



Sustainable Growth

CASE EXAMPLES



Baltimore Street Redevelopment Project

General Information

Case Example Category

Infrastructure



Type

Community development, infrastructure, zoning policy.



Location

Baltimore Street Cumberland, MD 21502

Jurisdiction(s)

Allegany County, City of Cumberland



Completion Date

November 2024

General Description

This redevelopment project was stimulated by the need to replace the aging infrastructure along Baltimore Street, the main route through the city's historic downtown. In addition to replacing water, sewer and electric lines, the project included the introduction of fiber optic cable under the street. The underground construction brought water lines up to historic buildings that date from 1895 to 1940, helping to prepare for the installation of modern sprinkler systems. This allows for the redevelopment of upper stories for residential purposes and upgrades to lower levels for increased and improved commercial use. Already 15 new businesses, ranging from shops to restaurants, have staked a claim in the redeveloped downtown since construction

Project Owner(s) / Policy Proponent(s)

City of Cumberland, private building owners, and business owners

Project Size / Scope

Downtown development in the city center inside the City of Cumberland. Total investment from a mix of grants, private funds and federal funding totaled \$17.2 million dollars.

Key Features

Infrastructure upgrades, broadband, parking, green infrastructure, affordable and market rate housing, community engagement, and energy efficient designs

Principles Addressed

Economy

Actively advanced through the adaptive reuse of historic buildings for both commercial and residential purposes, demonstrating context-appropriate development that responds to the downtown market

Housing

Enabled directly by Economy and Land principles through the creation of a mix of affordable and market-rate units in the city center, diversifying quality housing options

Land

Fulfilled by prioritizing development and concentrating significant infrastructure investment (including broadband) within the existing city center/historic core

Place

Achieved by leveraging and protecting cultural and historical resources through redevelopment, providing a strong community anchor and renewed public spaces

began in 2023, and seven more are slated to open in the coming months. By this time next year, a new 20-room boutique hotel will have opened in a historic building that stood vacant for years. The major goal of the redevelopment project was to focus attention back on the historic downtown, breathing new life into old buildings and truly looking at how people shop, dine, live and travel in the 21st century. That vision was shared and embraced by the community, with entrepreneurs creating new business opportunities and people getting excited about moving into those architecturally significant buildings, which now offer an array of modern amenities that appeal to businesses and residents alike.

[Visit the project website.](#)



COMPASS

Cecil On-Demand Mobility Platform and Service Solution Program

General Information

Case Study Category

Transportation

Type

Transportation pilot

Location

Cecil County

Jurisdiction(s)

Cecil County

Completion Date

2021

General Description

The COMPASS (Cecil on-demand Mobility Platform and Service Solution) was a project funded by an Integrated Mobility Innovation pilot grant from the Federal Transit Administration to provide mobility on demand services to individuals in recovery houses for substance use disorders. Rides were booked through a smart phone app or web browser in partnership with Uber and underwent a gradual expansion of service. It was intended to provide information on how on-demand transit can benefit rural counties and allow participants greater access to services, treatment, and jobs, with fewer missed trips and greater financial independence, and ultimately provide an adaptable service model to address other community priorities.

Project Owner(s) / Policy Proponent(s)

Cecil Transit Division, Cecil County Department of Community Services

Project Size / Scope

A 12-month pilot project to increase accessibility to jobs and services for Cecil County residents in substance use recovery to supplement fixed bus service

Key Features

Pilot project, community engagement, mobility

Lessons Learned:

COMPASS was found to be used for trips to errands, employment, and medical providers. It had a high level of user satisfaction, decreased missed appointments, improved recovery and employment rates, and increased levels of self-sufficiency. It identified a gap in transit services that could be filled and addressed through this micro-transit program. COMPASS had difficulties maintaining drivers, a problem common to many transit agencies in 2021, and leasing vehicles for the short-term study. It remains to be seen if the model is sustainable and replicable in other areas of the county.

Principles Addressed

Transportation

Established an affordable and reliable network that addresses critical access barriers to jobs, treatment, and services

Equity

Prioritized an underserved population (individuals in recovery) who often lack reliable mobility options, ensuring their specific needs are addressed

Economy

Contributed to improved employment rates and financial independence, fostering community self-sufficiency and market participation





Habitat for Humanity – West All Saints Street Project

General Information

Case Example Category

Housing

Type

Housing

Location

100, 104, and 108 West All Saints Street,
Frederick, MD

Jurisdiction(s)

Frederick City

General Description

The West All Saints Residential Condominium Project is developing 12 units of affordable housing on a land trust, making this the most ambitious project Habitat for Humanity of Frederick County has undertaken to date. The first homeowner moved into this innovative project in early 2025, the second in July and the completion of the remaining four units in Phase I slated for late 2026. An additional six units of Phase II are projected for completion in 2027.

The Phase 1 units range from two to three bedrooms, all with high-efficiency appliances and designed with the health of the occupants in mind. A core tenet of this project is to create sustainable positive change for the community.

The historic properties at 100, 104, and 108 West All Saints Street sat empty for more than 20 years and are often recognized by the Mural of Hope - sunbeams and families in windows – that can be seen on Ice Street. In the past, these properties were seen as unwanted and blighted,

Completion Date

2027

Project Owner(s) / Policy Proponent(s)

Habitat for Humanity of Frederick County, MD (for the Frederick County Affordable Housing Land Trust) and Zavos Architecture + Design

Project Size / Scope

2 income-restricted condominiums on a Community Land Trust

decreasing property values in the neighborhood. But Asbury United Methodist Church sold the property to Habitat in 2020 – making an investment in the neighborhood and lasting affordability. Habitat for Humanity of Frederick County saw them as an opportunity to build strength, stability, and self-reliance.



Principles Addressed

Economy

The Economy principle is realized by the reuse of a dilapidated and underused property and transforming it into functional residential units.

Housing

By increasing the housing stock for low- to moderate-income residents, this project serves as a pathway to property ownership for community members that would otherwise be left out of the housing market. The legal structure of ownership (condo model on a land trust) diversifies the typology of units available, directly embodying the Housing principle.

Land

The compact design and reuse of vacant structure fulfill the core tenet of the Land principle.

Place

The iconic murals along one side of the structure showcase the Place principle, by retaining the historic identity of the building and maintaining visual interest for the community.

Equity

The creation of permanently affordable (upon resale) in an historic Black neighborhood with rapidly escalating home prices contributes to the Equity principle.



Millrace Dry Pond Retrofit

General Information

Case Example Category

Infrastructure

Type

Green infrastructure, habitat restoration

Location

Glen Burnie

Jurisdiction(s)

Anne Arundel County

General Description

The Millrace Dry Pond Retrofit project transformed an outdated and overwhelmed dry detention stormwater facility into a thriving wetland ecosystem with passive recreational areas for residents to enjoy.

Prior to restoration, this nearly 5-acre green space would be entirely unusable for days after an average rainstorm because the stormwater backed up, ponded over the majority of the parcel, and slowly infiltrated/evaporated. Through the application of innovative and cost-effective techniques, this project accomplished the complementary goals of stormwater management, water quality enhancement, habitat creation, and public engagement.

Lessons Learned:

Based on the site evaluation, the facility was an ideal candidate for a retrofit within the existing footprint. It was a collaboration between

Completion Date

2020

Project Owner(s) / Policy Proponent(s)

Anne Arundel County, Bureau of Watershed Protection and Restoration (BWPR) Project Manager Gerry Inglesby

Project Size / Scope

Outdated and overwhelmed dry detention stormwater facility

Key Features

Ecosystem restoration, green infrastructure



Principles Addressed

Ecology

The primary focus, restoring the site into a wetland ecosystem that actively treats stormwater runoff, conserves water resources, and creates new habitat.

Land

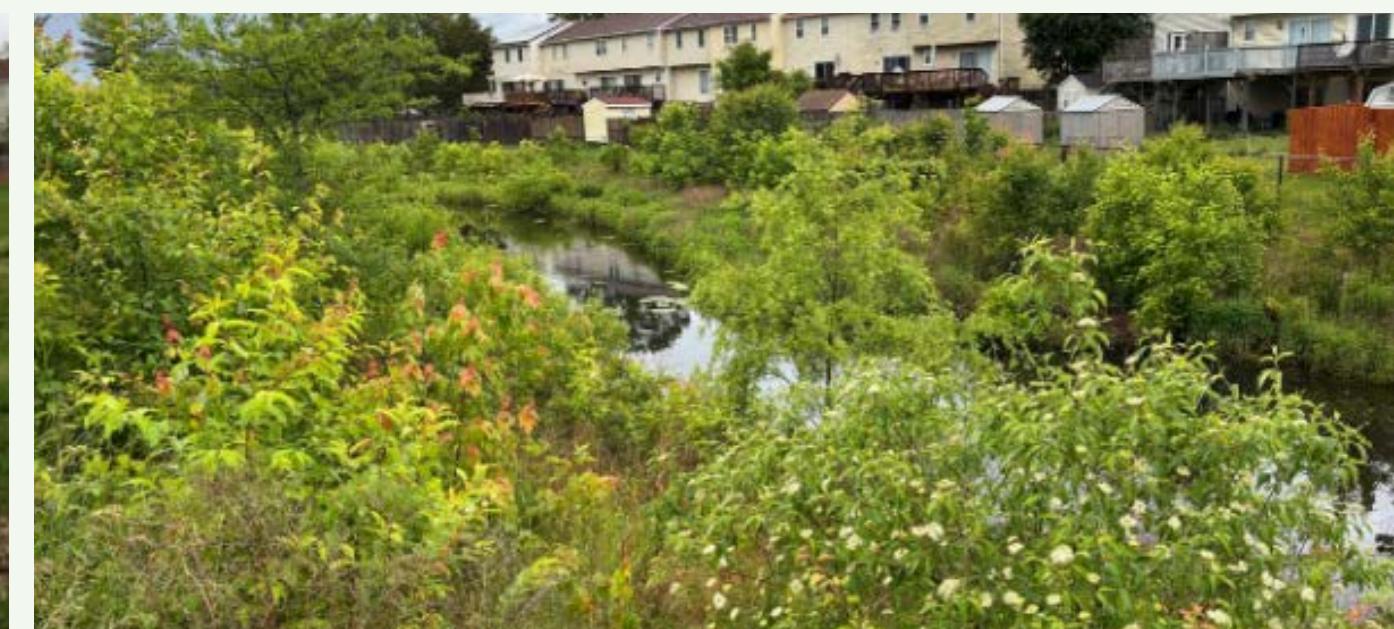
Advanced by optimizing the productivity of a previously underutilized, overwhelmed dry detention pond, supporting efficient asset use within a population center.

Resilience

Intersects with Ecology by addressing community flooding concerns and minimizing the impact of natural threats associated with increased rainfall events.

Place

Fulfilled by incorporating passive recreational areas into the new ecosystem design, transforming a non-functional space into a public space that encourages social interaction.



Montgomery County Sustainable Communities Designation for Scotland Kinship Community

General Information

Case Example Category

Plans & Policies

Type

Community Development, Equitable Investment

Location

Scotland Community, Montgomery County

Jurisdiction(s)

Montgomery County

Completion Date

Sustainable Communities designation approved.
Implementation ongoing

General Description

Montgomery County recently amended its Sustainable Communities boundary to include the Scotland Community, a kinship community founded by freed enslaved people during Reconstruction. Historical county government neglect and intentionally unjust policies have left many of the homes facing health and safety issues, such as interior flooding, failing plumbing, ADA barriers, and other concerns.

The addition of the Scotland Community to the county's Sustainable Communities boundary will enable it to access state revitalization program funding for which it would otherwise be ineligible. The county's comprehensive plan, Thrive Montgomery, describes the history and injustices of kinship communities on pages 11, 12, and 47.

Project Owner(s) / Policy Proponent(s)

Montgomery County Department of Housing and Community Affairs

Project Size / Scope

Designated about 15 acres to Montgomery County's Sustainable Communities and will seek funding to support the rehabilitation of 25 owner-occupied properties.

Key Features

County acknowledges past racist policies toward Scotland community; now targeting investment using race-, place-, and income-based analysis to drive equitable redevelopment.

Principles Addressed

Equity

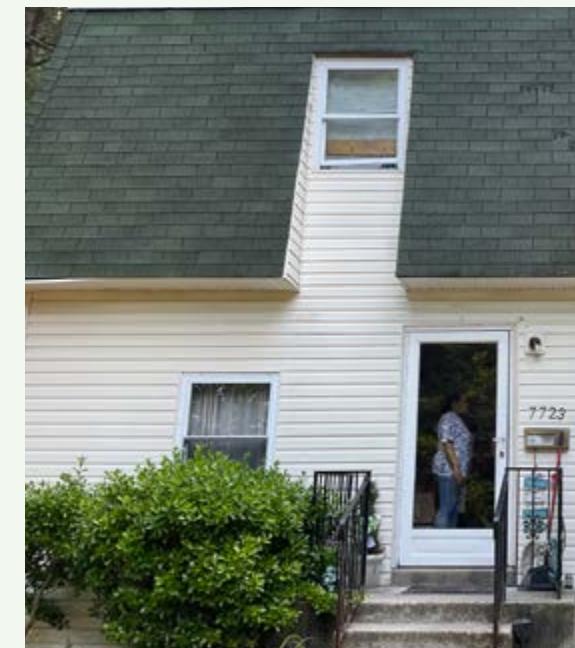
Demonstrated through intentional, targeted action to counteract historical county injustice, prioritizing investment to ensure this kinship community gains access to resources once denied

Resilience

Advanced by minimizing both natural (e.g., failing plumbing, interior flooding) and human-caused threats (historic neglect) through the targeted rehabilitation of 25 owner-occupied homes.

Housing

Enabled by improving the quality, safety, and accessibility of existing housing stock (addressing ADA barriers and structural issues), accommodating current residents and supporting increased household wealth



Signal Station North - An Arts District's Plan for Equitable Lighting

by the Neighborhood Design Center project no. 3888

General Information

Case Example Category

Infrastructure

Type

Lighting

Location

Signal Station North, North Avenue

Jurisdiction(s)

City of Baltimore

Completion Date

2021

General Description

This project identified a community in need of improving the comfort level within the public realm from a night-time perspective. Lighting improvements were desired to improve cultural activities, street life and investment in the community. Lighting the public spaces was anticipated to improve wayfinding and provide a sense of time and place. The data gathering included evaluating the current lighting conditions and mapping residents' experiences in public spaces based on the lighting. This process included identifying destinations, popular routes, and undesirable routes and assessing residents' comfort levels in these spaces. By engaging residents to explore the night-time community with various lighting options, the community began to understand the restorative and transformative effect

Project Owner(s) / Policy Proponent(s)

Neighborhood Design Center partnered with a coalition of Station North Stakeholders. The arts district received grants from the National Endowment for the Arts and the Central Baltimore Partnership.

Project Size / Scope

Multiple blocks within the arts district that were deemed the most in need of additional lighting after investigations into the night-time quality of the neighborhood.

Key Features

Lighting infrastructure and design in the public realm, community engagement, analyzing current conditions, creating prototype projects

lighting can provide to the community. The final product was a comprehensive Lighting Plan document with recommendations for creative placemaking opportunities related to lighting for the community. Project installation of the demonstration project is supported by the Central Baltimore Partnership via the State Bond Bill and is required to be permanent.

Lessons Learned

A key take-away for this project relates to the residents' engagement and ultimate understanding of how important lighting is in establishing a sense of place in the night-time landscape. Communities throughout the state could reassess their night-time lighting to invite community residents to move through the public realm with a sense of comfort and safety.

Principles Addressed

Place

Addressed by improving the night-time quality of the public realm through strategic lighting, which provides a stronger sense of identity and encourages social interaction and street life.

Equity

Demonstrated by the extensive community engagement that mapped residents' comfort levels and routes, ensuring the prioritized need for safety and well-being is addressed in the public realm design

Economy

Intersects with the other principles, as the improved sense of comfort and safety provided by the lighting enables small businesses to extend hours and fosters greater investment in the arts district

Featured in photos is one of several lighting installations.

Sparkling Indigo at Blue Light Junction

Title: Sparkling Indigo

Partner: Blue Light Junction

Lead Designer: Flux Studio Ltd.

About: Inspired by a community co-design process, Sparkling Indigo takes inspiration from the nearby community garden, using light to evoke the power of growth for neighbors and visitors alike.



WalkHoward

Case Example Category
Planning Project

Type
Plan & Policy

Location
Howard County

Jurisdiction(s)
Howard County

Completion Date
2020

General Description

WalkHoward was developed as a successor to the 2007 Howard County Pedestrian Plan, with a greater focus on the integration with transit service and the health benefits of walking, an emphasis on infrastructure improvements in manageable sections, and includes structured capital projects as an avenue for implementation. The county analyzed current conditions near bus routes and pedestrian networks throughout the county, including current sidewalk conditions, intersections with difficult crossings, bus stops, and new connection needs to create the full recommendations. It included both information received from online surveys and public open houses and that from data analysis and field work. WalkHoward has a sister plan for bicycle facility recommendations, BikeHoward, and both are enacted through the 2019 Howard County Complete Streets legislation, which provides guidelines for implementing the plans through retrofits of existing infrastructure, capital improvements, and improvements as part of

Project Owner(s) / Policy Proponent(s)
Howard County Office of Transportation

Project Size / Scope

WalkHoward is a plan for a connected, comfortable, and safe pedestrian network throughout Howard County.

Key Features

Pedestrian infrastructure, community engagement

a subdivision and land development to create opportunities for safer, more accessible streets for users of all ages and abilities.



Principles Addressed

Transportation

Prioritized by focusing on a safe and comfortable non-motorized network that creates energy-efficient access to transit, services, and employment centers

Equity

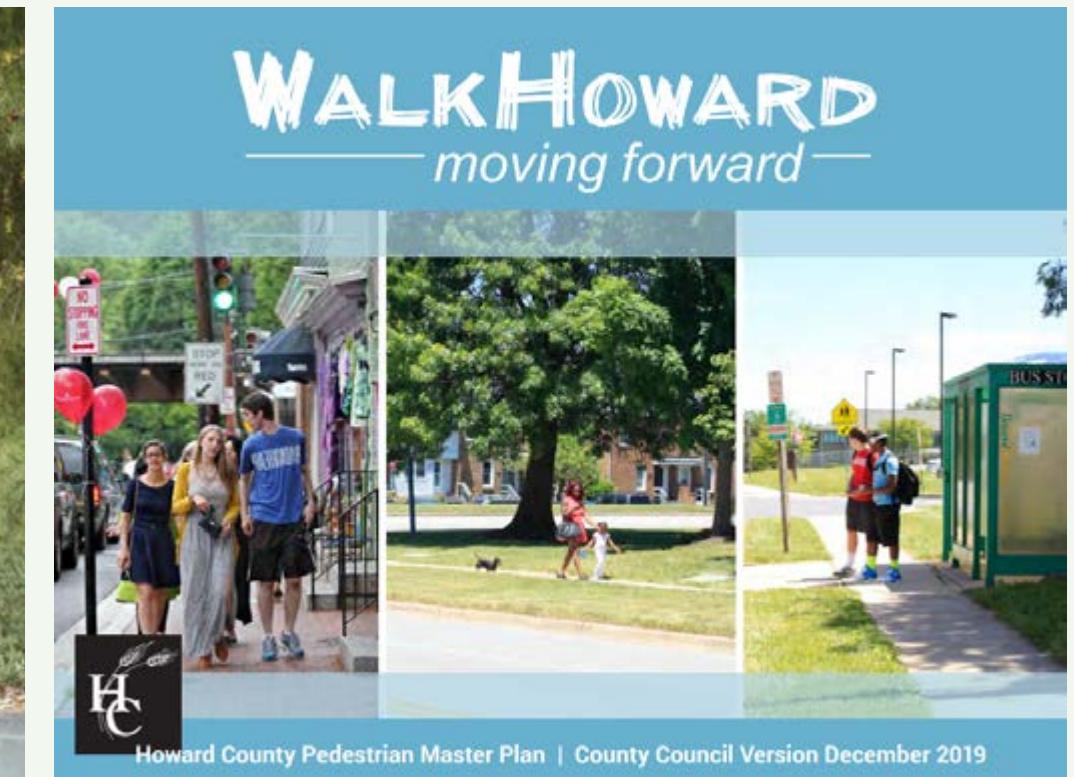
Embodying through the plan's focus on designing safe infrastructure for users of all ages and abilities, ensuring diverse community sectors are included in the pedestrian network

Land

Supported by the commitment to retrofitting existing infrastructure and integrating transit, which promotes efficient asset use and concentrates improvements within established population centers

Economy

Linked by integrating healthy infrastructure with structured capital projects, responding to the market demand for integrated, walkable communities



Weather It Together - Protect Our Historic Seaport

Case Example Category

Planning Project – Capacity Building and Planning for Resilience

Type

Plan & Policy

Location

City of Annapolis

Jurisdiction(s)

Anne Arundel County

Completion Date

2018

General Description

An interagency group (national, state, local) led by the City of Annapolis produced one of the nation's first hazard mitigation plans for cultural resources in 2018. This award-winning plan and process formed the basis for the Maryland Historical Trust's (MHT's) statewide Weather It Together program, which developed guidance documents and trainings geared toward local historic communities. The plan – one of the first of its kind in the country – addresses the growing threats to historic resources as a result of the changing climate where the risk of flooding has put these assets at risk of damage or destruction. The process utilized FEMA's guidance as a baseline interaction of resilience and adaptation with historical resources is explored in this plan and seeks to maximize preservation while implementing protection from extreme weather events. Subsequent flood mitigation projects, including the topographic elevation of Burtis House (an MHT easement property) and the

Project Owner(s) / Policy Proponent(s)

City of Annapolis

Project Size / Scope

This project was focused on the City of Annapolis and its historic seaport

Key Features

Hazard Mitigation Plan focused on Historical Resources and Preservation through capital projects and policy recommendations.

Principles Addressed

Resilience

The core focus, integrating adaptation measures and hazard mitigation planning to minimize the impact of rapid and unexpected natural threats (climate-induced flooding) on historic resources

Place

Supported by Resilience, as the process prioritizes the protection of cultural and historical resources that serve as essential anchors to the character and identity of the city

Economy

Intersects with Place and Resilience, as the sustained preservation of these protected cultural assets ensures continued tourism and attracts funding, resulting in a positive impact on local economic initiatives

redevelopment of City Dock, are in process. Pending additional consultation and review, these projects may also serve as examples for other jurisdictions.





Wes Moore, Governor

Aruna Miller, Lt. Governor

Rebecca L. Flora, AICP, LEED ND / BD+C, Secretary

Kristin Fleckenstein, Deputy Secretary

Maryland Department of Planning
120 East Baltimore Street, Suite 2000
Baltimore, MD 21201
Planning.Maryland.gov
(410) 767-4500 | (877) 767-6272