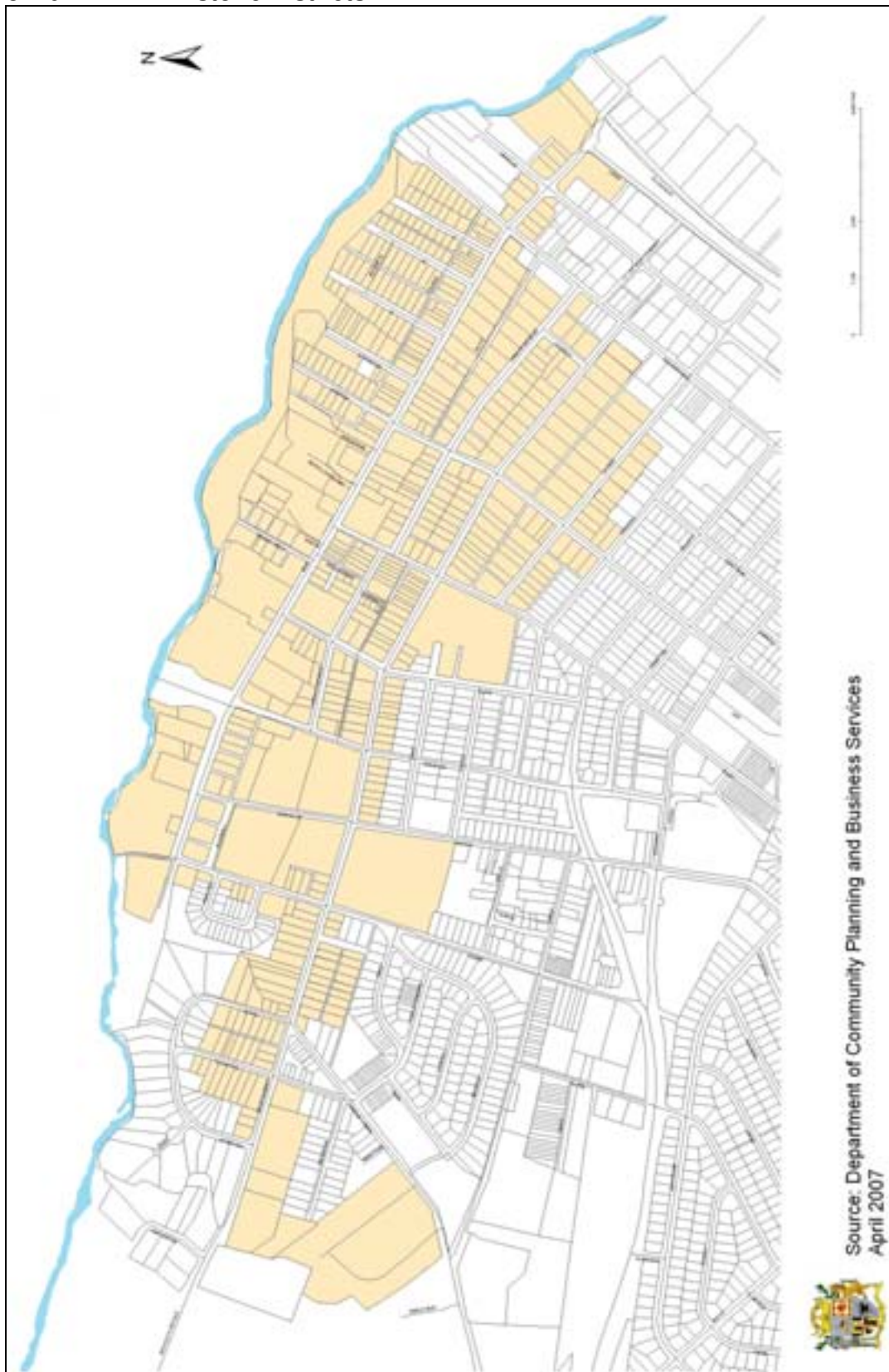
At Work

Recognizing the unique physical layout of the Main Street area as well as the traditional mixed use character of land uses, the Historic District Commission worked with the Mayor and City Council to develop a "Village Zone" that provides for the economic stability and improvement of the Main Street Business Area. This mixed-use zoning provides for the retention of building patterns and pedestrian mobility, and uses modification procedures to alleviate undue hardship on the businesses, which would have to meet the parking and setback requirements of conventional zoning.

The Department of Community Planning and Business Services reviews all applications for work permits before they are presented to the Commission for review and approval. It also provides staff support to the Commission.

Parking Modification Zone





The Mayor and City Council and City departments submit their plans for civic improvements within the Historic Districts to the Commission for its recommendations and to assure compliance with existing guidelines.

As a result of the interest in preserving the small-town atmosphere, the City is now experiencing a positive steady improvement in business on Main Street and increased activity in the residential areas surrounding it. The Main Street business district continues as an area, which requires special treatment. However, there appears to be shifting needs as redevelopment and renovation occurs in certain areas of the district.

A related aspect of the physical development of Main Street that is critical to its continued viability as a business district is the availability of parking. While much can be said for the development of "walkable" communities, a lower threshold of provisions for vehicular access to the corridor must be sustained. Efforts should continue to help property owners provide parking on-site, when appropriate, maintain as much free street parking as possible, and pursue efforts to provide public off-street parking.

Somewhat distinct from the physical redevelopment of distressed portions of Main Street, but equally important in its revitalization, is the marketing and promotion of the street as a viable place to do business. The street must be promoted as a desirable place to patronize, live, and work. Many alternatives exist that can facilitate successful marketing. Examples include the establishment of a Downtown Improvement Board, the participation in efforts such as the State Heritage Areas program, and the continued support of organizations like the Board of Trade and the Laurel Economic Advancement and Development Commission. Emphasis should focus on the integration and collaboration of these efforts.

VI. MUNICIPAL GROWTH ELEMENT

CITY URBAN GROWTH BOUNDARY

The use of growth boundaries varies from place to place in Maryland, ranging from preservation of agricultural land, to directing growth to existing urban centers.

In the case of the City of Laurel, the use of growth boundaries seeks to analyze areas surrounding the City, both by land use and fiscal cost and benefit. A primary purpose of this analysis is to have the City's corporate boundaries be less irregular, and reduce the potential of confusion between jurisdictional responsibilities.

Unlike the historical precedent of annexing largely vacant land, much of the current study area involves developed properties, which would require municipal services. This additional consideration has prompted the City Council to have a professional fiscal analysis conducted as a part of Master Plan updating process. This analysis will be used as an integral tool in reviewing annexation requests, and determine the timing and level of service demands by the City developing a cost/revenue process when annexations are being considered.

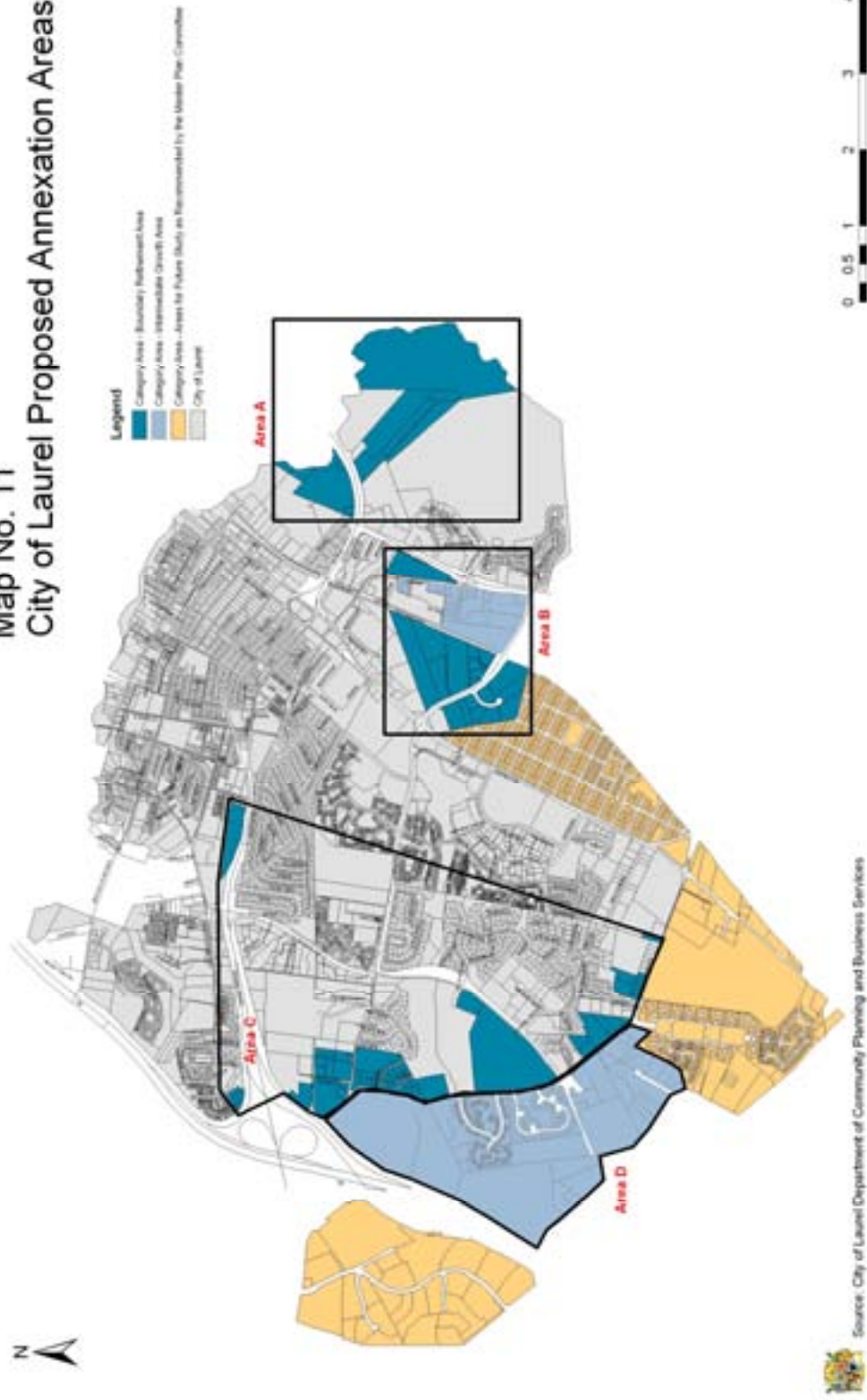
Over the long term, the City of Laurel envisions annexation of certain properties contiguous to its current municipal limits. For planning purposes and in order to be compliant with Maryland State Law (e.g., H.B 1141), the City engaged the firm of Lipmand Frizzell & Mitchell, LLC, to conduct a baseline fiscal impact analysis of the parcels proposed for annexation (Appendix I). The study area is depicted on Map 11 illustrates the four principal areas studied. These areas may or may not be synonymous to a more formalized urban growth boundary study, or an "ultimate expansion limit" study at some point in the future.

To the extent that the program is meant to create rational municipal limits, the process now ongoing should be continued, if for no other reason than to provide a sound fiscal framework to annexation deliberations in the future.

Recommendations:

1. Continue efforts to study areas around the periphery of the City.
2. Create a formal fiscal analysis process to be used in the annexation of any additional land or buildings.
3. Create a policy to completely analyze service impacts of both City and County facilities within the study area, with due emphasis on police, fire, and rescue services.
4. Develop procedures to refine revenue estimates resulting from annexation of property.
5. Initiate service requirements into Operating and Capital Budgets.
6. Coordinate these procedures through the City's Adequate Public Facilities process.

Map No. 11 City of Laurel Proposed Annexation Areas



VII. HOUSING ELEMENT

A vital asset of any community is the housing inventory it offers its residents. The City's inventory, until recently, expanded at a significant rate. Within the scope of this expansion were a number of identifiable trends, some of which carried their own distinct benefits and disadvantages. An important factor in determining land use policy is the existing housing stock and how that stock relates to the general policies and desires of the community. The policies of this plan should serve as an important determinant in future decision-making.

EXISTING HOUSING STOCK

The 2000 census reported 9,548 dwelling units within the City. Of this total, there were 4,807 single-family dwellings, 650 two to four family dwellings and 3,956 multi-family units. Additionally there were 15 mobile homes, trailers or other housing reported. Broken down into percentages, the City's 2000 housing stock was 51.6% single-family, 6.9% two to four family dwellings, and 41.4% multi-family.

Graphic No. 4

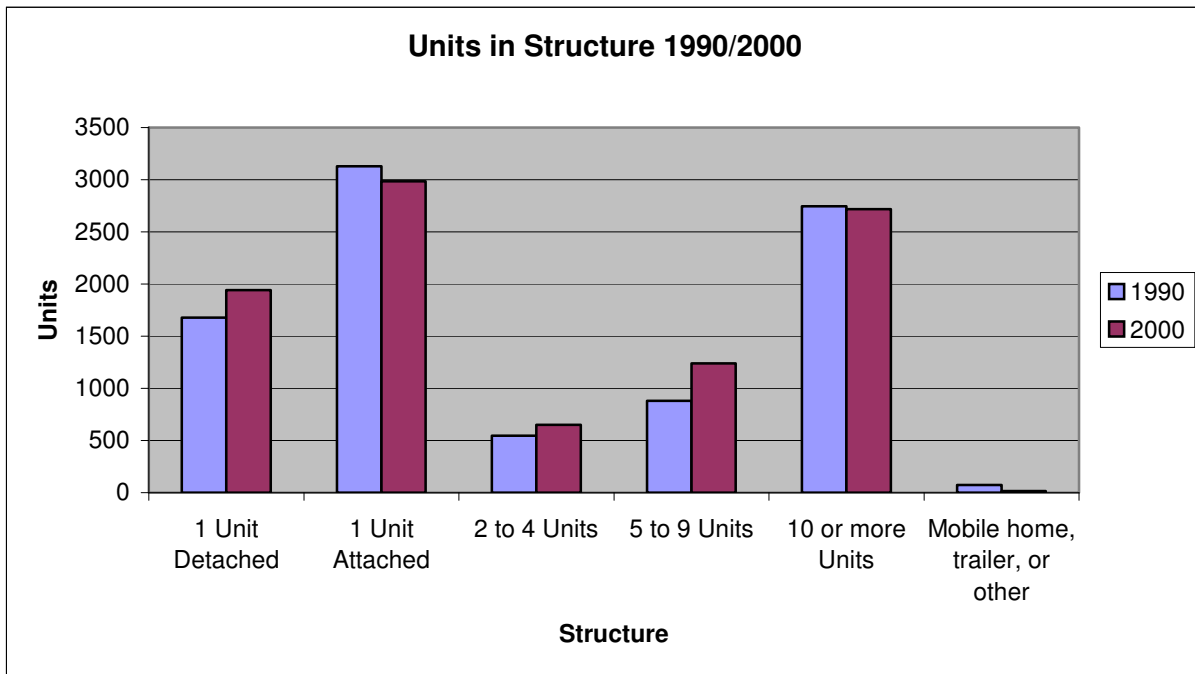


Table No. 19 Units in Structure 1990-2000

Structure	1990	Percentage	2000	Percentage
1 Unit Detached	1,678	18.6%	1,942	20.3%
1 Unit Attached	3,129	34.6%	2,985	31.3%
2 to 4 Units	545	6.0%	650	6.9%
5 to 9 Units	879	9.7%	1,238	13.0%
10 or more Units	2,744	30.3%	2,718	28.4%
Mobile home, trailer, or other	74	0.8%	15	0.2%

Structure	1990	Percentage	2000	Percentage
Total	9,049	100%	9,548	100%

Source: U. S. Census Bureau, DP-4 Selected Housing Characteristics: 1990/2000.

Age of Housing

Since 1990 the City has seen an additional 499 housing units added to the existing stock. Approximately 48% of the City housing units have been constructed since 1980, 12.5% since 1990. From an age perspective, the City's housing stock is maintaining a relatively wide range of balance between newer and older homes.

Table No. 20 Age of Housing 1990-2000

Yr. Structure Built	1990	Percentage	Yr. Structure Built	2000	Percentage
1989 to March 1990	336	3.7	1999 to March 2000	44	0.5%
1985 to 1988	2,563	28.3	1995 to 1998	290	3.0%
1980 to 1984	1,122	12.4	1990 to 1994	864	9.0%
1970 to 1979	1,614	17.8	1980 to 1989	3,416	35.8%
1960 to 1969	994	11.0	1970 to 1979	1,748	18.3%
1950 to 1959	1,271	14.1	1960 to 1969	1,240	13.0%
1940 to 1949	488	5.4	1940 to 1959	1,377	14.4%
1939 or earlier	661	7.3	1939 or earlier	569	6.0%
Total	9,049	100%		9,548	100%

Source: U. S. Census Bureau, DP-4 Selected Housing Characteristics: 1990/2000.

Table No. 21 Value Specified Owner-occupied Housing Units

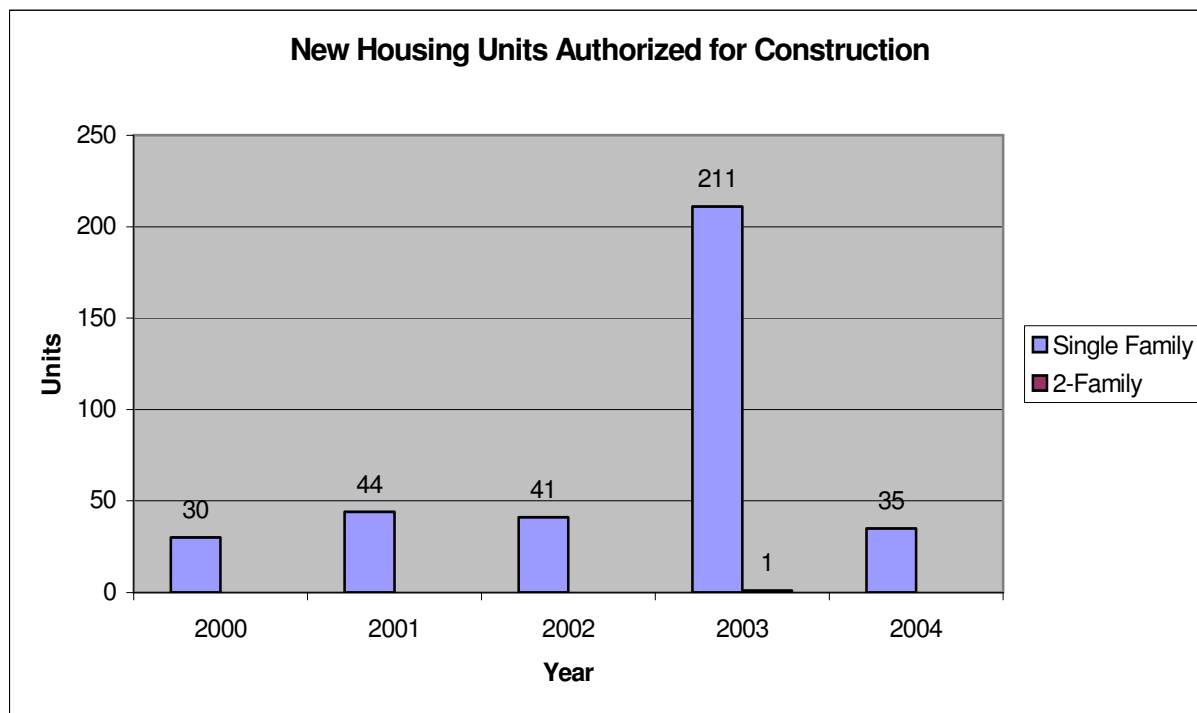
Value	1990		2000	
	Number	% of Total	Number	% of Total
Less than \$50,000	25	0.7%	39	1.0%
\$50,000 - \$99,999	712	19.4%	353	9.4%
\$100,000 - \$149,999	2,237	61.0%	2,438	64.9%
\$150,000 - \$199,999	555	15.1%	783	20.8%
\$200,000 - \$299,999	133	3.6%	97	2.6%
\$300,000 - \$499,999	9	0.2%	42	1.1%
\$500,000 - \$999,999	0	0.0%	0	0.0%
\$1,000,000 or more	0	0.0%	7	0.2%
		100%		100%
Median (dollars)	\$120,900		\$126,400	
Owner-Occupied Units	3,671		3,759	

Source: U. S. Census Bureau, DP-1 & DP-4 Housing Characteristics: 1990/2000.

New Construction

A listing of these housing starts since 2000 for all dwelling units is as follows:

Graphic No. 5



Housing starts within the City, from 2000 through 2004 is directly attributable to the continued build-out of the City's three planned developments. The predominant type of dwelling unit built over this period has been single-family detached. In 2003 there was only one duplex permitted.

CHARACTERISTICS OF HOUSING AND HOUSEHOLDS

The 2000 census shows that of all occupied dwellings within the City, 44 units, 0.5% lacked complete plumbing facilities. This figure increased from the 8 units that were reported in 1990. The 1990 figure for units lacking plumbing for Prince George's County was 0.3%. The total number of units lacking complete plumbing increases from 865 to 1,268 between 1990 and 2000.

Another indicator used in examining housing conditions is the number of persons per room within occupied housing. An indication of possible overcrowding conditions can often be inferred when there is more than one person occupying each room. At the time of the 1990 census 2.7% (253 units) of the dwelling units had more than one person occupying a room. That number increased significantly to 5.6% (502 units) in 2000. An accompanying factor in this drop was also the declining birth rate. One indication of this declining birth rate was the ratio of persons per household, which dropped from 2.25 in 1990 to 2.22 in 2000. During this same time period, household size within Prince George's County fell from 2.76 to 2.74.

Comparing 1990 and 2000 census figures can also see several trends that affect a community's housing needs. There was an increase in the number of households during this period (8,551 in 1990 to 8,931 in 2000) and a slight increase in the number of persons under the age of 18 within the City (3,788 in 1990 – 4,401 in 2000). During this same period the population over the age of 65 went from 6.8% in 1990 to 6.7% in 2000.

Another characteristic typical of the City's population, which affects housing, is mobility. Among residents living in the City in 2000, more than half (52%) was born in a state other than Maryland. Of the same population, 50.3% had lived in a different house within the preceding five years. Also, indicative of the general housing patterns within the City is the ratio of owner versus rental properties. 2000 figures showed 49.8% of all housing units as being owner-occupied with 50.2% being renter-occupied. These figures had dramatically changed from 1990 when 53.0% of the units were owner-occupied and 47.0% were renter-occupied.

Rental Housing

A significant proportion of the City's housing stock is currently used for rental purposes. In 1990, 47.6% of all residential units (4,307) were being used as rental properties. This figure was higher than Prince George's County, which contained 42.0% (113,306 during the same period. Housing starts within the City since the 2000 census indicates that the City's owner-occupied versus rental ratio is coming more into balance. Between 2000 and 2004 there were 361 single-family units and one two-family unit constructed, no multifamily units.

As with all housing, the cost of rental housing has risen dramatically. In 1990 the median rent per month for the Laurel area was \$627. This cost rose to \$774 per month in 2000. Since 1990 rental costs have escalated due to several causes. A common thread in all escalating prices was the inflation factor. The Bureau of Labor Statistics' Consumer Price rose 54.5% between 1990 and 2000. More specific factors in recent rental costs for Laurel include the number of relatively new units in addition to several projects where major rehabilitation has taken place.

Table No. 22 Monthly Gross Rent *Specified Renter-occupied Housing Units*

Monthly Rent	1990		2000	
	Number	% of Total	Number	% of Total
Less than \$200	8	0.2%	34	0.8%
\$200 - \$299	40	1.0%	9	0.2%
\$300 - \$499	549	13.7%	166	3.7%
\$500 - \$749	2,252	56.0%	1,818	40.4%
\$750 - \$999	799	19.9%	1,598	35.5%
\$1,000 or \$1,499	332	8.2%	764	17.0%
\$1,500 or more	0	0.0%	72	1.56%
No cash rent	40	1.0%	44	1.0%
		100%		100%
Median (dollars)	\$627		\$774	
Renter-Occupied Units	4,020		4,505	

Source: U. S. Census Bureau, DP-1 & DP-4 Housing Characteristics: 1990/2000.

VIII. COMMUNITY FACILITIES ELEMENT

CITY FACILITIES

Existing Public Facilities

Public facilities have a crucial effect on the quality of life and the future growth of an area. The presence of adequate and well-maintained streets, recreation facilities, schools, street lighting, utilities and public buildings enhances the desirability of a community. Inadequate or poorly maintained public lands, buildings, and services have a negative impact on a community's economic, cultural and civic needs.

The Mayor and City Council of Laurel own and maintain seven buildings, thirteen parks, a swimming pool complex, tennis courts, athletic fields, over 49 miles of streets, storm drainage systems (some owned by Watershed Protection Branch), streetlight (some leased from Baltimore Gas and Electric Company), and sidewalks. The City also leases and maintains one facility.

Other government agencies, utility companies and private organizations provide many public facilities in the City. The Laurel Volunteer Fire Department (LVFD) and the Laurel Volunteer Rescue Squad provide fire and rescue facilities. Baltimore Gas and Electric, Verizon Telephone, Comcast and Verizon Cable Television, and Washington Suburban Sanitary Commission (WSSC) and Prince George's County Storm Water Management Division provide utilities. Public schools are the responsibility of the Prince George's County Board of Education. The lakes (submerged land) at Laurel Lakes are owned by the City and maintained by Prince George's County.

The Maryland State Highway Administration (SHA) maintains several roads within the City including Talbott Avenue (MD 198 westbound), Gorman Avenue (MD 198 eastbound), Washington Boulevard (U.S. Route 1 southbound), Second Street (U.S. Route 1 northbound), MD Route 197 and Interstate 95 (I-95).

Other non-city facilities include parochial schools, the Phelps Community Center, the Prince George's County Mental Health Center, the Stanley Memorial Library, the U.S. Post Office, and the State Highway Administration Maintenance Facility.

CITY OF LAUREL FACILITIES

Buildings:

	Constructed	Renovated
Barkman Municipal Building (Police)	1950	1972
Laurel Armory-Anderson & Murphy Community Center	1927	1974
Phelps Senior Citizens Center (Leased)	1945	1982
Fairall Foundry Public Works Complex	2003	
Granville Gude Lakehouse	1986	
Laurel Museum	1840	1995
Laurel Community Center	1992	
Laurel Municipal Center	1958	1993

Land:

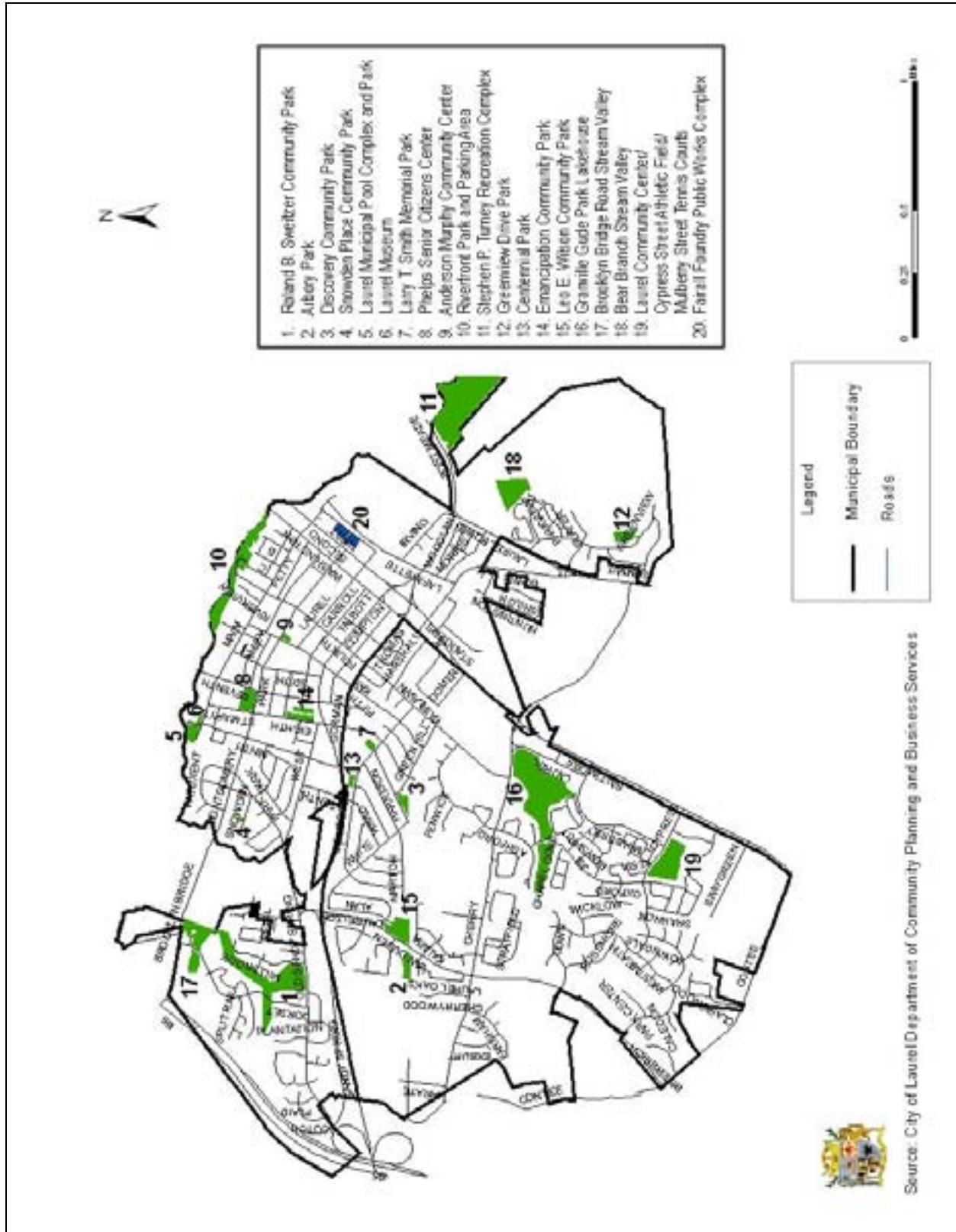
	Acreage
Greenview Drive Park	2.1
Stephen P. Turney Athletic Complex	45.7
Snowden Place Community Park	0.3
Centennial Park	1.1
Larry T. Smith Memorial Park	0.75
Discovery Community Park	1.5
Laurel Pool Park	7.2
Riverfront Park	32.2
Roland B. Switzer Community Park	6.0
Brooklyn Bridge Road Stream Valley	19.0
Arbory Park	2.5
Leo E. Wilson Community Park	4.6
Emancipation Community Park	3.0
Granville Gude Park	29.0
Cypress Street Athletic Field	9.2
Bear Branch Stream Valley	6.6

Other:

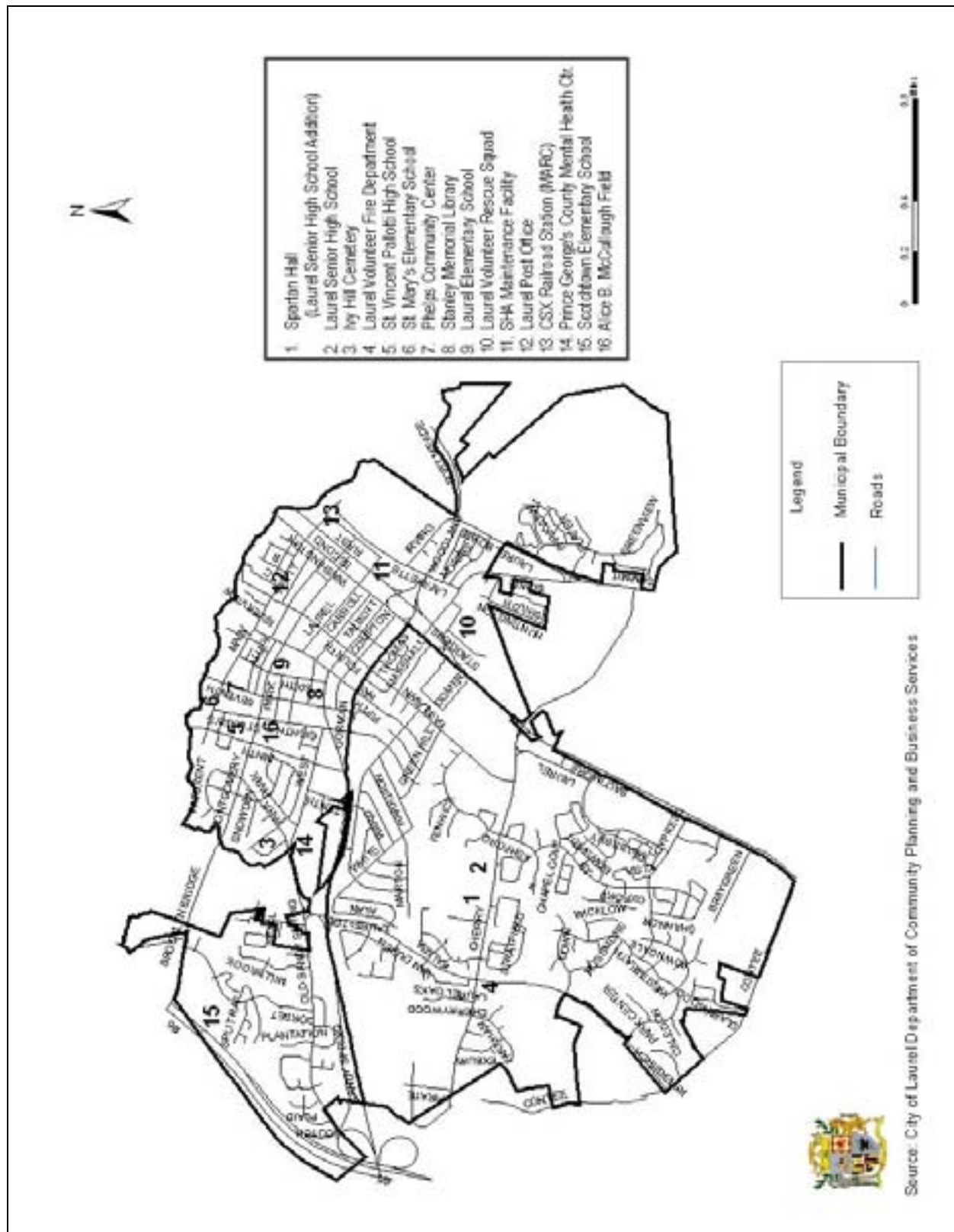
Laurel Municipal Pool (Seasonal)	Storm Drainage Structures
Mulberry Street Tennis Courts	Street Lighting
49 Miles of Streets (Approximate)	50 Miles of Sidewalk (Approximate)

COMMUNITY FACILITIES**Municipal Facilities**

Most administrative functions for the City are located within the Laurel Municipal Center located at 8103 Sandy Springs Road. This facility was converted through the adaptive reuse of a former middle school to its current use as primarily office space. City departments located within this facility include Mayor and City Council Offices, Clerk to the Council and Administration, Budget and Personnel Services, Community Planning and Business Services, Information Technology and Community Services, Parks and Recreation, and Fire Marshal. Separate facilities are utilized by the Department of Public Works on First Street and the Police Department located Barkman Municipal Building at 350 Municipal Square.



Map No. 13 Facilities Owned By Others



Public Works Facility

The Fairall Foundry Public Works Complex was completed in 2003. The complex located at 307 1st Street. The new facility was designed to house the Public Works Department for Laurel's foreseeable future. The Department provides a wide range of services to the citizens of Laurel. These include waste and refuse collection, recycling, street, sidewalk and storm drain maintenance, traffic engineering and technical services, tree management, and snow and ice removal. The Department also provides support to other City departments on vehicle maintenance.

Police Department

The Barkman Municipal Building is a 16,270 square foot building constructed in 1950. The building was formerly a Safeway Supermarket. The City purchased the property and renovated it to house the City's Administrative Offices and the Police Department. In 1993 the City purchased the current Laurel Municipal Center and moved it's administrative offices to that location. The Barkman Building was then renovated to house only the Laurel Police Department, which operates 24-hours a day, 365 days a year.

PUBLIC EDUCATION

Public education through the high school level in the City of Laurel is the responsibility of the Prince George's County Board of Education. Existing public schools within the City include Laurel Elementary School and Laurel High School. However, there are a total of seven elementary schools, two middle schools, and one high school serving the City of Laurel and the surrounding Prince George's County area. This section serves to present an overview of current public school population to determine the existing conditions within the local school system and to determine future needs.

As public education is the responsibility of the Prince George's County Board of Education, the standards of this Board have been used in determining school needs. Public school needs are based not only on the total population of school age children per dwelling unit but also the school level of the children. The following table indicates the County board of education 2006 guidelines, which provide the basis for determining public school requirements in this plan.

Table No. 23 Number of School-Age Children Per Dwelling Unit (DU)

School Level	Elementary	Middle School	High School	Total School Age Children/Unit
Children/DU	.24	.08	.12	.44

Source: Prince George's County Public Schools- Pupil Accounting 2006.

Table No. 24 School Enrollment - City of Laurel
Population 3-years and Over Enrolled in School

School Level	2000	Percent	1990	Percent
Nursery School, preschool	361	7.2%		
Kindergarten	192	3.8%	330	8.3%
Elementary School (1-8)	1,946	38.9%		
High School (9-12)	937	18.7%	1,984	49.8%
College or graduate school	1,570	31.4%	1,671	41.9
Total	5,006	100.0%	3,985	100.0%

Source: U.S. Census Bureau, DP-2 Profile of Selected Social Characteristics: 1990/2000.

Grade Levels

The Prince George's County Board Of Education has restructured its school grade classification since the previous Master Plan. Currently, the following grade groupings exist for the various levels of the educational program.

1. Elementary School - Grades K thru 6
2. Middle School - Grades 7 and 8
3. High School - Grades 9 thru 12

Capacities

According to the Maryland State Department of Education, State Rated Capacity (SRC) is defined as the maximum number of students that reasonably can be accommodated in a facility without significantly hampering delivery of the educational program.

Table No. 25 School Capacity

School	Enrollment							State Rated Capacity (SRC)
	2001	2002	2003	2004	2005	2006	2007	2007
<u>Public Elementary</u>								
Bond Mills	504	505	482	480	550	548	603	458 (131%)
Deerfield Run	695	722	644	687	609	566	553	481 (114%)
James H. Harrison	457	483	410	429	404	399	371	320 (116%)
Laurel	470	440	500	552	537	529	500	456 (109%)
Montpelier	580	624	738	714	701	686	699	643 (108%)
Oaklands	527	515	502	520	540	541	546	412 (132%)
Scotch Town Hills	652	631	646	644	637	630	649	638 (101%)

School	Enrollment							State Rated Capacity (SRC)
	2001	2002	2003	2004	2005	2006	2007	2007
<u>Public Middle</u>								
Dwight D. Eisenhower	872	854	812	861	867	850	825	965 (85%)
Martin Luther King, Jr.	9262	961	919	943	964	733	732	794 (92%)
<u>Public High</u>								
Laurel	2,040	2,067	2,047	2,1208	2,143	1,990	1,916	1,870 (102 %)

Source: Maryland State Department of Education.

Capital Improvement Program (CIP)

The Prince George's County Public Schools Capital Improvement Program represents the plan of the Superintendent of Schools and the Board of Education to fund capital projects during the fiscal year covered by the Capital Budget and the succeeding five fiscal years. Through the CIP educational facilities are planned, designed, and constructed in support of the educational programs Prince George's County.

The CIP is submitted annually in accordance with policies and procedures of the Price George's County Board of Education, the Prince George's County Government, and the State of Maryland Interagency Committee on School Construction. The Educational Facilities Master Plan, along with the revised Bridge to Excellence Master Plan, provides the basis for the CIP.

The Capital Improvement Program Funding Years 2009 – 2014 contain the following projects that impact the City of Laurel.

Laurel/Beltsville Elementary School – To provide new seats to meet enrollment, educational program and environmental needs at elementary schools in new and existing growth areas including pre-K and Kindergarten a new 792 seat elementary school facility is being constructed which is to be completed August 2008.

Laurel High School – To meet enrollment at Laurel High School classroom additions to provide for 400 new seats and an 800-seat auditorium. Project is expected to be completed August 2009.

School Site Size Requirements

1. Elementary School - minimum of 10 acres
2. Middle School - minimum of 20 acres
3. High School - minimum of 40 acres
4. Special Education Center - minimum of 10 acres

Table No. 26 School Sites

School	Site Size (acres)
<u>PUBLIC ELEMENTARY SCHOOLS</u>	
Bond Mill	9.8
Deerfield Run	4.1
James H. Harrison	10.0
Laurel	10.0
Montpelier	23.3
Oaklands	10.0
Scotch Town Hill	
<u>PUBLIC MIDDLE SCHOOL</u>	
Dwight D. Eisenhower	20.2
Martin Luther King	20.0
<u>PUBLIC HIGH SCHOOL</u>	
Laurel	43.8

Source: www.greatschools.net, Elementary, middle and high school information for public, private and charter schools nationwide.

School Staffing

The staffing pattern formula currently in use by the Prince George's County Public Schools to determine staff assignments for the individual schools is dependent upon a number of factors, which include:

1. Grade level (i.e., elementary, middle, high, and special education)
2. Teaching specialty (i.e., kindergarten, general education, reading, instrumental music, physical education, librarian, counselor, etc.) and school size/enrollment for elementary, middle, and high schools.

The following table shows the current staffing pattern for regular classroom instruction by grade level:

Table No. 27 Student/Teacher Ratio Requirements

Pre-K	20 pupils/teacher	(20:1)
K-Grade 2	22 pupils/teacher	(22:1)
Grades 3-6	25 pupils/teacher	(25:1)
Grades 7-12	25 pupils/teacher	(25:1)
Special Education	10 pupils/teacher	(10:1)

Source: Prince George's County Public Schools – Pupil Accounting.

Enrollment Trends

1995 to 2005

Between 1995 and 2005 Prince George's County witnessed an almost 15% increase in total student enrollment throughout the entire County. In 1995 there were 118,478 students enrolled in County schools, compared to 136,095 in 2005. Student enrollment within the City of Laurel kept pace with the trend in Prince George's County. Scotchtown Hills Elementary, Laurel Elementary and Laurel High are the three public schools within the Laurel city limits.

Higher Education

There are numerous quality State and private colleges and universities located in the Baltimore-Washington area, offering a wide range of educational opportunities. The closest university to Laurel, about ten miles, is the University of Maryland at College Park. The Fall 2005 Semester was 35,369 students: 25,442 undergraduates and 9,927 graduate. Bowie State University, located in nearby Bowie, offers both undergraduate and graduate degree programs. Laurel College Center, located at 312 Marshall Avenue in downtown Laurel, is a joint venture between Prince George's and Howard Community Colleges that began in 2001 to make courses more available to Laurel area residents. Students can obtain Associates degrees and take a large variety of credit and non-credit classes.

Located approximately three miles southeast of the City is Capitol College, a private, fully accredited college of engineering. Two and four year degree programs are offered in a wide variety of engineering disciplines. The College also offers graduate level courses, leading to a Post Baccalaureate Certificate.

CLE (Contextual Learning Program), formerly known as Magnet Schools

In the fall of 2004, the Prince Georges County Public School System redirected the existing Magnet School Program, which was created in 1985 after a court mandate to alleviate segregated conditions in some County Public Schools, and began the CLE program. The CLE program emphasizes value added educational opportunities. This change will affect Laurel Schools in several ways. Martin Luther King Jr. Middle School and Laurel High School were both Magnet Schools that allowed both Laurel area school children and students from around the County to utilize academically advanced programs. Laurel High School was known as a University High School program, which stressed academic rigor and post-educational opportunities. As of the 2004-2005 school year, this program no longer accepted new enrollees and is now being made available at all high schools. In Martin Luther King Middle School was known as an Academic Center in the Magnet Program. This program is being phased out and new students are longer being accepted. The CLE Program hopes to expand excellence to a greater number of students throughout the County and is administered in selected elementary, middle and high schools through out the school district. Programs include: Biomedical, Biotechnology; Creative and Performing Arts; Talented and Gifted; French Immersion; Montessori; and Center for the Visual and Performing Arts.

Private Schools

There are six private schools within the City of Laurel ranging from grades "Pre-K" through 12. The total enrollment of students attending private schools in Laurel is 1,439. At this time no private schools are planning to expand their current capacity of students.

<u>School</u>	<u>Grades</u>	<u>2006 Enrollment</u>
Saint Mary of the Mills School	K-8	469
First Baptist School of Laurel	PK-8	276
St. Vincent Pallotti High School	9-12	500
Oseh Shalom Early Learning Ctr.	PK-K	23
Pallotti Early Learning Center	K	30
Julia Brown Montessori School	PK-3	141

Child Care-Day Care Centers

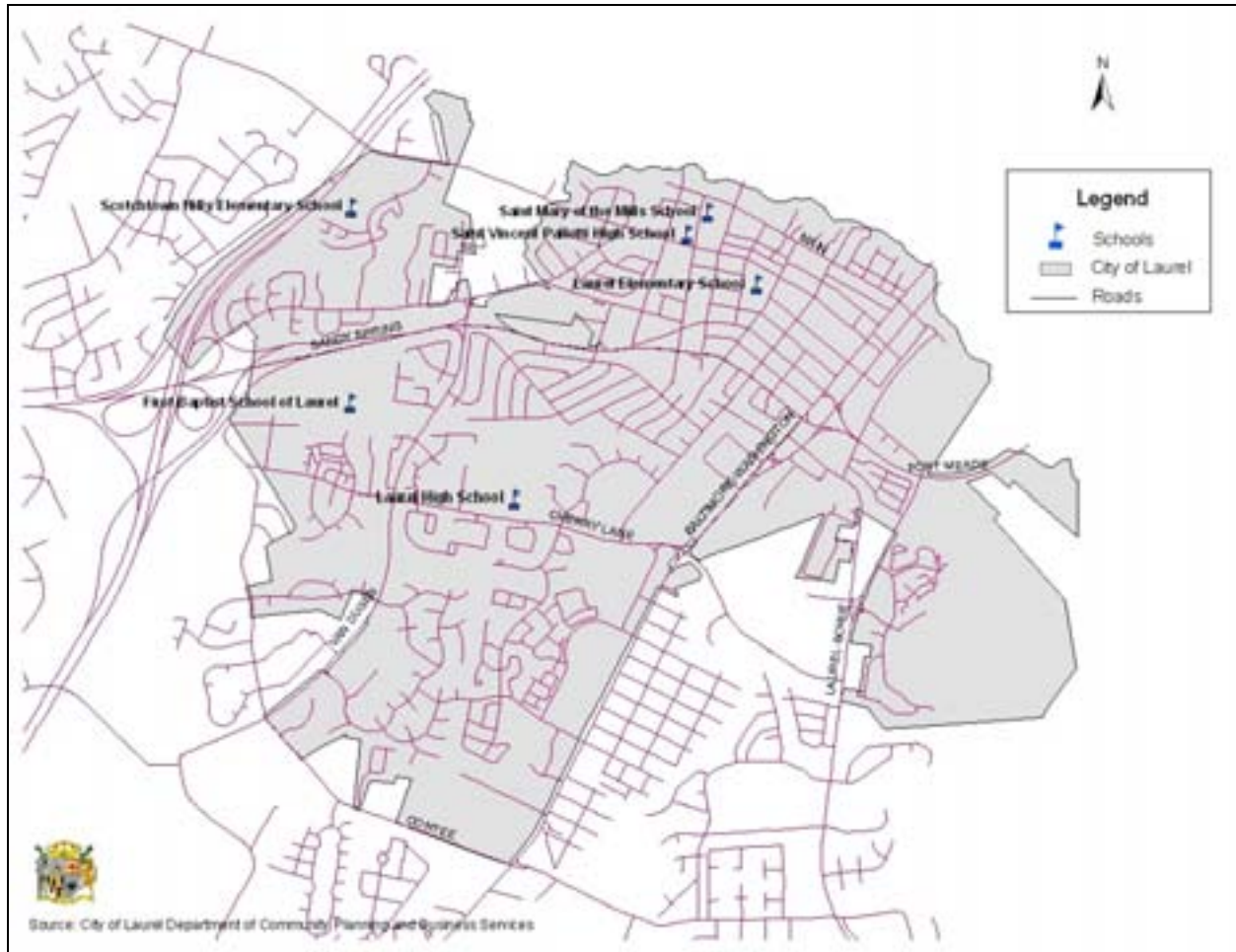
There are approximately twenty-one child day care centers serving the Laurel area, many of these are located in the City of Laurel. In addition to day care centers, many individuals operate family day care homes within the City. These homes are permitted to care for up to eight (8) children. The need for childcare, especially for young children is always present.

Following is a list of Day Care Centers located within the City:

- Bond Mill Elementary School
- Brighter Beginnings 4-Kids
- Children of the King
- Grace Child Development Center
- Holy Trinity Christian Day School
- Honey Bear Day Care
- Kiddie Academy of Laurel
- Kids Club at Fairland
- Kindercare Learning Center
- Knowledge Beginnings
- Laurel Community Center Pre-School
- Oseh Shalom Early Learning Center
- Outback Day Care Center
- Pallotti Early Learning Center
- Outback Day Care Center
- Scotchtown Hills
- St. Mary of the Mills
- Wee Care II Learning Center
- YMCA After Care
- First Baptist Day School

Map No. 14

Schools Within City Limits

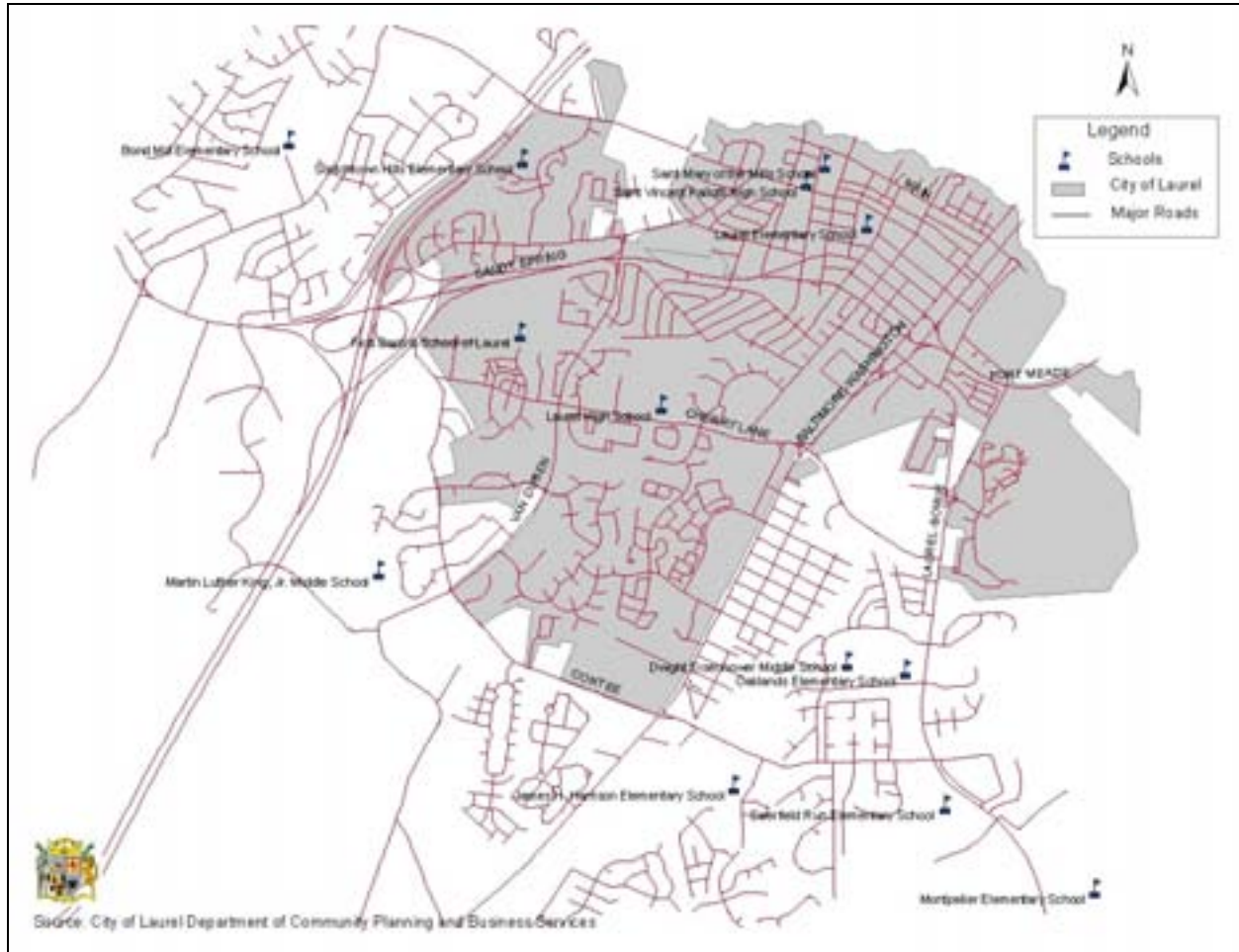


Public

- Scotchtown Hills Elementary School
- Laurel Elementary School
- Laurel High School

Private

- Saint Mary of the Mills School
- First Baptist School of Laurel
- St. Vincent Pallotti High School



Elementary Schools

- Laurel Elementary School
- Oaklands Elementary School
- Deerfield Run Elementary School
- James Harrison Elementary School
- Bond Mill Elementary School
- Scotchtown Hills Elementary School
- Montpelier Elementary

Middle School

- Dwight D. Eisenhower Jr. High School
- Martin Luther King, Jr. Middle School

High School

- Laurel High School

SOLID WASTE COLLECTION AND DISPOSAL

Collection

The Department of Public Works is in charge of the collection of solid waste materials within the City of Laurel. Services provided include residential refuse collection, bulky trash pickup, commercial refuse collection and commercial special pickup, residential and commercial recycling programs, and heavy appliance recycling. In fiscal year 200-5 the Public Works Department reorganized the Residential Refuse and recycling Routes to make them as efficient as possible and also adding an additional route to service the new developments. The routes are more balance at approximately 1,500 units each. There are currently five (5) residential collection routes, a commercial collection route and special collection "on demand" or "by request." It is anticipated that a 6th route will be required by December 2006/January 2007.

Table No. 28 Residential Collection FY 2002-2006

Residential Refuse Collection	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Number of Residences	9,695	9,695	9,695	9,803	10,914
Collections (Annual)	1,008,280	1,008,280	1,008,280	1,019,512	1,135,056
Service Complaints	54	41	29	62	50
Error Rate	.01%	.01%	.01%	<.01%	<.01%
Tonnage Collected	5,033	3,262	3,228	3,774	5,668

Source: City of Laurel Annual Budget Fiscal Year 2007.

Table No. 29 Bulk Trash Collection FY 2002-2006

Bulky Trash Collection	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Number of Requests	2,881	1,383	2,081	3,444	3,293
Service Complaints	60	25	59	65	61
Error Rate	.02%	.02%	.02%	.02%	.02%
Tonnage Collected	475	224	274	283	512

Source: City of Laurel Annual Budget Fiscal Year 2007.

A City wide mandatory Residential Recycling Program was implemented in September 1990 and has continued until the present. A new Multifamily Recycling Program began July 1, 2006. In FY 2005, the City entered into a four-year extension to a contract with Browing-Ferris Industries. Materials collected include mixed papers, i.e., newspaper inserts, magazines, cardboard boxes (except food packaging), books, envelopes, junk mail, wrapping paper (non-metallic), brown paper bags, office, school and computer paper. In addition to commingled recyclable materials such as newspaper; corrugated cardboard; aluminum, tin and bi-metal cans; clear, green and amber glass; and HDPE and PET plastics. In FY 2007, the Public Works Department plans to continue to expand the Commercial Recycling Program by recruiting more City businesses into the program.

Table No. 30 Residential Recycling FY 2002-2006

Residential Recycling	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Number of Residences	4,960	4,960	5,602	9,803	10,914
Missed Collections	34	27	19	63	57
Error Rate	.01%	.01%	.01%	<.01%	<.01%
Tonnage Collected	903	512	619	807	864
Tipping Fees Avoided (\$)*	\$44,247	\$25,088	\$30,331	\$39,543	\$43,200

*Based on tipping fee of \$50/ton (effective FY 2006)

Source: City of Laurel Annual Budget Fiscal Year 2007.

Many commercial businesses use private companies to collect their solid waste materials because the City does not have the capability to serve all of them, especially high-volume businesses such as restaurants. The City's one commercial route served 187 businesses in FY 2006. The City's commercial waste collection is currently operating at about 80% of its capacity.

Table No. 31 Commercial Collection FY 2002-2006

Commercial Refuse Collection	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Number of Customers	200	200	105	182	187
Tonnage Collected	2,326	1,489	1,198	1,142	1,943
Commercial Special Pickups	211	108	145	260	158
Commercial Special Tonnage	53	27	33	30	35

Source: City of Laurel Annual Budget Fiscal Year 2007.

The rate of growth of the City has a direct impact on the cost and capabilities of solid waste collection. With the continuing development the City's Waste Collection and Disposal will have to consider expanding its force or adopting alternative collection measures.

Disposal

The provisions of some services require close coordination among the City, Prince George's County, and State agencies. One example of such coordination is solid waste disposal. The Brown Station Road Sanitary Landfill in Upper Marlboro, is owned and operated by the Prince George's County Government and is available to County citizens and residents only. The Landfill is permitted by the Maryland Department of the Environment and accepts only municipal solid waste. Construction and demolition debris is not accepted at this facility unless originating from a County residence, delivered by that property's owner and in quantities defined below. The Landfill has several recycling facilities within the complex, which include the household hazardous waste acceptance site, electronics recycling acceptance site and sites for yard waste, scrap tires and appliances.

Area residents and businesses may use the Brown Station Road. Access to the disposal area of the landfill is limited to commercial trucks (such as trash trucks, roll-offs, compactors, etc.) and standard sized pickup trucks or greater. All other vehicles are required to use convenient disposal sites as directed. Weather situations may require the management's decision to limit

only commercial vehicles to the disposal area, thus requiring referenced pickup trucks to various alternate disposal sites.

Unacceptable Waste:

- Construction and demolition debris
- Stumps and logs
- Skids and pallets
- Drums, tanks, kegs, and barrels (plastic and metal) greater than 55 gallon in size and only after the sides are removed and the vessel flattened prior to arrival. All other items require prior approval from the Landfill Manager and may require proof of contained product, removal of residue and cleaning.
- Hazardous and biohazardous/medical wastes
- Compressed cylinders of any size, shape type or condition. Exception - household-sized barbeque grill-style propane tanks, which may only be delivered on Sundays to the Household Hazardous Waste Acceptance Site.
- Asbestos
- Liquids, to include sewage and septic waste
- Radioactive material
- Animal Carcasses
- Automobiles or related parts
- Chemical and/or petroleum cleanup waste
- Plastic packing materials and plastic sheeting
- Soil, rocks, grubbing material and spoil
- Ash
- Shingles and roofing materials

During periods of natural and/or manmade disasters, which jeopardize the safety of citizens and personnel, the management may decide to temporarily suspend landfilling operation until the danger subsides. This is especially true and more common during periods of lightning storms. The vast and open area of the Landfill's disposal area is elevated and susceptible to possible hazards. Once operations are interrupted, notification will be arranged and we will resume operation only after the danger or hazard is gone and the area is deemed safe for operations.

Through the operation of the Brown Station Road Landfill the County's Waste Management Department works to ensure the proper disposal of waste the compliance of all regulatory requirements.

County citizens and residents, who wish to dispose of trash and/or recycle, can use one of the following county-owned and operated drop-off facilities.

Brown Station Road Public Container Pad and Recycling Area

3501 Brown Station Road
Upper Marlboro, Maryland

Western Branch Composting Facility

6601 S.E. Crain Highway
Upper Marlboro, Maryland

Prince George's County manages the Western Branch Composting Facility and contracts with the Maryland Environmental Service (MES) to operate the facility. Yard waste, including grass clippings, leaves, brush, small branches and Christmas trees, is collected from approximately 158,000 households in the County and delivered to the facility. Once the yard waste is delivered, it is placed in windrows and processed into compost. The compost, known as **Leafgro**, is sold to wholesalers in bulk. Residents may buy **Leafgro** from retailers. Over 80,000 tons of material is processed annually.

Household Hazardous Waste Acceptance Site

Brown Station Road Sanitary Landfill
11611 White House Road
Upper Marlboro, Maryland

Prince George's County opened the Household Hazardous Waste Acceptance Site in the spring of 2000. The site, which is located at the Brown Station Road Sanitary Landfill, is open and free of charge to County citizens and residents who need to dispose of harmful household waste.

Cleaners	Paint thinners	Solvents
Oil-based paints	Insecticides	Herbicides
Pesticides	Used motor oil	Antifreeze
Brake fluid	Car batteries	Chemistry sets
Photographic chemicals	Swimming pool chemicals	Cooking oil

Improper disposal of these materials is harmful to the environment. The Recycling Section also hosts special collection events in various communities throughout the County several times per year. These targeted events are designed to be an added convenience to County residents, especially those who may not be able to visit the drop-off facility. Each community event is specifically advertised in the community where it is held.

To ensure the proper handling and disposal of the hazardous materials that are collected at the Household Hazardous Waste Acceptance Site, the County has contracted with Care Environmental Corporation, a licensed hazardous waste disposal company. The professional team from Care Environmental oversees the collection of items and materials at the drop-off facility as well as the community collection events. As an added convenience, the site is designed to be a drive through location. County residents do not have to leave their vehicles to dispose of their unwanted items. A Care Environmental professional will remove all acceptable items from the vehicle and dispose of them in an environmentally safe manner.

Electronics Recycling Acceptance Site

Brown Station Road Sanitary Landfill
11611 White House Road
Upper Marlboro, Maryland

Prince George's County opened the residential Electronics Recycling Acceptance Site in September 2000. County citizens and residents may drop off their used and unwanted electronics to this site, free of charge.

Acceptable Items:

CPUs	Computer mouse	Computer Keyboards
Laptop computers	Fax machines	Telephone systems

Printers
Copiers
Pagers
Wire
Radios/stereos

Computer speakers
Scanners
Cell phones
Circuit boards
VCR's

Main frames
Surge protectors
Cable
CD players

Any individual PC CPU component parts, ink jet and toner cartridges (from printers and fax machines)

Unacceptable Items:

Software
Stereo speakers

Boxes
Appliances such as toasters and microwave ovens

Assessment

The County is emphasizing resource recovery as an element of its solid waste disposal. Not only is this evident in its emphasis on recycling and investigation of disposal facilities, but also in the incorporation of a gas recovery program at the Brown Station Road landfill.

The Brown Station Road Sanitary Landfill will remain open beyond the year 2011. Although the facility was designed primarily for the disposal of refuse, passive recreation uses have been planned after the closure of the landfill.

UTILITIES

Gas and Electric

The City of Laurel has been well serviced since its early development by the public utility network. Constellation Energy Company is an integrated energy company that generates, transmits and delivers energy and buys and manages fuel for other power generators. Constellation Energy owns a diversified, nationwide fleet of power plants, and delivers electricity and natural gas to consumers and businesses in Central Maryland through the Baltimore Gas and Electric Company (BGE) a regulated electric transmission and distribution and natural gas distribution utility company. BGE maintains and operates 250 substations, nearly 23,000 miles of distribution lines and 1,300 miles of transmissions lines as well as two peak-shaving plants, nine gate stations and more than 6,000 miles of gas mains in Baltimore City and all or part of 10 Central Maryland counties. The Baltimore Gas and Electric Company supplies Laurel with electricity and natural gas. Central Maryland, including the Baltimore metro area, steady growth rate averages the addition of 20,000 natural gas and electric customers annually. Constellation Energy Company/BGE does not anticipate a problem in providing electric and natural gas services to the City of Laurel and the surrounding communities.

Telephone

The Verizon Communications Company serves the majority of residents in the City of Laurel and the surrounding areas. However, since the deregulation of telephone companies in 1982, several independent companies are also providing long-distance telephone service to area consumers.

Cable Television and Internet Service

The Verizon Communications Company and Comcast Corporation serves the majority of residents in the City of Laurel.

LAUREL LIBRARY

The Stanley Memorial Library system of Prince Georges County operates the local Laurel Library Branch. Ground was broken for the Laurel Library on May 13, 1965, and the 13,340 square foot building opened on May 7, 1967 at the intersection of Seventh Street and Talbott Avenue. A renovation and addition project, completed in 1992, enlarged the Branch to 24,000 square feet.

The library employs 18 salaried staff, including part-time and full-time workers. There are seven librarians, five library associates, five circulation staff, one administrative aide, and one building & groundskeeper.

The library has expanded its capacity over the past several years. Volume capacity is 150,000 and the present collection size is 188,707 volumes. Circulation for FY2005 was 360,688

The types of services and collections that can be expected from the Laurel Branch are general reference services, popular fiction, non-fiction, and audio-visual materials for all age groups. The library also offers assistance with materials supporting homework assignments through the high school level and materials supporting consumer information, independent learning & career/job search activities. The library is also a pick up point for delivery of materials from other branches through the inter-library loan system. Available media for the public to access include books (including hardbacks, paperbacks, and large print), magazines, newspapers, recorded books on cassette and CD, videocassettes and DVDs (entertainment and educational) and downloadable electronic books. Library users can also access 62 online databases, most available remotely with use of PGCMLS library card and 51 electronic reference books, also available remotely with use of PGCMLS library card

Additional services offered include:

- Reader's advisory service
- Public access personal computers, including one with screen enlargement software for the visually impaired.
- Personalized catalog, internet, and database instruction (by appointment)
- Interpretalk service
- Materials in foreign languages
- Materials for adult beginning readers and adult English language learners
- TTY service
- Photocopiers
- Microform reader-printers
- Interbranch book delivery system
- Interlibrary loan
- Meeting Room rental
- Tutor rooms
- Quiet Study Room
- Live Homework Help online

- AskUsNow, 24/7 online reference service
- Library news by email
- Materials renewal by telephone and online
- Email notification of items coming due and overdue items
- Sale of Metro Fare Cards
- Point of application for Metro Senior Citizen Identification Cards
- Homebound service
- Book delivery service for nursing home and retirement centers
- Book sale carts of used and donated materials

A new library to replace the current building is presently in the County's CIP. Opening of the 35,000 square foot building is expected in 2010.

IX. WATER RESOURCES

DRINKING WATER AND WASTEWATER TREATMENT

HISTORY

(WSSC Fact Sheet – An abbreviated History, June 2007)

The Washington Suburban Sanitary Commission (WSSC) was established on May 1, 1918. But the concept of a bi-county water/sewer agency was first suggested in 1912 following a strong complaint from the neighboring District of Columbia about the streams within the Nation's Capital being fouled by waste from Montgomery and Prince George's Counties.

Over the years, small existing community systems, some run by municipalities like Hyattsville and others privately operated by land companies such as those in Chevy Chase and Edgemoor, were acquired and eventually integrated into the WSSC regional system. Among the early acquisitions were the Takoma Park (1919), Mount Rainier and Kensington (1922) and Glen Echo (1926) water systems.

Additionally, the WSSC built a one million gallon rapid sand filtration plant at Hyattsville in 1920. Also in this early period, the Commission began to add new sections to the water supply distribution network to serve growing communities like Silver Spring, Hyattsville, and College Park.

In the late 1930s, as the population continued to grow, more water was needed and the WSSC responded with the construction of its Brighton Dam-Triadelphia Reservoir facilities on the Patuxent River. Brighton Dam was completed in 1943. The WSSC's truly regional water supply facility, the Patuxent River Filtration Plant, was developed east of Burtonsville, near Laurel in Prince George's County.

This new facility also featured the Morse-filter design, and its first stage opened in 1944. Additional stages were added, as needed, to an ultimate capacity of 65 million gallons per day (MGD), reached in the early 1950s. Currently, the Patuxent Plant is being upgraded and improved. The work is being done in stages to allow continued water production during construction and all the work should be complete in late 2004. The Patuxent Plant, together with the Triadelphia Lake and the downstream raw-water reservoirs complex T. Howard Duckett Dam and Reservoir completed in 1952, still operate as key elements of the WSSC's regional supply system.

The Patuxent Plant was the Commission's principal supply facility during the last half of the 1940s and in the 1950s when rapid post-World War II suburban growth was taking place. During the 1950s, the Commission pursued the study, design, and construction of what is today the WSSC's principal water supply facility, the Potomac River Filtration Plant in western Montgomery County. When the first 30 MGD stage of the Potomac Plant was opened in 1961, the WSSC was in a position to operate a dual source system, drawing on both the Potomac and Patuxent Rivers. The Potomac Plant was expanded progressively during the 1960s and now has a nominal capacity of 250 MGD with the ability to produce at a rate of 285 MGD for short operational periods.

Further expanding its resources, the Commission completed construction of the Little Seneca Creek Dam and Reservoir in northwestern Montgomery County in 1985. The Reservoir, containing 4.25 billion gallons of water, is available to supplement flows in the Potomac River

during dry periods and serves as a recreational resource along with the Commission's other two reservoirs.

As an indication of the growth of the Commission's water service requirements since 1920, when average water production was a little over 300,000 gallons a day, the WSSC established a one-day distribution record of 267 million gallons on July 8, 1988. Average daily production in suburban Maryland now varies between 160-195 MGD. The WSSC's water distribution network has grown from "ground zero" in 1918 to 5100 miles of water main, with more than 420,000 customer accounts - as of today.

While the water system was being developed, progress was also being made on the regional integration of the sewerage system. The first sewer constructed by the WSSC was installed in 1919 in Riverdale, Prince George's County. The early backbone of the Commission's sewerage system was formed by the acquisition of municipal networks in Hyattsville, Takoma Park, Kensington, Mount Rainier, Chevy Chase and Edgemoor. Direct connections, under agreements with the District of Columbia, were made with the Washington system for the Little Falls, Rock Creek, and some other tributary trunk facilities in the 1930s and 1940s as the WSSC was able to complete connecting lines.

During the 1940s, the WSSC developed a then-major sewage treatment plant in Bladensburg in Prince George's County to provide pollution control service to Maryland's portion of the bi-county Anacostia Basin. Shortly after the end of World War II, negotiations began with the District of Columbia for the joint, Maryland-D.C. development of the Blue Plains Water Pollution Control Plant, which was designated as the regional facility for Washington, D.C. and the Maryland suburbs. The cooperative arrangement permitted the abandonment of the Wisk's Bladensburg Plant in the early 1950s.

Today, most major trunk sewers in Montgomery County are connected to the regional Blue Plains System, having a present day capacity of 370 MGD, of which just over 170 MGD has, by agreement, been allocated to the WSSC.

It was not until the late 1950s and the 1960s that the WSSC began to develop some major new permanent sewage treatment facilities of its own. These plants were located in Prince George's County to serve areas, which were earmarked for growth and were financially/operationally out of reach of the regional Blue Plains Facility. In the mid-1950s, the WSSC designed and built the Parkway Wastewater Treatment Plant (opened in 1959), which has a current capacity of about 7.5 MGD. The 1960s saw the opening of the Piscataway Plant in southwestern Prince George's County (now able to treat 30 MGD and the Western Branch Plant in eastern Prince George's County, where the nominal on-line capacity approaches 30 MGD. In the 1970s, the WSSC developed the 5 MGD Seneca Treatment Plant in Montgomery County (currently being expanded to 20 MGD) and two lesser facilities with capacities under 1 MGD -- the Horsepen Wastewater Treatment Plant near Bowie (no longer in service) and the Damascus Plant in Upper Montgomery County (which has since been expanded to a 1.5 MGD plant).

In the early 1960s, the Blue Plains Plant went through massive changes to improve the quality of water in the Potomac River. One of the by-products of these changes was massive quantity of solids -- far greater than could be managed at or near the plant. In 1974 a Regional Agreement was signed requiring each major jurisdiction sending flows to the plant to manage its share of the sludge. Montgomery County decided in 1977 to dispose of the County's sludge through composting and the WSSC was directed to design, construct and operate a composting facility. The Montgomery County Regional Composting Facility (more often referred to as Site

II) was built on a 116-acre parcel of land east of Route 29 adjacent to the Montgomery Industrial Park. Completed in 1983, it was owned and operated by the WSSC although the region shared operational/capital costs. In 1999, MCRCF was closed and decommissioned.

In recent years, all plants receiving sewage from the WSSC's wastewater collection system have been equipped with some form of advanced treatment. The WSSC service area is generally ahead of the rest of the nation in the development of facilities, which have taken a big step (tertiary treatment) beyond the conventional primary-secondary processing of wastewater. Consequently, it produces an exceptionally high quality of effluent (liquid discharge) at all of its plants.

In its years of operation, the WSSC has taken on other responsibilities as well, such as the promulgation and enforcement of plumbing regulations (licensing and inspection) in suburban Maryland, and the development and maintenance of storm drainage facilities within its boundaries. In the late 1960s, Montgomery County assumed responsibility for storm drain facilities within its boundaries. Beginning July 1987 storm drainage functions for Prince George's County were transferred to the County. The WSSC also performed solid waste collection and disposal operations until the mid 1960s, after which the two Counties assumed them.

In summary, the WSSC, which started with almost no resources more than eight decades ago, has grown with its service area (now 1,000 square miles, housing a population of nearly 1.8 million) to become the 8th largest water and wastewater facility in the United States. The Operating Budget for the fiscal year ended in 2007 was \$757.1 million. The WSSC, now governed by six Commissioners with equal representation for each county, has developed its systems to the point where it is a national leader in the water and sewerage industry.

Asset Management

(WSSC Utility-Wide Master Plan, July 2007)

Asset Management provides for the systematic planning, acquisition, deployment, utilization, control, and decommissioning of capital assets. In general, the aboveground assets of the WSSC are in good condition, with a few exceptions. The process upgrades that are necessary to comply with existing regulations are programmed in the Capital Improvement Program (CIP) for both the water and wastewater treatment plants. Additional attention, however, is required on general (non-process) rehabilitations at the plants as well as for pumping stations and water storage tanks. The renewal of buried assets is WSSC's most immediate challenge. Approximately 85% of the buried water distribution system piping will reach or exceed its useful life by the year 2020. Renewal of the collection system piping is driven by compliance with a Consent Decree signed in 2005 to reduce sanitary sewer overflows (SSO's). Most of the collection system still has substantial remaining useful life, with proper renewal and rehabilitation; however, cast iron (CI), non-reinforced concrete pipe (PCCS) and precast concrete cylinder pipe (PCCP) are in poor condition, with several drainage basins requiring significant attention over the next 30 years. Increases in the water and wastewater reconstruction efforts will require strengthening of WSSC's program and project management capabilities.

WSSC OPERATES AND MAINTAINS:

(WSSC Fact Sheet, June 2007)

- 4 – reservoirs – Triadelphia, Rocky Gorge, Little Seneca and Jennings Randolph with total holding capacity of 14 billion gallons (Note: both Little Seneca and Jennings Randolph are regionally shared)
- 2 – water filtration plants – the Patuxent (max 56 MGD) and the Potomac (max 285 MGD) plants produce an average of 167 million gallons per day (MGD) of safe drinking water
- 6 – wastewater treatment plant – Western Branch, Piscataway, Parkway, Seneca, Damascus and Hyattstown, with a total capacity to handle 74.1 million gallons of wastewater per day
- The Blue Plains Water Pollution Control Plant handles as much as an additional 169 MGD under a cost sharing agreement with the WSSC
- About 5,300 miles of water main lines and 5,200 miles of sewer main lines

WSSC Wastewater System

(WSSC Utility-Wide Master Plan, July 2007)

WSSC's Wastewater System consists of a collection system, pumping stations, treatment plants, and Inter-agency assets in which WSSC has purchased capacity.

Collection System: There are approximately 5,300 miles of pipeline in 24 sewer basins, with sizes ranged from less than 3" to 108 " in diameter, and ten different types of materials. Except for cast iron and non-reinforced concrete pipe, the collection system has a substantial amount of remaining useful life, with appropriate and timely rehabilitation.

Major replacement of system piping is not expected until approximately 2060, assuming that the rehabilitation of the pipe segments with expired economic effective life (economic effective life (EEL) is the total effective life of an asset before it begins to "fail" and require rehabilitation) is made and the rehabilitated pipe segments maintain the required LOS for another 60 years. Approximately 50 miles of collection piping per year needs to be programmed for renewal.

Wastewater Pumping Stations: Pumping stations, with few exceptions, are in good condition. Anacostia Valley #2 and Broad Creek are in need of major rehabilitation, and the Damascus Center WWPS requires immediate replacement. These projects are already programmed in the WSSC CIP.

Wastewater Treatment Plants: WSSC owns and operates seven (7) wastewater treatment plants (WWTP's). WSSC wastewater plants are generally in good condition and have capacities greater than, or just below, their 30-year flow projections. The exception is the 20 mgd Seneca WWTP, which needs to be expanded to 26 mgd. Enhanced Nutrient Removal (ENR) upgrades are required by 2011 for Piscataway, Western Branch, Seneca, Damascus, and Parkway WWTP's. These projects are programmed in the CIP, as is the expansion of Seneca. Decommissioning of the Marlboro Meadows WWTP, also in the CIP, is required as the flow to this plant is to be pumped to Western Branch to avoid upgrading to ENR standards. Funding for influent pump station and solids handling upgrades at Western Branch is also included in the CIP. Currently non-programmed projects include the Piscataway secondary

and tertiary process equipment and influent pumping station upgrade, and the Parkway solids handling upgrade and expansion.

Existing Programs/Initiatives

There are currently four (4) programs of importance to the wastewater system – Enhanced Nutrient Removal (ENR), Biosolids Management in Prince George's County, the consent Decree, and the Sewer Reconstruction Program. While these programs address major wastewater issues, there is no program to address general rehabilitation of the treatment plant and pumping stations. Also, the Sewer Reconstruction Program will need expansion and additional investment to address aging infrastructure while also meeting the requirements of the Consent Decree.

WSSC Water System

(WSSC Utility-Wide Master Plan, July 2007)

WSSC's water system consists of raw water supply, treatment, pumping, finished water storage, and transmission and distribution piping, including metering and service connections.

Dams and Reservoirs: The T. Howard Duckett Dam requires improvements to conform to Dam Safety Regulations. An ongoing CIP project is evaluating options for the Duckett Dam, which could result in significant capital expense.

Water Filtration Plants: Major on-going CIP projects are addressing process improvements to the Potomac and Patuxent Plants to meet current and near term water treatment regulations. At Potomac, non-programmed needs include rehabilitation of the raw water pumping stations, raw water lines and isolation valves. At the Patuxent Plant, the penstock from the dam to Rocky Gorge Pumping Station has no redundancy, and solids handling improvements will likely be needed, either at the plant, or at Parkway WWTP where its residuals are currently handled.

Water Storage Facilities: There are fifty-nine (59) water storage facilities in seventeen pressure zones. Four zones have storage deficits. A new tank is planned in the Montgomery 760 zone. While other deficits are being examined in on-going studies. Seven storage facilities have been rated as having water quality issues, due to excess capacity in the facility or in under or over-sized mains near the facility. Some of these issues will be resolved by projects already programmed in the WSSC CIP. Numerous storage facilities are due or overdue for recoating and other rehabilitation work such as safety upgrades or works on antennas mounted on the facilities.

Water Distribution and Transmission System: Approximately 5,300 miles of pipelines ranging in size from one (1) to ninety-six (96) inches in diameter comprise the transmission and distribution systems. Service lines, including meters to measure and record usage for billing, connect the distribution piping to the customer's plumbing system.

Existing Programs/Initiatives

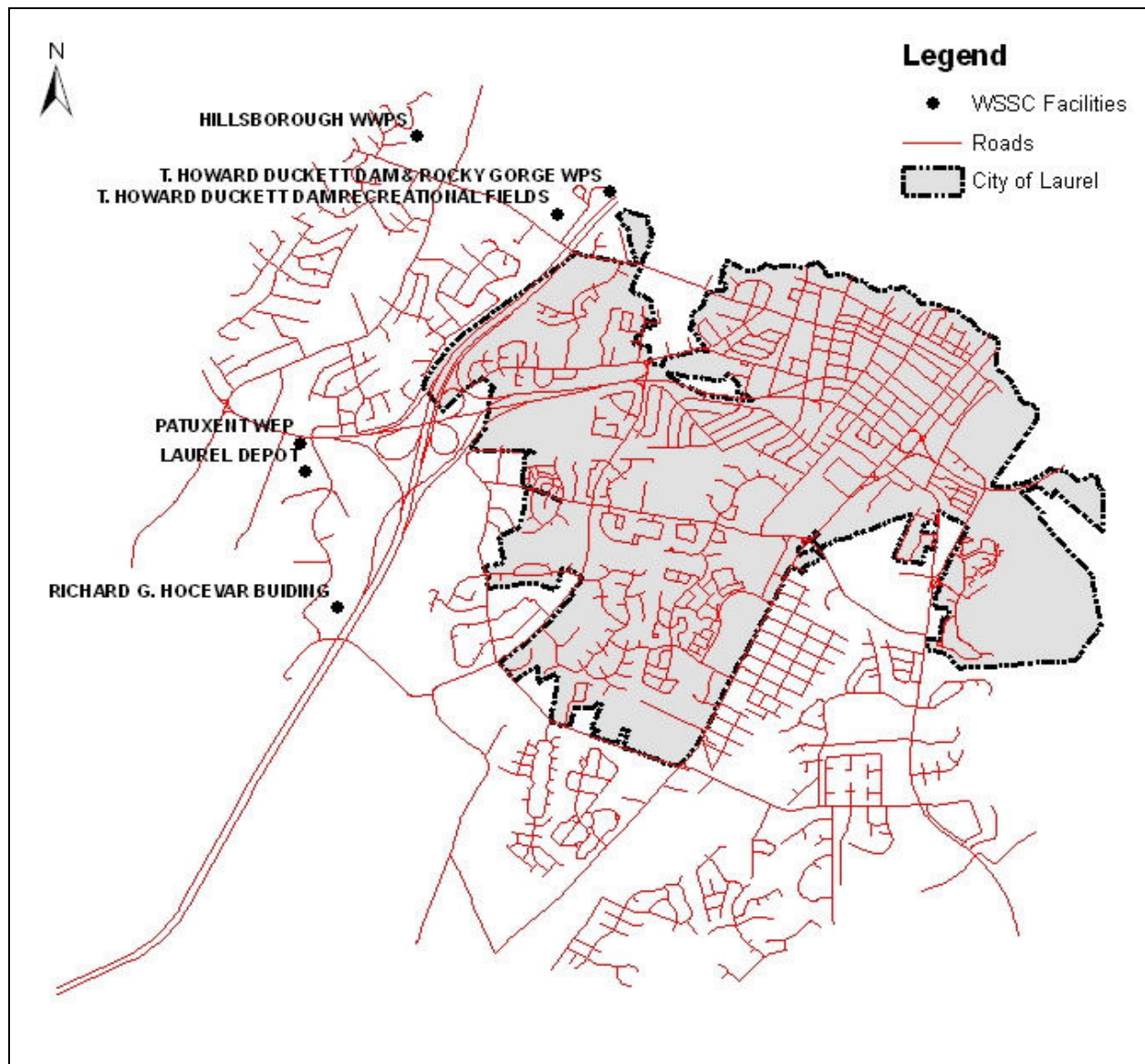
There are currently five programs that pertain to the water system – Raw Water Supply Initiatives, Water Filtration Plant Planning Programs, Water Storage Facilities Planning Programs, Water Pumping Station Planning Programs, and the Water Reconstruction Program.

While these programs address many of the major issues in the water system, according to the WSSC – Utility-Wide Master Plan, Phase 1A – Final Report, a noted deficiency is the lack of a program to address general rehabilitation of the water treatment plants, pumping stations and storage tanks.

City of Laurel Water Supply and Wastewater

Map No. 16

Washington Suburban Sanitary Commission Facilities



Water supply and filtration have a large impact on growth and development in Laurel and the surrounding areas. The Washington Suburban Sanitary Commission provides water and sewage treatment to Laurel and most of Montgomery and Prince George's County. The Washington Suburban Sanitary Commission (WSSC) uses the Prince George's County Comprehensive Ten-Year Water and Sewerage Plan to guide its decisions.

The Patuxent River Filtration Plant located on MD 198, west of 1-95, meets the potable water treatment and supply needs for the Laurel area. Two reservoirs serve this plant, the Triadelphia Reservoir and the Rocky Gorge Reservoir, which have a combined maximum storage capacity of 12.5 billion gallons. The Patuxent Plant has an output capacity of 56 million gallons per day (mgd) of safe drinking water. Should any additional potable water be needed in the Laurel area, the Potomac Filtration Plant in Montgomery County, which has a capacity of approximately 285 mgd, can provide an adequate supply.

Sewage from Laurel is treated at the Parkway Wastewater Treatment Plant located near MD 197 and the Baltimore-Washington Parkway. The current capacity at this plant is 7.5 mgd. The site if developed to its full potential could accommodate approximately 15 mgd.

Prince George's County by the adoption the Water and Sewer Plan has a reasonable expectation that service will be available in accordance with the specific Water and Sewer Categories. The designation however does not guarantee that water or sewer service will actually be provided. Actual water and sewer service is dependent on one or more of the following:

- The transmission and treatment capacities of the water and sewer systems;
- Moratoriums ordered by MDE, WSSC and Federal and State Planning processes;
- An extension approval for the project from the WSSC before construction can begin;
- The acquisition of any necessary rights-of-way and the completion of engineering feasibility studies;
- The financial ability of the developer or the utility to fund construction of water and sewer lines;
- Land use plans and zoning constraints;
- Any defaults by parties contracting with WSSC to construct water and sewer facilities; and
- Prince George's allocation policies.

(Prince George's County Draft 2008 Water and Sewer Plan)

WSSC Ten-Year Plan for Water Supply and Sewerage Systems

(Prince George's County Draft 2008 Water and Sewer Plan, Prince George's County, Department of Environmental Resources, Environmental Services Group, 2008)

A water and sewer service network is important in managing and directing development. Urban development requires community or multi-use water and sewer service. Water and sewer management that provides for adequate water supplies and appropriate sewage disposal methods promotes public health and environmental quality.

The State of Maryland requires that every county develop a water and sewer plan to ensure that there is adequate public water and sewer for planned development. Pursuant to recent State Law, each Charter County must adopt a water resources plan element to its Master Plan. Prince George's County, in association with WSSC and the Maryland-National Capital and

Planning Commission, is responsible for planning for water supply and wastewater and stormwater management.

For most facilities, the WSSC plans enough capacity to last 20 plus years. When it becomes clear that adding capacity incrementally will not be economical, feasible, or significantly disruptive, longer range planning is done. A pipeline is sized for full development, or “build-out” of its service area, to avoid repeated environmental and community disruption caused by construction. Normally this results in a service life that extends beyond twenty (20) years. Because weather-related usage and population projections are based on anticipated conditions used in the calculation of future flow demands, the rate of predicted flows increase or decrease in a pipeline system is variable, but useful in providing a long-range planning for WSSC’s project construction. The WSSC’s estimates the lead time required to plan, design, and construct a facility, and projects are programmed on that basis.

A main concern of the WSSC is the improvement of capital investment management. A primary task of the WSSC is the development of a Utility Master Plan to address the existing and future capacity, regulatory, and rehabilitation/repair/replacement requirements of the water and wastewater systems for the next 30 years. The objective of the “WSSC Utility-Wide Master Plan” (WUMP) is to identify infrastructure needs and investment strategies for the next 30 years, and develop and implement an asset management framework for optimal investment decision making. The WUMP will provide input to the WSSC multi-year financial forecast and will develop and refine a 3-year capital investment project based on regulatory, capacity, maintenance, rehabilitation/replacement, process control, energy conservation, and reliability requirements.

Water and Sewer Categories

Water and sewer categories represent different planning levels for the provision of public water and sewer service. The process of changing categories allows public water and sewer service to be staged according to development proposals, and assures high quality development by the landowner consistent with Prince George’s County policies.

The policy of linking water and sewer categories to stages of the development process assures that the water and sewer systems will expand appropriately to reach new development as it comes on line. Additionally, this system assures that when new developments are built, adequate water and sewer service will be available. Prince George’s County Executive is charged with ensuring that this process is done in accordance with the goals, objectives, and authority granted the County under the State Environment Article.

To facilitate the orderly extension of community water and sewer service, State regulations (COMAR 26.03.01.04) have established six category designations for water and sewer service areas. Prince George’s County has modified the State’s category definitions to more accurately reflect the planning needs of the County. These categories determine where public water and sewer service is or will be available (Categories 3, 4, and 5) and where private well and septic systems must be used (Category 6). Under State regulations, Categories 1 and 2 refer to existing service areas or areas with approved connections or extensions. Prince George’s County has included these properties in Category 3.

Prince George's County uses the following water and sewer categories:

Category 3. Community System. This category comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid preliminary plan approved for public water and sewer. The expiration of a preliminary plan will reverse the designation to Category 4 even if the Water and Sewer Maps have not been amended to reflect the change.

At the time of preliminary plan review, the County Department of Environmental Resources (DER) will verify that a property shown on the Water and Sewer Maps in Category 3 meet the stated criteria (i.e., developed land, platted or built on with public water and sewer, and undeveloped land with a valid preliminary plan approved for public water and sewer). If not, the property is considered to be in Category 4 and will have to follow the Administrative Amendment process for approval of Category 3. If the development proposal for a property increases by more than 25% in number of units for residential development or 50% in square footage for nonresidential development over the proposal for which the previous amendment was approved, the property shall be considered to be in Category 4 and will have to follow the Administrative Amendment process for approval of Category 3.

Individual water supply and wastewater disposal systems will not be approved for properties in Category 3 unless special circumstances exist. (A waiver may be approved if the development meets the criteria for a minor residential development and the cost of connecting to public water and sewer is prohibitive.)

Category 4. Community System Adequate for Development Planning. This category includes all properties inside the Sewer Envelope for which the subdivision process is required. The Sewer Envelope is depicted on the Category Maps as a boundary beyond which no community water and sewer facilities will be approved. The Sewer Envelope boundary is based on topography, existing sewer service areas, and proposed development density according to the Area Master Plans.

Redesignation from Category 4 to Category 3 may be requested through the Administrative Amendment process. In addition to the preliminary subdivision requirements, the redesignation will require that (1) the development proposal is consistent with the Prince George's County development policies and criteria and the State Growth Act; (2) adequate capacity exists; and (3) the projects for necessary system improvements are included in the approved WSSC Capital Improvement Program (CIP). Any inconsistencies or inadequacies with the above criteria must be eliminated prior to redesignation to Category 3.

Category 5. Future Community System. This category consists of land inside the Sewer Envelope that should not be developed until water and sewer lines are available to serve the proposed development. Properties in Category 5 require a redesignation to Category 4 prior to the development review process. Small residential development may be approved for the use of interim individual systems in certain circumstances.

Redesignation from Category 5 to Category 4 must proceed through a legislative amendment to the Water and Sewer Plan. Interim systems may be approved through a waiver process.

Category 6. Individual Systems – Well and Septic Systems or Shared Facilities. This category consists of all areas outside the limit of planned water and sewer service (Sewer Envelope), and of certain larger tracts of parkland and open space inside the Sewer envelope. Development in Category 6 must use permanent individual water supply and wastewater disposal systems (i.e.,

well and septic systems) or shared facilities and smaller community systems as approved by Prince George's County. Redesignation to and from Category 6 must proceed through a Legislative Amendment process.

Landowners, County agencies, and the Maryland Department of the Environment (MDE) can initiate applications for the Legislative Amendment process. Plan amendments can be requested for water and sewer category changes, for realignment of the Sewer Envelope boundary, and for water withdrawal points and points of discharge, in excess of 5,000 gallons per day as an annual daily average. Additionally, a contract purchaser, with the owner's written consent, may initiate the application.

Prince George's County Executive has delegated the management of the Water and Sewer Plan, including the preparation of Legislative Amendments, to the Department of Environmental Resources (DER). In its management of the Water and Sewer Plan and amendments, DER evaluates, prepares and submits proposed Legislative Amendments for the county Executive's review and recommendation. These recommendations are then sent with an accompanying proposed Council Resolution for consideration by the County Council.

Population Growth Rate, Land Use and Zoning

Prince George's County future growth pattern directly influences the cost, sizing, and siting of water and sewer facilities. Population, employment, households, and dwelling units are the major parameters affecting the demand for water and sewer facilities, the amount of biosolids generation, and the amount of land needed for collection, transmission, storage, treatment, and disposal facilities.

Forecast of growth for Prince George's County are contained in the Round 7.1 Cooperative Forecasts, prepared by the Prince George's County Planning Department, Maryland-National Capital Park and Planning commission (M-NCPPC), in conjunction with the Metropolitan Washington Council of Governments (COG). These forecasts cover the time period from 2005 to 2030.

Table No. 32

Subject	2000*	2005	2010	2015	2020	2025	2030
Population	801,515	852,875	900,831	936,843	961,598	979,836	992,868
Dwelling Units	302,378	318,966	341,187	359,324	373,290	384,216	392,490
Households	286,610	307,319	328,636	345,989	359,376	369,865	377,820
Employment	327,526	347,886	356,386	389,136	420,386	461,886	518,386

Source: M-NCPPC, Information Center, Research Section, Cooperative Forecasts 7.1, 2008

*U.S. Census 2000

The estimated population increase between 2000 and 2010 is 99,316. The projected growth for the period from 2010 to 2030 is 92,037. By 2020 the County's population will reach 961,598. The population over three decades, 2000 – 2030, will have grown by 191,353 or in excess of twenty percent (20%).

Table No. 32-A

Subject	2000-2010	% Change	2010-2020	% Change	2020-2030	% Change
Population	99,316	12.4	60,767	607	31,270	3.3
Dwelling Units	38,809	12.8	32,103	904	19,200	5.1
Households	42,026	14.7	30,740	904	18,444	5.1
Employment	37,860	11.6	55,000	15.1	98,000	23.3

Source: M-NCPPC, Information Center, Research Section, Cooperative Forecasts 7.1, 2008

During the period from 2000 to 2010, total employment in the County is estimated to increase by 37,860 jobs. By the year 2010, employment growth will be further dispersed across the County than in the previous years. Total employment is projected to increase by 55,000, or 15.1% between 2010 and 2020. The northern half of the County will remain the dominant employment center but new concentrations of growth will occur in the central and southern sections.

Between 2000 and 2010 an increase of 42,026 households is estimated, with an additional 30,740 projected between 2010 and 2020. The projected increase in households between 2020 and 2030 is expected to be 18,444.

An estimated 38,809 new dwelling units are estimated for the period 2000 to 2010. An additional 32,103 more units are projected between 2010 and 2020.

State Law

Maryland State laws guide components within the Prince George's County Water and Sewer Plan. The components described below are subject to the State Environment Article, Title 9, Subtitle 5; the Annotated Code of Maryland Regulations (COMAR), Title 26, Subtitle 03; and Senate Bill 1107 (1975).

- A. Prince George's County Comprehensive Water and Sewer Plan: State law requires all counties within the State to prepare and submit a comprehensive Water and Sewer Plan. Prince George's and Montgomery Counties are required to submit their plans triennially. The purpose of the plan is to coordinate and control the extension of community water and sewer systems in a manner consistent with local development policies and objectives. The Water and Sewer Plan is subject to review and approval by the Maryland Department of Environment (MDE).
- B. Washington suburban Sanitary Commission (WSSC): Chapter 392, Laws of Maryland, 1975, requires actions of the WSSC to conform to adopted and approved plans, programs and policies of the elected governing body of Prince George's County. The Commission may not grant water or water service connections, hook-ups, or authorization for service or otherwise extend water and sewer service to any new development within the Prince George's County portion of the Sanitary District, which includes the City of Laurel, unless the development is in conformance with adopted and approved plans, programs and policies of the County governing body or other rules and regulations that the governing body may desire to include in their duly adopted and approved comprehensive Water and Sewer Plan, amendments, or revisions.
- C. WSSC Six-Year Capital Improvement Program (CIP) and Capital and Operating Budget: The Maryland Annotated Code requires governing the Six-Year CIP and the Capital and Operating Budget of the WSSC provide a limited degree of County control over WSSC construction programs. With both the six-year program and annual budget, WSSC must submit a proposed list of projects planned for the County, including treatment and storage facilities, major water and sewer lines, pumping stations and force mains, and other major facilities.

The County Executive reviews the WSSC CIP proposal and, along with their comments and recommendations, submits them to the County Council by March 15th of each year. After public hearings, the County Council approves the WSSC Six-Year CIP and annual

operating budgets with modifications as desired. In addition to approving the construction schedule for major water and sewer facilities, the County Council may impose restrictions on the area to be served by individual sewer and water projects. Following county Council action, the WSSC must adopt the Capital Program as approved by the County Council.

- D. State Water Pollution Control Regulations: MDE has the responsibility for water quality regulations and standards. The standards shall protect public health, safety and welfare, and the present and future use of the waters for public water supply, the propagation of fish and other aquatic life and wildlife, recreational purposes, and agricultural, industrial, and other legitimate uses. All standards may be amended from time to time by MDE and shall include, but not be limited, to:
1. Water quality standards specifying, among other things, the maximum short-term and long-term concentrations of pollutants in the water, minimum permissible concentrations of dissolved oxygen and other desirable matter in the water and the temperature range for the water;
 2. Effluent standards specifying the maximum loading or concentrations and the physical, thermal, chemical, biological and radioactive properties of wastes that may be discharged into the waters; standards must be at least as stringent as those specified by the National Pollutant Discharge Elimination System (NPDES) that requires permits from either the U.S. Environmental Protection Agency (EPA) or the State for every point source discharge such as power plants, certain industrial processing plants, and sewage treatment plants. The Maryland department of the Environment (MDE) is responsible for implementing the NPDES program for the State of Maryland. Prince George's County has obtained a non-point source NPDES permit from the MDE to cover stormwater runoff and stormwater discharges.
 3. Rules and regulations defining techniques for filling and sealing of abandoned water wells and holes, for disposal wells and for landfills to prevent groundwater contamination, seepage, and drainage into waters of the State;
 4. Rules and regulations regarding the sale, offer, use or storage of articles that constitute a water pollution hazard as determined by MDE;
 5. Rules and regulations outlining the procedures for water pollution episodes or emergencies that constitute an acute danger to health or the environment;
 6. Rules and regulations prescribing method, facilities, standards, and devices for transfer, storage, separation, removal, treatment, and disposal of oil and other unctuous substances; and
 7. Rules and regulations specifying standards for equipment and procedures for monitoring pollutants, collection of samples, log-keeping and reporting.
- E. The Chesapeake Bay Critical Area Law: The Chesapeake Bay Critical Area Protection Program was enacted by the State Legislature in 1984 because of concern about the decline of natural resource in the Chesapeake Bay. The intent of the Critical Area legislation is to address the impact of human activities on the Bay by designating a

1,000-foot wide geographical area around the water of the Chesapeake Bay and its tidal tributaries as the "Chesapeake Bay Critical Area."

- F. Wetlands Regulations: Impacts to tidal wetlands or within tidal waters are regulated by the U.S. Army Corps of Engineers under the River and Harbors Act of 1899 (33 USC 403) and the Maryland Department of the Environment (Natural Resources Article 9-100). Locally, impacts to tidal wetlands and tidal water are regulated by the Prince George's County Chesapeake Bay Critical Area Program. Prior to the issuance of any permit by DER, appropriate permits, licenses, or letters of permission must be obtained by the applicant from the Federal and State permit agencies. Non-government projects must have a Chesapeake Bay Critical Area Plan approved by the Prince George's County Planning Board. The Chesapeake Bay Critical Area Commission in Annapolis must approve government projects.

Impacts to nontidal wetlands or the 25-foot wetland buffers must be approved by MDE via a Joint Federal/State Wetland Permit or Letter of Permission pursuant to Maryland General Permit MGPD-1 issued by the U.S. Army Corps of Engineers, or have an approved U.S. Army Corps of Engineers Permit or Letter of Permission pursuant to Section 404 of the Clean Water Act (33 USC 1344).

The Clean Water Act of 1977 introduced the concept of effluent limitations, which is the elimination of pollution before waste water is discharged into a waterway. Under the Clean Water Act, water pollution control is based on the concept of stream standards and the capacity of waterway to assimilate pollutants that are discharged.

Impacts to nontidal wetlands are locally reviewed and regulated through subdivision plan review by Prince George's County and approval of Tree conservation Plans required by the City of Laurel Forest Conservation Regulations. Generally impacts to tidal or nontidal wetlands should be avoided unless necessary. Necessary impacts must be minimized and, where appropriate, mitigation will be required.

Water Plan

Potable water is supplied to Prince George's County primarily through community water supply facilities such as the Washington Suburban Sanitary Commission (WSSC). In rural areas, water is provided through individual wells. The City of Laurel is supplied by the WSSC of individual wells.

The Prince George's County Health Department, Division of Environmental Health, Environmental Engineering Program administers the permitting and inspection of wells. Onsite systems are defined water supply wells that are located on the property that they serve. The Health Department approves permits and maintains records of these systems.

Any onsite potable water supply with an average annual capacity of 5,000 gallons per day is considered as a community system and must be included in the Water and Sewer Plan. Water withdrawal for non-potable uses such as agriculture, dewatering, or remediation of contaminated groundwater do not require inclusion in the Plan provided the annual average flow does not exceed 10,000 gallons per day, and there is no anticipated impact to existing or potential potable water supplies.

In addition to onsite water supply wells, the County Health Department also issues permits for remediation and monitoring wells under the State regulation COMAR 26.04.04. Applicable regulations governing well permits and installation procedures are obtained through the Prince George's County Health Department, Division of Environmental Health, Environmental Engineering Program.

On site water supply wells shall be installed in the County where public water is not available. If a community water system is not economically available to remediate a health hazard, then the County Health Department will require the repair, remodeling or replacement of the existing well. If the health hazard cannot be abated the County Health Department will invoke other measures to ensure that the Health hazard has been abated.

The abandonment of a well must comply with State regulation COMAR 26.04.04 to prevent them from acting as conduits of contamination to the waters of the State and eliminate health and safety hazards. State regulations require that wells be backfilled and sealed by a licensed well driller or witnessed by a representative from the Division of Environmental Health of the County Health Department.

The Prince George's County Health Department maintains a list of onsite water supply wells. Currently there are no onsite water supply wells in the City of Laurel. The Washington Suburban Sanitary Commission does not require that individual lots with onsite water supply wells connect to community systems when they become available.

Existing Water Resources

The Patuxent and Potomac Rivers provide the major source of the Prince George's County's surface water supply. The Potomac River is the larger of the two sources of raw water, supplying more than 40 billion gallons of water annually to Montgomery and Prince George's Counties. Additionally, there are two storage areas that can supplement flows into the Potomac River during periods of low flow. The Jennings Randolph Reservoir is located near Bloomington, Maryland, on the north branch of the Potomac River at the state boundary with West Virginia, 200 miles upstream from the Potomac intake at Watkins Island. This reservoir provides 30 billion gallons of raw water storage with 13 billion gallons currently allocated to water supply. The remaining capacity is used for flood control and to augment flows for environmental purposes when river levels are low. The second storage area, Little Seneca Lake, was built solely for water supply and is located near Boyds. It stores four billion gallons of raw water.

Inventory of Existing Storage Facilities – Potomac River

	Jennings Randolph	Little Seneca
Crest Elevation (above sea level)	1,514 ft.	408 ft.
Spillway length	210 ft.	
Total length of dam	2,130 ft.	600 ft.
Flooded area of crest elevation	800 acre	767 acres
Capacity of reservoir used for water supply	13 billion gal.	4.25 billion gal.
Safe yield (mgd)	155 mgd	
Average withdrawal*		
Maximum historical withdrawal* (mgd)	290 mgd	275 mgd

*1999 was the first time these sources were tapped to relieve drought conditions.

The Patuxent River is located along the northeastern border between Montgomery and Howard Counties. There are two water supply impoundments along the Patuxent River operated by the WSSC – the Triadelphia and the T. H. Duckett Reservoirs, created by the Brighton and T. Howard Duckett Dams, respectively. They are used mainly for water supply (10.7 billion gallons), with some capacity (2.7 billion gallons) used for flood control. The Triadelphia Reservoir is located at Brighton Dam in Montgomery County, 14 miles north of the northernmost tip of Washington, D.C., and has a storage capacity of 6.5 billion gallons. The T. H. Duckett Reservoir is located about two (2) miles northwest of Laurel, in Prince George's County, and has a storage capacity of six (6) billion gallons.

Inventory of Existing Storage Facilities – Patuxent River

	Triadelphia	T. H. Duckett
Crest Elevation (above sea level)	336.4 ft.	286.4 ft.
Spillway length	234 ft.	189 ft.
Total length of dam	995 ft.	840 ft.
Height of crest above stream bed	64 ft.	125.45 ft.
Flooded area of crest elevation	800 acre	81.5 acres
Area of land owned	2,936 acre	3,023 acres
Water overflowed crest for 1 st time	1944	August 1955
Capacity of reservoir	6.5 billion gal.	6.0 billion gal.
Safe yield (mgd)	46.4 mgd – combined	
Average daily withdrawal (mgd)	50 mgd (1973) -- combined	
Maximum daily withdrawal (mgd)	67 mgd -- combined	

Existing Water Treatment Plants

Potomac Water Treatment Plant

The WSSC supplies water to Prince George's and Montgomery Counties through two filtration plants, the Potomac and Patuxent Water Treatment Plants. The water supply network is divided into ten (10) pressure zones and is served by 20 water storage facilities in Prince George's County.

Water is withdrawn from the Potomac River near Watts Branch for processing at the Potomac Water Treatment Plant. The Potomac plant is the subject of ongoing planning and construction to maintain treatment capacity while meeting new water quality regulations. The plant has a State permitted maximum intake capacity of 400 mgd and a treatment capacity of 285 mgd. The current average output capacity is 234 mgd.

Finished water from the Potomac plant first flows to the Montgomery Main Zone and then into the Prince George's Main Zone through pressure reduction valves.

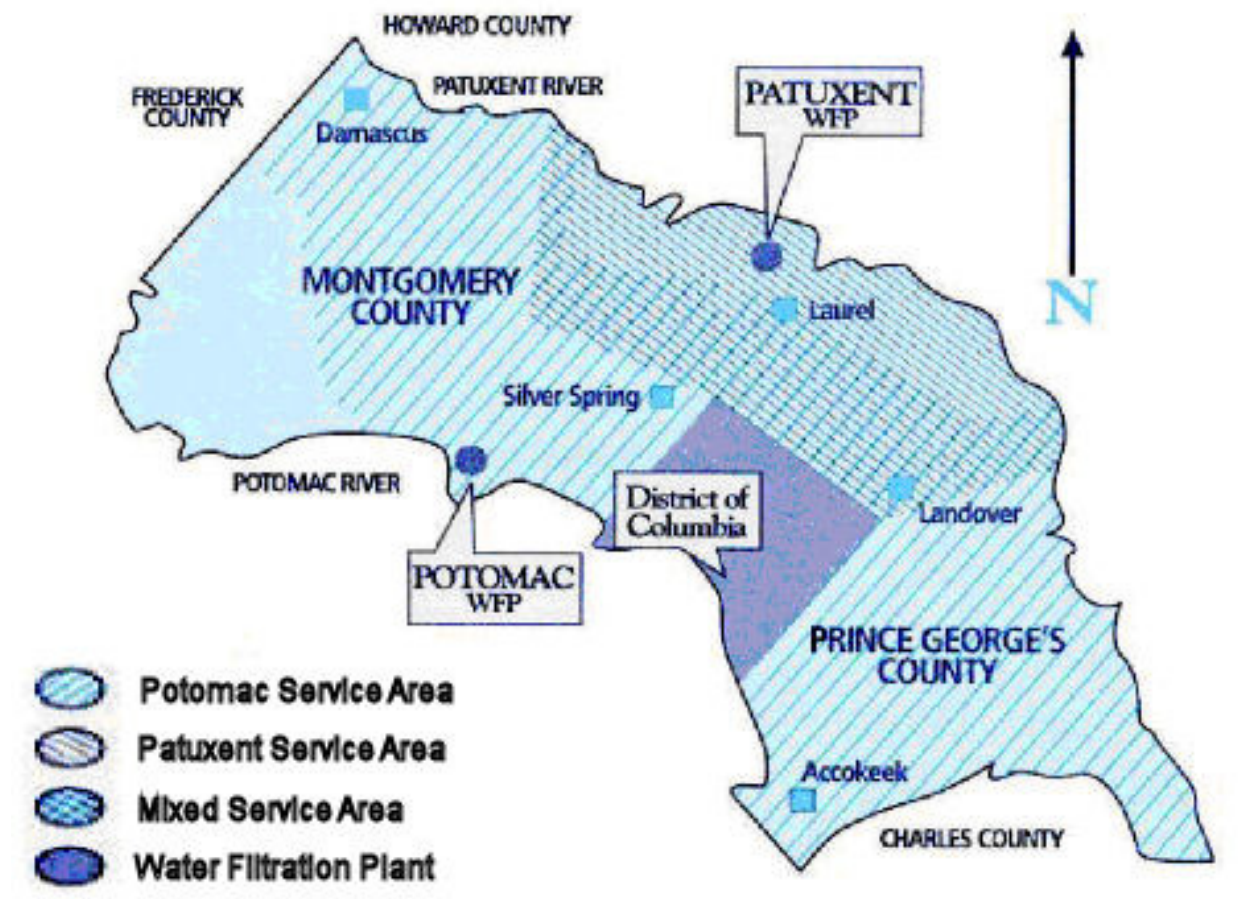
Patuxent Water Treatment Plant

The Triadelphia and Duckett reservoirs provide the water source for the Patuxent Water Treatment Plant. To protect the reservoirs against water quality degradation and excessive capacity loss due to sedimentation, the Patuxent Reservoir Watershed Protection Agreement was signed in 1996 between seven (7) local governments and agencies with interest in the

issue. Included in the Agreement are Prince George's County and the WSSC. The Agreement created a policy board composed of the executive-level representatives of the seven (7) agencies. They meet once a year and supervise the work conducted or proposed by the Technical Advisory Committee (TAC). The TAC monitors, models, and conducts field assessments for the reservoirs and its watershed.

Map No. 16-A

Patuxent and Patomac Water Filtration Plant Service Areas



Source: Washington Suburban Sanitary Commission 2007 Water Quality Report.

The Brighton Dam controls water withdrawn from the Patuxent River at the Triadelphia Reservoir and from the T. Howard Duckett Dam at the T. H. Duckett Reservoir. The Patuxent Water Filtration Plant, located near Laurel, has an emergency treatment capacity of 72 mgd and a nominal capacity of 54 mgd. Plant expansion has been approved for design that will increase the nominal capacity to 72 mgd, with an emergency capacity of 120 mgd. The expansion will require expansion of the raw water pumping station and a raw water supply main from the pump station to the Patuxent Water filtration Plant. Expansion construction is scheduled to begin in 2009-2010.

Finished water from the Patuxent plant is delivered by gravity to the Prince George's Main Zone and to the Montgomery County Main and High Zones by way of the Patuxent Pumping Station.

Water Demand and Production

Water production represents the amount of water delivered from the water treatment plants to the transmission system. The transmission system consists of water mains, pumping stations, pressure reduction valves, and water storage facilities. The transmission system is divided into different water pressure zones based on the distance from the treatment plants and elevation of land. Water demand consists of water consumed by customers and a variety of unbilled uses such as firefighting, water main breaks, maintenance of the system, and unmetered water use.

Water demand varies seasonally. During summer the consumption may be thirty percent (30%) higher than during winter months. During periods of seasonal high demand and unusually low river flows, temporary water use restrictions may be implemented to assure adequate water supply for essential services.

The WSSC bases the calculation of future water demand on dwelling unit and employment projections provided by the Metropolitan Washington Council of Governments. The per-unit production factors approved by the WSSC in 2006 for projecting future average production are shown below:

	Single Family	Multi-Family	Employment
For units existing as of 2005	218 gpd	194 gpd	56 gpd/emp.
For units added after 2005	228 gpd	181 gpd	56 gpd/emp.

Note: gpd = Gallons per day.

The actual water demand from 1990 and projected demand until 2020 for Prince George's County, in five-year increments, is shown below.

	Annual Average Water Production				Projected Average Production		
Year	1990	1995	2000	2005	2010	2015	2020
Mgd	77.2	78.5	71.4	80.7	85.1	89.3	94.2

Water Management

Since the early 1990's water production has shown little or no change regardless of any increase in new connections. The Washington Suburban Sanitary Commission's water production per capita, as well as production per customer account, has decreased during the past ten year period. Because of Prince George's County's concern about flat water production numbers while capital projects were increasing, the County studied the concept of Total Water Management in 1998.

Total Water Management is based on the principles of pollution prevention, resource conservation, and sustainable development. The overall goal is to meet consumer's needs in a

cost effective and efficient manner, minimizing any adverse environmental impacts and preserving the quality of life.

The findings of the 1998 study were: the unbilled water at WSSC (the difference between water production and water demand as billed) exceeded the national average; major facility planning was based on outdated assumptions of per capita consumption; and efforts to reduce usage were overlooked as an alternative to increasing capacity of the water system.

As a results of this study, the WSSD initiated its own Total Water Management study in early 2000 to identify trends in water consumption and methods that can be used to reduce future capital expenses, as well as identify better ways to predict water usage. Findings of this study indicated that per unit water consumption in the Washington Suburban Sanitary District is well below the national average. Unaccounted for water (the remaining volume of water resulting from all known flow condition subtracted from the adjusted volume of water produced) is about 13%; well within the accepted range.

Sewer Plan

Wastewater or sewage is disposed in two ways, either through transmission conveyance to wastewater treatment plants or through individual septic systems. The Prince George's County Health Department, Division of Environmental Health, Environmental Engineering Program, administers the permitting and inspections of individual and shared onsite sewage disposal system. Onsite systems are defined as sewage disposal systems that are located on the property that they service. The Health Department approves, permits, and maintains records of these systems.

Any onsite sewage disposal system with an average annual capacity of 5,000 gallons per day is considered a community system and must be included in the Water and Sewer Plan. An onsite sewage disposal system shall be installed in the county where sewer facilities are not available. These areas are primarily located outside the Sewer Envelope. However, the installation and use of temporary or interim individual systems in areas other than Category 6 may be necessary where sewer facilities are either not adequate or not available until economic or engineering constraints can be overcome.

Under conditions of an existing or anticipated health hazard, the County Health Department may require a subdivision or individual properties to connect to an existing community system regardless of the designated sewer category. If a community sewer is not economically available to remediate a health hazard, then the County Health Department will require the repair, remodeling or replacement of the existing sewage disposal system that is posing a health hazard. If the health hazard cannot be abated through replacing or repairing the onsite system, the Health Department will invoke other measures to ensure that the health hazard has been abated.

Conventional onsite sewage disposal systems are permitted outside the Sewer Envelope where there is no planned community service provided they are in compliance with applicable Code of Maryland Regulations (COMAR 26.04.02) and the Prince George's County Code (Subtitle 22).

Conventional sewage disposal systems incorporate the use of septic or aerobic tanks and an accompany drain field, dry well or sand mound system. The feasibility of these systems is determined through onsite percolation testing of the soils. Subtitle 22 of the Prince George's

County code specifies the minimum satisfactory percolation test requirements necessary for delineating the sewage disposal recovery area for an individual lot.

Preliminary plan approval of subdivisions utilizing conventional septic systems must show for each lot a minimum 10,000 square feet sewage disposal area based on at least two satisfactory percolation tests. The preliminary plan must also show the location of any proposed wells and the topography at two-foot interval contours.

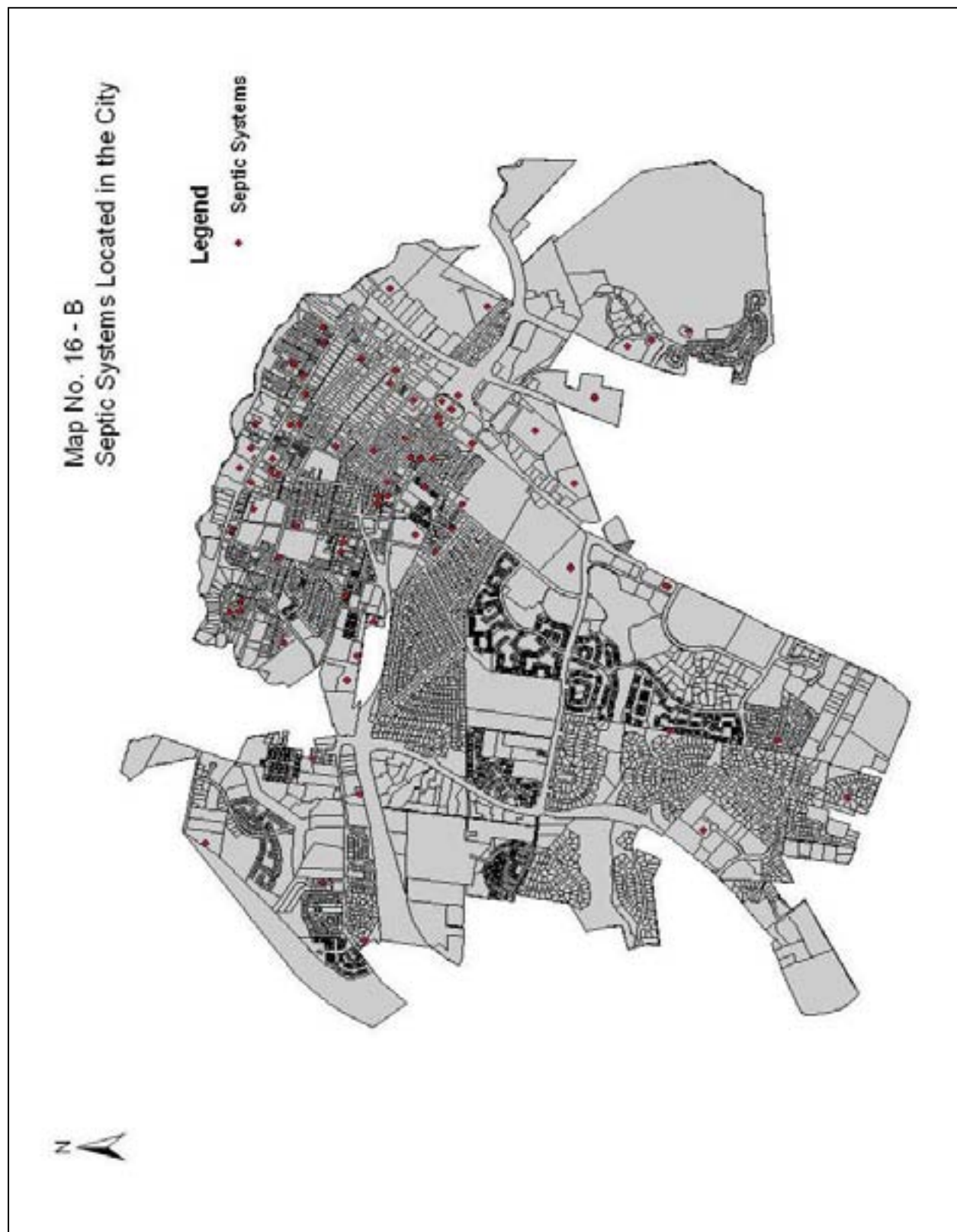
The abandonment of a sewage disposal system must comply with appropriate State laws and regulations in order to prevent them from acting as conduits of contamination to the waters of the State and to help eliminate health and safety hazards. Proper abandonment of old septic systems is required for any new development and is a condition of preliminary subdivision approval. The abandonment of a septic system must be done in a manner to ensure that it cannot be used again, and that it does not become either a health or safety hazard. To comply with State regulation COMAR 26.04.04 the septic tank must be pumped out by a licensed scavenger and either backfilled in place or removed. Owners or developers are required to contact the Prince George's County Health Department if other portions of the septic system are to be disturbed.

The Maryland Department of the Environment reports that as of July 2009 there were 79 onsite sewage disposal systems within the City of Laurel which are shown on Map 16 - B. The Washington Suburban Sanitary Commission does not require that individual lots with onsite sewage disposal systems connect to community systems when they become available.

Existing Sewer System

Of the five (5) municipal wastewater treatment plants (WWTP) located in Prince George's County the Washington Suburban Sanitary Commission operates three (3). These are the Parkway, Western Branch, and Piscataway.

The Parkway basin in the northern part of the County covers an area of approximately 14 square miles, including the City of Laurel. Ten square miles of the basin is sewerage. The Parkway Wastewater Treatment Plant is located on the western shore of the Patuxent River, south of Laurel, adjacent to the Baltimore-Washington Parkway. It has a total capacity of 7.5 million gallons per day (mgd). It is owned and operated by the WSSC. A major upgrade and renovation of the plant was completed in June 1999.



Source: Maryland Department of the Environment, July 2009.

The WSSC bases the calculation of wastewater flow projections for the wastewater treatment plants serving the Sanitary District on dwelling unit and employment projections using “sewered area” Round 7 demographic forecast for single and multi-family households as well as employees in the Prince George's and Montgomery Service area. The per-unit production factors approved by the WSSC in 2006 for wastewater flow projections are shown below:

	Flow Factor
Single Family Dwelling Unit	255 gpd
Multi-family Dwelling Unit	175 gpd
Employment	40 gpd/emp.

Note: gpd = Gallons per day.

Parkway Wastewater Treatment Plant Statistics (FY 2007)

Existing capacity	7.5 mgd
County approved expansion	2.9 mgd
Total capacity	10.4 mgd
Existing flow	5.8 mgd
Remaining capacity	4.6 mgd

Biosolids produced at the Parkway Branch are disposed of by off-site land application in Virginia and Maryland on permitted sites.

The Western Branch WWTP is located approximately one mile southeast of the Town of Upper Marlboro at the Patuxent River. The Western Branch WWTP serves an area of approximately 113 square miles. The majority of the service area is the natural drainage basin of the Western Branch. Horsepen Basin, north of Bowie, is connected to the Western Branch system through a pumping station and force main.

The Piscataway WWTP is located to the west of Indian Head Highway on the Piscataway Bay of the Potomac River.

Future Sewer Needs

According to the Prince George's County Draft 2008 Water and Sewer Plan Ten-Year Plan for Water Supply and Sewage Systems prepared for the County Executive by Prince George's County Department of Environmental Resources each of the sewer sheds served by community systems in Prince George's County has adequate capacity to provide service into the future. The ultimate sewer service envelope, and the revision of sewer categories to match the envelope boundary, accurately delineates the area to be sewerred in the foreseeable future.

Financing

Financing of Washington Suburban Sanitary Commission Capital Improvements Program (CIP) is approved annually by Prince George's County and Montgomery County Councils. Each CIP covers a six-year period. The CIP is divided into three categories for both water and sewer

projects: Prince George's County projects, Montgomery County projects, and bi-county Projects.

System improvement projects under the CIP are financed with funds from the Water Supply and Sewage Disposal Bond Funds. The funds are repaid to bond holders over a period of 20 years by annual principal and interest payments. Growth-related projects are paid through System Development Charges (SDC) and developer contributions.

STORMWATER MANAGEMENT

([www.co.pg.md.us/Prince George's County/DER/ESDIPollution](http://www.co.pg.md.us/Prince%20George's%20County/DER/ESDIPollution))

(Prince George's County Draft 2008 Water and Sewer Plan, Prince George's County, Department of Environmental Resources, Environmental Services Group, 2008)

Uncontrolled or inadequately controlled stormwater runoff results in increased peak flows to streams during storm events. The consequences of an increase in peak flow are erosion and increased sedimentation. As the City of Laurel continues to develop the amount of land covered by impervious surfaces alters the natural hydrology within stream systems. As development occurs within the City, Prince George's County agencies require new stormwater controls and forestation/reforestation areas to mitigate the impacts of the altered land.

On June 14, 1993, the Mayor and City Council approved Ordinance Number 1106 amending the City of Laurel Code adopting the Prince George's County Stormwater Management Regulations as contained in the Prince George's County Code and authorized the administration, inspection and enforcement of these regulations to the Prince George's County Department of Environmental Resources.

Implementation of Stormwater Management Regulations remains with the Prince George's County's Department of Environmental Resources (DER) within the City of Laurel. It is the mission of the Prince George's County Department of Environmental resources (DER) to promote environmental awareness and community involvement through outreach efforts, planning, development, and implementation of environmental programs to protect our communities and natural resources.

The Environmental Services Division (ESD) is dedicated to the management, restoration and protection of the air, water and natural resources. ESD special programs focus on the quality of streams, industrial and residential pollution prevention, revitalization of older communities, preservation and replacement of trees, and the protection of the Chesapeake Bay.

The purpose of the stormwater management is to protect natural waterway environments, restore streams previously damaged by excessive erosion, sedimentation, and impaired water quality and the prevention or remediation of property damage caused by flooding. The Prince George's County Stormwater Management District (a special taxing district) was established to assume the stormwater management functions that were previously performed by the Washington Suburban Sanitary Commission (WSSC). The Stormwater Management Division of the Department of Environmental Resources is responsible for constructing and maintaining the Stormwater Management system in the County as well as the City of Laurel. It constructs facilities to alleviate flooding, rehabilitates storm drainage channels, designs and constructs wetlands, restores river and streambeds. The Department of Public Works and Transportation (DPW&T) maintains and operates publicly-owned stormwater management and flood control facilities. (Source: The Prince George's County FY 2010-2015 Capital Improvement Program.)

The Prince George's Department of Public Works and Transportation (DPW&T) reviews plans and issues permits for construction of new streets; modification or improvements of existing road and streets; construction of temporary entrances, haul roads and driveways entering public roads and streets; creation or extinguishment of public rights-of-way; and site development, grading, stormwater and floodplain delineation. The DPW&T also issues permits for all utility construction and paving work effecting public right-of way.

Consent Decree

(Prince George's County Draft 2008 Water and Sewer Plan)

In November 2005, in response to litigation brought by the United States, the State of Maryland, Audubon Naturalist Society of the Central Atlantic States, Inc., Friends of Sligo Creek, and the Natural Resources Defense Council the Department of Justice, the Environmental Protection Agency, the State of Maryland and the Washington Suburban Sanitary Commission (WSSC) entered into a settlement agreement consisting of a fourteen year, \$200,000,000 plan to repair and upgrade its wastewater collection system and improve water quality monitors. Under the terms of the Consent Decree, WSSC is required to complete three supplemental environmental projects valued at \$4.4 million.

Under the first project, WSSC will acquire conservation easement and/or will purchase undeveloped real estate in the area surrounding the Patuxent Reservoir to reduce pollutant flows into the Reservoir. Under the second project, WSSC will further reduce the level of nitrogen that is discharged from its Western Branch Wastewater Treatment Plant, which will benefit the Chesapeake Bay. The third project mandate that WSSC will assist certain lower income residents of Montgomery County and Prince George's County in disconnecting stormwater drains that connect to WSSC's collection system on private property and contribute to overflows and backups during storm events.

Chesapeake Bay Watershed

(Prince George's County Draft 2008 Water and Sewer Plan)

Excessive levels of nitrogen and phosphorus are the primary pollutants of the Chesapeake Bay. The reduction of nitrogen and phosphorus has been a major focus of the multi-state Chesapeake Bay Program over the past twenty-years. The 1987 Chesapeake Bay Agreement, amended in 1992, established a goal of reducing nitrogen and phosphorus levels by 40% by the year 2000, and to maintain that reduction. The Chesapeake 2000 Bay Agreement reaffirmed this goal and proposed to correct the nutrient and sediment related problems in the Chesapeake Bay and its tidal tributaries sufficiently to remove the Bay and the tidal portions or its tributaries from the listed of impaired water under the Clean Water Act by 2010.

Prince George's County actively works with the area's wastewater treatment plants, the Environmental Protection Agency's Chesapeake Bay Program and the State of Maryland to develop policies to reduce the loading of nitrogen and phosphorus to the Chesapeake Bay. AS a major point source into the Chesapeake Bay tributaries, the WSSC has taken major steps to reduce pollutant loads by implementing technological advances including Biological Nutrient Removal (BNR) at three of its plants in Prince George's County. Western Branch, Parkway Branch and, the Piscataway plants have undergone these technological improvements. The Piscataway BNR process is now in service and obtaining the desired results as set by MDE.

Prince George's County is partnered with State agencies and other local jurisdictions to develop nutrient control strategies for each of its tributaries leading onto the Chesapeake Bay. Strategies have been formulated to address four areas in which nutrients can be managed: point sources, non-point sources, agriculture, and natural resource management.

Industrial Discharge

(Prince George's County Draft 2008 Water and Sewer Plan)

The Federal Pretreatment Regulations (40 CFR 403) require the WSSC to operate a program to control industrial discharges to the sewage collection and treatment systems. The purpose of these regulations is to prevent the introduction of pollutant to the sanitary sewer.

Industries are given technical advice in matters concerning handling and disposal of hazardous wastes, recycle and reuse of water to conserve water and materials, waste minimization and pollution prevention. The WSSC requires industries to monitor their discharges to determine compliance with discharge regulations. The WSSC also performs its own monitoring of industrial discharges to determine industry compliance independently.

The objective of the Industrial Discharge Control Program is to protect the overall integrity of the WSSC wastewater system through the systematic and equitable application of the WSSC Plumbing Regulations and specific administrative procedures.

Sanitary Sewer Overflows (SSO)

(Prince George's County Draft 2008 Water and Sewer Plan)

A sanitary sewer overflow (SSO) occurs when sewers become blocked and wastewater backs up in the line and eventually overflows from a manhole. There are also other possible causes of SSO's, including pipe deterioration, undersized sewer lines, excess infiltration or inflow of stormwater, naturally occurring problems such as tree roots and grease blockages, and power outages at sewage pumping stations.

WSSC has re-evaluated the operations of its collection system in conjunction with the EPA regarding past SSO's. The Commission has implemented organizational changes to consolidate a number of activities directly related to collection systems operation and maintenance. They have allocated additional resources, developed a comprehensive schedule for future studies of the collection system, committed to improvements in operation and maintenance procedures, and identified related program enhancements to be initiated to minimize the number of SSO's that occur in the future.

Biosolids Management

(Prince George's County Draft 2008 Water and Sewer Plan)

Biosolids are the solids recovered during the wastewater treatment process that contains nutrient-rich organic matter and micronutrients. The land application of biosolids in accordance with U.S. Environmental Protection Agency (EPA) regulations and in appropriate rates enriches the soil and is beneficial to the environment.

The U.S. Environmental Protection Agency (EPA) has established regulations for the use of biosolids to protect human health, plant life, livestock, wildlife, and water quality. The Clean Water Act required that these regulations protect human health and the environment from any reasonably anticipated adverse effects of pollutants and pathogens in the biosolids. Biosolids

generated from wastewater treatment plants are monitored for pollutants and cannot be applied to the land if they exceed the EPA limits.

The MDE is the primary agency that regulates the application of biosolids. A biosolids contractor must file and be permitted by MDE in order to apply biosolids to any site approved by the County. The application and permitting process assures that all regulatory requirements are met; assuring that use on land is safe for humans and the Environment. MDE, WSSC, and the Prince George's County Health Department inspect the site both during and after biosolids applications. The Prince George's County Executive and County Council, pursuant to Section 21-108 of the County Code, must approve sites that are selected for the land application of stabilized biosolids.

The land application contract requires the contractors to provide storage facilities to manage the disposal of biosolids produced daily at the wastewater treatment plants. The storage facilities are used during inclement weather or other conditions that may prevent land application. One biosolids storage lagoon is located in Prince George's County. The Cedarville lagoon is operated by Synagro, Inc. And has a capacity of 8,750 dry tons. The lagoon must be emptied once a year.

The suitability of a site for biosolids land application is a function of potential crops, the physical, chemical and mineralogical characteristics of the soil as determined by laboratory analyses, and site considerations for each field. Nutrient level, texture, micro-nutrients and macro-nutrients, soil alkalinity and any other soil properties that will influence application rates, are considered. Other factors considered are landscape features such as slope, proximity to surface waters and groundwater, as well as soil parent materials, density and moisture holding capacity. Setback from these features are mandated by State land and strictly enforced by onsite inspection.

Wetland Protection

The protection of wetlands and the mitigation of development impacts on wetlands are implemented by the City of Laurel, Prince George's County, and the Maryland-National Capital Park and Planning Commission (M-NCPPC) through their combined land use planning and development review processes.

National Pollutant Discharge Elimination System (NPDES)

The Environmental Services Division administers Prince George's County's National Pollutant Discharge Elimination System (NPDES) Permit. The NPDES Permits is a federally mandated program that requires the County to develop and maintain a comprehensive surface water quality improvement and protection program. In general, the NPDES permit requires:

- Institution of control measures to reduce pollutants from commercial, industrial and residential sites; and
- Administration of programs that monitor, detect and control illicit discharges and improper disposal of pollutants to the County's storm drains and waterways.

Forest Conservation

In 1992 the Mayor and City Council adopted Ordinance No. 1079 creating a new Chapter in the City Code meeting the requirements of the Annotated Cod of Maryland, Natural Resources Article, §5-1601 through §5-1613, Forest Conservation Policy. The Forest Conservation policy

conserves and protects trees, woodlands and wildlife habitat by requiring site planning techniques and construction practices that prevent adverse effects on the land, trees and forests.

Compliance with the Forest Conservation provisions is addressed during the development review and permitting process. When a subdivision or project plan, site plan, development plan, a grading permit or a sediment control permit for an area of land of forty thousand (40,000) square feet or greater is applied for, the applicant must submit a Forest Stand Delineation and a Forest Conservation Plan for the lot or parcel on which the development is located; and use methods approved by the City Department of Community Planning and Business Services, as provided in the Forest Conservation Technical Manual, to protect retained forests and trees during construction.

A Forest Stand Delineation must be submitted at the initial stages of subdivision or project plan, site plan or development plan approval before a grading permit application or before a sediment control application is submitted for the tract being developed. The delineation is required to be prepared by a Maryland licensed forester, Maryland licensed landscape architect, or other qualified professional.

The delineation is used during the preliminary review process to determine the most suitable and practical area(s) for forest conservation. When the Forest Stand Delineation is complete and approved, the information it provides can be used to prepare the Forest Conservation Plan.

The Forest Conservation Plan indicates the limits of disturbance for the proposed project and how existing forested and sensitive areas will be protected during and after development. The plan components include tree protection specifications, mitigation planting plan, maintenance agreement and a long-term protection agreement to be placed on the retained forest and mitigation areas. A Forest Conservation Plan is required to be submitted with a final subdivision or project plan, or application for a grading or sediment control permit. A Forest Conservation Plans must be prepared by a Maryland licensed forester, Maryland licensed landscape architect, or other qualified professional.

Environmental Enforcement

As part of the NPDES Permit, the County is required to reduce pollutants to its storm drain systems and waterways. To meet this requirement, the Prince George's County Environmental Services Division (ESD) has created an environmental enforcement program that uses a cooperative approach to gain compliance. This approach emphasizes public education for solving the majority of pollution problems.

Environmental enforcement includes investigation measures that identify illegal discharges to Prince George's County's storm drain system. County Inspectors perform site visits at commercial and industrial properties, respond to water pollution complaints and inspect storm drain outfall for pollution problems. Enforcement measures are used to correct major pollution problems, or in cases where violations or fines are necessary.

X. PUBLIC SAFETY ELEMENT

PUBLIC SAFETY DEPARTMENTS OPERATING IN THE CITY OF LAUREL

City of Laurel - Office of Emergency Services

The Deputy City Administrator for the City of Laurel who is appointed by the Mayor and subject to confirmation by the City Council serves as the City's Director of Emergency Operations. The Deputy City Administrator/Director of Emergency Operations directs and coordinates the daily Emergency Preparedness operations within the City of Laurel and coordinates all City resources during a significant event or emergency. Each City Department's response during an emergency is monitored to ensure compliance with Policies and Legislation established by the Mayor and City Council. The Deputy City Administrator/Director of Emergency Operations is responsible for activating the City's Emergency Operations Center, Emergency Operations Command Vehicle and coordinating Agency activities during an emergency within the City of Laurel.

City of Laurel - Emergency Operations Center

The Emergency Operations Center provides coordination of resources and monitors the activities of agencies responding to emergency incidents within the City of Laurel. The Emergency Operations Center is also responsible for coordinating and assigning volunteer staff to assist "first responders" during events where resources may be limited.

City of Laurel - Emergency Services Commission

The City of Laurel Emergency Services Commission was created and established by Resolution Number 1-04, passed by the Mayor and City Council on February 9, 2004. The Commission is comprised of five members appointed by the Mayor and confirmed by the City Council. The member's terms of office are three members for five-year terms and two members for three-year terms. Its members elect the Chairperson of the Commission annually. The Commission is responsible to ensure that the citizens of Laurel receive effective service delivery of all Fire, Rescue, and Emergency Medical Service operations; ensure that the citizens of Laurel receive effective service delivery of Police Protection, Crime Prevention and Public Works services. In addition the Commission forwards recommendations to the Mayor and City Council regarding changes in procedures necessary to provide enhanced level services to the citizens of Laurel in Police, Fire, Rescue and Public Work services. The Commission recommends changes regarding the Capital Improvement Program, as well as contributions to the operating budgets for Police, Fire, Rescue and Department of Public Works services to the Mayor and City Council. The Commission further recommends to the Mayor and City Council programs necessary to increase recruitment and retention of Police Department and Public Safety volunteers and to urge Prince George's County to consider additional Career Fire and EMS staffing at the Laurel Volunteer Fire Department and Laurel Volunteer Rescue Squad. The Commission provides recommendations to the Mayor and City Council regarding the use of funds set aside in the City's budget for emergency services. The Commission serves as the Board of Directors for the Community Emergency Response Team Program (CERT).

City of Laurel - Emergency Services Office

The Emergency Services Office directs the CERT team in accordance with procedures adopted by the CERT Board of Directors. The Emergency Services Office also provides support to CERT members, recommends procedures for the approval of the CERT Board of Directors and Mayor regarding Emergency Operations Management and eligibility for City of Laurel public safety funds.

City of Laurel - Police Department

The Laurel City Police Department is responsible for the efficient and effective functioning of patrol operations throughout the City of Laurel. Patrol Services consists of five patrol squads and three K-9 units. A Police Sergeant supervises each patrol squad. For general patrol purposes, the City of Laurel is divided into six (6) geographic patrol beats with a patrol officer normally assigned to each beat. In addition to performing motorized patrol, officers are also deployed on foot and bicycles in selected parts of the patrol beats. Selected supervisors and officers of the Laurel Police Department have been trained to manage barricade and hostage situations as members of an Emergency Response Team (ERT).

City of Laurel - Department of Public Works (DPW)

The City of Laurel's Department of Public Works (DPW) serves an important role as part of the City Emergency Response Team. The DPW assists the Police Department in traffic control by providing material and equipment for short and long-term traffic control, as well as street closures and traffic management. Usually arriving on the scene of many incidents prior to the availability of Maryland State Highway resources, the DPW manages traffic control for incidents on State roads (U.S. Route 1, MD 198 and MD 197) until the arrival of State Highway personnel. The DPW closes roads when natural gas lines rupture and detours traffic as directed by Fire and Police Department personnel. During severe weather conditions (freezing temperatures, icing and snow) the DPW crews apply snow and ice melting chemicals to provide a safe working environment for Fire and Rescue crews operating during major incidents within the City of Laurel. The DPW is responsible for closing roads, parking lots and other areas when the National Weather Bureau predicts flooding. The DPW also monitors floodwaters to determine if evacuations may become necessary. The DPW maintains designated "snow emergency routes" throughout the City to provide clear access by Police, Fire, and Rescue equipment during snowstorms. The DPW also maintains clear access at Police, Fire, and Rescue facilities during snowstorms.

City of Laurel - Parks and Recreation Department

Another important member of the City's Emergency Response Team is the City of Laurel Parks and Recreation Department. This Department is responsible for assisting City residents by providing temporary housing during major emergency incidents. The Department provides five (5) passenger vans; two (2) of which are equipped with wheelchair lifts to assist in transporting individuals if required during an emergency. Additional transportation for evacuation purposes, if needed, is coordinated with Prince George's County's Department of Emergency Services. Temporary housing is provided at the Laurel Community Center. The community center is operated by the City's Department of Parks and Recreation and is approved by the Prince George's County Chapter of the American Red Cross for use during major incidents. Employees from the American Red Cross and the City's Department of Parks and Recreation

work in unison to provide care to evacuees. This facility provides housing to approximately 250 people.

City of Laurel - Office of the Fire Marshal

Beginning on January 1, 2005, the City of Laurel assumed responsibility for the fire and life safety review of building plans within the City of Laurel. Prior to the creation of the Office of the Fire Marshal, Prince George's County reviewed building plans within the City. The Fire Marshal is responsible for fire and life safety inspections of all commercial, retail, educational/daycare and residential properties within the City as well as providing life safety educational training instruction to City of Laurel schools, businesses and residents.

Laurel Volunteer Fire Department and Laurel Volunteer Rescue Squad

The Laurel Volunteer Fire Department and Laurel Volunteer Rescue Squad are private Corporations that provide fire, rescue and emergency medical services to the City of Laurel and surrounding areas. The Volunteer Fire Chief's from both the Laurel Volunteer Fire Department and Laurel Rescue Squad coordinate their daily operational activities with a Prince George's County Fire Department Major assigned to the northern area of Prince George's County. Matters concerning joint operational activities involving City Department's, such as Laurel Parks and Recreation Department, Laurel Department of Public Works, or the City of Laurel Police Department are coordinated through the City's Office of Emergency Services.

Prince George's County Fire Chief

Section 13 of the Schedule of Legislation of the Prince George's County Charter established the Prince George's County Fire and Emergency Medical Services Department. The Fire Chief for Prince George's County is responsible for fire suppression, emergency medical services, fire prevention, fire and rescue communications, research, training and coordination of the volunteer fire companies throughout Prince George's County. Approximately 1,900 active career and volunteer personnel staff forty-four (44) Fire and Emergency Medical Services (EMS) stations, protecting a population that exceeds 833,000 residents. Annual call volume for the Fire and EMS services exceeded 133,000 calls during 2004 with emergency medical responses accounting for a significant percent of these calls. The Department is organized into three distinct functional Commands: Management Services, Emergency Operations, and Special Operations. The Department is further divided by functions within each Command. The Office of the Fire Chief organizes and directs the overall efforts of the career and volunteer service. This Office serves as the central point of contact for both citizen and government inquiries. The Office of the Fire Chief is responsible for coordination of the Fire Chief's Battalion Advisory Committee, Prince George's County Volunteer Fire and Rescue Association, International Association of Fire Fighters Local 1619, Prince George's County Volunteer Fire Commission, and the Prince George's County Volunteer Chiefs Council.

Prince George's County Fire Commission (PGCFC)

The Prince George's County Fire Commission (Commission) is composed of nine (9) members elected by the volunteer fire companies throughout Prince George's County. In accordance with the provisions of the Prince George's County Charter, the Commission formulates an annual Capital Budget, Capital Improvement Program (CIP), and Expense Budget for all the volunteer fire companies. These budget proposals are forwarded directly to the Prince George's County Executive for consideration. The Commission also provides operational and administrative

support to volunteer fire companies, including funding for the operation and maintenance of fire stations and equipment, as well as the purchase of Fire and EMS apparatus. Volunteer Incentive Programs are also implemented to recruit and retain volunteer members throughout the County.

FIRE AND EMS SERVICE PROVIDERS IN THE CITY OF LAUREL

Laurel Volunteer Fire Department

The Laurel Volunteer Fire Department was founded in 1902 as the Volunteer Fire Company Number 1 of Laurel, Maryland, Incorporated, which is the actual corporate name of the Laurel Volunteer Fire Department. Since that time, the Fire Department has been located at several sites throughout the City of Laurel as the needs of the community and the space required to house the fire apparatus changed. The fire station is owned by Prince George's County and is currently located at 7411 Cherry Lane in the City of Laurel. The Fire Station is operated under a "Memorandum of Understanding" between the Prince George's County Government and the Laurel Volunteer Fire Department.



The fire station is currently equipped with three (3) Fire Engines, one (1) Ladder Tower, three (3) Volunteer Fire Chief Emergency Response Vehicles, one (1) for the Fire Chief, one (1) for the Deputy Fire Chief and one (1) for the Assistant Fire Chief, and two (2) Utility Vehicles. With the exception of a Fire Chief's Emergency Response Vehicle, the Laurel Volunteer Fire Department owns all the vehicles. One (1) of the emergency response vehicles was donated by Academy Ford of Laurel. Academy Ford has provided vehicles for over 30 years. The Department also has one (1) ambulance that is owned by Prince George's County.

The Fire Department is operated and managed by a staff of highly trained community Volunteer Firefighters and Emergency Medical Technicians (EMT's). Monday through Friday, between the hours of 7:00 a.m. and 3:00 p.m., four (4) career Firefighters are assigned by Prince George's County to supplement fire unit staffing. The remainder of the time, such as evenings, weekends and holidays, fire unit staffing is exclusively volunteer. The Fire Department has a volunteer force of 94 active operational members and 14 active administrative members. The Department recruits an average of 17 volunteers per year to serve in operational and administrative positions.

Engine 102





Engine 104



Tower 10

The Laurel Volunteer Department responded to nearly 4,200 calls for service in 2003 and nearly 3,400 calls in 2004. The Fire Department provides Fire Suppression and Basic Life Support (BLS) ambulance services to the City, as well as surrounding areas. Services include, but are not limited to; structure, auto and brush fires; providing emergency medical care at the scene of automobile accidents; medical calls for service; assisting citizens with removing water from flooded basements; and helping handicapped individuals as their needs may require.



Engine 103

The Department has an active "Fire Safety Team" that participates in numerous community outreach programs to educate local citizens how to "prevent" both fire and non-fire emergencies of all types. The Department is also very active in the community by participating in numerous local parades, festivals, and community events. Besides being an important component of the Laurel area public safety network, the Laurel Volunteer Fire Department is also a vital part of the community.

On December 11, 2006 the Laurel Volunteer Fire Department placed into service a Basic Life Support (BLS) ambulance.

Laurel Volunteer Rescue Squad

Originally founded in 1952 to provide ambulance service to the citizens of Laurel, the Laurel Volunteer Rescue Squad (Rescue Squad) has grown to meet the increasing needs of the community. The Rescue Squad provides the City of Laurel and surrounding area with Ambulance, Fire Suppression, Technical Rescue, as well as Water and Dive Rescue services. Volunteers from the Laurel community answered the first call for service on March 9, 1952 using a Miller-LaSalle Ambulance provided by American Legion Post 60. Many other community

leaders donated supplies necessary to stock the first ambulance that was housed at the old Amoco Gas Station located on U.S. Route 1 at Main Street. In the years since that first call, members of the Rescue Squad have worked to distinguish the organization as a premier provider of Emergency Services. Members of the Rescue Squad earned honors as “World Champions” at the 1966 International Rescue and First Aid Association Championship. Additional World Championships were awarded in 1968, 1971, 1993, and 1996. The Rescue Squad continues its tradition of distinction by providing the highest level of medical services and providing unique technical rescue services including dive rescue operations. The Rescue Squad provides many valuable services to the community such as Heavy Duty Technical Rescue Operations as well as Fire Suppression services.

The Laurel Volunteer Rescue Squad currently owns and operates three (3) Basic Life Support (BLS) ambulances, one (1) Heavy Duty Rescue Squad, one (1) Combination Fire/Rescue-Engine, one (1) Dive Unit, two (2) Rescue Boats, and three (3) Volunteer Fire Chief and Deputy Fire Chief Emergency Response Vehicle's. In addition, Prince George's County provides one (1) Advanced Life Support (ALS) Ambulance, one (1) Volunteer Fire Chief Emergency Response Vehicle and one (1) Utility Vehicle. The Rescue-Engine is the most recent addition to the Rescue Squad's emergency response fleet, providing additional Fire Suppression services to the City of Laurel and surrounding areas. The Rescue-Engine has proved a valuable asset to the Rescue Squad's fire suppression arsenal by responding to and controlling many fires that otherwise may have been more costly to the community.



Basic Life Support (BLS) Ambulances



Rescue Squad 49



Rescue Engine 49



Boat 49-A



Dive Unit 49



Boat 49-B

The Rescue Squad is operated and managed by a staff of highly trained community Volunteer Firefighters and Emergency Medical Technicians (EMT's). Monday through Friday, between the hours of 7:00 a.m. and 3:00 p.m., four (4) career Firefighters are assigned by Prince George's County to supplement fire and BLS unit staffing. In addition to the four (4) career Firefighters, two career Paramedics are assigned around the clock to provide Advanced Life Support (ALS) medical services. The remainder of the time, such as evenings, weekends and holidays, Fire and BLS unit staffing is exclusively volunteer. The Laurel Volunteer Rescue Squad has a volunteer force of 190 operational and administrative members.

The Laurel Volunteer Rescue Squad has been dispatched to more than 5,000 calls for service each year since 2000. The Rescue Squad's call for service increased in 2005, primarily due to a realignment of both the Fire Department and Rescue Squad's response areas within the City of Laurel.

Funding Sources for Fire and EMS Providers in the City of Laurel

The Laurel Volunteer Rescue Squad and Laurel Volunteer Fire Department receive the majority of its operational funding from citizen and business donations. Each year, requests for donations are mailed to citizens and businesses throughout the City of Laurel. Additional sources of funding include grants from the State of Maryland. The Prince George's County Fire/EMS Department provides operational funding for building maintenance and supplies. The City of Laurel provides funding contributions as either a direct annual donation or as specific grants to the Laurel Volunteer Rescue Squad and the Laurel Volunteer Fire Department through its annual General Operating Budget process. Both Departments submit their budget requests to the "Laurel Emergency Services Commission" who reviews the requests and forwards a recommendation to the Mayor and City Council for consideration. Once approved, the Office of Emergency Services disperses the funds on a monthly basis to each Department.

Fire and EMS Service Delivery

Trend Data 2001-2005

**Table No. 33 Laurel Volunteer Fire Department and
Laurel Volunteer Rescue Squad Responses
Laurel Response Area 2001-2005**

Type Incident*	2001	2002	2003	2004	2005
Fire	N/A	1,339	1,490	1,366	1,391
Hazardous Material/Technical Rescue	N/A	41	36	32	37

Type Incident*	2001	2002	2003	2004	2005
Advanced Life Support	N/A	2,191	2,176	1,978	2,036
Basic Life Support	N/A	2,294	2,517	2,429	2,655
Non-Emergency Calls	N/A	219	299	284	252
Total Incidents/Calls	N/A	6,084	6,518	6,089	6,371
Estimated City Population**	20,359	20,766	21,182	21,605	22,354

*The incidents above reflect only those calls responded to by the Laurel Volunteer Fire Department and Laurel Volunteer Rescue Squad within their "first due" response area and do not include additional responses to incidents in areas such as Beltsville, Bowie or surrounding jurisdictions.

**Does not include population numbers for areas outside the City municipal limits.

Prince George's County Travel and Response Time Criteria

Prince George's County utilizes two (2) distinct criteria for emergency services. The first criterion pertains to "adequate public facilities", guidelines established within the Prince George's County Master Plan for the approval or denial of new construction projects planned within the County. The second criterion pertains to "performance measures" established by the Prince George's County Fire/EMS Department to evaluate the performance level of emergency units responding to calls for service.

County Master Plan Travel Time Goals - Travel times were established as part of the County planning process to evaluate the impact of new development on Fire and EMS service delivery. The goals are referenced in the Prince George's County Code, Subtitle 24 Section 24-122.01 (Adequate Public Facilities). The guidelines define "maximum adequate travel times" based on service required and land use type that serves as a criterion for determining if a new subdivision or development may be constructed. These goals, in addition to other requirements, are based on Fire or EMS unit "travel" times. Travel time begins when the unit leaves their station and travel under non-emergency response conditions to a specific location. This travel time does not include the time it takes to process and dispatch the call at the Prince George's County Emergency Communications facility, or the time necessary for Firefighters, Emergency Medical Technicians or Paramedics to receive the call at their station and "turnout" for the response. The Prince George's County "maximum adequate travel time" is seven (7) minutes. The City of Laurel does not utilize "maximum adequate travel time" as part of their Adequate Public Facilities ordinance.

Fire/EMS Department Response Time Goals (Performance Measures) - Response times to emergency calls for service are a critical component in a community's perception of the adequacy of Fire and EMS service delivery. A rapid response to a citizen request for help is an essential ingredient to providing public safety services in any community. A "first due" response area is defined as a geographical area within Prince George's County that a Fire Department or Rescue Squad is considered the "closest" arriving Fire or EMS unit to that specific area. For purposes of evaluating Fire Department and EMS performance, Prince George's County utilizes a formula that includes the total incidents that a Fire Department and EMS unit responds to in a calendar year and calculates their annual "average response time" to calls for service. The results of this analysis do not suggest that each call for service is less or greater than the "actual response time". Some response times exceed the reported average, while some response

times are less than the reported average. The following performance measures are utilized by the Prince George's County Fire/EMS Department to determine the adequacy of emergency response to calls for service throughout Prince George's County, as well as within the Laurel Volunteer Fire Department and Laurel Volunteer Rescue Squad "first due" response areas.

Emergency Response for Fire Calls - The Prince George's County Fire/EMS Department performance measure requires a "Fire Engine" to arrive on the scene of all fire emergency calls within six (6) minutes. This time begins when the call is received at the Prince George's County Fire and Rescue Communications facility, located in Landover Maryland, and ends when the unit arrives on the scene.

Emergency Response for Basic Life Support (BLS) Calls - BLS refers to staff and equipment able to provide first aid, cardio-pulmonary resuscitation, oxygen, as well as emergency transport service to hospitals. Individuals who have received emergency medical technician (EMT) training staff these units. The Prince George's County Fire/EMS Department performance measures requires a BLS unit to arrive on the scene of all BLS emergency calls within six (6) minutes. This time begins when the call is received at the Prince George's County Fire and Rescue Communications facility, located in Landover Maryland, and ends when the unit arrives on the scene.

Emergency Response for Advanced Life Support (ALS) Calls - ALS refers to staff and equipment able to provide full service paramedical care, including intravenous therapy, advanced airway techniques, administering drugs and electrocardiograms (EKGs). Individuals who have received advanced emergency medical (Paramedic) training staff these units. The Prince George's County Fire/EMS Department performance measure require an ALS transport (paramedic) unit to arrive on the scene of all ALS emergency calls within ten (10) minutes. This time begins when the call is received at the Prince George's County Fire and Rescue Communications facility, located in Landover Maryland, and ends when the unit arrives on the scene.

Non-Emergency Fire and EMS Response - The Prince George's County Fire/EMS Department does not have a performance measure for non-emergency calls for service.

Performance Measure Analysis – Response Times

**Table No. 34 Laurel Volunteer Fire Department
"First Due" Response Area**

Type	2003	2004	2005
Fire Engine Response to Calls	6:26	6:32	6:56
Fire Engine Response to EMS Calls*	6:25	6:14	6:34
BLS Unit Response to Calls	8:39	7:37	8:37
ALS Unit Response to Calls	9:52	9:46	8:59**

*The Laurel Volunteer Fire Department did not provide BLS transportation services during the above reporting period.

**For a period of nine (9) months during calendar year 2005, an ALS unit was temporarily assigned to the Laurel Volunteer Fire Department during facility renovations at the Laurel Volunteer Rescue Squad.

**Table No. 35 Laurel Volunteer Rescue Squad
"First Due" Response Area**

Unit Type	2003	2004	2005
Fire Engine Response to EMS Calls	7:33	7:23	7:46
BLS Unit Response to Calls	7:26	7:25	7:57
ALS Unit Response to Calls	8:31	9:07	9:28*

*Three (3) month response average. The ALS unit was temporarily assigned to the Laurel Volunteer Fire Department for nine (9) months during facility renovation at the Laurel Volunteer Rescue Squad.

Fire and EMS Service Demands

The combined geographic area of both the Laurel Volunteer Fire Department (Fire Box 10) and Laurel Volunteer Rescue Squad (Fire Box 49) service area is approximately fifteen (15) square miles. The Laurel area currently represents the third (3rd) highest demand for Emergency Medical Services in Prince George's County. The demand per capita and population growth are the determining factors for future demand estimates. One method for estimating the number of incidents in a future year is to assume the current per capita demand for service will remain constant. It is difficult to determine the projected increase in demand for Fire and EMS service strictly within the City of Laurel based on either the per capita or population growth formulas. The data necessary to make these projections is limited and does not include reporting categories for Fire or EMS responses solely within the City limits. Data maintained by the County includes all responses by the Fire Department and Rescue Squad within their respective "first due" response areas, which also includes responses to areas outside the City of Laurel. Since Fire and EMS response data is not available beyond four (4) years and population figures for areas outside the City are not available for all areas within the Laurel Fire and Rescue "response areas", it is difficult to determine if the response rates will increase.

Summary and Recommendations

Current average response times for Fire Suppression service within the Laurel Volunteer Fire Department and Laurel Volunteer Rescue Squad "first due" response area do not meet the County's six (6) minute average response time criteria. Both the Laurel Volunteer Fire Department and the Laurel Volunteer Rescue Squad have Fire Suppression Units within their respective stations.

Response times appear near the acceptable criteria, however these response times may increase as construction begins at proposed development projects within the Laurel region. Future development, along with increased population growth and traffic congestion, will increase response times. Response times have increased during the last three reporting years.

Recommendation:

1. It is recommended that the Prince George's County Fire Department estimate the projected calls for service and the projected average response times over the next five (5) years and provide a report with supporting data.

Current average response times for BLS transport (ambulance) service within the Laurel Volunteer Fire Department and Laurel Volunteer Rescue Squad "first due" response area do not meet the County's six (6) minute average response time criteria. Current response times exceed the acceptable criteria and may increase as construction begins at proposed development projects within the Laurel region. Future developments, along with increased population growth and traffic congestion, will likely increase response times and place a strain on BLS services within the Laurel region. According to data maintained by the Laurel Volunteer Rescue Squad, their BLS units were re-routed from the Laurel Regional Hospital to other area hospitals approximately eleven percent (11%) of the time during calendar year 2004. The re-routing of BLS units consequently reduces the amount of time that a BLS unit from the Laurel Volunteer Rescue Squad is available for additional calls for service within the Laurel response area.

Recommendations:

1. It is recommended that the Prince George's County Fire Department evaluate the current and anticipated BLS/ALS service performance levels in the City of Laurel through 2009 and provides a report with supporting data.
2. It is recommended that the Prince George's County Fire Department establish a joint EMS "task force" to further study the long-term impact of growth within the Laurel region and develop a long-term strategic plan to address the future needs of EMS service within the Laurel region. Representatives from the Emergency Services Commission, Laurel Volunteer Fire Department, the Laurel Volunteer Rescue Squad, the City of Laurel, the Health Care Community, and citizen members of the Laurel Community should be involved.
3. It is recommended that the Prince George's County Fire Department meet with representatives of the Laurel Regional Hospital to determine what procedures can be implemented to reduce the amount of BLS units re-routed to other hospitals.

Current average response times to calls for ALS transport (paramedic) service within the Laurel Volunteer Fire Department and Laurel Volunteer Rescue Squad "first due" response area meets the County's ten (10) minute average response time criteria. Although the current response time is within the acceptable criteria, response times should continue to be monitored as population growth within the region increases service demand.

Planning Guidance for Determining for Adequate ALS/BLS Service Performance

Both Station 10 and 49 are currently located within the City's municipal limits. Both station's box areas extend well outside the current city limits and the anticipated growth and traffic congestion outside of the city will likely extend response times over the next five (5) years within the city.

Recommendations:

1. It is recommended that the Prince George's County Fire Department provide an annual Fire Suppression Service, ALS, and BLS performance level report with detailed supporting data for the City.
2. It recommended that each year, the Emergency Services Commission, in cooperation with the City Department of Community Planning and Business Services and the local public safety agencies or corporations, review the report in depth to determine if the performance levels are adequate for the residents of the City, in light of development

projects that are anticipated within the next three (3) year period. Upon completion of this review, the Emergency Services Commission should provide written guidance to the Mayor and City Council for consideration and use in making specific land use decisions.

CITY OF LAUREL POLICE DEPARTMENT

History

When the City of Laurel was incorporated in April 1870, the closest Law Enforcement entity was located at the Sheriff's Department in Upper Marlboro. A City bailiff was elected in May 1872, followed by four individuals who were appointed to this position throughout the 1880's. The population of the City of Laurel in 1897 was only 3,000.

In 1965, there were 12 full-time and 6 part-time bailiffs in the City. The fleet consisted of three (3) vehicles. The Laurel Police Department has adapted well during the growth of the City. As the City grew and the Police Department increased in size, it was necessary to relocate the Police Headquarters numerous times throughout the Department's history. The Laurel City Police Department has been housed at the following locations:

Prior to 1943	5 th and Montgomery Streets (currently the Laurel Armory)
1943-1955	300 Block of Carroll Avenue (currently the Verizon building)
1955-1959	Washington Boulevard and Main Street
1959-1965	221 Little Montgomery Street
1965-1972	900 Montgomery Street (Harrison Beard building)
1972-Present	350 Municipal Square (George Barkman building)

Through the years, the Department grew to its current authorized strength of 58 sworn members with a fleet of 76 vehicles. The Emergency Response Team (ERT) was formed in 1976 with a second canine team added to the Department in 1986 and a third in 2006.

The Department celebrated receiving "National Accreditation" by the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA) in 1996 and is recognized as one of only twelve agencies nationally certified in the State of Maryland, and one of only 428 agencies certified nationwide. After receiving national re-accreditation in years 2000 and 2004, the Laurel Police Department was recognized by CALEA as a "Flagship" Police Department and a model agency for others to follow.

Office of the Chief of Police

The Office of the Chief ensures the efficient use of all departmental resources. The office oversees the daily operations of the department as well as managing and coordinating the department's annual operating budget. The office manages grant programs; police officer training; internal police investigations and inspectional services programs. The office also coordinates special projects, oversees departmental planning and development programs, Red Light Camera program, National Law Enforcement Accreditation program; Community outreach services that include the Drug Abuse Resistance Program (DARE) Officer, and a Rotating Community Liaison Officer that coordinates the Police Activities League and Police Explorer Program. The Deputy Police Chief and an Office Manager staff this office.

Patrol Services Division

The Patrol Services Division serves as the largest division in the Police Department. The Division is responsible for the efficient and effective functioning of police patrol operations throughout the City of Laurel. Patrol Services consists of five patrol squads and three K-9 units. A Sergeant supervises each patrol squad. The City of Laurel is divided into six geographic patrol beats with a patrol officer assigned to each beat. In addition to performing motorized patrol officers are deployed on foot and bicycles in selected parts of the patrol beats.

Investigative Services Division

The Investigative Services Division is divided into two (2) units: the Criminal Investigations Unit and the Special Enforcement Unit. The Criminal Investigations Unit is responsible for investigating all violent crimes that include murder, rape, kidnapping, robbery, sexual and aggravated assault, as well as investigating property crimes of burglary, grand larceny and auto theft. The Special Enforcement Unit is responsible for conducting investigations to disrupt illicit drug trade and collects drug intelligence information.

Support Services Division

The Support Services Division encompasses Communications, Property, Records, Parking Enforcement/Animal Control and the Volunteer Enforcement Program. Functions of the Division include crime analysis, property management, and uniform crime reporting, record management, parking enforcement, animal control, police communications and coordination of the Department's information management program in collaboration with the City of Laurel's Department of Information Technology.

Police Department Programs and Special Operations

Community Oriented Policing

Community Oriented Policing has been the first priority of the Laurel City Police Department for several years. Community Oriented Policing is a philosophy of full-service, personalized policing where the same officer is assigned to a specific geographical area on a permanent basis, working in a proactive partnership with citizens to identify and solve problems. The essence of community oriented policing is not simply on responding to crime, but more focused on preventing crime, resolving community problems, and enhancing the overall quality of life for the community. The philosophy rests on the belief that the police and the community must work together as partners to solve the contemporary challenges faced in today's society. Community oriented police officers are empowered with the autonomy and freedom to act as needed in order to implement and participate in community-based problem solving efforts. Officers work closely with other organizations and community groups to educate community members about potential hazards they may encounter and how to reduce the likelihood of becoming a victim of crime, to identify the problems, concerns and fears of community members, to identify and eliminate hazards that may promote crime or disorder, and to improve the overall quality of life in the community.

National Law Enforcement Accreditation

The Laurel Police Department became the 428th Police Department in the United States and the 12th in the State of Maryland to achieve "National Accreditation" through the Commission on

Accreditation for Law Enforcement Agencies, Inc. The International Association of Chiefs of Police (IACP), National Organization of Black Law Enforcement Executives (NOBLE), National Sheriffs' Association (NSA) and the Police Executive Research forum (PERF) conceived the Commission on Accreditation for Law Enforcement Agencies (CALEA) in 1979.

Achieving accredited status was a major goal for the Laurel City Police Department. The accreditation process was successfully concluded in November of 1996, after several years of work by the Department and an on-site inspection of the City's police headquarters, as well as the internal workings of the agency by the CALEA assessment team. National accreditation is a coveted award that symbolizes professionalism, excellence, and competence. It requires mandatory compliance with a set of professionally developed standards for law enforcement roles, responsibilities and relationships; organization, management and administration; allocation and distribution of personnel; fiscal management; personnel management; police operations; traffic operations; and auxiliary and technical services. Accreditation standards are designed to increase law enforcement capabilities to prevent and control crime, increase effectiveness and efficiency in the delivery of law enforcement services, and increase citizen and employee confidence in the goals, objectives, policies, and practice of the Police Department.

The Laurel Police Department maintains compliance with accreditation standards aimed at strengthening crime prevention and control capabilities, formalizing essential management procedures, establishing fair and non-discriminatory personnel practices, improving service delivery, solidifying interagency cooperation and coordination and increasing citizen confidence in the Police Department.

Emergency Response Team and Special Operations

The Emergency Response Team (ERT) is a force of highly trained supervisors and officers that respond to and manage barricade and hostage emergencies. The Team serves arrest warrants and search and seizure warrants that involve high risk, armed or dangerous suspects. Several officers of the team serve as "hostage negotiators", trained to resolve barricade or hostage situations. Additional officers are trained as "telephone technicians" who utilize special equipment to interrupt and control phone calls at the scene of barricade, hostage, or other high-risk emergencies. Three canine (K-9) teams are trained to conduct building searches, searches for evidence at serious crime scenes, locate concealed substances as well as locate missing persons. Officers trained in "accident reconstruction" have been able to reconstruct serious or fatal motor vehicle accidents. Investigators are trained to conduct major criminal investigations and drug interdiction activities throughout the City. Community outreach specialists are trained to conduct residential and commercial security surveys and offer recommendations for improving home and business security.

Drug Abuse Resistance Education (D.A.R.E.)

The Laurel Police Department assigns a uniformed police officer to teach students in Laurel Elementary Schools to resist student peer pressure to use drugs and alcohol. Enhanced decision making skills, peer pressure resistance, building self-esteem and proper attitude development are highlights of the fifteen-lesson program. Each year, hundreds of students successfully complete and graduate from the D.A.R.E. program taught by City police officers.

Police Bicycle Patrol

The Department currently has ten officers trained for police bicycle patrol. In addition to normal police patrol activities, these officers are assigned to patrol areas not accessible by motor vehicles. Bicycle patrol is used extensively during community festivals and parades. Officers on bicycles are also effective in preventing and enforcing open-air drug violations. The police bicycle patrol is an integral part of Laurel Police Department's community-oriented policing efforts and enhances the ability of officers to interact with citizens.

Police Ride-A-Long

The Laurel Police Department Ride-A-Long Program provides opportunities for citizens and high school students to ride in a police cruiser with a City police officer during their tour of duty. The program fosters a better working relationship between citizens and police and a better understanding of a police officer's role.

Neighborhood Watch

Participation in the Neighborhood Watch Program is one of the best methods residents can utilize to assist in keeping their neighborhoods a safe place to live. Reducing the opportunities for individuals to commit crimes and reporting suspicious activities to police are the main elements of an effective Neighborhood Watch Program. The Laurel Police Department realizes the importance of a strong link between the Department and the community. In order to strengthen this link, an initial meeting is conducted between the Police Department and neighborhood Block Captains to discuss crime prevention strategies. The Department has developed computer software programs to inform Block Captains of reported burglaries or other property crimes occurring in their neighborhoods. The Department has also developed and strengthened programs to counteract youth crime, such as gang awareness training for parents, Drug Abuse Resistance Education (D.A.R.E.) for students, and the Police Activities League (PAL).

Volunteer Enforcement

The Police Department has established a Volunteer Enforcement Program. The goal of the program is to foster public awareness and obedience to the parking ordinances within the City. The program serves an important role in public relations, as well as serving as an enforcement function. This program is designed to support the efforts of the Departments' sworn officers with citizen volunteers. The Volunteer program consists of citizen volunteers designated as "Special Patrolmen" by the Chief of Police. These individuals issue parking summons to those who violate City ordinances involving parking privileges for the handicapped and other parking violations.

Police Explorer

The Police Explorer Program is designed for youth between the ages of 14-20. The goal is to educate and involve youth in police operations, to interest them in possible law enforcement careers, and to build mutual understanding. The educational aspect provides knowledge of the law enforcement function whether the participant enters policing or not. Through member involvement, the Explorer Program establishes an awareness of the complexities of police service and creates a better understanding between the Police Department and the youth of the City.

Police Activities League (PAL)

The Police Department has developed a Police Activities League. The Department staff believes that local law enforcement agencies should take an active role in developing community recreational youth programs. Police Department volunteers serve as coaches, managers for athletic programs, and provide the necessary leadership for various youth activities, with an emphasis on those at-risk (gangs and drugs). What differentiates PAL from traditional Boys and Girls Club is the focus on mentoring from police officers and other Police Department employees to instill core values through activities and structured lesson plans. The Police Department has recruited 125 youths into the Police Activities League Program through the year 2006.

Citizens Police Academy

The Citizens Police Academy is a twelve-week training program that provides instruction in areas such as Criminal Law, Cardio-Pulmonary Resuscitation (CPR), Community-Oriented Policing, Police Officer Judgmental Shooting and Officer Safety. Academy students are citizens from the City of Laurel, members of the religious community, community groups and local business organizations. Since the program's beginning, ten sessions have been completed through the year 2006 with 140 Laurel citizens successfully graduating. The graduates have also formed a Citizen Police Academy Alumni Association. To further community awareness of law enforcement, the Police Department accepts non-Laurel residents in the program.

Current Police Department Staffing Levels

Effective February 2007 the authorized staffing is 58 sworn personnel and 19 non-sworn personnel.

Sworn Personnel

• Chief of Police	1
• Deputy Chief of Police	1
• Captain	3
• Sergeant	7
• Corporal	13
• Master Patrol Officer	7
• Private First Class	10
• Officer	16
Total Sworn Personnel	58

Civilian Personnel

• Office Manager	1
• Administrative Assistant II	3
• Records Coordinator	3
• Chief Communications Specialist	1
• Communications Specialist II	2
• Communications Specialist I	2
• Communications Specialists Trainee	4
• Part-Time Clerical	1
• Property Custodian	1
• Animal Warden/Parking Enforcement Officer	1
Total Civilian Personnel	19

Operational Relationship Between the City of Laurel Police Department and Prince George's County Police

The City of Laurel Police Department and the Prince George's County Police Department have entered into a Mutual Aid Agreement wherein the City of Laurel and the Prince George's County Police Department agree to provide police officers and necessary equipment to each other in the event of an emergency as provided in Maryland Criminal Procedure Code Annotated

Section 2-105. The Chief of Police for the City of Laurel and the Chief of Police for Prince George's County work jointly on crime prevention initiatives for the greater Laurel area.

Police Service Delivery in the City of Laurel

Facility Locations and Equipment

The Laurel Police Department is currently evaluating its Headquarters facility in an effort to determine whether to recommend the City remodel, expand or build a new police headquarters facility. The current facility served as a local grocery store until the early 1970's, when it was remodeled to serve as the City Police Headquarters. The facility is clean, however well worn in appearance. The administrative offices and various Department functions are not logistically or operationally organized within the building resulting in a reduction of operational efficiency. An on site evaluation conducted by the Commission on Accreditation for Law Enforcement Agencies revealed cramped working space for employees as well as unpleasant mildew odors throughout the facility.

Trend Data 2000-2005

The Laurel Police department has recently restructured and enhanced its beat assignments to allow for more comprehensive accountability and expansion. The table below was formatted to enable the reader to recognize crime trends during the six-year period, 2000-2005.

Table No. 36 Police Department Calls: 2000-2005

Type of Call	2000	2001	2002	2003	2004	2005
Homicide	2	1	0	2	0	2
Rape	3	7	6	4	4	10
Robbery	55	52	60	58	100	94
Assaults	71	68	61	69	98	90
Burglaries	96	132	159	146	145	170
Thefts	878	845	852	780	659	753
Auto Thefts	135	187	284	281	242	276
Violent Crimes	131	128	127	133	202	196
Property Crimes	1,240	1,292	1,422	1,340	1,046	1,199
Police Initiated	14,042	12,776	12,713	11,650	11,368	20,132
Citizen Requested	13,523	13,736	14,240	14,148	14,399	15,258
Total Calls for Service	27,565	26,512	26,953	25,798	25,767	35,390

Per Capita Response 2000-2005

The Laurel Police Department utilizes a nationally recognized police standard for determining their "per capita response". This standard calculates the number of sworn officers employed per one thousand residents in an identified jurisdiction. This standard has been effectively deployed

to assist government planners in determining if sufficient resources have been allocated to provide the delivery of quality police service.

Table No. 37 Sworn Officer Per 1,000 Population Ratio

Year	2000*	2001**	2002**	2003**	2004**
Population	19,960	20,359	20,766	21,182	21,650
Sworn Officers	48	46	42	44	45
Per Capita Ration	2.4	2.25	2.02	2.07	2.08

*US Census, 2000

**Laurel City Estimates conservatively based on 2% population increase per year

Performance Measures for Emergency and Non-Emergency Response

Emergency Response

Response times to emergency calls for service is a critical component in a community's perception of the adequacy of police service delivery. A rapid police response to a citizen request for help is an essential ingredient to providing public safety services in any community. The City of Laurel Police Department has established a performance measure requiring a police unit to arrive on the scene of all emergency calls for service within the City of Laurel, ninety (90%) percent of the time, within four (4) minutes from the time of dispatch.

Non-Emergency Response

Equally as important, however not as urgent as an emergency response, is a police response to non-emergency calls for service. While recognized as an important component to police service delivery, these calls do not involve "life threatening" situations that require a rapid police response. The City of Laurel Police Department has established a performance measure requiring a police unit to arrive on the scene of all non-emergency calls for service within the City of Laurel, ninety (90%) percent of the time, within ten (10) minutes from the time of dispatch.

Performance Measure Analysis

The Police Department response time data is based on the following three (3) classifications:

- Priority 1 – Emergency responses
- Priority 2 – Routine calls for service
- Priority 3 – Miscellaneous calls for service

Table No. 38 Calls/Response Time 2000-2004

Priority	2000	2001	2002	2003	2004
1	765/2:42	799/3:33	1,149/3:28	1,095/3:40	1,234/3:49
2	10,297/5:05	10,512/5:26	10,386/5:16	10,144/5:37	10,256/6:01

Priority	2000	2001	2002	2003	2004
3	1,173/7:06	1,093/7:48	1,034/8:39	963/8:08	948/12:40
Total	12,235	12,404	12,569	12,202	12,438

The current Computer-Aided Dispatch System (CAD) is programmed to calculate the average response time per call. Additional arriving units are not tracked in this particular CAD program.

There are calls that do not require a police response (house check requests, some incidents referred to other agencies, calls handled at the desk, along with court appearances, meal assignments, and walking or biking details).

The Laurel City Police Department currently meets or exceeds their current performance measures for both emergency and non-emergency calls for service.

Police Service Demand

The demand per capita and population growth are the determining factors for future demand estimates. One method to estimate the number of incidents in a future year is to assume the current per capita demand for service will remain constant. Consequently, demand grows in a linear fashion dependant only upon population growth. However, per capita demand has been shown to increase over time in many cases. This increased utilization of services is often attributed to aging of the population or an increase in society's confidence in or awareness of a service. A second method assumes per capita demand will grow at a rate it has in the past. With a relatively high degree of certainty, the number of incidents in a given year can be predicted to fall between these two estimates.

Additionally, as the City continues to annex adjacent properties, it is reasonable to expect the demands for police service to also grow. This is believed to be the reason that the Laurel Police Department responded to 37% more calls for service for calendar year 2005 compared to 2004.

Also, part of the 37% increase in overall calls for service was a 77% increase attributed to officer-initiated calls for service. Some of these officer initiated calls include: house checks for residents away on vacation, traffic stops, foot patrol and business checks, field observation reports, school checks, etc. Although it is unusual to see such a significant increase in officer-initiated service, it does speak well of the character of police personnel and reaffirms the positive feedback the Mayor and City Council receive from members of the community regarding the Police Department.

Table No. 39 Police Service Demands 2004/2005

Type Of Call	2004	2005	Difference
Police Initiated	11,368	20,132	+77%
Type Of Call	2004	2005	Difference
Citizen Requested	14,399	15,258	+5%
Total Calls	25,767	35,390	+37%

Citizen requested calls for police service increased 5% between 2004 and 2005. Total calls for service increased nearly 40%. Based on current trends, the Police Department anticipates that calls for services may increase 6% each year.

Summary

The findings of the 2004 Accreditation Assessment Team contained the following information:

1. Police Facility Physical Plant - The Department is in the process of evaluating its physical plant in an effort to determine whether to remodel, expand, or build a new police facility. The Assessment team found the police facility, (which is from a remodeled grocery store in the early 1970's) to be clean, but functionally disorganized with a well-worn appearance. Administrative offices and other agency functions are not logistically organized but located in different areas of the building and often on separate floors resulting in an obvious loss of operational efficiency. In other areas of the building personnel can be found working in cramped quarters next to portable de-humidifiers in place to reduce the humidity that produced an unpleasant mildew odor that was present throughout the on-site assessment.
2. Administrative Succession - The agency has forecast that the majority of its command staff will be retiring within the next five (5) years.
3. Technological Issues - The assessment team found the agency comparatively lacking technological advancements that are currently a staple in most accredited agencies. This includes an updated desktop computer system and network, mobile data computers, a more sophisticated telephone system and computerized evidence tracking inventory system.

The Information Technology and Community Services Department is systematically replacing terminals with desktop computers at the Police Department headquarters facility. Computer mounts have been installed in all police vehicles, which are used with Panasonic Tough-Book laptop computers. Records Management System and Computer Aided Dispatch Software has been purchased and should be installed and running by June 2007. A new City wide telephone system is currently being researched. It is anticipated that a new telephone system will be in place between June and December 2007.

4. Increased Staffing - Population forecasts indicate that the community will continue to grow with the newly annexed land as well as population increases resulting from changes in housing density. Both factors will influence the need for additional staffing requests.

Five-Year Growth Projections

Commercial development, which includes retail, office, and employment uses, has no approved or anticipated projects, which are planned within the next five years. Redevelopment proposals, annexation, or other proposals may occur within this time period, but are considered too speculative to project for any fiscal impacts. It is anticipated that retail space may dip slightly because of redevelopment proposals, but restaurant and entertainment space may increase somewhat. There is currently no vacant parcel where additional employment development is planned at this time.

**Table No. 40 Projected Residential Permit Approvals
City of Laurel/Prince George's County**

Development	Use	Year				
		2005	2006	2007	2008	2009
Avondale Crossing	SF				7	
Bond Mill Station	SF				28	
Buzzuto/Corridor*	MX			150	159	
Contee Crossing*	SF			20	17	
Wellington*	SF		60	70	35	
Laurel Cove*	SF			5	15	
Archstone at Cherry Lane*	MF		150	150	150	
The Crescent at Cherry Lane	SF/TH		50	50	50	
Oaklands	SF			36	36	
Park Place*	MX		4	4	4	
Sandy Spring Estates	SF		6	6	6	
Snowden Pond	SF	30	12			
Sumner Grove	SF	12	11			
Victoria Falls	MS	200	300	100		
Wilshire Estates	SF	10	20	20	11	
Woods of Ashley	SF	25	11			
Archstone at Contee Road*	MF			75	155	150
Laurel Ridge*	SF			18	25	
Total Permit Approvals		277	624	704	698	150
Total Permits 2005-2009 = 2,453						

*Within City of Laurel.

Note: SF-Single Family, MX-Mixed Use, TH-Townhouse, MF-Multi-family

Table No. 41 **Projected Population Changes
Impacting The City of Laurel**

Development	Use	Year				
		2005	2006	2007	2008	2009
Avondale Crossing	SF		20			
Bond Mill Station	SF		67			
Buzzuto/Corridor*	MX				300	300
Contee Crossing*	SF	48	41			
Wellington*	SF	143	167	84		
Laurel Cove*	SF	12	36			
Archstone at Cherry Lane*	MF		75	200	250	
The Crescent at Cherry Lane	SF/TH			125	175	60
Oaklands	SF		86	86		
Park Place*	MX		6	6	6	
Sandy Spring Estates	SF		14	14	6	
Snowden Pond	SF	72	29			
Sumner Grove	SF	28	26			
Victoria Falls	MS	410	615	205		
Wilshire Estates	SF	24	48	48	11	
Woods of Ashley	SF	60	60			
Archstone at Contee Road*	MF			317	155	150
Laurel Ridge*	SF			40	70	
Total Population Increase		797	1,256	1,125	973	510
Total Increase 2005-2009 = 4,661						

*Within City of Laurel.

Note: SF-Single Family, MX-Mixed Use, TH-Townhouse, MF-Multi-family

Planning Guidance for Determining for Adequate Police Service Performance

Anticipated growth and traffic congestion within the city will likely extend police service levels and response times over the next five years. However, future land use and development approval decisions are by their nature site and application specific. It would be imprudent for the City to adhere to a one size fits all in selecting public safety performance criteria.

Recommendation:

1. It is recommended that the Laurel Police Department provide an annual performance level report with detailed supporting data to the Emergency Services Commission.

2. It is recommended that each year, the Emergency Services Commission, in cooperation with the City Department of Development and Planning and the Police Department, review the report in depth to determine if the performance levels are adequate for the residents of the City, in light of development projects that are anticipated within the following three (3) years. Upon completion of this review, the Emergency Services Commission should provide written guidance to the Mayor and City Council for their consideration and use in making specific land use decisions during that calendar year.

XI. TRANSPORTATION ELEMENT

TRAFFIC CIRCULATION

An integral part of any city's development is its transportation network. The movement of people and goods within, through, and around the greater Laurel area is vital to the maintenance and continued growth of the city's economy. To provide for efficient traffic circulation, existing roadway deficiencies must be corrected and access to the area's major roadways must be upgraded. The Transportation Element discusses the existing roadway network, programmed construction/reconstruction/upgrades, and presents policies to guide the development of an efficient roadway system that supports the pattern of development.

Existing Infrastructure

Included within the Laurel roadway network are Interstate, State of Maryland, Prince George's County, City, and private roads. County roads and City roads provide circulation within the City and also serve as collector roads providing access to the area's major roadways. These roads all intersect with each other, creating, at times, periods of conflict. Traffic signals and other traffic control devices exist at many intersections in an attempt to retain or obtain a level of service acceptable to the public. At other times problems lie not with an intersection, but with a link or road segments not being able to adequately handle the traffic volume desiring to use it.

"Roadway Level of Service (LOS)" is a measure of roadway congestion ranging for LOS "A" - least congested - - to LOS "F" - most congested. LOS is one of the most common terms used to describe how "good" or how "bad" traffic is projected to be. LOS serves as a benchmark to determine whether new development will comply with an existing LOS or if it will exceed the preferred or adopted LOS. There are six levels of service letter grades. They are as follows:

<u>Level of Service</u>	<u>Characteristics</u>
"A"	Free flow with low volumes and high speeds. All traffic phases sufficient in duration to clear all approaching vehicles.
"B"	Stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. A few signal phases are unable to handle all approaching vehicles.
"C"	Mostly stable flow, but speeds and maneuverability are more closely constricted by the higher volumes. Full use of peak direction signal phase(s) is experienced.
"D"	Conditions approaching unstable flow with tolerable operating speeds, however driving speed is considerably affected by changes in operating conditions. In a significant number of signal phases during short durations of the peak traffic period, traffic will not clear a signalized intersection.
"E"	Operating speeds are lower than in Level "D", with volume at or near the capacity of the highway. Conditions of unstable flow,

delays are significant, signal phase timing is generally insufficient. Congestion exists for extended duration throughout the peak period.

"F" Operating speeds are controlled by stop-and-go mechanisms, such as traffic lights. The stoppages disrupt the traffic flow so that the volume carried by the roadway falls below its capacity. Very long delays. Jammed traffic conditions.

Note: LOS is a measure of a roadway segment's efficiency at moving automobiles. By definition, it places a high emphasis on the free-flowing speeds of autos and does not give consideration to the comfort or safety of other roadway users such as bicyclists or pedestrians.

Sources: American Planning Association – The Language of Traffic – Steven J. Dush, AICP and Gregory P. Muhonen, P.E., Spring 2002.
Maryland-National Capital Park and Planning Commission, Eastern Montgomery County Planning Area – Cleverly, Fairland, White Oak, Silver Spring, MD, November 1981.

The LOS is normally computed for the peak periods of a typical day, with LOS "D" approaching unstable flow) or better generally considered acceptable for intersections or highways in urban and suburban areas. At LOS "E", volumes are near or at capacity. Once an intersection passes over its theoretical capacity (i.e., a volume to capacity ration (V/C) of 1.0), extensive delay begins.

Following is a list of highway mainline links that are currently operating at LOS "F" during peak hours:

Table No. 42 Highway LOS 2000 and 2030

Roadway Segment	From	To	2000		2030	
			A.M.	P.M.	A.M.	P.M.
I-95 north bound – Mainline	MD 198	MD 216	C	F	C	E
I-95 south bound – Mainline	MD 216	MD 198	F	D	F	D
I-95 north bound – Collector/Distributor	MD 198	MD 216	N/A	N/A	B	D
I-95 south bound – Collector/Distributor	MD 216	MD 198	N/A	N/A	D	C
I-95 north bound – Mainline	MD 198	Contee Rd.	C	F	C	E
I-95 south bound – Mainline	Contee Rd.	MD 198	F	D	F	D
I-95 north bound – Collector/Distributor	MD 198	Contee Rd.	N/A	N/A	B	C
I-95 south bound – Collector/Distributor	Contee Rd.	MD 198	N/A	N/A	D	C

Note: Collector routes provide links between local streets, land uses, and regional transportation facilities. These routes comprise the most frequent patterns of “day to day” travel within and between communities in a region and provide connection to major highways.

Source: U.S. Department of Transportation Federal Highway Administration, Maryland Department of Transportation State Highway Administration, Maryland Transportation Authority, Inter-County Connector From I-270 to US 1, Final Environmental Impact Statement/Final Section 4(f) Evaluation, Table I-5, Page I-20 and I-21, January 2006.

Congestion can also be measured in terms of volume and capacity at an intersection. This comparison is usually referred to as the “volume/capacity” ration (V/C). The “volume” side of the ration is determined by the number of vehicles that use the roadway during the busiest hour(s) of the day. The “capacity” portion of the ration is determined by “roadway geometry,” essentially the number of lanes, their design, and the roadway’s operational strategy (e.g., signal timing).

On most arterials with signalized intersections, LOS is a measure of the intersections delays, whereas on highways with access control or long distances between signals, LOS is a measure of the travel land flows and weaving, margining, and diverging characteristics. At interchanges, LOS is a function of the traffic delays on the ramps, and merge/diverge points. The following describes three levels of congestion in terms of V/C ratios:

<u>LOS: V/C Ratio</u>	<u>Operating Conditions</u>
LOS A-D: less than or equal to 0.9	<ul style="list-style-type: none">• Many vehicles pass through intersection without stopping.• Less than two minutes of delay per vehicle in peak direction
LOS E/F: 0.9 to less than or equal to 1.2	<ul style="list-style-type: none">• Congested for one hour or less each day.• Most vehicles stop and wait through one signal cycle.• Two to five minutes of delay per vehicle in peak direction.
LOS F: greater than 1.2	<ul style="list-style-type: none">• Congested for two to four hours each day.• Most vehicles wait through multiple signal cycles.• Five to 10 minutes of delay per vehicle in peak direction.• Congested for four to six hours each day.• Queues often block upstream intersections.

Source: U.S. Department of Transportation Federal Highway Administration, Maryland portation State Highway Administration, Maryland Transportation Authority, Inter-County Connector From I-270 to US 1, Final Environmental Impact Statement/Final Section 4(f) Evaluation, January 2006.

The following table lists the LOS and V/C ratios for 2000 and 2030 No-Action (no improvements) at intersections within the Laurel area for the A.M. and P.M. peak hours respectively.

Table No. 43 **Intersection LOS 2000 and 2030**

Intersection	Existing A.M. Peak Period		Existing P.M. Peak Period		2030 No-Action A.M. Peak Period		2030 No-Action P.M. Peak Period	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
US 1/Contee Rd.	D	0.86	D	0.86	D	0.9	E	0.95
MD 197/MD 198 and Irving Drive	B	0.66	C	0.74	B	0.65	D	0.83
US 1 north bound/ MD 198 west bound*	C	0.72	F	1.01	E	0.98	F	1.13
US 1 south bound/ MD 198 west bound*	C	0.78	F	1.00	D	0.84	F	1.10
US 1 south bound/ MD 198 east bound*	C	0.76	D	0.85	D	0.86	E	0.94
US 1 north bound/ MD 198 east bound*	B	0.63	A	0.61	F	1.09	E	0.98
MD 198/Van Dusen Rd.*	D	0.84	F	1.00	F	1.08	F	1.48

*Denotes those intersections where planned improvements have been assumed to be in place by 2030.

Source: U.S. Department of Transportation Federal Highway Administration, Maryland Department of Transportation State Highway Administration, Maryland Transportation Authority, Inter-county Connector From I-270 to US 1, Final Environmental Impact Statement/Final Section 4(f) Evaluation, Table IV-111, Page IV-371 and IV 372, January 2006.

Several State, County, and City road improvements are proposed, planned, and programmed for the greater Laurel area to serve existing and projected population and economic activity in the City as well as addressing safety and structural problems that warrant major construction or reconstruction. As the City and surrounding vicinity continues to develop, an increase in traffic volume will occur. As a consequence there will be an increase in the number of major highway deficiencies. It is important to note that only a portion of anticipated needs will be addressed in the future because of the anticipated gap between needs and resources.

East-west traffic within the area generally must travel through the City. MD 198, a major through route, bisects the City and transverses through some quiet residential areas. Residents along this segment of MD 198, known as Gorman and Talbott Avenues, endure traffic noise and accidents near their homes. Few alternate east-west routes are available in the greater Laurel area.

Traffic traveling north or south through the greater Laurel area may take advantage of several alternatives. Interstate-95 and the Baltimore Washington Parkway (MD 295 Gladys Noon

Spellman Parkway) are limited-access roads that do not directly affect the flow of traffic in the City. Other major through routes that are within the City are Van Dusen Road, US 1 (Baltimore-Washington Boulevard) and Laurel Bowie Road and 4th Street a City road. Traffic circulation problems exist on US 1, 4th Street, and Van Dusen Road; all of these roads experience congestion at their intersections with MD 198, the major east-west arterial. Traffic demands along Van Dusen Road have increased greatly with the residential development at the Villages at Wellington and Laurel Cove subdivisions on the east side of Van Dusen and commercial development on the west side. With increased development and growth affecting this road, it is expected that certain links and intersections will fail in the near future.

Main Street, the former commercial center of the City, is congested, especially during peak periods. Continued development and redevelopment of this area will add to this problem. In addition to increased traffic volume from Main Street redevelopment, there has also been a significant increase in traffic using Main Street as a link between MD 216 (7th Street) and US 1 (Baltimore-Washington Boulevard).

Infrastructure Improvements

Continued development in and around Laurel will add to transportation needs. The major area slated for development is the Konterra Town Center. Encompassing office, retail, residential, and mixed uses, the town center will occupy approximately 1,130 acres straddling Interstate 95, just south of Laurel. The Konterra Town Center development plan anticipates 12,500 employees and 1,400 dwelling units. The town center will include hotels and a conference center, luxury condominiums, single family and townhomes, retail shops, restaurants, offices and civic amenities, such as fire department and police buildings, schools and places of worship. The Maryland-National Capital Park and Planning Commission (M-NCPPC) Subregion 1 Master Plan rewrite began in 2006 and includes Konterra and addresses the section of Route 1 extending from the Washington Beltway to Laurel's southern city limits.

State Roads

The Maryland State Highway Administration (SHA) maintains several roads within the City, including Talbott Avenue, Gorman Avenue, Washington Boulevard (U. S. Route 1 southbound), Second Street (U. S. Route 1 northbound), Interstate 95, MD Route 197 and part of Seventh Street and MD Route 216.

The State Report on Transportation (SRT) is prepared annually and distributed to the General Assembly, local elected officials, and interested citizens. It consists of two documents, the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP). The MTP is the Maryland Department of Transportation's long-range vision of transportation in Maryland. It includes goals and policies that have been embraced by the Department to achieve the vision. The CTP presents the detailed listings and descriptions of the capital projects that are proposed for construction, or for development and evaluation during the next six-year period. The CTP Capital Program includes projects for the Maryland Department of Transportation and the modal agencies within the Department, including the Maryland Aviation Administration, the Motor Vehicle Administration, the Maryland Transit Administration, Washington Metropolitan Area Transit Authority, the State Highway Administration and the Maryland Port Administration.

The Maryland State Highway Administration's (SHA), Highway Development Process begins with the update to the State's 20 Year Highway Needs Inventory (HNI) which occurs every three

(3) years. The HNI is a long term, financially unconstrained technical reference and planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The HNI serves as a basis for setting priorities for major capital improvements projects within the CTP. Once the top priority projects are selected and approved by the Governor, they are included in the Final CTP and submitted to the General Assembly for Budget approval.

The revised 2005 Highway Needs Inventory identifies one primary system and one secondary system project. The projects identified in the HNI represent only an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. Effects of these projects on the operation of the local road system have the potential of markedly improving access to and through Laurel. The presence of these projects in the HNI does not guarantee their ultimate construction.

<u>Route Name</u>	<u>Length</u>	<u>Improvement Type</u>	<u>Cost (\$000)</u>
<u>Primary</u>			
Interstate I-95 at Contee Road	5.6 miles	Interchange Construct (Includes collector/distributor Roads. Realign MD 212 and MD 198)	\$162,900
<u>Secondary</u>			
MD 198 – Sandy Spring Road Montgomery County line to Van Dusen Road	2.2 miles	Divided highway reconstruction	\$50,900

Source: Maryland Department of Transportation State Highway Administration, Highway Needs Inventory, 2005 Revision, Regional and Intermodal Planning Division, Office of Planning and Preliminary Engineering, 2005.
The 2006-2011 Consolidated Transportation Program, the State's six-year capital budget for transportation projects, contains the following:

Primary Construction Program

Project: Inter-County Connector (ICC)

Description: Construct a new East-West multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

Justification: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments for past development impacts in the project areas.

Status: Project planning is complete. On March 27, 2007 the state announced the selection of Intercounty Constructors, of Annapolis Junction, Maryland, to design and build the first phase of the ICC. This contract is the first of five that will create the 18.8 miles ICC that will ultimately connect the I-270 corridor in Montgomery County to the I-95/US 1 corridor in Prince George's County. The first stretch of the ICC is scheduled to be complete in late 2010.

Associated Improvements:

- I-95. Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road relocation (2.0 miles). Bicycle and pedestrian access will be provided on Contee Road. Planning phase year 2006. Engineering phase years 2005-2006.
- MD 28 (Norbeck Road)/MD 198 (Spencerville Road). Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's counties (10.5 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate. Planning phase years 2005-2006. Right-of-Way acquisition year 2006.
- MD 201 extended (Kenilworth Avenue)/US 1. Study a 4-6 lane divided highway from I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project. Planning phase years 2006-2007.

Source: Maryland Department of Transportation, 2006-2011 Maryland Consolidated Transportation Program, 2005.

The Inter-County Connector will relieve traffic congestion on some of the most congested roads in the Washington Region. It will link Montgomery County's I-270 corridor to the Baltimore-Washington I-95 corridor. The I-270 corridor extends from the Capital Beltway through Clarksburg. Montgomery County areas along the I-270 corridor include North Bethesda, Rockville, Gaithersburg, Germantown, and Clarksburg. Prince George's County areas along the largely commercial I-95/US 1 corridor include Beltsville and the City of Laurel.

The proposed action includes the construction of an access controlled, multi-modal roadway linking I-270 and I-95/US 1. The following needs have been identified for this project:

- Increase community mobility and safety in the developed portions of Montgomery and northwestern Prince George's counties;
- Facilitate the movement of goods and people to and from economic centers in an east-west direction north of the Capital Beltway;
- Provide cost-effective transportation infrastructure to serve existing and future development patterns reflecting local land use planning objectives;
- Practice environmental stewardship by developing alternatives in an environmentally sensitive manner using state-of-the-art measures to avoid, minimize and mitigate impacts. Alternatives would also include appropriate environmental restoration and enhancements to help bring about improvements to natural, cultural, and human conditions from past development;
- Advance homeland security by providing additional capacity for military access, population evacuation and emergency vehicle access in and around the National Capital region.

Source: U.S. Department of Transportation Federal Highway Administration, Maryland Department of Transportation State Highway Administration, Maryland Transportation Authority, Inter-County Connector From I-270 to US 1, Final Environmental Impact Statement/Final Section 4(f) Evaluation, January 2006.

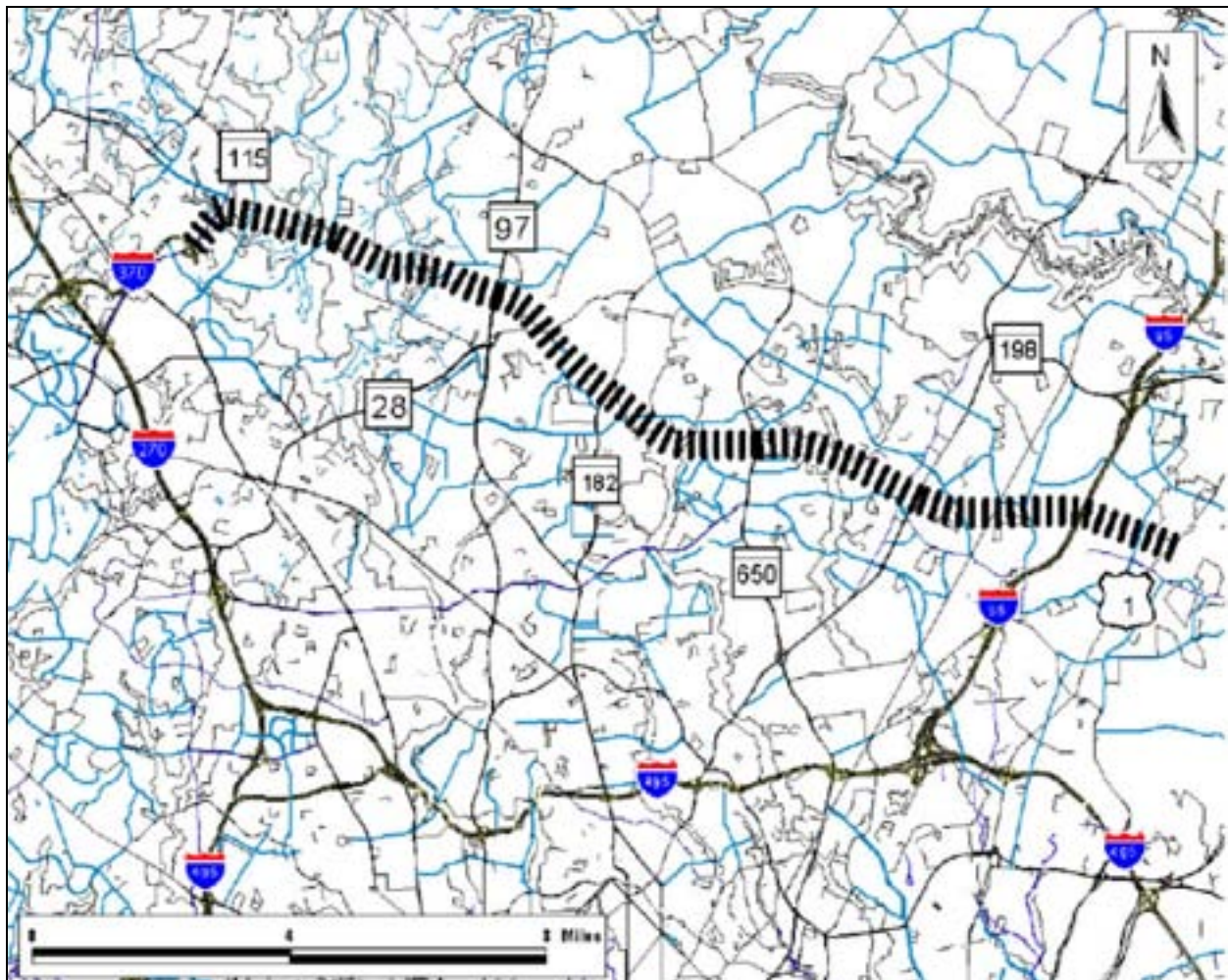
Gorman and Talbott Avenues, MD 198 west of US 1, suffers from congestion at many of its intersections. Improvement may be more easily attainable in some cases than others. Retiming of traffic signals, a Transportation Systems Management technique, or speed limit reductions may reduce or eliminate some problems. Additionally, on-street parking in the

outside driving lane on both Gorman and Talbot essentially reduces the number of lanes available for through traffic from three to two increasing congestion and contributing to automobile accidents as vehicles attempt to merge into the center lane in order to go around parked vehicles.

Local Roads

Public facilities have a crucial effect on the quality of life and the future growth of an area. The presence of adequate and well-maintained streets enhances the desirability of a community. The City owns and maintains 49 miles of streets.

Map No. 17 Inter-County Connector



Existing public facilities require periodic reconstruction or repair. New residential and commercial development places additional demands on the transportation network. Through concurrency regulations, the private sector provides many public facilities in newly developing areas. However, only local government can meet other public facilities demands, including those of existing developed areas.

The City's Capital Improvement Program assures that the City's needs are met over the years in a program which anticipates general long range expenditures and determines specific proposals for the next five years. The CIP is reviewed and updated annually.

Table No. 44 Summary of CIP Contract Activity During FY 2006

<u>Project Location</u>	<u>Project Description</u>
Cherry Lane/4 th Street Intersection	Upgraded traffic signals at Cherry Lane/4 th Street plus added U-turn.
Van Dusen Road/Olive Branch Intersection	Installation of new traffic signal at Van Dusen Road/Olive Branch.
"B" St., 12 th St., Compton Ave., Beall St., Thomas Dr., White Way, Turney Ave., and Erica Lane.	Repair and re-surface roadways.
Lafayette Avenue	Partial reconstruction of roadway, sidewalk, and curb and gutter. Two phase project to be completed in FY 2007.
Marton Street	Repair and re-surface roadway to the 1100 block and part of the 1200 block.

Source: City of Laurel Maryland, Capital Improvement Program Fiscal Years 2007–2012, and January 2006.

Following is a list of projects delineated in the adopted Fiscal Years 2007 – 2012 CIP:

Table No. 45 Summary of CIP Transportation Projects

<u>Year</u>	<u>Project Location</u>	<u>Project Description</u>
FY 2007	Lafayette Avenue	Second phase of partial reconstruction of roadway, sidewalk, and curb and gutter.
FY 2008	5 th Street Bridge	Repair
	Dorset Road Bridge	Repair
	Laurelton Dr., 1100 Block of 11 th St., and 8 th St.	Repair and re-surface roadways.
FY 2009	Kalmia Dr., Fairlawn Ave., and Alan Dr.,	Repair and re-surface roadways.

Source: City of Laurel Maryland, Capital Improvement Program Fiscal Years 2007–2012, and January 2006.

One project that has been ongoing since 1981 is the repair and replacement of deteriorated and hazardous sidewalks. A pedestrian circulation system cannot adequately function without a

well-maintained sidewalk network. In addition, many roads are scheduled for maintenance as part of the Sidewalk Replacement and Repair Program. This program plays a vital role in the structure of a street. It provides for pedestrian movement (sidewalks and ramps) and vehicular access (sidewalk as part of the driveways). An annual survey of a pre-determined area of the City provides a list of sidewalks, by location, that meets the City's criteria for replacement or repair. Past funding for this program has replaced thousands of square feet of sidewalks citywide in an effort to provide for safe pedestrian movement along City streets. The adopted CIP includes funding for sidewalk program for FY 2007 through FY 2012 in order to continue the replacement of aging/damaged sidewalks and to extend the program into areas where sidewalks do not currently exist.

The completion of the needed maintenance work on the above streets will help to maintain the City's street system in good repair. Additional projects are added to each year's Capital Improvement Program, as determined necessary by the Mayor and City Council.

North-South traffic within the City currently can make use of either US 1, which includes the Washington Boulevard and Second Street couple, or Fourth Street, including that portion coupled with Fifth Street, or Van Dusen Road. All of these routes experience traffic delays, especially in the vicinity of MD 198, Talbott and Gorman Avenues. Delays on US 1 occur in part because the road fluctuates between two and four lanes in each direction. Widening the road in several places, and eliminating on-street parking during peak hours can create three through lanes in both directions increasing the capacity of road.

Main Street is also experiencing increased traffic volume. At its intersections with Washington Boulevard, congestion occurs because of the lack of a right turn lane on the southeast corner of Main Street. The removal of several parking spaces on the south side of Main Street and the delineation of a right turn only lane at the intersection with Washington Boulevard would help traffic flow more smoothly.

In order to facilitate the flow of traffic at the Main Street and Seventh Street (MD 216) intersection, parking on the north east corner of Main Street should be prohibited in front of the Patuxent Place development during the morning and afternoon peak periods, a right turn only lane (vehicles traveling west turning right, north, onto 7th Street) should be delineated, and a right turn traffic signal with loop detector should be installed. Approximately seventy-five percent (75%) of the eastbound peak hour traffic on Main Street at Seventh Street turns right onto Seventh Street (MD 216). The current configuration constricts southbound, westbound, and eastbound traffic into a single lane reducing the intersection through flow. Additionally, crosswalks should be installed at this intersection with pedestrian activated crosswalk traffic signals on all four corners.

Other Jurisdictions

Following are transportation projects under the jurisdictions of Howard County and Prince George's County that will have an indirect effect on the City traffic circulation.

<u>Year</u>	<u>Agency</u>	<u>Project Location</u>	<u>Project Description</u>
FY 2006/2007	Howard County	Stephens Rd. from Whiskey Bottom to Gorman Rd.	The road and bridge to be widened and raised out of the floodplain to accommodate the increased traffic due to vicinity growth. This project will

<u>Year</u>	<u>Agency</u>	<u>Project Location</u>	<u>Project Description</u>
			accommodate the increased traffic flow on MD 216.
FY 2006/2007	Prince George's County	Ammendale and Virginia Manor Road	A two-phase project that consists of the construction of a multi-lane arterial type roadway along the general alignment of Ammendale/Virginia Manor Road from U.S. Route 1 to I-95. This improvement will accommodate the increased traffic in the area and improve traffic patterns in and around the City.

Source: City of Laurel Maryland, Capital Improvement Program Fiscal Years 2007–2012, January 2006.

Transportation Systems Management (TSM)

TSM is a strategy for devising methods of more efficiently using the existing transportation network. Its goal is to alleviate existing and projected transportation problems by reducing reliance on the construction of additional roads and lanes in order to increase roadway capacities and reduce related problems. Examples of such strategies include retiming a traffic signal, or the rechannelization of traffic on a street. Reversible lanes, those that are used during the peak hours to allow for an additional lane or lanes to be utilized for inbound traffic in the morning and outbound in the evening are another possibility. Reversible left turn lanes such as those existing on US 1 in front of Laurel Centre Mall is another possible solution to increasing the capacity of Laurel roads.

TSM measures can also be employed by private industry. Employers can stagger their work hours, so that employees do not arrive simultaneously, thus reducing traffic congestion at the employment center. Flextime, where employees may set their own times of arrival and departure, is another alternative. Businesses may also promote the use of ridesharing by assigning the parking spaces closest to the building for use by carpoolers only, or by encouraging vanpooling by actually purchasing vehicles for use by employee vanpools. Such methods may save money by allowing a business to maintain a smaller parking lot. More importantly, however, these strategies may help reduce traffic volumes, especially during peak periods when congestion is at its greatest.

Trails

Existing Systems

Trail systems are a form of pedestrian circulation, which complement sidewalks. The first formalized trail systems within the City began in the 1980s. Riverfront Park, which runs from Ninth Street to US 1 on the south side of the Patuxent River. A mini-trail loop system runs through the park, for recreational purposes. A hiker/biker trail system was established in the Laurel Lakes development. The trails run through the entire development, and enable residents to access major portions of the development. The Greens of Patuxent development also has a hiker/biker trail system. Exclusive bicycle trails do not exist, and none are currently proposed.

Public Transportation

If not for the limited public transportation in the area, traffic would undoubtedly be worse than it is now. Commuter trains and buses serve Laurel to some extent, enabling Laurel's workers to take public transportation to jobs in either Washington or Baltimore. Figures from the 2000 Census show that only about 7.2% of Laurel's residents took advantage of public transportation to commute to work. Of the 12,169 residents commuting to work, 13.2% carpooled and 73.2% drove alone. With increased development in and around Laurel, congestion will also increase; development, maintenance, and the use of public transportation should be encouraged.

Washington Metropolitan Area Transit Authority

The Washington Metropolitan Area Transit Authority operates the second largest rail transit system and the fifth largest bus network in the United States. The WMATA transit zone consists of the District of Columbia, the suburban Maryland counties of Montgomery and Prince George's and the Northern Virginia counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church. The WMATA operates two express lines; the Laurel Express Line (route 87 and 88) that serves Laurel/U.S. 1 and Main Street, Archstone Apartments at Cherry Lane, Laurel Shopping Center, Laurel Centre Mall, Laurel Lakes Shopping Center, Laurel Plaza, Towne Centre Shopping Center, Beltsville Agricultural Research Center (87), Greenbelt Metro Station (87), and New Carrollton Metro Station (88); and the Laurel – Burtonsville Express Line (route Z9 and Z29) that serves South Laurel Park and Ride Lot, Laurel Centre Mall, Laurel Regional Hospital, Maryland 95 Corporate Park, Laurel Employment Park, Burtonsville Crossing Park and Ride Lot, Old Columbia Pike, and the Silver Spring Metro station. The WMATA also operates the Laurel Line, which serves South Laurel Park and Ride Lot (89M), Towne Centre Shopping Center (90M), Laurel Plaza, Laurel Shopping Center, Laurel Centre Mall, Laurel Lakes Shopping Center, Konterra, Beltsville and Greenbelt Metro Station. Metrorail, the Washington area rapid transit system, is available to local residents at either the New Carrollton or Greenbelt stations.

The current (1st Quarter 2006) average daily ridership for route number 87 and 88 is 710, route 89M and 90M 743, and for route Z9 and Z29 954.

Corridor Transportation Corporation

A private non-profit transportation management corporation, the Corridor Transportation Corporation (CTC), was established in 1987 for the purpose of operating a fixed route community-based bus service in the mid Baltimore/Washington suburban area. The CTC was formed through the joint efforts of the Greater Laurel business community along with local and state elected officials and agency representatives. The corporation is established as a charitable corporation with a volunteer Board of Directors. The CTC administrative component is a part of the Baltimore/Washington Corridor Chamber of Commerce.

The CTC manages transit service contracts for Howard County and the State of Maryland. CTC manages Howard Transit (the County's fixed-route system), and a paratransit service, which is operated within the county. CTC manages the Connect-A-Ride system, which operates in the adjoining four counties and the City of Laurel. It fills the gap in public transportation in the area by allowing transit-dependent persons limited mobility.

Alternative services are provided for those who are public-transportation-disabled, meaning that they are unable to use the public transportation services available to the general population:

Call-A-Bus is a demand response curb-to-curb service. Service is available to all residents of Prince George's County who are not served by or cannot use existing bus or rail services. However, priority is given to senior and disabled persons. Disabled persons must provide their own escort, if needed. Service animals are allowed for the visually impaired. Reservations can be made up to fourteen days in advance. Same day requests are accepted, but are subject to availability of resources.

In addition to Prince George's County's Call-A-Bus Program, the City of Laurel through its Department of Parks and Recreation operates radio dispatched vans for the transporting of anyone handicapped or aged 55 or over on weekdays. Disabled persons must provide their own escort, if needed. It is a demand-response system requiring its patrons to call ahead for service, which is door-to-door.

The **Senior Transportation Services Program** provides regularly scheduled transportation throughout Prince George's County to senior and disabled County residents. Participants must provide their own escorts, if needed. Transportation is only provided curb-to-curb.

Senior Transportation Services provides transportation for a number of programs for senior citizens. The Prince George's County Department of Family Services, Aging Division, offers a variety of programs designed to assist older adults throughout the County. The transportation programs are described below.

- **Nutrition Program** – Senior County residents may receive free transportation to strategically located group sites for a nutritional lunch and companionship.
- **Medical Program** – Senior and disabled County residents may receive transportation throughout the County for medical purposes, especially dialysis.
- **General Transportation** – Limited transportation is provided for County seniors to visit senior activity centers, for shopping trips and other recreational purposes.

Call-A-Cab is a transportation assistance program that provides mobility at a reduced cost for senior (age 55 and over) and /or disabled County residents. This program allows eligible residents to purchase coupon books that can be used to pay for rides with participating cab companies when Metrobus, Metrorail, and/or Call-A-Bus are not available.

Commuter Connections

Prince George's County Commuter Connections is a free carpool/vanpool match service available to persons living and/or working in the County. The service is part of a network of Washington, D.C. metropolitan commuter transportation organizations and coordinated by the Metropolitan Washington Council of Governments (COG).

Phelps Senior Citizens Center Van Service

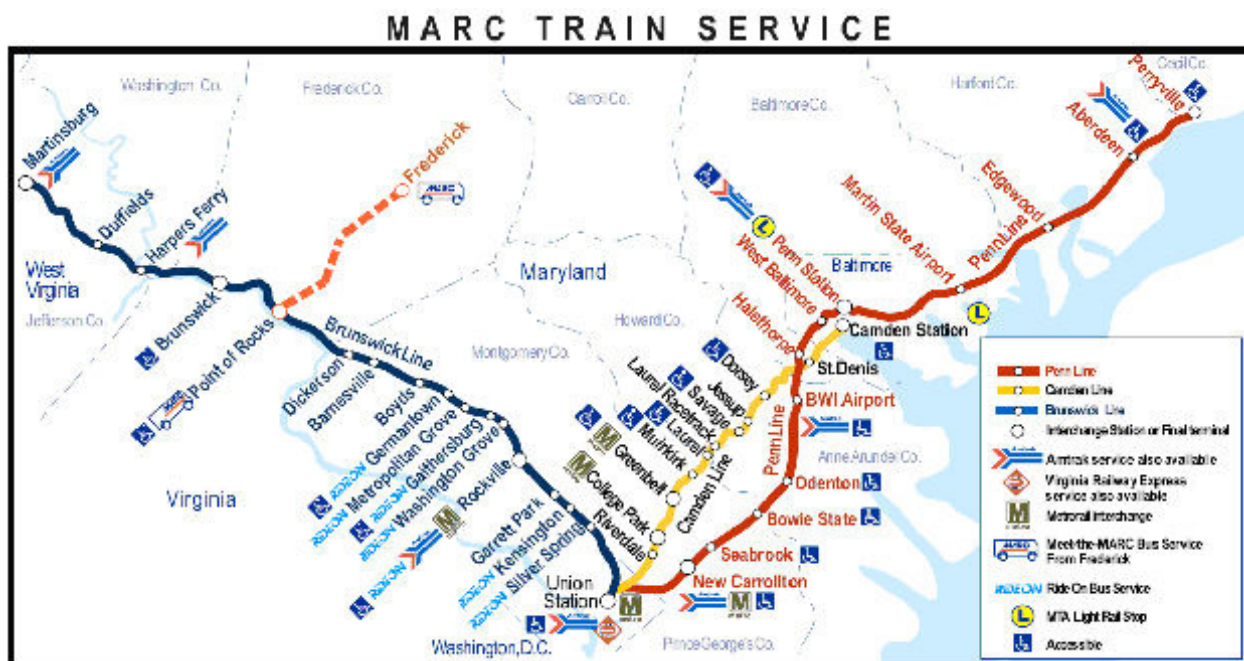
The City's Department of Parks and Recreation operates radio-dispatched vehicles for transporting senior citizens and handicapped individuals in the greater Laurel area. For this "door-to-door" service, riders make appointments in advance to be transported to the Phelps

Senior Citizens Center, doctor appointments, shopping and other locations in the transportation service radius. Riders must be 55 years of age or older; or have a handicap that substantially limits him/her in one or more of life's daily activities. Caregivers, personal assistants and trained guide dogs are permitted to ride and assist with passengers.

Maryland Rail Commuter Service

Maryland Rail Commuter Service (MARC) is a 187-mile commuter rail system that provides daily service through Prince George's County to Baltimore and Washington, D.C. Managed by the Maryland Transit Administration (MTA), MARC runs more than 80 trains per workday, serving over 200,000 people each week. Laurel Station, at First and Main Streets, operates at or near capacity. Although the commuter parking lot was expanded to 197 spaces in 2002, demand exceeds the available spaces.

Graph No. 6



Metrobus

Prince George's County, in conjunction with the Washington Metropolitan Area Transit Authority, operates more than 70 bus routes in the County. Metrobus serves most major population centers and travel corridors in the County, providing more than 2,600 trips daily. There is a Metrobus Park-and Ride fringe parking lot located at Sandy Spring Road and Van Dusen Road.

Commercial Carriers

Metrorail

Metrorail, also operated by the Washington Metropolitan Area Transit Authority, currently serves 86 stations throughout the area along 106 miles of track, much of it underground. The system

The Baltimore/Washington International Thurgood Marshall Airport is located ten miles from the City. A privately owned public-use airport for small aircraft, Suburban Airport, is located in Anne Arundel County, approximately three miles from Laurel.

[illegible]

Public Transportation Improvements

Reducing travel demand on Laurel's roadways is a goal of public transportation. Public transportation has the potential to reduce traffic volumes, but only if utilized. It can also increase the mobility of the transit-dependent portion of the population, those without access to automobiles. Ridesharing also has the potential to reduce traffic volumes. It includes carpooling and vanpooling. These modes of transportation should be evaluated for all new development within the City.

The state is studying the potential extension of Washington Metro's Line from Greenbelt to Laurel, Fort Meade and Baltimore Washington International Thurgood Marshall Airport. The extension, estimated to cost \$3 billion, would provide Metro access to Howard and Anne Arundel counties, ease traffic in the congested county border areas and serve as a connector for the Camden and Pennsylvania MARC train lines to Baltimore.

Recommendations

The Laurel area is within a significant growth period for new dwellings and commercial development. This growth is not confined to any one area or jurisdiction. With the approval of the 2005 Base Realignment and Closure Committee Plan (BRAC) there will be a significant increase in military and civilian personnel at Fort Meade. A number of significant developments have been approved, or are in some stage of development, within the three adjoining counties and the surrounding areas of Prince George's County. Due to the City's location, including the proximity of major thoroughfares, the City is going to be heavily impacted by these projects as traffic congestion increases.

In addition to new development, there are several points of destination within or adjacent to the City which are attracting increasing traffic. The Anne Arundel County Council approved a bill in January 2006 that will allow Laurel Park racetrack to add retail and boutique-type shops and restaurants to the grandstand as well as a Main Street retail area to its 360-acre property. A significant proportion of the individuals that will be visiting this destination will traverse City roads. In addition, as more residential units are built within the area, it is expected that traffic drawn to the City's retail market will continue to grow.

Specific recommendations of this plan include expeditious improvements to a number of area roadways. A coordinated effort should be undertaken with Prince George's County and the State Highway Administration in order to address current and projected problems along U.S. Route 1. Increasing volumes of traffic are also emphasizing the need for studying strategies for directing and controlling that traffic as it bisects the City at Main Street and MD 198. The increasing background traffic combined with the existing physical constraints along these roadways will somewhat limit available options. These projects must be dealt with within the context of long term planning by the City, County, and State.

The improvement of public transportation opportunities within the Laurel areas is imperative, given the future level of growth, which is predicted. In order for the area's roadways to continue to function at an adequate level of service, these opportunities for public transportation must be greatly expanded. In order to adequately deal with the existing and projected growth for the area, the City must remain an active participant in both the area and regional transportation planning process. Due to Laurel's position within the growing Baltimore-Washington corridor, it will not be possible to entirely insulate the City from future traffic increases. It is possible,

however, to influence and direct the expected impacts from both traffic emanating from the City and that which is passing through. To successfully accommodate existing and projected traffic, a number of improvements to the overall transportation system must be accomplished. In order to deal with existing traffic and that expected within the very near future, an aggressive road improvement policy is an imperative. Beyond these improvements, however, there are a number of other strategies, which include the sequencing of future development with necessary transportation improvements, the increased provision and utilization of public transportation, and stricter requirements ensuring transportation systems management techniques for proposed large-scale developments.

General Recommendations:

1. Continue to closely monitor the Inter-County Connector and support the development of Corridor #1 of the ICC that would extend easterly beyond I-95 and terminate at either Kenilworth Avenue extended or US Route 1 and a full-movement interchange at the ICC and Virginia Manor Road in order to accommodate desirable employment development that has the greatest benefit to the City of Laurel and the surrounding communities (City Resolution No. 19-03).
2. Continue to support the development of the Contee Road interchange with I-95, to be located south of MD 198 and the Kenilworth Avenue extended (shown as recommended arterial facility A-56 in the Subregion I Master Plan) in order to accommodate the future increase of both regional and local traffic.
3. Work with the Maryland Department of Transportation, State Highway Administration and Prince George's County Department of Public Works and Transportation to facilitate traffic flow on the arterial and collector roads within the City.
4. Work cooperatively on regional transportation planning and infrastructure issues having inter-jurisdictional implications with Anne Arundel, Carroll, Frederick, Howard, Montgomery and Prince George's Counties (Memorandum of Understanding).
5. Promote access management by limiting the number of conflict points that motorist experience during travel; separating conflict points as much as possible when they cannot be eliminated; and control turning movements so as to facilitate traffic flow on affected roadways.
6. Improve the safety and preserve the integrity of the arterial and collector street system with an effective traffic signal control program and with the use of traffic operations features to maximize the capacity of the existing street system.
7. Continue the maintaining and/or reconstructing of City roads on an "on-going" basis through implementation of the City's Capital Improvement Program.
8. Participate and cooperate with Maryland Department of Transportation study to extend the Washington Metro's Line (Green Line) from Greenbelt to Laurel, Fort Meade and Baltimore Washington International Thurgood Marshall Airport. The extension of the Washington Metrorail Green Line north of Greenbelt through Subregion I and Laurel will enhance the role of US 1 as a main street for the northern portion of Prince George's County.
9. Continue the City's practice of providing or requiring the provision of non-motorized transportation facilities to link residential areas with recreational and commercial areas in a safe manner. This may include the construction of sidewalks, bike lanes, installation of signage, striping of roadways, or the like so as to accommodate non-motorized transportation facilities.
10. Implement a neighborhood traffic management program, traffic calming, for existing residential streets that provide direct access to homes. Usually traffic-calming projects are set-in motion by residents submitting a petitioning to the City outlining

- the traffic problems affecting their neighborhood or the City initiates a project to mitigate a problem.
11. Implement a “wayfinding” signage system within the Main Street Historic area to provide more consistent, clear and attractive signage, and help make the Main Street area friendlier and more accessible.
 12. Work with the Washington Metropolitan Area Transit Authority and the Corridor Transportation Corporation to place bus shelters at Metro Bus and Connect-a-Ride bus stops throughout the City.
 13. Future mass transit planning should include the relocation of the transit hub, currently located at the Laurel Mall, to a central location and the construction of a new transfer center.
 14. Request the Corridor Transportation Corporation (CTC) conduct an assessment of existing public and private transit programs with an analysis to determine any unmet needs. A strategy should be developed to meet identified unmet needs with an emphasis being given to meeting the needs of the transportation disadvantaged (i.e., those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation).

XII. RECREATION ELEMENT

The Department of Parks and Recreation administers a comprehensive parks and recreation program for the City of Laurel. In addition to the residents of the City, many persons from the adjacent area participate in the City's recreation programs, often at a minimal additional fee. The Department's responsibilities include participating in the City's Capital Improvement Program, review of subdivision and site development plans, parkland acquisition, design and development of recreational facilities and parks, operation of recreation programs, and general maintenance of the City's recreational facilities.

Facilities, which house the typical parks and recreation programs, include the Alice B. McCullough Field, Cypress Street Athletic Fields, and the Stephen P. Turney Recreation Complex for children and adult sport leagues. The Granville Gude Park and Lake House provides space and facilities for boating programs as well as special events. Additional facilities include the Laurel Community Center and the Laurel Armory Anderson-Murphy Community Center offering indoor sports and popular programs such as ballet, karate, and aerobics. The Laurel Municipal Pool continues to provide seasonal enjoyment to a large number of citizens. Riverfront Park located along the Patuxent River provides a quiet serene setting for passive recreation pursuits. User fees have been established for many of the programs to offset operating costs; the volume of patronage from outside the City, attracted by the modest cost for the City's excellent and convenient programs, often enables substantial discounts for the residents of the City.

The Department provides meeting space and assists service organizations and special City-appointed committees to stage special events and celebrations for major holidays.

As a result of the changing needs of citizens of the City, the Department has expanded the scope of traditional parks and recreation programs to provide some facilities and services for senior citizens and the handicapped. The Phelps Senior Citizens Center provides meeting and program space for senior citizens. The Department also operates the City's Senior Van Service and Call-A-Bus for the elderly and handicapped. Other programs include summer day camps as well as after school programs to assist working parents and their children.

The City has, as part of its commitment to the Patuxent River Watershed Agreement and the environment, actively participates in keeping the river clean and healthy while maintaining Riverfront Park.

The Maryland-National Capital Park and Planning Commission (M-NCPPC) and the City of Laurel work in tandem to provide recreational programs to the community at large, with staff from both departments working together to avoid program duplication. The M-NCPPC provides specialized facilities and regional parks including the Montpelier Cultural Arts Center, Deerfield Run Community Center, and the Fairland Regional Park, with its Gymnastic Center, 50-meter pool, and indoor tennis bubble.

PARK AND FACILITY DEVELOPMENT

When measured against standards contained in the State Comprehensive Outdoor Recreation Plan (SCORP), the City of Laurel has a shortfall of active and passive parkland and open space, which will not be eliminated by the Maryland-National Capital Park and Planning Commission (M-NCPPC) proposed acquisition and development plan. Although the M-NCPPC and the City

of Laurel adhere to the same set of standards for park acquisition and development, it has never been the intent of the City of Laurel to become totally self-sufficient in the provision of recreational facilities and opportunities. There is need, however, to satisfy the daily requirements of the populace through neighborhood and community sized parks. The acquisition of land and the development of facilities should be twofold:

- There should be adequate indoor and outdoor facilities for both passive and active recreation.
- The City must conserve and preserve the open space environment within and surrounding Laurel.

The City currently maintains 182 acres of land categorized as open space, stream valley, passive or active parkland. The State standard of 15 acres per 1000 people, when applied to the 2006 City population estimate of 21,945, suggests that there should be approximately 330 acres of parkland/open space within the City, a deficit of 148 acres. To meet the National Recreational and Park standards, the City would need to add to its inventory three softball fields (two lighted), two football/soccer fields, three tennis courts, ten multi-purpose courts and three gymnasiums.

STRATEGIES FOR PROVIDING ADEQUATE RECREATION FACILITIES

In instances of small-scale development, where the required percentage of dedicated land is not sufficient for traditional uses, the fee-in-lieu-of mandatory dedication scale can be used to determine the amount of land or fee paid for developing recreation areas. The fee paid by the developer is used to acquire and or develop parkland in the vicinity. This plan and policy should be reviewed periodically to determine if the recreation needs of the community are being met.

Developers should be encouraged to propose joint development of active areas to include recreation facilities and equipment. This will lessen the burden on the City for incurring the total cost of park development and maintenance.

The City should explore the feasibility of jointly developing recreation facilities with Maryland-National Capital Park and Planning Commission (M-NCPPC) in areas nearby to the City.

The provision of recreational parks and facilities should be phased in with development in order to meet the needs of the population, and to increase the inventory of recreational facilities. Additional recreation programs should be added, as necessary, to serve an expanding senior citizen population, as well as other age segments of the population.

Additionally, the City should maintain the balance of active and passive parkland as recommended by professional guidelines and standards.

- Parkland, facilities, open space and stream valley networks should be an integral part of land development.
- Future recreation areas should be developed in terms of site design where possible, with a linkage to other open space and stream valley areas via walking and bike path systems.

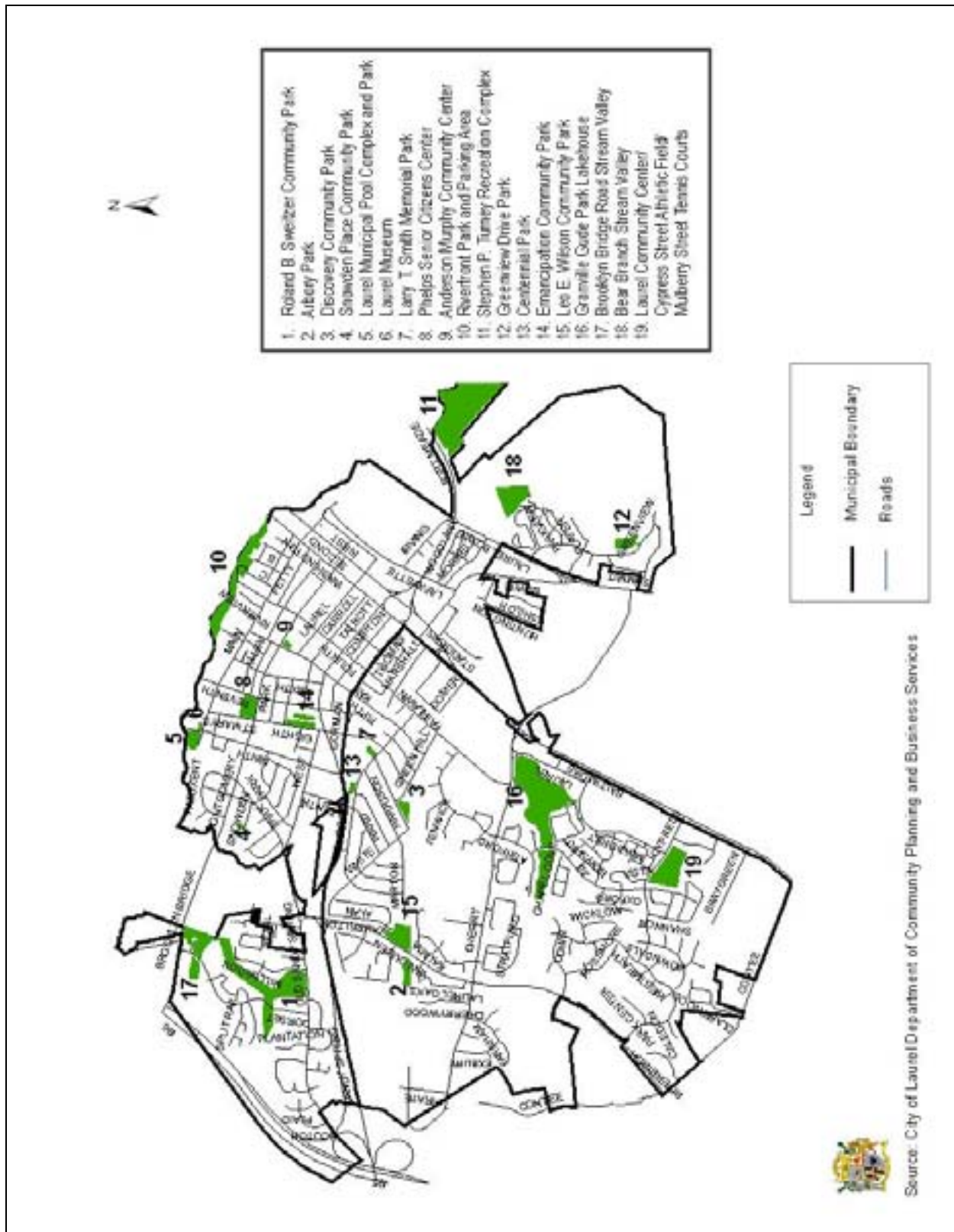
- Stream valleys should be preserved in their natural state as permanent open space areas.
- Developers should be encouraged to develop an internal system of trails to serve the area and to link with other trails.
- Purchasing parkland in older, built-up neighborhoods should be considered as properties become available.
- Further annexations should contain recreation space/facilities, which help reduce the existing deficit as well as adequately, serve new residents.
- A plan should be developed for park and facility renovation and upgrade to meet the future needs.
- Land use according to these guidelines will help provide adequate recreational opportunities in terms of active or passive outdoor activities or to provide for outdoor/indoor multi-use facilities to accommodate a variety of traditional or specialized programs.
- The Capital Improvement Program will continue to be a significant tool in helping the City to attain the goals, objectives and standards set forth in this document.

SENIOR SERVICES

With the development of several Senior Adult Communities, the Laurel community has responded to the growing needs of adults 55 years and older. As the generation of baby boomers reaches retirement age, there will be an ever-growing need to provide a variety of services to meet this population's needs.

One goal of the City that remains constant is to enable senior citizens to live independently in their homes for as long as possible. Employment opportunities, participation within the community and access to medical facilities are necessary to accomplish this. Many services and facilities are available through both the City and County to those that desire to take advantage of them.

One of the services provided by the City of Laurel is Senior Van Service, a demand response system that operates to take senior citizens to and from their destinations. As many seniors either do not, or prefer not to drive, this is a valuable service. The Connect-A-Ride (See Transportation Element) bus system is also useful to transit dependent seniors. The van transportation service continues to be a valuable asset to individuals requiring assistance with needs such as grocery shopping, maintaining medical appointments and performing other daily errands.



The Phelps Senior Citizens Center at Eight and Montgomery Streets, and the Anderson-Murphy Community Center at Fifth and Montgomery Street, and the Laurel Community Center at 7901 Cypress Street, provides meeting and program space for five hundred senior citizens. Medical information and testing is available for senior citizens at the Phelps Center, provided by Prince George's County. The Prince George's County Department of Family Services provides services to senior citizens. The City should continue to maintain a close working relationship with that County department, in order to expand this service. Additionally, adult day care services or other assisted living programs would be of great benefit to the community's elderly population.

The Department of Parks and Recreation will be looking to expand its programs beyond what has been traditionally considered senior citizen activities. The Department is looking to ensure that the needs of a growing number of active, employed, physically fit, "seasoned" adults age 55 and older are met. Programs can be offered during evening and weekend hours to accommodate older adults that are still working. Cultural events, educational programs and physically challenging activities will be required to meet this populations leisure time demands.

With the impending construction of a new regional senior center to be operated by the County, the Department of Parks and Recreation will work closely to ensure the needs of all senior adults are met.

XIII. SENSITIVE AREAS ELEMENT

OVERVIEW

A vital asset of any community is the condition of its environmental resources. The condition of a community's air, water, land, and vegetative cover can influence significantly the quality of life for the City's residents. The degradation of these resources affects drinking water, air quality, wildlife habitat, and a safe and pleasant living environment. The State seeks the protection of four basic types of sensitive areas across the State including streams and stream buffers, 100-year floodplains, steep slopes and threatened or endangered species habitat. However, conflict between sensitive area protection, development, and property rights custody is inevitable. Conflict resolution should "consider the extent and nature of affected public interests (e.g., the environment, economic growth, public investment in infrastructure, and jobs) and the relative resource value of the sensitive area in question (e.g., an already paved floodplain or stream buffer, as opposed to one that constitutes a natural environment)" (Maryland Office of Planning Publication No. 93-04). Alternatives to impacting sensitive areas should be sought through site design and flexible development regulations. When no alternatives exist, best management practices (e.g., pervious parking surfaces, reduced parking area requirements, creative storm water management, and clustering) should be considered to minimize the impact.

Steep slopes, 100-year floodplains, and threatened or endangered species all exist in Laurel. Map 17 depicts steep slopes. Map 18 depicts the 100-year floodplain and threatened and endangered species. Forested areas and wetlands are mapped also as important environmental features. The locations of the sensitive areas on these maps are estimations. Detailed engineering studies will still be required for development approval. Steep slopes predominate along streams. Undeveloped uplands southwest of the City contain isolated sections of steep slopes. The 100-year floodplain extends well into developed areas in the vicinity of U.S. Route 1 and Main Street. Particular consideration of the extent and nature of affected public interests (e.g., public investment in infrastructure and jobs) versus the relative resource value of this floodplain area should be afforded in the development review process for this area. This area includes a portion of the Main Street Historic District. The Main Street Historic District is a cornerstone of the heritage and atmosphere of the City as a small town. Areas southeast of the City are overwhelmingly flat, forested, 100-year floodplain and wetlands. According to the State, certain threatened or endangered species have been identified in this area in the river and/or its adjacent forest/open space starting at the Maryland Route 216 bridge and extending south along the Patuxent River. This is an area of relatively high resource value.

Beyond protection from the encroachment of development, sensitive area protection can and should be enhanced through public education and awareness, volunteer stream monitoring/clean-up efforts, storm water management retrofit programs, and stream restoration. These efforts are of particular value to the City because of its age and the historical focus of development along the river in a time of less sensitivity to environment protection. Public awareness of nutrient impacts on water quality and the connection to lawn fertilizers could be accomplished through public access television announcements and information brochures. Organized volunteer groups are a popular way to monitor streams, keep them free of debris, report severe erosion problems, etc. Stream restoration and storm water retrofit projects are going to be dependent on grant programs, but their impact on water quality can be immense and efforts should be maintained to seek grant funding.

Streams and Stream Buffers

Rivers provide drinking water, food, and recreation. Protecting water quality means protecting the stream ecosystem as a whole, which includes the water itself, and vegetative "buffers" along the banks of rivers. In response to the 1984 Patuxent River Policy Plan, the City of Laurel's 1989 Master Plan recommended the creation of a Patuxent River Primary Management Area. The single most important physical measure recommended for the proposed Primary Management Area was the protection of the vegetated stream buffer.

Left in their natural vegetated state, streamside buffers provide several beneficial services, both ecological and social. During heavy rains and periodic flooding, streamside vegetation consolidates the soil and reduces the potential for severe bank erosion. Trees shade the stream from the summer sun, preventing the overheating of water for fish and other sensitive aquatic life forms. Vegetative buffers are important habitat, especially for amphibians that require both terrestrial and aquatic habitats during their life cycle. An interconnected system of forested stream buffers can serve as important migratory paths for wildlife through an urban area. To a limited extent, vegetated buffers can also filter the nutrients and toxic contents, such as grease, oil, and heavy metals, of storm water runoff before these pollutants reach the stream. If stream buffers contain 100-year floodplains, natural control of floodwater is attained, and expensive flood control measures become unnecessary. If the buffer also includes wetlands, groundwater recharge services are attained, along with the protection of important habitat for wildlife. If buffers also include adjacent steep slopes, the potential for severe erosion, downstream sedimentation, and landslides is greatly reduced. The linear nature of stream buffers can create interconnected open space, aesthetic relief, and excellent potential for trails and greenways. Homebuyers perceive these as community amenities, which can increase property values.

Because the beginning point of a stream in a headwaters area is not always easy to identify, and because some streams only have seasonal flow, it is important to be thorough in the definition of what constitutes a "stream". Most counties include both perennial streams (surface water flow all year) and intermittent streams (surface water flow absent part of the year) in their definitions. Just as consistently, they rule out ephemeral streams (water conveyed only during rain events). Some local counties start by using U.S. Geologic Survey (USGS) quadrangle maps to identify the extent of local streams. Especially in headwater areas of a watershed, however, it is typical to supplement this mapped data with field checks to determine the presence of small streams not included on the large-scale (1:24,000) USGS maps. Another way to define a stream is through upstream watershed size. For instance, any flow that results from an upstream watershed of 50 acres or greater shall be determined a stream. City of Laurel definitions for perennial and intermittent streams are included in Chapter 6.5, Forest Conservation, of the City Code as follows. The headwaters of the existing streams should be field verified and included as part of the stream where appropriate.

Perennial stream: "A stream containing surface water throughout an average rainfall year, as shown on the most recent 7.5-minute topographic quadrangle published by the United States Geologic Survey, as confirmed by field verification."

Intermittent stream: "A stream in which surface water is absent during a part of the year, as shown on the most recent 7.5-minute topographic quadrangle published by the United States Geologic Survey, as confirmed by field verification."

There is much more variation in the way to define stream buffers. The simplest method is to draw a parallel line of uniform distance from the top of each stream bank or from the centerline of the stream. The area inside these two parallel lines becomes the stream buffer. The disadvantage of this simple, fixed buffer system is that it can fail to protect some adjacent sensitive areas, which lie outside the buffer boundary lines and may be more restrictive than is necessary in other areas. Currently, Laurel uses this approach as outlined in Chapter 4, Article III, Floodplain Management and Chapter 6.5, Forest Conservation, of the City Code.

A second approach is to define the buffer as all that land that includes floodplains, wetlands, and steep slopes and that is adjacent to a stream. Usually, a minimum buffer width is required. The benefit of this approach is that better protection of sensitive areas can be attained. The drawback is that the buffers impact on private property is broader and the program is more time-consuming and costly to administer.

Laurel's regulations regarding buffers should be periodically reviewed for consistency and possible expansion to include adjacent floodplains, wetlands and/or steep slopes.

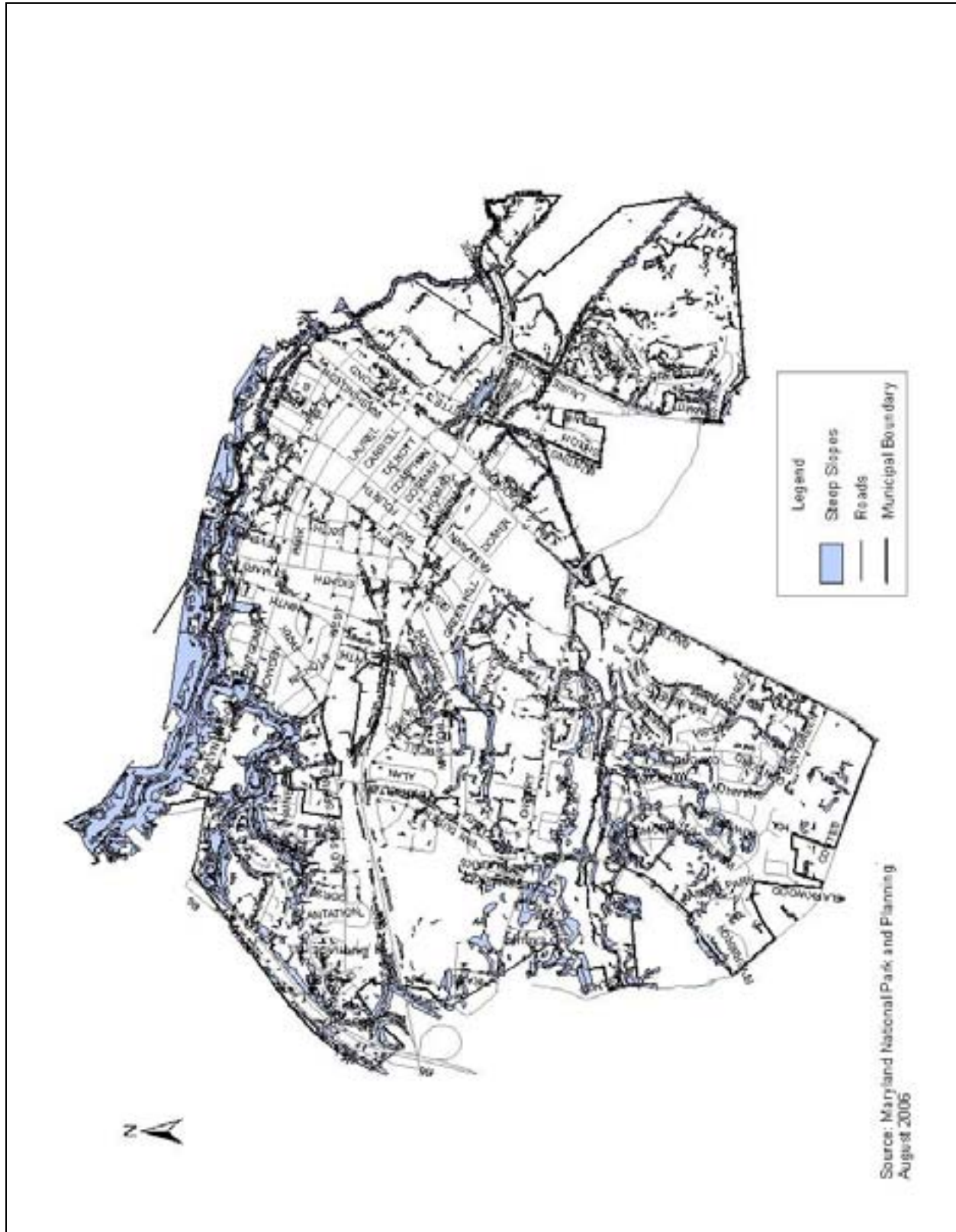
Steep Slopes

Due to the downward force of rain and water runoff, slopes are more subject to erosion than flat land. The steeper the slope, the more vulnerable it is to erosion, which causes sedimentation in streams. Slope credibility is compounded when certain unstable soil types are present. When the vegetative cover is disturbed or removed by development, rainfall will accelerate erosion, often despite the best remedial measures, and set-off a chain reaction with significant physical and ecological consequences. When fine particles of sediment settle to the bottom, a layer of silt blankets and smothers the small benthic organisms that play a vital role in the aquatic food chain. Clearwater fish species, such as trout, cannot tolerate turbidity. Muddy, turbid water prevents the penetration of sunlight, killing submerged aquatic vegetation. This loss, in turn, destroys habitat for other fish species that have had recreational and commercial importance in Maryland for generations. Soil and sediment deposits will, over a period of years, displace enough water in a stream channel to create more frequent flooding downstream. Steep slopes also have surprising habitat and wildlife value. Because steep slopes have been difficult to farm, log, or develop in decades past, steep slopes often retain undisturbed plant and animal communities offering incredible biodiversity. The most dramatic risk in developing steep slopes, however, is the risk of landslides resulting in loss of life and property.

Typically, steep slope definitions are based on slopes that equal or exceed a certain gradient. For instance, in Prince George's County a steep slope is defined as one that lies at a 15% gradient or greater, and a severe slope is defined as 25% or greater. These particular gradients are very commonly used in defining steep slopes.

Besides gradient, another factor that affects the sensitivity of slopes is soil stability or the susceptibility of soil to erode. All soils have been assigned an erosion factor, or "K" factor, by the USDA Soil Conservation Service. Erosion factor "K" indicates the susceptibility of a soil to sheet and rill erosion by water. Often gradients between 15% and 25% are only considered steep for regulatory purposes if the soils are classified as susceptible to erosion (K value > .35).

The City's Forest Conservation Regulations reference distinctions in slopes over 25% and between 15% and 25%. These areas are priority retention areas. Citywide protection of steep slopes and the formal adoption of definitions need to be considered, especially as part of streamside environments. Laurel's steep slopes are shown on Map 19.

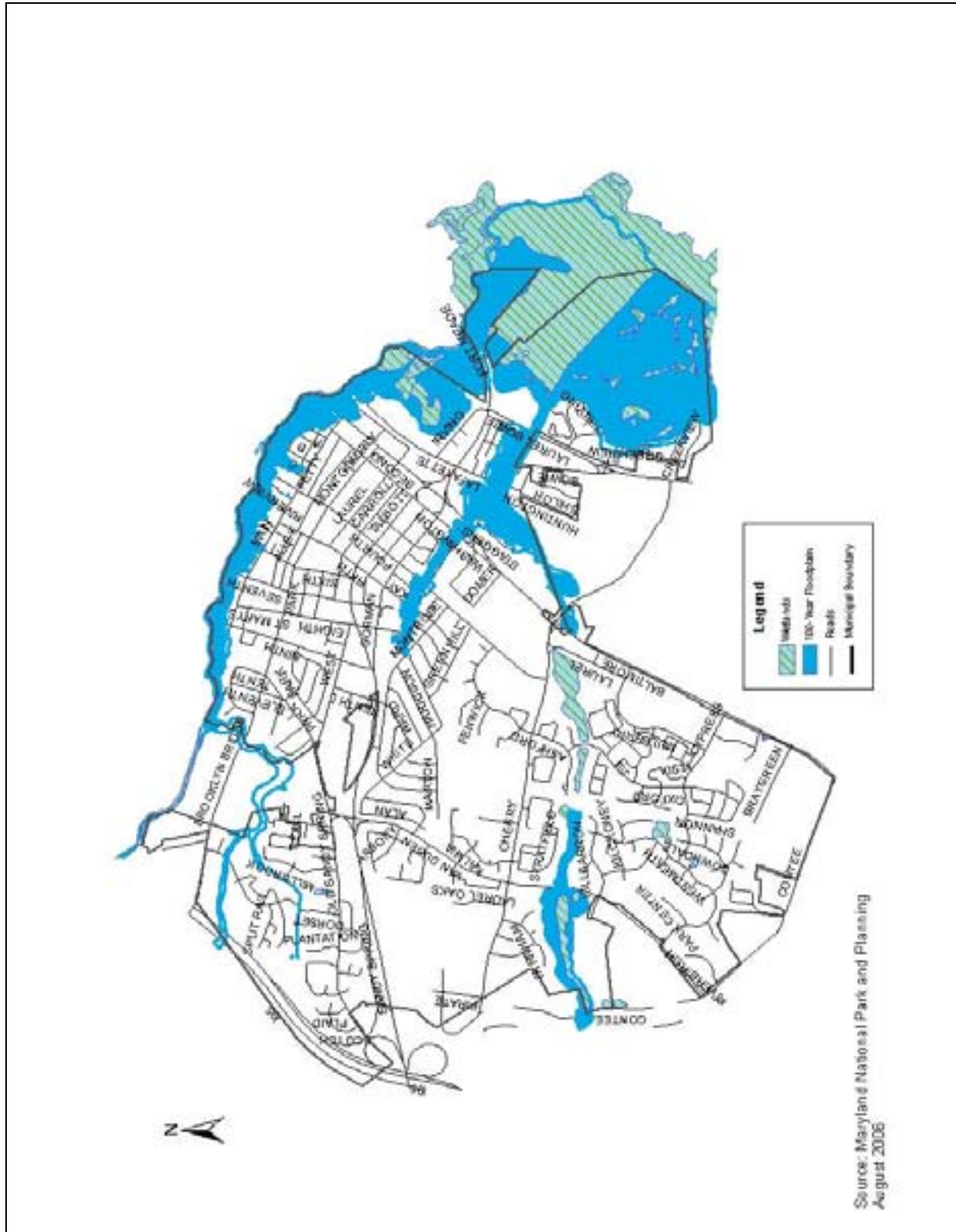


100-Year Floodplains

Historically, floodplain protection has been to minimize injury, loss of life, and damage to property during floods. When floodplains are left in an undeveloped condition, they serve to spread out and dissipate the energy of floodwaters, and spare a community the cost of building flood control structures and repair costs. However, floodplains provide a variety of valuable ecological services, also. As they moderate and absorb the energy of floodwater, they subdue stream bank erosion and sedimentation. If there are wetlands present in the floodplain, they help store floodwater, maintain water quality, recharge groundwater, protect nursery grounds for fisheries, and provide habitat for wildlife. Floodplains also provide passive recreational opportunities such as hiking, nature appreciation, etc.

For most streams, the Federal Emergency Management Agency (FEMA) provides maps delineating the 100-year floodplain. The maps are available by incorporated and unincorporated areas. The delineations are somewhat crude. When developments occur in or near floodplains, the project engineers are required to more precisely locate the limits of the 100-year floodplain for the subject property. Map 20 depicts the extent of the 100-year floodplain as shown on the most recent FEMA maps and as amended by project engineers when applicable.

Chapter 4, Article III, Flood Plain Management, of the City Code defines the 100-year flood as "A flood having a chance in 100 of being equaled or exceeded in any year". The 100-year floodplain refers to the land typically adjacent to a body of water with ground surface elevations that are inundated by the 100-year flood. The City's various regulatory documents define the 100-year floodplain in a consistent manner. The City Code defines floodplain boundaries as those shown by FEMA, requires the establishment of floodplain setbacks, and regulates new development in 100-year floodplains. Any disturbance in the 100-year floodplain requires State and Federal approval and may be approved only if there is no acceptable alternative(s). In the most recent decade, these regulations have been strictly construed.



Habitat of Threatened and Endangered Species

Lists of the species considered threatened or endangered are kept at both the federal and state levels. In Maryland, the Natural Heritage Division of the State Department of Natural Resources maintains the State list. However, neither the law nor regulations provide a definition of habitat. The State roughly maps the areas where threatened or endangered species have been found (see Map 20). In the context of the Planning Act of 1992, the Maryland Office of Planning suggests the following definition for habitat:

Habitat of Threatened and Endangered Species: An area which, due to its physical or biological features, provides important elements for the maintenance, expansion, and long-term survival of threatened and endangered species listed in COMAR 08.03.08. This area may include breeding, feeding, resting, migratory, or wintering areas. Physical or biological features include, but are not limited to: structure and composition of the vegetation; faunal community; soils, water chemistry and quality; and geologic, hydrologic, and microclimatic factors. This area may need special management or protection because of its importance to conservation of the threatened or endangered species.

The City's Forest Conservation regulations define habitat as follows:

Critical Habitat Area: A critical habitat for an endangered species and its surrounding protection area. A critical habitat area shall:

1. Be likely to contribute to the long-term survival of the species;
2. Be likely to be occupied by the species for the foreseeable future; and
3. Constitute habitat of the species, which is considered critical under Annotated Code of Maryland, Natural Resources Article, Subsections 4-2A-04 and 10-2A-06.

Critical Habitat for Endangered Species: A habitat occupied by an endangered species as determined or listed under Annotated Code of Maryland, Natural Resources Article, Subsections 4-2A-04 and 10-2A-04.

The State recommends that development projects that directly affect habitats be sent to the State for review. The City's Forest Conservation regulations identify critical habitats as priority retention areas.

Historic Districts

Not all sensitive areas in Laurel are natural. The Historic Districts are a sensitive part of Laurel's built environment. A Historic District Commission was established in the early 1970's to oversee protection of "Old Town" Laurel (see Map 10). The Historic Districts encompasses areas with very clear and special community values. Rich in period architecture, historic character, and a sense of place and community, old Laurel stands apart from most suburban development. Old Laurel was and remains more akin to a small town and stands as an example of contemporary neo-traditional ideals. The preservation efforts should be sustained and when conflicts arise between environmental sensitivity and preservation efforts, as stated earlier, the extent and nature of affected public interests (e.g., the environment, economic growth, public investment in infrastructure, and jobs) and the relative resource value of the sensitive area in question (e.g., an already paved floodplain or stream buffer, as opposed to one that constitutes a natural

environment) should be considered. When no alternatives exist, best management practices (e.g., pervious parking surfaces, reduced parking area requirements, creative storm water management, and clustering) should be considered to minimize the impact.

Patuxent River Primary Management Area

The Patuxent River Primary Management Area is a water quality protection and restoration district. The approval of the Patuxent River Policy Plan in 1984 by all seven Patuxent Counties and the Maryland General Assembly means that lands bordering the streams in the watershed receive special management and planning consideration. Natural vegetation will remain to buffer the streams. Wherever possible, storm water runoff entering the Patuxent Management Area or released within it is to be infiltrated in the soils or routed through vegetated areas so that pollutants will be removed through natural processes. Land uses with a demonstrated, high pollution potential should be sited back from streams so that maximum treatment of runoff and shallow groundwater will occur before storm water enters a stream.

The Patuxent River pollutants of greatest concern at this time are the excessive amounts of plant nutrients, specifically phosphorus, nitrogen and sediment. Field studies done over the past few years have documented that nutrient loads carried in runoff and groundwater increase as much as sixty (60) times when forest lands are converted to urban uses.

The Patuxent River Policy Plan adopted in 1985 contained an action program with the following elements:

1. Establish a Primary Management Area.
2. Provide Best Management Practices (BMP's) and vegetative cover buffer.
3. Identify major non-point source pollution sites.
4. Retrofit existing development.
5. Accommodate future development.
6. Increase recreation and open space.
7. Protect forest cover.
8. Preserve agricultural land.
9. Manage sand and gravel extraction.
10. Adopt an annual Action Program.

As part of this effort certain regulations were incorporated into the Laurel Zoning Ordinance. The Open Space (R-OS) district extends along the Patuxent River within the City of Laurel and includes four main goals: a minimum setback for buildings along the Patuxent River; preserve existing natural vegetation; introduce vegetation where needed to help control erosion; and encourage the use of innovative designs and structures which increase storm water infiltration and water runoff quality.

The purpose of this zoning classification is to implement the water quality and environmental protection goals of the Patuxent Policy Plan and Addendum, and other established natural resource programs and policies for streams and their streamside environments within the City's Patuxent River Watershed and other designated streams or water bodies.

Development of land within these areas will require the application of Best Management Practices in conjunction with approval of site and landscape plans by the City Planning Commission. Particular attention shall be directed towards the preservation of slopes and to areas containing wetlands or unique plant or wildlife habitats.

Anacostia Trails Heritage Area

The City of Laurel participates in the Anacostia Trails Heritage Area, which has been certified by the Maryland State Heritage Area program. This area covers the Anacostia watershed, in addition to the City of Laurel and Laurel area, which lies in the Patuxent River watershed. The area extends from the District of Columbia line to the Patuxent River, and encompasses many jurisdictions, including Hyattsville, Mount Rainier, Greenbelt, Berwyn Heights, and others to use heritage tourism to build local economies while preserving, developing, and promoting the natural, historical, and cultural resources of this area. The program desires to create linkages between historic and cultural resources, increase tourism, promote development of the arts, and create partnerships between jurisdictions and members to achieve these goals. The Laurel area attractions include the Laurel Museum, the B & O Laurel Train Station, the Montpelier Cultural Arts Center, and the National Wildlife Visitor Center Patuxent Research Refuge.

Such cooperation is viewed as a continuing effort to help initiate revitalization, neighborhood improvement, and streetscape improvements, and sign identification programs to bolster tourism and economic development.

XIV. IMPLEMENTATION

The Implementation Element is used to express a broad range of recommendations that will shape the substance and form of all the programs that play a role in bring the Master Plan to fulfillment. Recommendations within this document are meant to provide a long-range plan, which will serve as a framework in everyday decision-making, by a number of public entities. In order for the Master Plan to serve this function, it must be viewed as an active rather than a passive document. For the plan to play a role in more immediate decision-making, it must be coordinated with and function in accordance with a number of other ongoing programs. These programs may then serve as the means for implementing the goals and objectives articulated within the Master Plan. Among the programs, which the City may use to implement the plan are Zoning Map amendments, Growth Area Map, Zoning Ordinance, Subdivision Regulations, Historic District Regulations, Property Maintenance Code, Building Code, and the Capital Improvement Program. These tools used for implementing the plan can be broken into two basic categories: development controls and fiscal programming.

DEVELOPMENT CONTROLS

Zoning Map Amendments

Through the Zoning Map amendment process, zoning, both in terms of land use (i.e., residential, commercial) and intensity, is affixed to each land parcel within the City. Laurel is expressly permitted to exercise planning and zoning powers under Article 66B of the Annotated Code of Maryland. Any proposed changes to the Zoning Map will require the approval by the Mayor and City Council. Approval of any future map amendment will be predicated upon findings as stipulated in Article 66B. Future rezoning decisions should be largely founded on policies, objectives, and recommendations as outlined in the Master Plan.

Growth Areas Map

As in the City's previous Master Plans, a study area outside the City's corporate boundaries is considered. General land use proposals are made for those areas surrounding the City, which are integral to the functioning of the City. Development on the periphery of the City has and will continue to have a significant impact upon the City both in terms of the quality of life and the ability to deliver necessary services to City residents. These land use recommendations are made both in light of future development proposals and possible requests for future annexations from adjoining property owners. Although recognizing the inherent difficulties in coordinating future land use decisions with the many local governmental authorities involved, such decisions should be made through a coordinated effort recognizing each jurisdiction's adopted Master Plan.

Zoning Ordinance

The Zoning Ordinance is one of the major tools with which to carryout the objectives of the Master Plan. Within the ordinance are the specific regulations detailing the physical make-up for land uses. These regulations range from density limitations to permitted land uses within each particular zoning classification. Combined with the Zoning Ordinance is the Zoning Enforcement Program, which is conducted through the Department of Community Planning and Business Services.

The City's Zoning Ordinance should be reviewed and revised, as needed, after adoption of the Master Plan. Recommendations for Zoning Regulations include: Streamlined review of applications for development, including permit review within areas designated for growth; flexible regulations to promote economic growth, innovative and cost-saving site design, and environmental protection; and innovative techniques to promote economic development in designated growth areas.

Subdivision Regulations

Subdivision regulations are also a major tool, which can help ensure plan implementation. Subdivision Regulations provide for orderly growth and well-planned development by setting standards for the uniform control of development, which involves the subdivision of land into more than one parcel. To be effective in implementing this plan, Laurel's Subdivision Regulations must reflect the planning goals and the objectives embodied in it, and have requirements to ensure that a subdivision is in conformance with the Master Plan, the Zoning Ordinance, and other applicable City codes.

Subdivision regulations should encourage a desirable relationship of subdivision design to the general physical characteristics of an area and also should encourage preservation of natural attributes to foster compatibility of development with the natural character of the land. Subdivision regulations should also provide standards for density, open space, suitable building space, and vehicular and pedestrian traffic. Requirements for water, sewer, storm drainage, and other utility systems should also be established in such regulations. Other factors, such as the limitations on development created by slopes, soils, and flood plains should be considered in the Subdivision Regulations.

The City's present Subdivision Regulations should be reviewed and revised after adoption of the Master Plan. Standards for subdivisions must be incorporated in the revised Subdivision Regulations to reflect the guidelines for development, which are contained in the Master Plan. Revisions to the Subdivision Regulations, which are in concert with the Master Plan, will assure that as subdivision development occurs, its development is designed and constructed in a manner, which converts the concept for future development into reality.

Historic Districts

In 1975 the City of Laurel Mayor and City Council enacted legislation creating the Historic District Commission. Shortly thereafter, historic districts were officially recognized in order to safeguard the heritage and atmosphere of the older sections of the City. In accordance with the powers afforded under Article 66B of the Annotated Code of Maryland, the Historic District Commission, through the building permits process oversees all construction, improvements and requested demolitions within the Historic Districts. Decisions made by the Commission are based on a number of guidelines meant to ensure the retention of Laurel's historic atmosphere. As a part of this program the City also offers a tax credit program to encourage public participation.

Property Maintenance Code

A minimum housing code, unlike a building code, deals with the occupancy and condition of existing residential units. The body of a housing code is intended to assure a safe and healthy environment for the housing occupants. This type of code is essential to maintain and improve the general quality of housing, particularly in areas, which are predominantly rental properties.

The City of Laurel adopted the 1998 International Property Maintenance Code (IPMC-98) in February 1999 and has made a concentrated effort at enforcement through the Residential Rental License Program. This program requires any multi-family dwelling with three or more units to be inspected for compliance every two years. The program has been very effective in maintaining a higher level of quality and safety among this particular group of structures. While the same code applies to any rental dwelling, it is more difficult to enforce on those properties, which do not require licensing.

Building Code

A building code regulates the construction of buildings and structures. Basically, the code regulates new construction; however, any alteration to an existing building, general maintenance and changes in occupancy is governed by the building code. The code addresses all facets of building construction, including equipment, fixtures, and accessories.

The City of Laurel has traditionally adopted the same building codes utilized by Prince George's County, which are the International Building Code (IBC) and the International Residential Code (IRC), every three years. Prince George's County normally adopts the latest editions with a number of amendments. It has been the City's practice to adopt the same editions of these codes along with the County's amendments, making only a few changes, which address the City's particular concerns.

A county or municipal Building Permits Department normally governs plumbing permits. In the case of Laurel, however, plumbing permits are under the authority of another agency. The Washington Suburban Sanitary Commission oversees all plumbing permits and inspection for the City, since Laurel is within its bi-county jurisdiction (Prince George's and Montgomery Counties).

An integral and necessary component of the building code is the enforcement program. As a part of this program, inspections and enforcement must continually be emphasized as they relate to the health, safety and welfare of the City's populace.

FISCAL PROGRAMMING

Capital Improvement Program

The Capital Improvement Program is a fiscal plan, which schedules major capital expenditures over a five-year period. The purpose of the Capital Improvement Program is to spread major capital expenditures over a period of time, in concert with municipal revenue and borrowing capabilities. With capital programming it is possible to stabilize major expenditures and, therefore, limit sharp fluctuations in the City's tax rate.

The Master Plan provides the basis for developing the Capital Improvement Program. The plan, in delineating future development and population levels which are based on phasing considerations, presents the factors which influence the demand or need for future public facilities and other capital expenditures and the general framework required for capital expenditure. If the Capital Improvement Program is developed on the basis of the Master Plan, the priorities for expenditure of funds will be geared to the goals of the plan, within the fiscal resources of the City. As such, the Capital Improvement Program is a major tool for the orderly

development of public facilities and major public improvements. Since capital improvement programming can be undertaken only for projects within the City of Laurel and on City-owned land, close coordination among jurisdictions is required to effect capital improvements outside the City as growth occurs and the need for additional public facilities and other major projects increases.

In addition to its role as a long-range financial planning tool to meet the needs for public improvements, the Capital Improvement Program offers an opportunity for inter-agency and inter-jurisdictional coordination. The Capital Improvement Program is developed by gathering input from various City departments and also by gathering input from adjoining jurisdictions. With inter-agency and inter-jurisdictional input and review the scheduling of projects can be coordinated. For example, improvement of a major roadway within the City could be scheduled to coincide with a similar program for improvement of the same roadway in an area outside the City. Inter-departmental and inter-jurisdictional review of the Capital Improvement Program is a further assurance that the Capital Improvement Program will be a useful tool in scheduling the expenditure of funds to meet the needs for public improvements as development occurs.

The City Capital Improvement Program is updated annually to provide a continuous framework for the scheduling of major capital expenditures and for formulating the annual City budget. Each annual revision includes the addition of a Capital Budget to fund projects in the next fiscal year. At the next annual updating, the Capital Improvement Program must be reviewed in light of the goals and objectives of the Master Plan so that the Capital Improvement Program will be a direct tool for plan implementation.

In conjunction with the Capital Improvement Program, the City has initiated a Five Year Budget Projection Program. Five-year budget projections provide an approximate revenue and expenditure level in order to assist in the long-range planning of capital improvements.

XV. FUTURE PLANNING ACTIVITY

Functional Plans

The Master Plan sets forth goals, objectives, and strategies for the City of Laurel. Among the available tools for implantation is the functional plan process. Functional plans focus on citywide systems such as the environment, transportation, public facilities, parks, or historic sites and districts.

The Mayor and City Council, in the annual budget process, should decide which areas of the City and subjects to be studied. The basis for these decisions should be grounded in the long-range goals and objectives contained within the Master Plan. The overall criteria for determining which plans will need to be prepared in the future is as follows:

- The need for new functional plans in order to achieve the Smart Growth goals of the Master Plan.
- The need to update current plans due either to the age of the plan or new growth policy directions and priorities.

The criteria for establishing future planning priorities include the following:

- Potential for significant infill and redevelopment or where revitalization programs are needed to achieve the goals of the Master Plan.
- Need to preserve sensitive environments.
- Need for public facilities to serve new or emerging development patterns (public safety, libraries, schools, parks and recreation, trails, etc.).
- Need for the protection of historic resources.

Regulatory Revisions

Implementation strategies in this Master Plan cite the need to review and amend the City's Zoning Ordinance and Subdivision Regulations, adopt new regulations to help implement the Plan's recommendations, or streamline the development review process in order to accomplish the goals of the Plan.

In addition to specific regulatory improvements recommended in this plan, there should be a comprehensive review and, where necessary, revision of the City's regulations and development review processes. Revisions should be guided by the recommendations of this Master Plan and reflect the following criteria:

- Promote development in corridors.
- Conserve and enhance existing neighborhoods.
- Conserve and enhance the City's fiscal resources.
- Protect environmentally sensitive areas.
- Ensure that development controls are fair and appropriate.
- Streamline regulatory processes to facilitate appropriate development and reduce development costs.

Regulations must be based on implementing the Master Plan's goals and objectives. It is essential that the relationship between plans and regulations needed to guide future development be maintained.

Monitoring Progress

It is essential that the City monitor and regularly review the implementation of the Master Plan. An annual report is a retrospective look at development activity within the City with a focus on whether development is, or is not, consistent with the adopted plan. The annual report can document the strengths and weaknesses of the planning program.

The Planning Commission should prepare an annual report which summarizes planning, zoning, subdivision, site plan, and project review; assesses progress in meeting the visions of the Plan; summarizes Prince George's County and State actions affecting the City; and makes recommendations to the Mayor and City Council for strengthening growth management and resource protection in the City.

APPENDIX I

CITY OF LAUREL ANNEXATION FISCAL IMPACT ANALYSIS

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January 12, 2007

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January 12, 2007

Mr. Karl D. Brendle, Director
Department of Development Management City of Laurel
Municipal Center
8103 Sandy Spring Road
Laurel MD 20707-2502

**SUBJECT: CITY OF LAUREL
ANNEXATION FISCAL IMPACT ANALYSIS**

Enclosed please find Lipman Frizzell & Mitchell's baseline analysis of the fiscal impact of the annexation of certain properties by the City of Laurel.

LF&M has analyzed the City's FY 2007 budget and estimated the potential effects of annexation on revenues and expenses. Those effects are estimated at the parcel and submarket levels, offering the City useful information for its decision-making process. Properties are evaluated at current development and valuation levels, offering significant upside potential for the future in our opinion.

LF&M finds that the proposed annexations add diversification to the City's assessable base and are likely, on balance, to contribute as much revenue to the operating budget as they consume in services. The enclosed report summarizes our reasoning process. Please call me at (410) 423-2372 should you have any questions or comments.

Sincerely,

LIPMAN FRIZZELL & MITCHELL LLC
Joseph M. Cronyn
Partner

I. INTRODUCTION

Lipman Frizzell & Mitchell LLC (LF&M) has been engaged by the City of Laurel (City) to analyze the fiscal impact of the annexation of certain properties at/near the City's current borders.

A. BACKGROUND

Over the long term, the City of Laurel envisions annexation of certain properties at/near its current borders. For its own planning purposes and in order to be compliant with Maryland State law (e.g., H.B. 1141), the City has engaged LF&M to conduct a baseline fiscal impact analysis of the annexations.

B. PURPOSE OF THIS ANALYSIS

LF&M's task in this fiscal impact analysis is to advise the City concerning the incremental revenues and expenses likely to impact the City budget following upon annexation of certain properties. LF&M has estimated those impacts in 2007 dollars on a parcel-by-parcel basis, aggregating the properties into four geographic groupings. Each parcel is evaluated according to its current use, assessed value and other specific characteristics.

In this fiscal analysis, LF&M has completed tasks including the following:

- Met with City officials to determine the properties to be analyzed and the scope of work;
- Identified and mapped all subject parcels;
- Analyzed current Maryland Department of Assessment & Taxation real property records for the City and for the subject parcels;
- Compiled economic and demographic data for the City;
- Analyzed the City's FY 2007 budget and made allocations of revenue and expense line items;
- Interviewed officials at the Maryland Department of Planning;
- Estimated fiscal impacts for the annexation areas;
- Calculated the net fiscal impact (revenues less expenses) of annexation.

In this analysis, LF&M has considered only the current uses and values for properties. We realize that any annexations, which take place, may occur in a piecemeal manner over an extended period of time. We also understand that after annexation the uses and values might change significantly. An analysis of the impact of those future uses must be considered in a separate report.

Logically, since LF&M's estimates are based on a balanced City budget, it must be assumed that the results of any projection of revenues and expenses for the annexation areas will be relatively balanced. The purpose of LF&M's inquiry is to identify which budget line items might be disproportionately affected by annexation(s) above and beyond a reasonable range of error inherent in an average cost approach.

C. ANNEXATION AREAS

LF&M has divided the parcels proposed for annexation into four principal areas, which are identified on the following maps. The areas are generally described as follows:

- Area A - Located at the northeastern boundary of the City. Ten tax parcels. Laurel Plaza shopping center with 122,763 square feet of improvements. No improved residential.
- Area B - Located at the eastern boundary of the City - between US Route 1 and MD Route 197. 212 tax parcels. Commercial uses include: Cherry Lane and Washington Park commercial condominiums; Avondale, Cherry Lane Center, Laurel Business Center. Laurel Pines and Kimberly Gardens apartments, totaling 408 units. Cherry View Park residential condominiums, totaling 96 parcels. Sixteen other residential parcels (14 of them improved).
- Area C - Eighty-nine parcels, predominately residential, located inside Contee Road on the south and west. The Westgate Apartments total 218 units. Laurel Regional Hospital is located on 47.03 acres within the area. The Laurel Medical Arts Pavilion consists of 29 commercial condominium units.
- Area D - Located to the west of Contee Road, between the City and Konterra. 342 tax parcels. Ten parcels (6 improved) in industrial use - Virginia Manor Industrial Park. 321 residential parcels (250 improved) including the Mayfair townhome subdivision (246 parcels) and the Wilshire single family detached subdivision (61 currently unimproved lots). The Board of Education owns a 19.7 acres site.

D. ORGANIZATION OF THE REPORT

LF&M has organized this report in three sections. Following this introduction, **Section II** provides an overview of the City's current assessable base. **Section III** analyzes the City's FY 2007 budget and, based on our average costing methodology, estimates the revenues and expenses likely to be derived from the annexation of the subject properties.

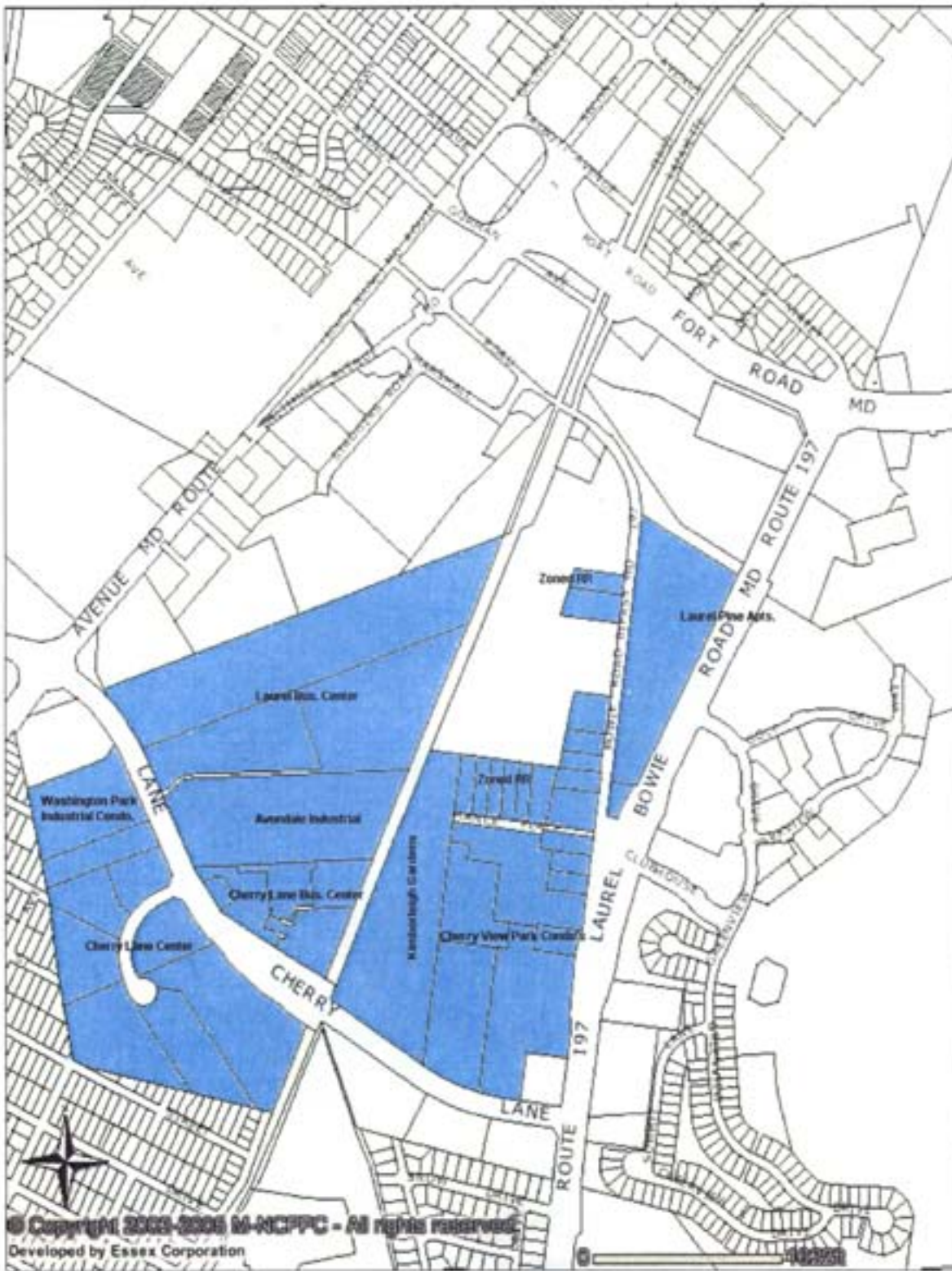
Throughout the text, maps and tables will be inserted immediately following the narrative reference to them. They are not assigned page numbers.

The effective date of this report is January 12, 2007.

**Area A
Annexation Areas**



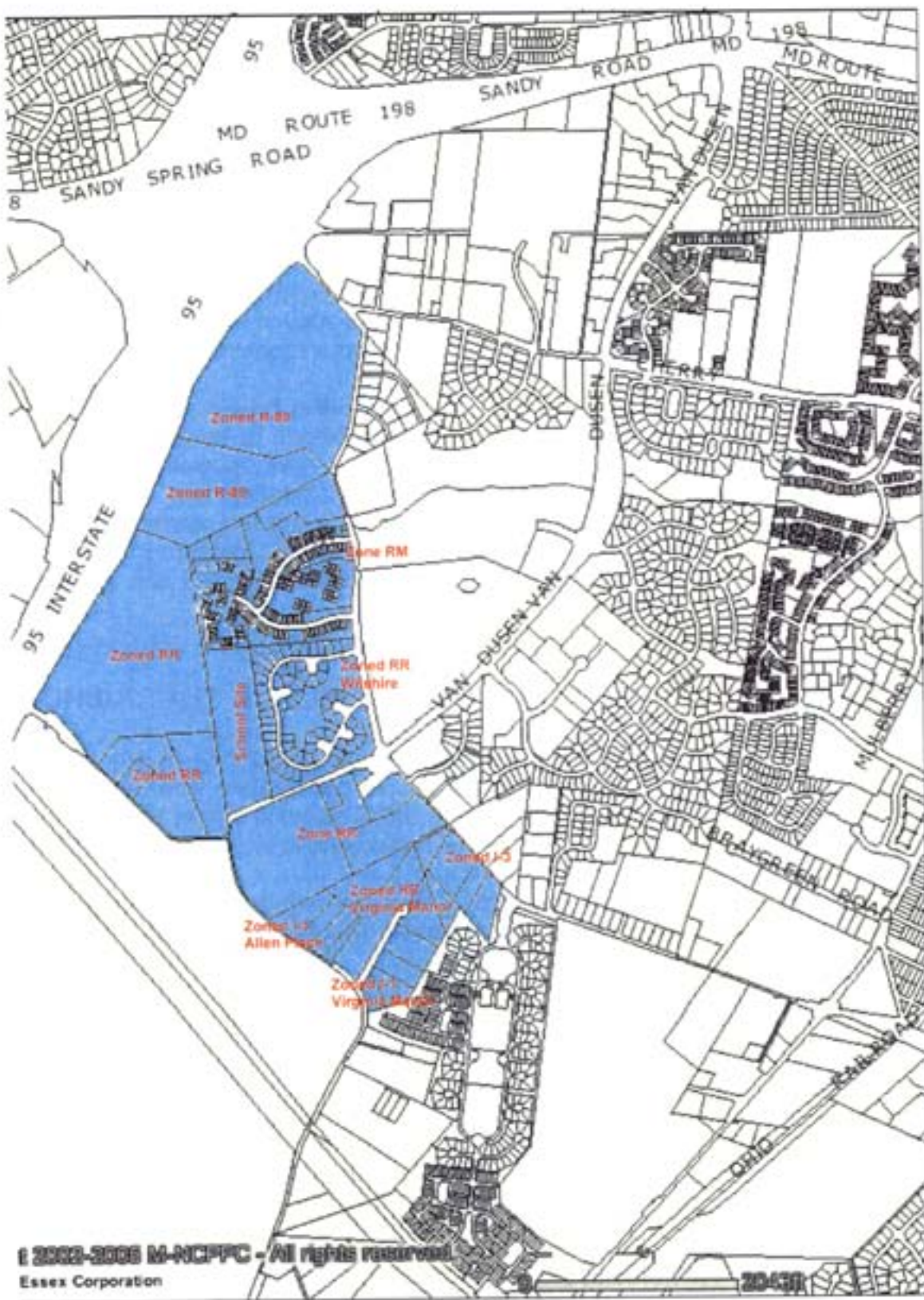
Area B Annexation Areas



**Area C
Annexation Areas**



Area D Annexation Areas



E. UNDERLYING ASSUMPTIONS AND LIMITING CONDITIONS

The conclusions reached in a fiscal impact analysis are inherently subjective and should not be relied upon as a determinative predictor of results that will actually occur in the marketplace. This analysis is not a substitute for government's ultimate decision-making responsibilities. There can be no assurance that the estimates made or assumptions employed in preparing this report will in fact be realized or that other methods or assumptions might not be appropriate.

The conclusions expressed in this report are as of the date of this report, and an analysis conducted as of another date may require different conclusions. The actual results achieved will depend on a variety of factors including the performance of management, the impact of changes in general and local economic conditions and the absence of material changes in the regulatory or competitive environment. Reference is made to the statement of Underlying Assumptions and Limiting Conditions attached as Appendix A and incorporated in this report.

F. CONSULTANT QUALIFICATIONS

Joseph Cronyn is the LF&M principal responsible for this analysis. He is experienced in fiscal analysis techniques and has conducted impact analyses in many municipalities and counties in the State of Maryland. In particular, Cronyn completed a fiscal analysis of annexation issues for the City of Laurel

The qualifications of Lipman Frizzell & Mitchell and Joseph Cronyn are summarized in Appendix B. Additional information is available on our website at "lfmyvalue.com."

II. LAUREL ASSESSABLE BASE

In this section, LF&M reviews data concerning the City of Laurel's assessable base and how the subject annexations might affect the balance of land uses and values in the future.

A. CITY OF LAUREL

The City's assessable base as of 12/31/05 is outlined in Table II-1. LF&M has organized the analysis by major land use using data from the Maryland Department of Assessments & Taxation.

We find that there were a total of 8,003 land parcels in the City comprising a land area of approximately 5,186.8 acres and totaling \$1.93 billion in market value. We also find:

- Commercial Property - Though commercial property accounts for only 6.7% (347.1 acres) of the total land area of the City, it comprises 20.1 % of the total market value of all City properties - and a higher proportion (20.9%) of all taxpaying parcels.
- Exempt Property - Exempt property accounts for 3.7% of the market value of all properties in the City.
- Residential Property - Residential properties account for 72.1% of the total market value of all City properties and 74.9% of the value of all taxpaying parcels.

Assuming the taxable properties to be paying real estate taxes based on their full-assessed values, LF&M calculates the City's maximum potential revenue from that source to be approximately \$13,372,272 annually. Comparing that figure to the FY 2007 real estate tax budget line item of \$12,149,603, LF&M finds that budgeted revenues are 90.9% of maximum potential revenues. We assume the \$1.2 million difference is due to a combination of tax reductions due to discounts, circuit breaker reductions for senior citizens, PILOT agreements and other factors

B. ANNEXATION AREAS

LF&M has analyzed the some of the changes in the City's assessable tax base if the annexation(s) take place. Overall, the City's tax base will be more diversified for the followig reasons:

Table II-1
CITY OF LAUREL ANNEXATION ANALYSIS
City Assessable Base
Real Property by Land Use
2006

	Parcels	Acres	Land	Full Cash Value Improvements	Total	% Total
Commercial	299	347.1	\$115,182,000	\$272,041,800	\$387,223,800	20.1%
Special Purpose	1	193.9	\$508,700	\$2,602,300	\$3,111,000	0.2%
Commercial Condo	176	16.1	\$11,546,700	\$20,002,700	\$31,549,400	1.6%
Exempt	356	344.4	\$11,766,880	\$35,009,430	\$46,776,310	2.4%
Exempt	70	60.3	\$9,410,100	\$15,479,300	\$24,889,400	1.3%
Commercial Industrial	38	82.5	\$14,089,700	\$29,860,400	\$43,950,100	2.3%
Residential	7,063	4,142.5	\$360,866,900	\$1,030,558,780	\$1,391,425,680	72.1%
Total	8,003	5,186.8	\$523,370,980	\$1,405,554,710	\$1,928,925,690	100.0%
Taxpaying	7,577	4,782.0	\$502,194,000	\$1,355,065,980	\$1,857,259,980	96.3%

Source: Maryland Dept. of Assessments & Taxation: compiled by Lipman & Mitchell, LLC.

- Use Mix (Table II-2) - Assuming all annexations occur, the tax base would grow by 628 parcels or 8.3%. Despite the fact that almost three-quarters of those properties are residential, they only augment the City's existing residential base by 6.9%. The number of City commercial condominium and industrial properties grows much more significantly: the annexed 110 commercial condos add 62.5% to the City's base in that category and the 22 industrial properties add 57.9% in that category.
- Acreage Mix (Table II-3) - The annexation areas add approximately 677.7 acres (13.1%) to the City's 5,187 acre base. Residential area increases by only 9.4%. Commercial condo (74.5%) and industrial (129.2%) areas grow faster. (Note that the acreage data is approximate, since the SDAT estimates of parcel area - particularly for condominium properties - have certain inaccuracies.)
- Value Mix (Table III-4) - The annexation areas add approximately \$268.4 million in market value to the City's \$1,86 billion assessable base. Residential assessed value grows by \$1.5 billion or 8.1%. The commercial condo and industrial values grow by significantly lower dollar amounts but at a higher rate: \$21.0 million (66.6%) and \$68.4 million (155.6%) respectively.
- This analysis applies to the annexation areas in their current uses and state of development. Depending on the potential (re)development approaches pursued for many of the annexation parcels, the mixes projected above may change substantially.

- Nonetheless, the domination of residential use within the tax base is projected to continue despite some greater diversification. LF&M's analysis indicates that the share of the assessable base represented by residential uses declines from 72.1% down to 68.5% after annexation. On the other hand, industrial uses more than double their share of the assessable base from 2.3% to 5.1%. Similarly, commercial condo uses increase their share from 1.6% to 2.4%.

Table II-2
CITYOF LAUREL ANNEXATION ANALYSIS
City & Annexation Areas Assessable Base
Real Property by Land Use
2006

<u>PARCELS</u>	City of Laurel	Area A	Area B	Area C	Area D	Annexation Total	City Total	City Increment
Commercial	299	4	3	2	0	9	308	3.0%
Special Purpose	1	0	0	0	0	0	1	0.0%
Commercial Condo	176	0	81	29	0	110	286	62.5%
Exempt	356	4	1	6	11	22	378	6.2%
Exempt Commercial	70	0	1	2	0	3	73	4.3%
Industrial	38	0	12	0	10	22	60	57.9%
Residential	7,063	2	114	50	321	487	7,550	6.9%
Total	8,003	10	212	89	342	653	8,656	8.2%
Taxpaying	7,577	6	210	81	331	628	8,205	8.3%

Source: Maryland Dept. of Assessments & Taxation; compiled by Lipmand Frizzell & Mitchell, LLC.

Table II-3
CITYOF LAUREL ANNEXATION ANALYSIS
City & Annexation Areas Assessable Base
Real Property by Land Use
2006

<u>Acreage</u>	City of Laurel	Area A	Area B	Area C	Area D	Annexation Total	City Total	City Increment
Commercial	347.0	12.7	2.7	6.5	0.0	21.9	369	6.3%
Special Purpose	194.0	0.0	0.0	0.0	0.0	0.0	194	0.0%
Commercial Condo	16.0	0.0	11.5	0.4	0.0	11.9	28	74.5%
Exempt	344.0	53.4	0.7	11.6	28.4	94.1	438	27.3%
Exempt Commercial	60.0	0.0	5.0	48.0	0.0	53.0	113	88.4%
Industrial	82.0	0.0	74.1	0.0	31.9	106.0	118	129.2%
Residential	4,142.0	73.4	47.7	63.8	205.9	390.8	4,533	9.4%
Total	5,187.0	139.5	141.7	130.3	266.1	677.7	5,865	13.1%
Taxpaying	4,782.0	86.1	136.0	70.7	237.8	530.6	5,313	11.1%

Source: Maryland Dept. of Assessments & Taxation; compiled by Lipmand Frizzell & Mitchell, LLC.

Table II-4
CITYOF LAUREL ANNEXATION ANALYSIS
City & Annexation Areas Assessable Base
Real Property by Land Use
2006

<i>Full Cash Value</i>	City of Laurel	Area A	Area B	Area C	Area D	Annexation Total	City Total	City Increment
Commercial	\$387,223,800	\$8,763,000	\$1,732,700	\$827,900	\$0	\$11,323,600	\$398,547,400	2.9%
Special Purpose	\$3,111,000	\$0	\$0	\$0	\$0	\$0	\$3,111,000	0.0%
Commercial Condo	\$31,549,400	\$0	\$12,729,800	\$8,285,700	\$0	\$21,015,500	\$52,564,900	66.6%
Exempt	\$46,776,310	\$100,110	\$220	\$4,668,990	\$371,2000	\$5,140,520	\$51,916,830	11.0%
Exempt Commercial	\$24,889,400	\$0	\$2,585,600	\$47,076,200	\$0	\$49,661,800	\$74,551,200	199.5%
Industrial	\$43,950,100	\$0	\$61,396,200	\$0	\$7,005,100	\$68,401,300	\$112,351,400	155.6%
Residential	\$1,391,425,680	\$73,420	\$36,990,210	\$21,748,740	\$54,034,990	\$112,847,360	\$1,504,273,040	8.1%
Total	\$1,928,925,690	\$8,936,530	\$115,434,730	\$82,607,530	\$61,411,290	\$268,390,080	\$2,197,315,770	13.9%
Taxpaying	\$1,857,259,980	\$8,836,420	\$112,848,910	\$30,862,340	\$61,040,090	\$213,587,760	\$2,070,847,740	11.5%

Source: Maryland Dept. of Assessments & Taxation; compiled by Lipmand Frizzell & Mitchell, LLC.

III. ANNEXATION ANALYSIS

In this section, LF&M reviews data concerning the City of Laurel's assessable base and how the subject annexations might affect the balance of land uses and values in the future.

A. METHODOLOGY

General

LF&M uses an average cost methodology for calculating fiscal outcomes. This method assumes that current service levels in the City are considered adequate and that service levels will remain constant for the City and annexation areas. Other general assumptions include:

- All financial calculations use 2007 dollars and are not adjusted for inflation, in order to establish reasonable baseline comparisons;
- All tax rates remain constant, in particular: City \$0.72 real property tax rate, Prince George's 3.2% income tax rate;
- City share of Prince George's income tax revenue is 17%;
- All annexation parcels are considered in their condition as of 12/31/05, the date of the most recent comprehensive tax records available to LF&M.

City of Laurel

The City's FY 2007 budgeted revenues and expenses are allocated in most cases on a line item basis according to the following norms:

- Demographics - Based on City of Laurel data, LF&M assumes that the 2006 population of the City is 25,400 persons living in 11,540 households - with an average household size of 2.2 persons.
- Employment - We assume that employment within the City is 13,500 jobs.
- Economics - LF&M estimates the average household income in the City to be \$71,190 in 2006.

Average revenues and costs are calculated based on the primary source for the line item: residential items use an average cost per-person, commercial items use an average cost per-employee and general items (applicable to all residents and businesses) use an average cost for total persons - residents plus employees.

Two revenue items (property and income taxes) are dealt with on a marginal revenue basis, since good historical data is available on the property assessments and taxpayer profiles in the annexation areas.

Annexation Areas

- Residential Uses - LF&M assumes that all residential households in the annexation areas have the same characteristics (size, income) as the City's current households
-
- Commercial Uses - LF&M assumes that an average employment ratio of 2 jobs per 1,000 sq.ft. of improved space is achieved.
-
- Input Data - Each area's specific demographic and economic data to be incorporated into LF&M's estimates are summarized in outline fashion in Table III-1.

B. CITY OF LAUREL BUDGET

The approved \$20.7 million City of Laurel operating budget for FY 2007 is summarized by LF&M in Tables III-2 (revenues) and III-3 (expenses):

- Revenues (Table III-2) - Principal revenue sources are, in particular, real estate taxes (58.6%), income taxes (12.1%) and personal property taxes (7.2%) - totaling over three-quarters (77.9%) of all City revenues.
- Expenses (Table III-3) - Principal expenses are the police department (25.6%), employee insurance (9.9%), debt service - principal and interest (9.8%), waste collection (7.2%). These line items account for over half (52.5%) of City expenses.
- LF&M has, next, analyzed the City budget and allocated revenues and expenses according to their primary sources:
- Revenue Allocations (Table III-4) - Average per-capita revenues are calculated on a per-person, per-job or per-total persons (residents plus jobs) basis. For purposes of this analysis, real estate and income tax revenues will be estimated based on available assessment and other data for the annexation areas. Also, some line items (e.g., facility rentals) are not allocated - based on LF&M's judgment that they will not be increased by annexation.
- Expense Allocations (Table III-5) - Similarly average per-capita expenses are calculated. Most expenses are considered as benefiting all persons (residents and workers), so are allocated on a per-total basis. Again, certain expenses are not allocated—based on our judgment that annexation will not increase them (e.g., senior services center programs) or that the annexed areas themselves will cover such additional expenses as may occur (e.g., through TIF bonds).

Table III-1
CITYOF LAUREL ANNEXATION ANALYSIS
Fiscal Impact Analysis
Annexation Areas: Economic Inputs

	Area A	Area B	Area C	Area D	Total
<u>Real Property</u>					
Taxable Value	\$8,836,420	\$123,357,110	\$30,862,340	\$61,040,090	\$224,095,960
Potential Tax Revenue	\$63,622	\$888,171	\$222,209	\$439,489	\$1,613,491
Net Tax Revenue	\$57,833	\$807,348	\$201,988	\$399,495	\$1,466,663
<u>Residential</u>					
Improved Residential Parcels	0	110	38	250	398
Apartment Units	0	458	218	0	676
Total Units	0	568	256	250	1,074
Total Persons	0	1,250	563	550	2,363
Gross Household Income	\$0	\$40,435,920	\$18,224,640	\$17,797,500	\$76,458,060
Taxable Household Income	\$0	\$28,305,144	\$12,757,248	\$12,458,250	\$53,520,642
Prince George's Income Tax (3.2%)	\$0	\$905,765	\$408,232	\$398,664	\$1,712,661
City of Laurel Income Tax (17%)	\$0	\$153,980	\$69,399	\$67,773	\$291,152
<u>Employment</u>					
Improved Commercial Space	122,763	1,428,405	63,128	49,414	1,663,710
Improved Exempt Space	0	0	294,424	0	294,424
Total Employment Space	122,763	1,428,405	357,552	49,414	1,958,134
Total Employees	246	2,857	715	99	3,916
Total Persons (Residents + Workers)	246	4,106	1,278	649	6,279
	<u>\$0.72</u>	Per \$100 City of Laurel real property tax rate			
	<u>90.9%</u>	Net real property tax revenue factor			
	<u>2.2</u>	Avg. persons per household			
	<u>\$71,190</u>	Avg. Laurel household income			
	<u>70.2%</u>	Avg. taxable income proportion			
	<u>2.0</u>	Avg. employees per 1,000 sq. ft.			

Table III-2
CITYOF LAUREL ANNEXATION ANALYSIS
Fiscal Impact Analysis
City Budget: FY 2007 Revenues

		FY 2007	Percent	Comments
40100	Real Estate Taxes	\$12,149,603	58.6%	
40300	Personal Property Taxes	\$1,501,000	7.2%	
40400	Interest/Penalty Taxes	\$56,000	0.3%	
40500	Local Tax	\$2,500,000	12.1%	Local Income Tax
40600	Other Local Tax	\$173,090	0.8%	Admissions & Amusement Tax 99.4%; Utilities Pole Tax
40800	Other Local Tax	\$1,148,541	5.5%	Highway User Tax 79.4%; Hotel/Motel Tax 15.2%
41100	Commercial License	\$411,198	2.0%	Cable TV Franchise 62.3%
41300	Permits	\$822,295	4.0%	
42100	Federal Grants	\$0	0.0%	
42300	State Grants	\$407,621	2.0%	Police Protection 86.4%
42500	County Grants	\$179,506	0.9%	
43100	General Gov't Service Charge	\$107,276	0.5%	
43400	Sanitation Service Charge	\$86,000	0.4%	
43500	Health Service Charge	\$0	0.0%	
43700	Facility Rentals	\$44,100	0.2%	
44110	Swimming Pool Fees	\$85,875	0.4%	
44130	Recreation Programs	\$137,000	0.7%	
44150	P&R Activity Fees	\$169,500	0.8%	
44170	P&R Concession Fees	\$19,300	0.1%	
44300	Senior Fees	\$11,500	0.1%	
46200	Police Fines	\$430,343	2.1%	
46300	Code Enforcement Fines	\$2,900	0.0%	
47100	Investment Interest	\$130,000	0.6%	
47200	Rental Income	\$28,438	0.1%	
47400	Sale of Vehicles	\$0	0.0%	
47500	Refunds & Rebates	\$60,728	0.3%	
47600	Police Account Receipts	\$8,000	0.0%	
47900	Other Misc. Revenue	\$6,750	0.0%	
48200	Loans	\$43,803	0.2%	
Total Revenues		\$20,720,367	100.0%	

Table III-3
CITYOF LAUREL ANNEXATION ANALYSIS
Fiscal Impact Analysis
City Budget: FY 2007 Expenses

		FY 2007	Percent	Comment
10201	City Council	\$81,742	0.4%	
10205	Clerk to the City Council	\$139,094	0.7%	
10210	Office of the Mayor	\$367,940	1.8%	
10215	Office of the City Administrator	\$308,315	1.5%	
10220	Registration Elections	\$225	0.0%	
10225	Dept. of Budget & Personnel Services	\$510,503	2.5%	
10240	Community Planning & Business Services	\$713,528	3.4%	
10250	Information Technology & Community Services	\$858,862	4.1%	
10270	Community Promotion	\$55,520	0.3%	
10280	Grounds Maintenance	\$222,359	1.1%	
10281	Municipal Center Maintenance	\$133,677	0.6%	
10282	Barkman Building Maintenance	\$104,771	0.5%	
10283	Phels Senior Center Maintenance	\$119,176	0.6%	
10284	Public Works Building Maintenance	\$89,404	0.4%	
10285	Laurel Community Center Maintenance	\$97,913	0.5%	
10286	Armory-Anderson & Murphy Comm. Ctr. Maint.	\$39,238	0.2%	
10287	Factory House Maintenance	\$10,000	0.0%	
10288	Gude Park Lake House	\$22,591	0.1%	
10289	Municipal Poll Maintenance	\$44,288	0.2%	
10290	Harrison-Bear Building Maintenance	\$0	0.0%	
10301	Laurel Police Department	\$5,296,256	25.6%	
10325	Emergency Services Management	\$382,821	1.8%	
10401	Dept. of Public Works	\$164,996	0.8%	
10410	Automotive Maintenance	\$708,249	3.4%	
10415	Waste Collection & Disposal	\$1,492,538	7.2%	
10425	Highways & Streets	\$525,155	2.5%	
10430	Snow & Ice Removal	\$52,748	0.3%	
10435	Street Lighting	\$237,500	1.1%	
10440	Engineering & Technical Services	\$156,330	0.8%	
10445	Traffic Engineering	\$115,493	0.6%	
10450	Tree Management	\$54,984	0.3%	
10501	Dept. of Parks & Recreation – Admin.	\$422,876	2.0%	
10505	Recreation	\$227,490	1.3%	
10510	Laurel Municipal Pool	\$121,026	0.6%	
10515	Laurel Community Center Program	\$215,364	1.0%	
10525	Armory Community Center Programs	\$114,156	0.6%	
10535	Gude Park Lake House Programs	\$16,938	0.1%	
10550	Senior Services enter Programs	\$142,947	0.7%	
10650	Debt Service – Principal	\$1,516,130	7.3%	
10655	Debt Service – Interest	\$517,590	2.5%	
10710	Retirement	\$1,002,940	4.8%	
10810	Employee Training	\$57,393	0.3%	
10820	Employee Tuition	\$14,140	0.1%	
10910	Fleet Equipment	\$0	0.0%	
10930	Property Insurance	\$309,421	1.5%	
10940	Bonding Insurance	\$15,465	0.1%	
10950	Employee Insurance	\$2,047,175	9.9%	
10960	Misc. Financial Users	\$823,100	4.0%	
Total Expenditures		\$20,720,367	100.0%	

Table III-4
CITYOF LAUREL ANNEXATION ANALYSIS
Fiscal Impact Analysis
City Budget: FY 2007 Revenue Allocation

		FY 2007	Percent	Allocation	\$ per Unit
40100	Real Estate Taxes	\$12,149,603	58.6%	Margin	
40300	Personal Property Taxes	\$1,501,000	7.2%	Job	\$111.19
40400	Interest/Penalty Taxes	\$56,000	0.3%	Total	\$1.44
40500	Local Tax	\$2,500,000	12.1%	Margin	
40600	Other Local Tax	\$173,090	0.8%	Person	\$6.81
40800	Other Local Tax	\$1,148,541	5.5%	Person	\$45.22
41100	Commercial License	\$411,198	2.0%	Person	\$16.19
41300	Permits	\$822,295	4.0%	Total	\$21.14
42100	Federal Grants	\$0	0.0%	Person	\$0.00
42300	State Grants	\$407,621	2.0%	Total	\$10.48
42500	County Grants	\$179,506	0.9%	Total	\$4.61
43100	General Gov't Service Charge	\$107,276	0.5%	Total	\$2.76
43400	Sanitation Service Charge	\$86,000	0.4%	Job	\$6.37
43500	Health Service Charge	\$0	0.0%	Person	\$0.00
43700	Facility Rentals	\$44,100	0.2%		
44110	Swimming Pool Fees	\$85,875	0.4%	Person	\$3.38
44130	Recreation Programs	\$137,000	0.7%	Person	\$5.39
44150	P & R Activity Fees	\$169,500	0.8%	Person	\$6.67
44170	P & R Concession Fees	\$19,300	0.1%	Person	\$0.76
44300	Senior Fees	\$11,500	0.1%	Person	\$0.45
46200	Police Fines	\$430,343	2.1%	Total	\$11.06
46300	Code Enforcement Fines	\$2,900	0.0%	Person	\$0.11
47100	Investment Interest	\$130,000	0.6%		
47200	Rental Income	\$28,438	0.1%		
47400	Sales of Vehicles	\$0	0.0%		
47500	Refunds & Rebates	\$60,728	0.3%		
47600	Police Account Receipts	\$8,000	0.0%		
47900	Other Misc. Revenue	\$6,750	0.0%		
48200	Loans	\$43,803	0.2%		
Total Revenues		\$20,720,367	100.0%		

Allocation:

Population	25,400
Jobs	<u>13,500</u>
Total	38,900

Table III-5
CITYOF LAUREL ANNEXATION ANALYSIS
Fiscal Impact Analysis
City Budget: FY 2007 Expense Allocation

		FY 2007	Percent	Allocation	\$ per Unit
10201	City Council	\$81,742	0.4%	Total	\$2.10
10205	Clerk to the City Council	\$139,094	0.7%	Total	\$3.58
10210	Office of the Mayor	\$367,940	1.8%	Total	\$9.46
10215	Office of the City Administrator	\$308,315	1.5%	Total	\$7.93
10220	Registration Elections	\$225	0.0%	Total	\$0.01
10225	Dept. of Budget & Personnel Services	\$510,503	2.5%	Total	\$13.12
10240	Community Planning & Business Services	\$713,528	3.4%	Total	\$18.34
10250	Information Technology & Community Services	\$858,862	4.1%	Total	\$22.08
10270	Community Promotion	\$55,520	0.3%	Total	\$1.43
10280	Grounds Maintenance	\$222,359	1.1%	Total	\$5.72
10281	Municipal Center Maintenance	\$133,677	0.6%	Total	\$3.44
10282	Barkman Building Maintenance	\$104,771	0.5%	Total	\$2.69
10283	Phelps Senior Center Maintenance	\$119,176	0.6%	Person	\$4.69
10284	Public Works Building Maintenance	\$89,404	0.4%	Total	\$2.30
10285	Laurel Community Center Maintenance	\$97,913	0.5%	Total	\$2.52
10286	Armory-Anderson & Murphy Comm. Ctr. Maint.	\$39,238	0.2%	Total	\$1.01
10287	Factory House Maintenance	\$10,000	0.0%	Total	\$0.26
10288	Gude Park Lake House	\$22,591	0.1%	Total	\$0.58
10289	Municipal Poll Maintenance	\$44,288	0.2%	Total	\$1.14
10290	Harrison-Beard Building Maintenance	\$0	0.0%	Total	\$0.00
10301	Laurel Police Department	\$5,296,256	25.6%	Total	\$136.15
10325	Emergency Services Management	\$382,821	1.8%	Total	\$9.84
10401	Dept. of Public Works – Admin.	\$164,996	0.8%	Total	\$4.24
10410	Automotive Maintenance	\$708,249	3.4%	Total	\$18.21
10415	Waste Collection & Disposal	\$1,492,538	7.2%	Total	\$38.37
10425	Highways & Streets	\$525,155	2.5%	Total	\$13.50
10430	Snow & Ice Removal	\$52,748	0.3%	Total	\$1.36
10435	Street Lighting	\$237,500	1.1%	Total	\$6.11
10440	Engineering & Technical Services	\$156,330	0.8%	Total	\$4.02
10445	Traffic Engineering	\$115,493	0.6%	Total	\$2.97
10450	Tree Management	\$54,984	0.3%	Total	\$1.41
10501	Dept. of Parks & Recreation – Admin.	\$422,876	2.0%	Person	\$16.65
10505	Recreation	\$277,490	1.3%	Person	\$10.92
10510	Laurel Municipal Pool	\$121,026	0.6%		
10515	Laurel Community Center Programs	\$215,364	1.0%		
10525	Armory Community Center Programs	\$114,156	0.6%		
10535	Gude Park Lake House Programs	\$16,938	0.1%		
10550	Senior Services Center Programs	\$142,947	0.7%		
10650	Debt Service – Principal	\$1,516,130	7.3%		
10655	Debt Service – Interest	\$517,590	2.5%		
10710	Retirement	\$1,002,940	4.8%	Total	\$25.78
10810	Employee Training	\$57,393	0.3%	Total	\$1.48
10820	Employee Tuition	\$14,140	0.1%	Total	\$0.36
10910	Fleet Equipment	\$0	0.0%	Total	\$0.00
10930	Property Insurance	\$309,421	0.5%	Total	\$7.95
10940	Bonding Insurance	\$15,465	0.1%	Total	\$0.40
10950	Employee Insurance	\$2,047,175	9.9%	Total	\$52.63
10960	Misc. Financial Users	\$823,100	4.0%	Total	\$21.16

Total Expenditures

\$20,720,367

100.0%

Allocation:

Population

25,400

Jobs

13,500

Total

13,500

Logically, since we are making estimates based on a balanced City budget, it must be assumed that the results of any projection of revenues and expenses for the annexation areas will be relatively balanced. The purpose of LF&M's inquiry is to identify which budget line items might be disproportionately affected by annexation(s) above and beyond a reasonable range of error inherent in an average cost approach.

C. ANNEXATION REVENUE IMPACT

As summarized in Table III-6, LF&M's analysis of the impact of annexation(s) on each revenue line item indicates that total revenues might increase by almost \$3.0 million (\$2007), assuming current values and development status for the annexation parcels. In particular, we note the following:

- Property Taxes - Real property taxes account for almost half (49.4%) of estimated revenue increases. Personal property taxes are estimated as the next highest growth source, comprising 14.7% of total revenue increases.
- Area B - Due to its highly developed status, Area B adds \$1.8 million in revenue to the City budget—60.4% of the total annexation increase for all areas.
- Development Status - The development status of Areas C and D, in particular, affect their near-term revenue potential. As those areas are built out, they will generate significant revenues.

LF&M estimates that total City revenues will grow by approximately 14.3% in the near-term future if all parcels are annexed.

D. ANNEXATION EXPENSE IMPACT

As summarized in Table III-7, LF&M's analysis of the impact of annexation(s) on each expense line item indicates that total expenses might increase by almost \$2.9 million (\$2007), assuming current values and development status for the annexation parcels. In particular, we note the following:

- General - Most City expenses are estimated to increase at a level of 16.1% across the board—since most are allocated on a per-capita basis to all new residents and workers. While we believe this to be reasonable from a big picture perspective, it is certain that various areas of general government will be affected by annexations to a greater extent than others.
- Area D - Due to its relatively less developed status, Area D adds proportionately fewer expenses than other annexation areas. This area accounts for only 10.7% of expense growth, though it contributes 18.9% of revenue growth.

Table III-6
CITYOF LAUREL ANNEXATION ANALYSIS
Fiscal Impact Analysis
City Budget: Estimated Annexation Revenues

	FY 2007	Unit	\$/Unit	Area A	Area B	Area C	Area D	Annexation Total	City Total	City Increment
40100 Real Estate Taxes	\$12,149,603	M		\$57,833	\$807,348	\$201,988	\$399,495	\$1,466,663	\$13,616,266	12.1%
40330 Personal Property Taxes	\$1,501,000	J	\$111.19	\$27,299	\$317,635	\$79,509	\$10,988	\$435,431	\$1,936,431	29.0%
40400 Interest/Penalty Taxes	\$56,000	T	\$1.44	\$353	\$5,912	\$1,840	\$934	\$9,039	\$65,039	16.1%
40500 Local Tax	\$2,500,000	M		\$0	\$153,980	\$69,399	\$67,773	\$291,152	\$2,791,152	11.6%
40600 Other Local Tax	\$173,090	P	\$6.81	\$0	\$27,983	\$8,711	\$4,421	\$41,116	\$214,206	23.8%
40800 Other Local Tax	\$1,148,541	P	\$45.22	\$0	\$185,684	\$57,803	\$29,339	\$272,826	\$1,421,367	23.8%
41100 Commercial License	\$411,198	P	\$16.19	\$0	\$66,478	\$20,694	\$10,504	\$97,676	\$508,874	23.8%
41300 Permits	\$822,295	T	\$21.14	\$5,190	\$86,804	\$27,022	\$13,715	\$132,731	\$955,026	16.1%
42100 Federal Grants	\$0	P	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
42300 State Grants	\$407,621	T	\$10.48	\$2,573	\$43,030	\$13,395	\$6,799	\$65,796	\$473,417	16.1%
42500 County Grants	\$179,506	T	\$4.61	\$1,133	\$18,949	\$5,899	\$2,994	\$28,975	\$208,481	16.1%
43100 General Gov't Service Charge	\$107,276	T	\$2.76	\$677	\$11,324	\$3,525	\$1,789	\$17,316	\$124,592	16.1%
43400 Sanitation Service Charge	\$86,000	J	\$6.37	\$1,564	\$18,199	\$4,555	\$630	\$24,948	\$110,948	29.0%
43500 Health Service Charge	\$0	P	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
43700 Facility Rentals	\$44,100			\$0	\$0	\$0	\$0	\$0	\$44,100	0.0%
44110 Swimming Pool Fees	\$85,875	P	\$3.38	\$830	\$830	\$830	\$830	\$3,320	\$89,195	3.9%
44130 Recreation Programs	\$137,000	P	\$5.39	\$1,324	\$1,324	\$1,324	\$1,324	\$5,297	\$142,297	3.9%
44150 P & R Activity Fees	\$169,500	P	\$6.67	\$1,638	\$1,638	\$1,638	\$1,638	\$6,554	\$176,054	3.9%
44170 P & R Concession Fees	\$19,300	P	\$0.76	\$187	\$187	\$187	\$187	\$746	\$20,046	3.9%
44300 Senior Fees	\$11,500	P	\$0.45	\$111	\$111	\$111	\$111	\$445	\$11,945	3.9%
46200 Police Fines	\$430,343	T	\$11.06	\$2,716	\$45,428	\$14,142	\$7,178	\$69,464	\$499,807	16.1%
46300 Code Enforcement Fines	\$2,900	P	\$0.11	\$28	\$28	\$28	\$28	\$112	\$3,012	3.9%
47100 Investment Interest	\$130,000			\$0	\$0	\$0	\$0	\$0	\$130,000	0.0%
47200 Rental Income	\$28,438			\$0	\$0	\$0	\$0	\$0	\$28,438	0.0%
47400 Sale of Vehicles	\$0			\$0	\$0	\$0	\$0	\$0	\$0	0.0%
47500 Refunds & Rebates	\$60,728			\$0	\$0	\$0	\$0	\$0	\$60,728	0.0%
47600 Police Account Receipts	\$8,000			\$0	\$0	\$0	\$0	\$0	\$8,000	0.0%
47900 Other Misc. Revenue	\$6,750			\$0	\$0	\$0	\$0	\$0	\$6,750	0.0%
48200 Loans	\$43,803			\$0	\$0	\$0	\$0	\$0	\$43,803	0.0%
Total Revenues	\$20,720,367			\$103,457	\$1,792,847	\$512,601	\$560,678	\$2,969,609	\$23,689,976	14.3%

Table III-7
CITYOF LAUREL ANNEXATION ANALYSIS
Fiscal Impact Analysis
City Budget: Estimated Annexation Expenses

		FY 2007	Unit	\$/Unit	Area A	Area B	Area C	Area D	Annexation Total	City Total	City Increment
10201	City Council	\$81,742	T	\$2.10	\$516	\$8,629	\$2,686	\$1,363	\$13,194	\$94,936	16.1%
10205	Clerk to the City Council	\$139,094	T	\$3.58	\$878	\$14,683	\$4,571	\$2,320	\$22,452	\$161,546	16.1%
10210	Office of the Mayor	\$367,940	T	\$9.46	\$2,322	\$38,841	\$12,091	\$6,137	\$59,391	\$427,331	16.1%
10215	Office of the City Administrator	\$308,315	T	\$7.93	\$1,946	\$32,547	\$10,132	\$5,143	\$49,767	\$358,082	16.1%
10220	Registration Elections	\$225	T	\$0.01	\$1	\$24	\$7	\$4	\$36	\$261	16.1%
10225	Dept. of Budget & Personnel Services	\$510,503	T	\$13.12	\$3,222	\$52,890	\$16,776	\$8,515	\$82,403	\$592,906	16.1%
10240	Community Planning & Business Services	\$713,528	T	\$18.34	\$4,504	\$75,322	\$23,447	\$11,901	\$115,175	\$828,703	16.1%
10250	Information Technology & Community Services	\$858,862	T	\$22.08	\$5,421	\$90,664	\$28,223	\$14,325	\$138,634	\$997,496	16.1%
10270	Community Promotion	\$55,520	T	\$1.43	\$350	\$5,861	\$1,824	\$926	\$8,962	\$64,482	16.1%
10280	Grounds Maintenance	\$222,359	T	\$5.72	\$1,403	\$23,473	\$7,307	3,709	\$35,892	\$258,251	16.1%
10281	Municipal Center Maintenance	\$133,677	T	\$3.44	\$844	\$14,111	\$4,393	\$2,230	\$21,578	\$155,255	16.1%
10282	Barkman Building Maintenance	\$104,771	T	\$2.69	\$661	\$11,060	\$3,443	\$1,748	\$16,912	\$121,683	16.1%
10283	Phelps Senior Center Maintenance	\$119,176	P	\$4.69	\$0	\$5,863	\$2,643	\$2,581	\$11,086	\$130,262	9.3%
10284	Public Works Building Maintenance	\$89,404	T	\$2.30	\$564	\$9,438	\$2,938	\$1,491	\$14,431	\$103,835	16.1%
10285	Laurel Community Center Maintenance	\$97,913	T	\$2.52	\$618	\$10,336	\$3,218	\$1,633	\$15,805	\$113,718	16.1%
10286	Armory-Anderson & Murphy Comm. Ctr. Maint.	\$39,238	T	\$1.01	\$248	\$4,142	\$1,289	\$654	\$6,334	\$45,572	16.1%
10287	Factory House Maintenance	\$10,000	T	\$0.26	\$63	\$1,056	\$329	\$167	\$1,614	\$11,614	16.1%
10288	Gude Park Lake House	\$22,591	T	\$0.58	\$143	\$2,385	\$742	\$377	\$3,647	\$26,238	16.1%
10289	Municipal Poll Maintenance	\$44,288	T	\$1.14	\$280	\$4,675	\$1,455	\$739	\$7,149	\$51,437	16.1%
10290	Harrison-Beard Building Maintenance	\$0	T	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
10301	Laurel Police Department	\$5,296,256	T	\$136.15	\$33,428	\$559,090	\$174,042	\$88,338	\$854,898	\$6,151,154	16.1%
10325	Emergency Services Management	\$382,821	T	\$9.84	\$2,416	\$40,412	\$12,580	\$6,385	\$61,793	\$444,614	16.1%
10401	Dept. of Public Works – Admin.	\$164,996	T	\$4.24	\$1,041	\$17,418	\$5,422	\$2,752	\$26,633	\$191,629	16.1%
10410	Automotive Maintenance	\$708,249	T	\$18.21	\$4,470	\$74,765	\$23,274	\$11,813	\$114,322	\$822,571	16.1%
10415	Waste Collection & Disposal	\$1,492,538	T	\$38.37	\$9,420	\$157,557	\$49,047	\$24,895	\$240,919	\$1,733,457	16.1%
10425	Highways & Streets	\$525,155	T	\$13.50	\$3,315	\$55,437	\$17,257	\$8,759	\$84,768	\$609,923	16.1%
10430	Snow & Ice Removal	\$52,748	T	\$1.36	\$333	\$5,568	\$1,733	\$880	\$8,514	\$61,262	16.1%
10435	Street Lighting	\$237,500	T	\$6.11	\$1,499	\$25,071	\$7,805	\$3,961	\$38,336	\$275,836	16.1%
10440	Engineering & Technical Services	\$156,330	T	\$4.02	\$987	\$16,503	\$5,137	\$2,607	\$25,234	\$181,564	16.1%
10445	Traffic Engineering	\$115,493	T	\$2.97	\$729	\$12,192	\$3,795	\$1,926	\$18,642	\$134,135	16.1%
10450	Tree Management	\$54,984	T	\$1.41	\$347	\$5,804	\$1,807	\$917	\$8,875	\$63,859	16.1%
10501	Dept. of Parks & Recreation – Admin.	\$422,876	P	\$16.65	\$0	\$20,804	\$9,377	\$9,157	\$39,337	\$462,213	9.3%
10505	Recreation	\$277,490	P	\$10.92	\$0	\$13,652	\$6,153	\$6,009	\$25,813	\$303,303	9.3%
10510	Laurel Municipal Pool	\$121,026	P	\$4.76	\$0	\$0	\$0	\$0	\$0	\$121,026	0.0%
10515	Laurel Community Center Programs	\$215,364	T	\$5.54	\$0	\$0	\$0	\$0	\$0	\$215,364	0.0%
10525	Armory Community Center Programs	\$114,156	T	\$2.93	\$0	\$0	\$0	\$0	\$0	\$114,156	0.0%
10535	Gude Park Lake House Programs	\$16,938	T	\$0.44	\$0	\$0	\$0	\$0	\$0	\$16,938	0.0%
10550	Senior Services Center Programs	\$142,947	P	\$5.63	\$0	\$0	\$0	\$0	\$0	\$142,947	0.0%
10650	Debt Service – Principal	\$1,516,130	T	\$38.98	\$0	\$0	\$0	\$0	\$0	\$1,516,130	0.0%
10655	Debt Service – Interest	\$517,590	T	\$13.31	\$0	\$0	\$0	\$0	\$0	\$517,590	0.0%

		FY 2007	Unit	\$/Unit	Area A	Area B	Area C	Area D	Annexation Total	City Total	City Increment
10710	Retirement	\$1,002,940	T	\$25.78	\$6,330	\$105,874	\$32,958	\$16,728	\$161,890	\$1,164,830	16.1%
10810	Employee Training	\$57,393	T	\$1.48	\$362	\$6,059	\$1,886	\$957	\$9,264	\$66,657	16.1%
10820	Employee Tuition	\$14,140	T	\$0.36	\$89	\$1,493	\$465	\$236	\$2,282	\$16,422	16.1%
10910	Fleet Equipment	\$0	T	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
10930	Property Insurance	\$309,421	T	\$7.95	\$1,953	\$32,663	\$10,168	\$5,161	\$49,945	\$359,366	16.1%
10940	Bonding Insurance	\$15,465	T	\$0.40	\$98	\$1,633	\$508	\$258	\$2,496	\$17,961	16.1%
10950	Employee Insurance	\$2,047,175	T	\$52.63	\$12,921	\$216,106	\$67,273	\$34,146	\$220,446	\$2,377,621	16.1%
10960	Misc. Financial Users	\$823,100	T	\$21.16	\$5,195	\$86,889	\$27,048	\$13,729	\$132,861	\$955,961	16.1%
Total Expenditures		\$20,720,367			\$108,919	\$1,861,989	\$585,248	\$205,557	\$2,2861,734	\$23,582,101	13.8%

LF&M estimates that total City expenses will grow by approximately 13.8% in the near-term future if all parcels are annexed.

E. ANNEXATION NET FISCAL IMPACT

LF&M calculates the net fiscal impact of the proposed annexations by subtracting estimated expenses from estimated revenues. We find as follows:

- General - The annexations are estimated to generate \$2,969,609 in revenues and \$2,861,734 in expenses. Total net revenue of \$107,875 is, therefore, estimated. Realistically, within the constraints of our methodology, this is a break-even situation - as it logically should be.
- Area D - This area, due to its relatively less developed status, is estimated as very revenue positive: generating \$255,101 more in revenues than expenses. This imbalance is probably very real and a certain benefit to the City.
- Areas A-B - These areas are estimated as modestly negative in the calculations, somewhat offsetting the revenue positive Area D. Examining the relatively small deficits calculated for each of the areas relative to their revenues, we judge that the areas are essentially break-even. Small adjustments to the allocation methodology can reasonably close the gap in all of those areas.
- Area C - This area is estimated as negative, due principally to the presence of the hospital property. In LF&M's methodology this is inevitable since the (exempt) hospital itself generates no property tax revenue and yet it generates significant expenses due to its high level of employment.

We note that the estimation methodology LF&M has used, though we deem it to be reasonable given the level of data available to us, is necessarily somewhat crude. There are too many variables at play, which cannot be precisely quantified. The conclusions drawn from such an analysis, therefore, cannot pretend to a precision which the data input do not allow.

F. CONCLUSION

LF&M's baseline analysis of City revenues and expenses likely to be realized through annexation of the identified parcels is summarized in the following table:

ANNEXATION NET FISCAL IMPACT					
	Area A	Area B	Area C	Area D	Total
Revenues	\$103,457	\$1,792,874	\$512,601	\$560,678	\$2,969,609
Expenses	\$108,919	\$1,861,989	\$585,248	\$305,577	\$2,861,734
Net Impact	-\$5,462	-\$69,115	\$72,647	+\$255,101	+\$107,875
Percent	-5.3%	-3.9%	-14.2%	+45.5%	+3.6%

Based on available data, therefore, LF&M concludes judges the annexation overall to be a break-even proposition. Furthermore, we judge that there is significant upside potential in the annexation as specific properties are (re)developed with higher value uses.

APPENDIX A

UNDERLYING ASSUMPTIONS AND LIMITING CONDITIONS

In conducting the market analysis, Lipman Frizzell & Mitchell LLC has made the following assumptions, except as otherwise noted in our report:

1. There are no zoning, building, safety, environmental or other federal, state or local laws, regulations or codes which would prohibit or impair the development, marketing or operation of the subject project in the manner contemplated in our report, and the subject project will be developed, marketed and operated in compliance with all applicable laws, regulations and codes.
2. No material changes will occur in (a) any federal, state or local law, regulation or code (including, without limitation, the Internal Revenue Code) affecting the subject project, or (b) any federal, state or local grant, financing or other program which is to be utilized in connection with the subject project.
3. The local, national and international economies will not deteriorate, and there will be no significant changes in interest rates or in rates of inflation or deflation.
4. The subject project will be served by adequate transportation, utilities and governmental facilities.
5. The subject project will not be subjected to any war, energy crisis, embargo, strike, earthquake, flood, fire or other casualty or act of God.
6. The subject project will be on the market at the time and with the product anticipated in our report, and at the price position specified in our report.
7. The subject project will be developed, marketed and operated in a highly professional manner.
8. No projects will be developed which will be in competition with the subject project, except as set forth in our report.
9. There are no existing judgments nor any pending or threatened litigation which could hinder the development, marketing or operation of the subject project.

The market analysis will be subject to the following limiting conditions, except as otherwise noted in our report:

1. The analysis contained in this report necessarily incorporates numerous estimates and assumptions with respect to property performance, general and local business and economic conditions, the absence of material changes in the competitive environment and other matters. Some estimates or assumptions, however, inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from our estimates and the variations may be material.

2. Our absorption estimates are based on the assumption that the product recommendations set forth in our report will be followed without material deviation.
3. All estimates of future dollar amounts are based on the current value of the dollar, without any allowance for inflation or deflation.
4. We have no responsibility for considerations requiring expertise in other fields. Such considerations include, but are not limited to, legal matters, environmental matters, architectural matters, geologic considerations, such as soils and seismic stability, and civil, mechanical, electrical, structural and other engineering matters.
5. Information, estimates and opinions contained in or referred to in our report, which we have obtained from sources outside of this office, are assumed to be reliable and have not been independently verified.
6. The conclusions and recommendations in our report are subject to these Underlying Assumptions and Limiting Conditions and to any additional assumptions or conditions set forth in the body of our report.

APPENDIX B

CONSULTANT PROFESSIONAL QUALIFICATIONS

Lipman Frizzell & Mitchell, LLC (LF&M) is a multifaceted real estate consulting and appraisal firm serving the Mid-Atlantic since 1977. LF&M is the largest real estate advisory firm headquartered in the Region, with 25 professionals in our Columbia, MD headquarters.

Company Overview

LF&M provides clients with objective advice and practical assistance at every stage of decision-making on the development, use or reuse of all types of real estate. Our clients include corporations, institutions, real estate owners, builders, developers, and government entities. Our professional staff has an exceptional capability to use a vast array of information and resources to assist clients in making sound, timely decisions through the real estate planning, financing and development process.

Eight senior members of the firm hold the MAI designation and other advanced degrees. Professional licenses are held by various members of the firm in Maryland, District of Columbia, Pennsylvania, Delaware and Virginia. Academic degrees and professional designations are combined with hands-on real estate investment, development and ownership expertise--offering our clients many decades of accumulated counseling and valuation experience.

Joseph M. Cronyn, Principal in Charge

The LF&M principal-in-charge of this assignment has been Joseph Cronyn, Partner. He has over 30 years of real estate development, finance and consulting experience. His resume follows.

Additional information on Lipman Frizzell & Mitchell and Cronyn is available on the firm's website at "lfmvalue.com".

JOSEPH M. CRONYN

Cronyn has 30 years of professional experience in real estate research, sales and marketing, development, public policy, financing and appraisal. His experience includes market and financial feasibility analyses of major real estate projects; land acquisition and marketing for commercial and residential development; planning for mixed use development, including historic preservation concerns; tax-motivated and conventional financing for single family and multifamily residential projects; and advising public, nonprofit and private clients concerning economic and community development strategies.

PROFESSIONAL EXPERIENCE

Lipman Frizzell & Mitchell, LLC, Columbia, MD (2003 - present), *Partner*
(1997 - 2003), *Senior Associate*

Legg Mason Realty Group, Inc., Baltimore, MD (1989-1997), *Vice President Financial Associates of Maryland*, Baltimore, MD (1987-1989), *Vice President Baltimore Federal Financial, F.S.A.*, Baltimore, MD (1982-1987), *Sr. Vice President Neighborhood Reinvestment Corporation*, Washington, DC (1978-1982), *Asst. Director Baltimore Federal Savings & Loan*, Baltimore, MD (1976-1978), Mortgage Underwriter

EDUCATION

Master of Business Administration, Loyola College, Executive Program, 1986 **Bachelor's Degree**, English & Philosophy, Boston College, 1969

AFFILIATIONS

Neighborhood Housing Services of Baltimore, Chairman of the Board emeritus Citizens Planning and Housing Association, Member
National Trust for Historic Preservation, Member
Maryland Economic Development Association (MEDA), Member
Lambda Alpha International Land Economics Society, Baltimore Chapter, Board of Directors

PROFESSIONAL LICENSES

State of Maryland Real Estate Agent's License

QUALIFIED AS EXPERT WITNESS

Before public administrative bodies, zoning hearing examiners and/or boards of appeals: Anne Arundel County, Baltimore County, Carroll County, Charles County, Frederick County, Harford County, Howard County, Prince George's County

APPENDIX II

GUIDELINES FOR THE MITIGATION OF ADEQUATE PUBLIC FACILITIES FOR PUBLIC SAFETY INFRASTRUCTURE

Administrative Review Procedures for Adequate Public Facilities

The review process for Adequate Public Facilities (APF) is established by Ordinance Numbers 1136 and 1173, which amend the City of Laurel's Subdivision Regulations and Zoning Ordinance. The general purpose of the legislation is to provide an additional tool to the City of Laurel's Planning Commission to implement the goals and intent of the City of Laurel's Master Plan, Zoning Ordinance and Capital Improvement Program. An additional feature of the legislation is that it empowers the Commission to assess impacts on facilities beyond the immediate control or jurisdiction of the City of Laurel. These facilities include, but are not limited to, streets, mass transit facilities, schools, libraries, as well as water and sewer systems.

While the burden of proof in preparing and submitting an analysis to the Planning Commission rests with an applicant, it is realized and assumed that many applicants may not be familiar or have experience in the preparation of these studies. Therefore, it is the intent of the City Administration to have review procedures that can make this process more understandable to applicants, and guide them in the preparation and submittal of the studies for analysis by staff, as well as consideration by the Planning Commission.

The APF process is an integral part of the subdivision and/or site plan review process. It is not intended to create a separate process or substantially increase the length of the review process, although earlier submittal times will be necessary for the preliminary subdivision and site plan levels of review.

It is intended that this process be accomplished without undue hardship on applicants, while permitting the City of Laurel to implement the goals of its plans and ordinances, which regulate land use development.

Participation of City of Laurel Departments in the APF Process

The central coordinating Department within this process is the Department of Community Planning and Business Services. This Department processes and transmits staff reports to the Mayor and City of Laurel Council, the Planning Commission, the Board of Appeals, as well as a number of Citizens Advisory Committees.

Other City of Laurel Departments involved in the process include

- Department of Public Works
- Department of Parks and Recreation
- Police Department
- Department of Budget and Personnel Services
- Director of Emergency Operations
- Laurel Volunteer Fire Department and the Laurel Volunteer Rescue Squad*

*Impact analysis on these services is requested for comments through the Maryland-National Capital Park and Planning Commission's Division of Transportation and Public Facilities Planning.

Participation of Non-City of Laurel Agencies on the APF Process

Depending on the location and types of improvements identified in the applicant's analysis, the legislation calls for the notification of agencies whose public facilities are identified as being impacted by the subdivision or site plan proposal.

Within Prince George's County the following agencies will be contacted for comments:

- The Maryland-National Capital Park and Planning Commission, Division of Transportation and Public Facilities Planning. (This division handles the APF process within Prince George's County for facilities such as roads, schools, libraries, and public safety facilities)
- Prince George's County Department of Public Works and Transportation
- Prince George's County Board of Education (if necessary)
- In the event that the impacted facility is not under the jurisdiction of the Prince George's County government or the Maryland-National Capital Park and Planning Commission, (Prince George's Section), the appropriate agency will be notified for comment.

Regionally or statewide the following agencies could be contacted for comments:

- The Washington Suburban Sanitary Commission. (A bi-county agency providing water and sewer service to Montgomery and Prince George's Counties). The Commission also coordinates with each county in respect to the Ten year Water and Sewer Plans, which have a separate and continuing amendment process for category changes for individual properties.
- The State of Maryland:
 - Maryland Department of Transportation
 - State Highway Administration (State and Federal highways)
 - Mass Transit Administration (MARC rail, MTA commuter buses)
 - Maryland Department of the Environment
 - Department of Natural Resources (Forest Conservation Act compliance) (Stream Valley and Flood Plain regulations) (Possible interface with the U.S. Army Corps of Engineers)
 - Maryland Office of Planning. (Coordination of capital projects, regional impacts governed by the Maryland Economic Growth, Resource Protection, and Planning Act of 1992)
- The Washington Metropolitan Area Transit Authority. (For METRORAIL and METROBUS services, in coordination with Prince George's County Department of Public Works and Transportation).
- Corridor Transportation Corporation (for Connect-A-Ride bus services within Laurel and

the central corridor).

Outside the jurisdiction and responsibility of the City of Laurel and Prince George's County, depending on the location and type of improvement(s), the following County Agencies or Commissions could be contacted for comment:

- Anne Arundel County Department of Planning and Code Enforcement,
- Montgomery County/Maryland-National Capital Park and Planning Commission
- Silver Spring or Montgomery County Government, Rockville.
- Howard County Department of Planning, Division of Transportation Planning.

In conjunction with the subdivision/site plan referral, the following agencies will also be contacted for comment:

- Baltimore Gas and Electric Company
- Verizon Communications Company
- Cable Television franchise holders
- W.S.S.C.

Administrative Process, Guidelines and Procedures

To ensure that all applicants fully understand the process, a copy of the Administrative Review Procedures is provided to all applicants applying for Site Plan or Subdivision approval whenever first contact is made. Discussion begins at the concept stage if one is being contemplated. This allows the applicant more time to have a study done, in conjunction with the requirements of the Zoning Ordinance and Subdivision Regulations. An orientation meeting will also be scheduled with the applicant and consultants after reviewing the material for any preliminary questions before the study has begun.

As a source of reference, the Department of Community Planning and Business Services will keep current copies of the following within the Municipal Center for the use of applicants.

- The current Capital Improvement Programs of Montgomery, Anne Arundel, Prince George's and Howard Counties.
- The current Capital Programs of the Washington Suburban Sanitary Commission and the Maryland State Highway Administration.
- Guidelines for the Analysis of the Traffic Impact of Development Proposals, the Maryland-National Capital Park and Planning Commission, September 2002.
- Any other guidelines adopted and used by Prince George's or Anne Arundel, Howard, and Montgomery Counties relating to local laws regarding adequate public facilities.

After the initial meeting the applicant shall prepare a study, as contained within Article 14-6, (3) (c) of the City Code, or a site plan under the provision of Section 20-8.02 (c) (1) of the City of Laurel Zoning Ordinance. No applicant shall have the double burden of complying separately under the processes, but is encouraged to consolidate applications to run in tandem in order to reduce processing time.

To allow sufficient time for staff review, applications which involve Section 14-6, (Subdivision), of the City Code, or Section 20-8.02 of the Zoning Ordinance, (Site Plans), shall be submitted at least 45 days before consideration by the City of Laurel of Laurel Planning Commission to allow inter-jurisdictional review.

On or about ten days before the Planning Commission meeting, a preliminary review of the applicants submittal will be held at the Laurel Municipal Center.

Known informally as the APF Review Committee, the meeting typically consists of the following staff members.

- Staff writer of the Planning Commission staff report from the Department of Community Planning and Business Services
- Department of Public Works representative
- Department of Parks and Recreation representative (if project involves mandatory dedication or payment of fees-in-lieu of open space dedication, or impacts parks and recreation facilities).
- External agency representatives (as deemed necessary).

The APF review meeting will discuss both the applicant's submittal and the comments made through any one of the internal or external agencies involved in the review process. Any addendum comments or corrections will be encouraged to be submitted by the applicant within forty-eight hours from the meeting, so as to be incorporated into the final staff analysis. The applicant also has the right to submit any additional findings or comments directly to the Commission, without benefit of staff analysis. All applicants will be advised of the regularly scheduled meeting time of the Planning Commission.

Staff Findings and Recommendations

A staff analysis will be prepared in conjunction with the level of impact depicted in the applicant's submittal and those comments that are received from the affected agencies. The staff analysis shall document differences or conflicts in comments from affected agencies and the applicant's study and provide a recommended action.

After analysis of the respective submittal, staff may also make a recommendation to the Planning Commission as to any pro-rata share (fee-in-lieu of) based on an equitable allocation or apportionment that a proposed subdivision would have on public facilities, as stated in Section 15-6(d) of the Subdivision Regulations of the City. The rationale for recommending a pro-rata contribution shall be documented with a reasonable explanation of the methodology used in determining the percentage of the applicant's liability, if this differs from the applicant's submittal. In any event, the recommendation should include a statement or analysis as to making the respective public facility adequate, or measures to sustain and avoid a failing or unacceptable status.

Procedures for Documentation, Payment of Pro-Rata Fees, and Policy on Notification to other agencies of escrow funds

Upon approval of a Preliminary Site and Landscape Plan, or a Preliminary Plan of Subdivision, the Commission will make a form or approval that contains conditions, findings, and stipulations regarding the adequate public facilities recommendations contained within the applicants submittal. With the concurrence of the condition, the timing and schedule of responsibility for such findings and conditions shall be clearly contained within the approval of the Commission. With regard to the payment of pro-rata fees, a distinction shall be made to the applicant as to whether the public facility impact is City of Laurel or non-City of Laurel. The money required for escrow shall be defined in the Commission's approval and be transmitted to a fund specifically

designated as escrow for the purpose of holding funds for capital improvement projects. If the funds are to be designated for a City of Laurel project, the fund shall contain a transmittal to the Public Works Director to be used in their yearly analysis, for recommendation in producing a draft for the City of Laurel Administrator and Mayor each year.

If the funds approved for a pro-rata contribution are approved for use in a non-City of Laurel capital improvement, the following procedure shall be used:

The approval for a pro-rata fee for a non-City of Laurel fund should be specifically referenced to a capital project either contained in the adopted Capital Improvement Program document or anticipated public improvements. For identification procedures, the fee/contribution amount placed in the escrow account shall be identified by the account or identification number it carries within the jurisdiction identified for such monies. No monies may be deposited or released, or such conditions be modified for release of any funds, that pertain to other projects or facilities that are not specifically contained within the Commission's approval, without the explicit approval of the City of Laurel Planning Commission.

Upon the Commission's approval transmittal to the applicant, the Department of Community Planning and Business Services shall also notify any agency having a public facility or service mentioned within the Commission's approval, that such monies have been placed in escrow, and are available within the Fiscal Year identified within the Capital Program of that agency when the majority of capital spending on that identified improvement is due to be expended.

That respective agency shall notify the City of Laurel Department of Community Planning and Business Services, when it requests for the subject funds to be released. The request and form will then be routed through the Department of Budget and Personnel Services, with notification to the Offices of both the Mayor and City of Laurel Administrator, as well as the Directors of Public Works/Parks and Recreation. The City of Laurel Administrator may then release funds, as stated within the original escrow amount, and consistent with the conditions set forth in the original approval of the Planning Commission.

The specific timing of the deposit of any pro-rata contributions, or other financial conditions should be contained within the Planning Commission's approval of the Preliminary Plan. However, specific approval and timed submittal of escrow funds may be necessary depending on the size and phasing of an individual proposal, especially those that have requirements for phased development. This will be recommended on an individual basis, and dependent on any subsequent changes in the status of the capital project within the respective agency.

Monies submitted for escrow involving projects within the City of Laurel may be used by the Administration in accordance with the approved Capital Improvement Program.

APF Procedures for Floating Zones, Annexation Proceedings, Revitalization Overlay Areas, and other Special Zones within the City of Laurel

The staff, when involved with analysis involving the use of floating zones such as the Planned Unit and Planned Development Area zones, shall encourage the Planning Commission to make the APF findings coincidental with its review of the Preliminary Plan of PUD or PDA, or concept level review. Having these findings may avoid duplication or conflict regarding conclusions, approvals, exactions, or other negotiated agreements made by the Mayor and City of Laurel Council in conjunction with the annexation of a particular property, or those made in conjunction with the approval of a land use concept such as those mentioned as "floating zones".

In cases involving properties which are located within the Main Street Village Zone, Historic District, or other surrounding properties which are also located within zones designated for hardship modification or revitalization overlay areas within the duly adopted Master Plan, the staff analysis should contain findings and recommendations consistent with the intent of the restorations and redevelopment strategies and policies intended within these zones, and policy statements contained within the guidelines of the Master Plan, or past practices and procedures used by the Commission when approving site or subdivision plans within these areas. Such policies should be taken into account when considering the pro-rata share of any APF related contribution, given the intent of the zones/areas and proposals being considered to achieve the goals and objectives of the Master Plan.

Escrow Policy Cancellation or modification of project

When escrow funds are deposited within the City of Laurel's accounts, they are the pro-rated fees set forth by the Planning Commission for specific capital projects. In the event that the specific project for which the funds are set aside for is canceled or modified, the Planning Commission shall receive a report from staff and make a recommendation to the Mayor for the disbursement of the funds. The recommendation should bear relationship to the agency and original purpose of the capital project. Staff will also report to the Planning Commission on any deferred projects, which are beyond the range of the original program when escrow funds were deposited, or a period of ten (10) years.

Conflict with Legislation

The policies contained within this document are intended for use in the administrative review of zoning processes, as identified within the context of Ordinance No. 1136 and 1173. These policies are intended to act as a framework for the processing and simplification of the additional procedures necessary to implement the legislation regarding the assessment for the provision of Adequate Public Facilities. When in conflict with any of the provisions of the Laurel City of Laurel Code, or City of Laurel of Laurel Zoning Ordinance, the provisions of those codes shall apply and supersede any of the review procedures contained herein. They are also subject to additions and revisions, with due notice to affected departments or agencies.

APPENDIX III

GLOSSARY OF PLANNING TERMS

Arterial: A highway, usually within a 80-foot right-of-way, for through traffic with access controlled to minimize direct connections, usually divided and on a continuous route.

Average Daily Traffic (ADT): The average number of vehicles passing a specified point on a highway during a 24-hour period.

Best Management Practices (BMP's): Conservation practices or systems of practices and management measures that control soil loss and reduce water quality degradation caused by nutrients, animal waste, toxins and sediment.

Bikeway: A lane, path or other surface reserved exclusively for bikers.

Buffer: An area of land designed or managed for the purpose of separating and insulating two or more land areas whose uses conflict or is incompatible (trees separating homes from an expressway).

Bus Rapid Transit (BRT): A fixed guideway transit (FGT) system in which transit buses operate on rights-of-way that are physically or otherwise off-limits to regular vehicular traffic. These systems are often constructed so that they can be upgraded to light-rail vehicle operations when ridership grows beyond the operational capacity of transit buses.

Capacity: The maximum number of vehicles that have a reasonable expectation of passing over a given section of a lane or a roadway during a given period under a specified speed or level of service. Strictly, capacity is an absolute number equivalent to Level-of-Service "E". (See **Level of Service**.)

Capital Improvement Program (CIP): Schedule of acquisition and development projects prepared annually with associated cost estimates.

Collector: A roadway, usually within a 60-foot right-of-way, providing movement between developed areas and the arterial system with minimum control of access.

Community Centers: Concentration of activities, services and land uses that serve, and are focal points for, the immediate neighborhoods.

Comprehensive Ten-Year Water and Sewerage Plan: A plan required by the State and adopted annually by the County that describes County policy related to water and sewerage planning and delineates geographic areas to be serviced over a ten-year period.

Concurrency: The necessary public facilities and services to maintain and ensure adopted level of service standards are available when the impacts of development occur.

Consolidated Transportation Program (CTP): The State transportation capital improvement plan, including all state-funded or sponsored road, transit, bike/pedestrian projects, and studies to be undertaken in Prince George's County.

Controlled Intersections: Intersections with traffic lights or other traffic control devices.

Corridors: The land within one-quarter mile of both sides of designated high-volume transportation facilities, such as arterial roads. If the designated transportation facility is a limited access highway, the corridor extends one-quarter mile from the interchanges.

Floating Zone: A zone that is more flexible than Euclidean zones in terms of permissible densities, intensities and land uses and overall development design opportunities. Most floating zones require approval by the local governing body.

Floodplain: A relatively flat or lowland area adjoining a river, stream, or watercourse, which is subject to periodic, partial or complete inundation.

Freeway: A divided highway for through traffic with full control of access and interchanges at selected public roads only. Right-of-way requirements may vary from 200 to 500 feet.

General Plan: The City General Plan, adopted by the Mayor and City Council on September 25, 1989 and updated June 30, 1997, provides long-range guidance for the future growth of the City. It identifies neighborhoods and corridors where development is to be encouraged. The plan also makes recommendations for infrastructure elements: transportation systems and public facilities. The plan includes guidance for revitalization, housing, and historic preservation.

Green Area: An area of land associated with, and located on the same parcel of land as, a building for which it serves to provide light and air, or scenic, recreational, or similar purposes.

Greenways: Areas of protected open space that follow natural and manmade linear features for recreation, transportation and conservation purposes and link ecological, cultural and recreational amenities.

Historic Districts: A group of historic resources comprised of two or more properties that are significant as a cohesive unit and contribute to the historical, architectural, archeological, or cultural values within the City and that have been so classified by City Ordinance Number 686, as subsequently amended, Historic Districts.

Historic Resource: An area of land, building, structure or object that may be significant in American history, architecture, archaeology, or culture.

Historic Site: An individual historic resource that is significant in American history, architecture, archaeology, or culture and is so designated on the City Code.

Impervious Surface: Surfaces that do not allow water to penetrate through them.

Infill Development: Development that takes place on vacant or underutilized parcels within an area that is already characterized by urban development and has access to urban services.

Infrastructure: The built facilities, generally publicly funded, that are required in order to serve a community's developmental and operational needs. The infrastructure includes such things as roads and water and sewer systems.

Land Use: The types of buildings and activities existing in an area or on a specific site. Land use is to be distinguished from zoning, the latter being the regulation of existing and future land uses.

Level of Service (LOS): The adequacy of the road and street network is generally measured and expressed in terms of its LOS. Each level of service is one in a hierarchy of indices that evaluate the level and severity of automotive traffic congestion on a specific road segment or at specific intersections. The General Plan recommends the minimum acceptable LOS by tier.

Light Rail: Urban rail vehicles operating predominantly on private rights-of-way at surface level or fully grade separated, e.g., Metro.

Node: A location along a corridor at a major intersection or major transit stop (bus or rail) that consists of a concentration of high-intensity, mixed-use residential and commercial development. Nodes should be interspersed with stretches of lower intensity land uses or open space.

Patuxent River Primary Management Area (PMA): An area along all perennial streams in the Patuxent River watershed within which land use is managed to protect water quality and preserve wildlife habitat.

Pedestrian-Oriented Design: Land use activities that are designed and arranged in a way that emphasizes travel on foot rather than by car. The factors that encourage people to walk are often subtle, but they most regularly focus upon the creation of a pleasant environment for the pedestrian. Elements include compact, mixed-use development patterns with facilities and design that enhance the environment for pedestrians in terms of safety, walking distances, comfort, and the visual appeal of the surroundings. Pedestrian-friendly environments can be created by locating buildings close to the sidewalk, by lining the street with trees, and by buffering the sidewalk with planting strips or parked cars, small shops, street-level lighting and signs, and public art or displays.

Public Facility: A facility such as a road, school or sewage treatment plant financed by public revenues and available for use by the public.

Public Improvements: A variety of facilities and services provided by government such as street lighting, street widening, trash collection, and drainage systems.

Recreation - Active: Includes activities such as swimming, skating, hiking, biking, fitness trails, golf, baseball, basketball, etc.

Recreation - Passive: Reading, sitting on a park bench, viewing scenery, picnicking and/or visiting with friends.

Revitalization Overlay: A method of designating areas that will be targeted for revitalization assistance. Designation is on neighborhoods that are experiencing: 1) problems with attracting investment due to obsolescent infrastructure and facilities, and/or, 2) concentrated levels of household poverty with elevated levels of social and economic distress.

Right-of-Way (R-O-W): The legal right to pass through the grounds of another; also the public strip of land on which a highway, railroad, transit line or other public utility (power and sewer lines) are built.

Sanitary Landfill: A planned and systematic method of refuse disposal whereby the waste material is placed in the earth in layers, then compacted and covered with earth or other approved material.

Sensitive Environmental Features: These features include streams, stream valleys, and their associated features; the habitats of state-listed species that are rare, threatened, and endangered; 100-year floodplains; and certain high-priority forests.

Severe Slopes: Slopes that are greater than 25 percent. (Example: a 25-foot change in elevation in a 100-foot horizontal distance.)

Steep Slopes: Slopes that are between 15 and 25 percent. (Example: a 15-foot change in elevation in a 100-foot horizontal distance.)

Storm water Management: The collection, conveyance, storage, treatment and disposal of storm water runoff in a manner to prevent accelerated channel erosion, increased flood damage, and/or degradation of water quality.

Street: A public or dedicated right-of-way at least 50 feet in width or a private road, right-of-way, or easement along which development is authorized.

Streetscape: The environment of the public right-of-way as defined by adjacent private and public buildings, character of the pavement and street furniture, and use of the right-of-way.

Subdivision Regulations: Laws or regulations for the division of any land, lot or parcel into two or more lots, including the provision of streets and other public facilities.

Transportation Demand Management (TDM) / Transportation System Management (TSM): Techniques used to increase the efficiency of the existing transportation system through lower cost programs like ride sharing, bus fare subsidy, parking management, and flextime.

Urban Design: the process of giving form, shape and character to the arrangement of buildings, to whole neighborhoods, or the city. Urban design blends architecture, landscaping and city planning concepts together to make an urban area accessible, attractive and functional.

Watershed: An area of land with a common drainage point.

Source: www.mncppc.org, Prince George's County Planning Department, Glossary of Planning and Geographic Information Systems (GIS) Terms, January 2004.