

Economic Development, Land Use and Zoning

Existing Conditions

The 1997 Anne Arundel County General Development Plan called for future growth and development away from the Chesapeake Bay and its tributaries. The Plan identified West County, of which the Severn Small Area is a part, as the place where most future growth should occur. Several conditions have led to this conclusion. The area is centrally located between Baltimore and Washington, D.C., and is in close proximity to Annapolis. The Severn Small Area is convenient to road and rail transportation, making it attractive to both commuters to Baltimore and Washington and to businesses looking for an area convenient for customers, employees and freight carriers. For those who need easy access to automobile transportation or businesses that need the ability to quickly and easily transport products north, south, east or west, this area is ideal because of the existing road infrastructure, including the Baltimore Washington Parkway (MD 295), MD 100, MD 32 and I-97. The Severn Small Area is only minutes from several MARC train stations, located in Odenton's Town Center, Savage, Laurel, Dorsey and Jessup. Severn is also in close proximity to the Baltimore Washington International Airport (BWI).

The quality of life that has been established over the years makes the Severn Small Area a desirable area for people to reside and work. Severn offers recreation, open space, and natural preservation areas. Plans are underway to provide bike and pedestrian connections. People can easily commute or live near their work. Many families have remained in the area for generations, giving Severn the stability needed in establishing a quality community. The proximity of the small area to major employment centers such as Fort Meade and the National Security Agency (NSA) has helped to create many new residential communities. As military personnel retire, many choose to remain or to move back to the Severn Small Area and utilize the assets of Fort Meade.

Existing Land Use

Current land use patterns are illustrated in Map 1 and summarized in Table 1. **Residential** uses account for more than 43 percent of the Planning Area, with single family dwellings comprising the overwhelming majority of residential use. Severn is a blend of older, established residential communities such as the Provinces, Elmhurst, Harmans Woods and Queenstown and newer developments such as Jonathans Landing and Ridge Forest. The Severn Small Area offers a diverse mix of housing densities from apartments, particularly in the Reece Road corridor, to the single family homes on large lots along the Severn Run.

Industrial uses account for about two percent of the area. The majority of the Industrial uses in the Severn Small Area are located in the corridor between MD 170 and the Pennsylvania Railroad line. There is also a large area of Industrial Land Use that comprises the Arundel Mills Mall and its adjacent development. In addition, there is a substantial area of Industrial Land Use along I-97, north of Quarterfield Road.

Commercial development accounts for less than 1 percent of the Severn Small Area. There are larger nodes of commercial development at the intersection of MD 713 and MD 100, I-97 and Quarterfield Road, and at the intersection of MD 170 and MD 174. Additional pockets of community commercial are scattered throughout the rest of the Severn Small Area.

Agricultural, Open Space and Recreational Areas comprise roughly 19 percent of the Severn Small Area. A substantial portion of this acreage is stream valley and floodplain areas surrounding the Severn Run, Stony Run and Piney Run. County recreational areas include Severn Danza Park, Harmans Park, Randazzo Softball Park and Queenstown Park. The State of Maryland owns a large amount of land along the Severn Run which is preserved for passive recreational use.

Transportation facilities (road right-of-ways) and utility easements comprise about 5 percent of the Planning Area. **Government/Institutional** uses (public school properties, Fire Department property) account for 2.5 percent of the Severn Small Area.

**Table 1. Existing Land Use for the Severn Small Planning Area
(based on 1995 coverage)**

Land Use Category	Acreage	Percentage of Total
Open Space	963 acres	8.5%
Agricultural	876 acres	7.7%
Single Family Dwelling	4461 acres	39.4%
Townhouse	173 acres	1.5%
Multiple Family Dwelling	215 acres	1.9%
Retail Commercial	75 acres	0.7%
Office Commercial	6 acres	0.1%
Industrial	215 acres	1.9%
Transportation/Utility	599 acres	5.3%
Government/Institutional	281 acres	2.5%
Recreation and Parks	276 acres	2.4%
Vacant	3185 acres	28.1%
Total	11323 acres	100%

Page left blank for Map. 1 Existing Land Use

Existing Zoning

Current zoning classifications are illustrated in Map 2 and summarized in Table 2. More than three-quarters of the land in the Severn Small Area is zoned for **residential** use, with more than 74 percent being zoned for residential densities less than five dwelling units per acre (R5, R2, R1 and RLD). Less than 4 percent of the Severn Small Area is zoned for residential densities greater than five dwellings per acre (R10 and R15).

Industrial zones (W1, W2 and W3) account for over 10 percent of the land in Severn and **Commercial** zones (C1, C2, C3 and C4) account for just over 3 percent of Severn.

Open space zoning is mostly found along stream valleys and floodplains associated with the Severn Run, Stony Run and Piney Run. State and County parkland is also zoned Open Space. These areas add up to 8.5 percent of the land area.

Table 2. Existing Zoning in the Severn Small Planning Area

Zoning Category	Acreage	Percentage of Total
OS (Open Space)	961 acres	8.5%
RLD (Residential Low Density)	187 acres	1.6%
R1 (1 dwelling per acre)	1938 acres	17.1%
R2 (2 dwellings per acre)	3984 acres	35.2%
R5 (5 dwellings per acre)	2287 acres	20.2%
R10 (10 dwellings per acre)	39 acres	0.3%
R15 (15 dwellings per acre)	399 acres	3.5%
All Residential Zones	8834 acres	77.8%
C1 (community commercial)	21 acres	0.2%
C2 (office commercial)	215 acres	1.9%
C3 (retail commercial)	80 acres	0.7 %
C4 (highway commercial)	50 acres	0.4%
All Commercial Zones	366 acres	3.2%
W1 (light industrial)	870 acres	7.7%
W2 (industrial park)	211 acres	1.9%
W3 (heavy industrial)	83 acres	0.7%
All Industrial Zones	1164 acres	10.3%
Total	11323 acres	100.0%

The Plan recognizes the need for commercial and industrial growth within the area to meet the needs of the community. The Plan supports the concept of establishing areas that will help maintain all of the components needed to keep the Severn Small Area a vibrant, thriving community.

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Page left blank for Map 3. Airport Noise Zones

Assets and Issues

Proposed Land Use and Zoning Changes

This Small Area Plan proposes a new Land Use Plan for the Severn Small Area that refines the 1997 General Development Plan (GDP) by more accurately reflecting both current development patterns and planned growth over the 10 to 20 year planning period. Map 4 depicts the proposed Land Use Plan, with proposed changes detailed in Table 3. The proposed changes in zoning are depicted on Map 5 (and inset Map 5A) and detailed in Table 4.

The northwest corner of the Severn Small Area has become a regional commercial center with access to multiple modes of transportation, offering the potential for a variety of employment opportunities. In this part of Severn, the land use is proposed to transition from the existing and developing regional commercial uses into the existing low-density residential areas to the south and east. The transition areas are proposed to include some higher density residential zones, mixed-use zones and industrial/office zones. The Plan recognizes the importance of buffering the lower density residential areas from the more active commercial uses while maintaining good pedestrian, bicycle and shuttle linkages. These proposed changes are shown on Map 4, represented by the numbers 1 through 5. These land use changes are translated into proposed zoning changes on Map 5, indicated by numbers 1, 2, 3 and 4.

Severn has another major commercial and industrial land use area, located in the northeast corner of the Small Area. This area has easy access to MD 100 and I-97. A portion of this area falls within the BWI noise zone where residential uses are severely limited and discouraged (Refer to Map 3. Airport Noise Zones). The Plan is sensitive to the land use transition needed between this regional commercial/industrial area in order to maintain the quality of life within the Severn Community. These proposed changes are shown on Map 4, represented by the numbers 14 and 15. These land use changes are translated into proposed zoning changes on Map 5, indicated by numbers 17 and 18.

The predominant residential land use is maintained throughout the majority of the Severn Small Area at a low to low-medium density scale (less than five dwelling units per acre). The Plan seeks to preserve natural areas and public areas as natural features, open space or government/institutional use. Higher density residential land use is recognized as a transition from more intense commercial uses to low-density residential use. The Plan aims to ensure that a stable transition area is established surrounding the Arundel Mills Mall. The Mills area is designated as having a commercial land use, to reflect the existing and proposed development. There is concern that additional commercial/retail uses are not needed beyond what is already planned for in the Arundel Mills development. The Land Use Plan proposes a change to higher-density residential in the area bounded by Watts Avenue, Clark Road and Ridge Road. Senior housing would be an appropriate use for this area. Higher density residential is also suggested as an integral component to assure the vibrant growth of the Severn Village Plan (discussed later in this chapter and in further detail in the Community Design Chapter of this Plan).

The property owned by the State Highway Administration (SHA) known as the Buckingham Nursery site is located at the northwest corner of the intersection of MD 100 and

MD 170. There has been on going discussion of a light rail extension connecting the existing BWI station with a new proposed station at Arundel Mills. Many possible alignments are being considered. If the chosen alignment extends the light rail line through this property, a Mixed-Use Transit development would be appropriate. The Plan designates this property as Mixed-Use on the Proposed Land Use Map. The Mixed-Use Transit zoning designation could be established if the light rail extension becomes a reality. A portion of this property is a wetland mitigation site and the Land Use Plan designates most of this as Natural Features. The Plan proposes Open Space zoning for this area. A portion of the SHA owned property south of MD 100 is being designated as residential-low density, with proposed zoning of R1.

The Land Use Plan recognizes much of what exists as built today and properly designates those areas. The Plan recognizes small neighborhood commercial establishments as important components to the Severn community.

Table 3. Proposed Land Use Changes

Ref. No.	Location/ Address	Proposed Land Use	Reason for Change
1	Kirk Property	Mixed-Use Employment	Significant impacts by Fort Meade, NSA, Arundel Mills, and BWI, and improved access off of BW Parkway factors in establishing Mixed-Use designation.
2	Arundel Mills Property	Commercial	Reflect the existing and proposed development for this area.
3	Watts Avenue/Clark Road Area	Residential Low-Medium Density	Create a stable transition area from intense commercial development at Arundel Mills to the low-density residential to the south and east.
4	Watts Ave/Clark Road/Ridge Road Triangle	Residential High-Density	Create a stable transition area from intense commercial development at Arundel Mills to the low-density residential to the south and east. Senior housing would be appropriate here.
5	Ridge Road & Ridge Chapel Road	Residential Low-Medium Density	Create a stable transition area from intense commercial development at Arundel Mills to the low-density residential to the south and east.
6	Buckingham Nursery site (north and south of MD 100 in the vicinity of intersection with MD 170)	Mixed-Use, Natural Features, Residential Low-Density	Provide a Mixed-Use symbol on the property at the intersection of MD 100 and MD 170, owned by the State Highway Administration. Increase Natural Features area along AMTRAK line north of MD 100. Slight increase to Residential Low- Density area to the south of MD 100, adjacent to existing Munson Heights subdivision.
7	854 Reece Road and vacant property on Twin Oaks Road	Residential Medium-Density	Provide a needed housing component to the Severn Village Area to create a walkable, livable, vibrant “heart of Severn”.
8	825, 829, 831, 837, 839, 845, 848, 849 & 852 Reece Road	Residential/ Commercial Transition	Provide transitional homes fronting on MD 174 to have some limited, small-scale, commercial use. Supports the Severn Village Plan.
9	Properties on each of the four corners of intersection of MD 170 and MD 174	Commercial	Provide an expanded area of commercial at the key intersection of the Severn Village Area to encourage quality, pedestrian friendly commercial development to serve the local residents of Severn.
10	Area between Old Donaldson Avenue and Jonathan’s Landing, between MD 170 and Clark Station Road	Residential Low-Medium Density	Recognize these properties as being adjacent to proposed commercial property to the north and existing low-medium density residential to the south. Create a logical transition out from the Severn Village Area to the low-medium density residential community to the south.
11	7940 Telegraph Road Nick & Nani’s Tavern	Commercial	Re-establish a commercial land use classification for this neighborhood bar/restaurant, which has been in operation for many years.
12	1841 Stillmeadows Drive	Residential High-Density	High-density residential is in keeping with the character of the surrounding area. Need for stability and an increase in homeownership opportunities in community.
13	8 Burns Crossing Road	Residential Low Density	Change the land use designation from low-medium density to low density residential to support the existing use as a horse farm.
14	Quarterfield Road across from Elmhurst	Commercial	Allow slight expansion of commercial area to provide for quality development, rather than typical strip commercial.
15	Quarterfield Road and I-97	Commercial	Change some of the Industrial Land Use to Commercial Land Use. Allow for development of regional commercial complex, which will include some retail, office, and public space.
16	Old Stevenson/ Stevenson Roads	Commercial	Provide commercial land use to recognize existing business use at 755 Old Stevenson Road and allow for commercial development of vacant parcel at 751 Old Stevenson Road. The properties are isolated between Old Stevenson Road and Stevenson Road.
17	1450 Grimm Road	Industrial	Recognize existing industrial use on this property.

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Table 4. Proposed Zoning Changes

Ref No.	Location/ Address	Tax Map & Parcel No.	Current Zoning	Proposed Zoning	Reason for Change
1	Kirk Property	Map 13 Parcels 137 & 196	R1	MXD-E	Employment use with a mix of residential and retail is most appropriate in an area with access to major roads and in the vicinity of Fort Meade, NSA, Arundel Mills, and BWI.
2	Area around the Hanover Sportsman's Club (Watts Avenue & Clark Road)	Map 14 Parcels 596, 724, 28, 2, 567, 78, 501, 502, 731, 601 & 522	R1	R5	Create a stable transition area from intense commercial development at Arundel Mills and proposed higher density residential area to the low-density residential uses to the south and east.
3	Area formed by Watts Ave, Clark Road & Ridge Road	Map 14 Parcels 464, 591, 415, 3, 503, 334, 575, 414, 348, 742, 738 & 29	R1	R22	Create a stable transition area from intense commercial development at Arundel Mills to the low-density residential to the south and east. Senior housing would be appropriate here.
4	Ridge Road & Ridge Chapel Road	Map 8 Parcels 662 & 49 Map 14 Parcels 101, 762, 614, 758 & 739	R2	R5	Create a stable transition area from intense commercial development at Arundel Mills to the low-density residential to the south and east.
5	Harmans Road	Map 14, Parcel 750	OS/C2	OS/C2	Adjust OS line to reflect current survey of floodplain.
6	Area between AMTRAK rail line, MD 174 and floodplain area behind Severn Elementary School	(see Reason for Change column)	R1	R2	Water and sewer service available to this area, bounded by MD 174 to the south, the AMTRAK rail line to the west and a flood plain on the north and east. Map 14, Parcels 92, 736, 93, 371, 372, 193, 374, 195, 194, 97, 192, 191, 96, 95, 190, 189, 188, 708, 85, 84, 80, 79, 81, 82, 544, 734, 184, 572, 356, 185, 387, 358, 359, 25, 225, 226, 621, 87, 542, & 202
7	Twin Oaks Road and 854 Reece Road	Map 14 Parcels 557 & 196	R1	R10	Provide a needed housing component to the Severn Village Area to create a walkable, livable, vibrant "heart of Severn".
8	MD 174 near Severn Elementary School	Map 14 Parcels 571, 633, 249, 250, 651, 252, 253, 254 & 650	R2	SB (Small Business District)	Provide transitional homes on MD 174 to have some limited, small-scale commercial use. Supports the Severn Village Plan
9	Intersection of MD 170 and MD 174 (NW, NE and SW corners)	Map 14 Parcels 59, 418, 98, 579, 421, & 653	R1/R2	C3	Expand the commercial area around the intersection of MD 170 and MD 174, the key intersection in the Severn Village Plan. Provide additional commercial acreage to encourage quality, pedestrian friendly, village-scale development to serve the local residents of Severn.

Table 4. Proposed Zoning Changes, con't

Ref No.	Location/ Address	Tax Map & Parcel No.	Current Zoning	Proposed Zoning	Reason for Change
10	Intersection of MD 170 and MD 174 (SE corner)	Map 14 Parcels 468, 402, 407, 400, 58, 61, 212, 748, 60, 636, 701, 702 & 211 Map 15 Parcels 384, 386, 375, 1103, 119, 435 & 65	R2	C3	Expand the commercial area around the intersection of MD 170 and MD 174, the key intersection in the Severn Village Plan. Provide additional commercial acreage to encourage quality, pedestrian friendly, village-scale development to serve the local residents of Severn.
11	Area between Old Donaldson Ave and Jonathan's Landing, MD 170 and Clark Station Road	Map 14 Parcels 412, 411, 404, 405, 406, 66, 344, 590, 58, 62, 409, 401, & 345	R2	R5	Recognize these properties as being adjacent to proposed commercial property to the north and R5 developed Jonathan's Landing to the south. Create a logical transition out of the Severn Village Area to the existing R5 and R2 developed areas.
12	7940 Telegraph Rd	Map 14 Parcel 331	R2	C1	Re-establish C1 zoning for this property, which has been a neighborhood restaurant/bar for many years.
13	1841 Stillmeadows Drive	Map 21 Parcel 34	R5	R15	Property is surrounded on three of four sides by R15 developed town homes. High-density residential is in keeping with the character of the surrounding area. Need for stability and homeownership opportunities in community.
14	8 Burns Crossing Road	Map 21, Parcel 193	OS/R5	OS/R2	Compliment the existing use of the property as a horse farm.
15	8272 Quarterfield Rd	Map 22 Parcel 348	C1	C4	C4 zoning compliments the existing, long standing gas/service station use.
16	8265 W B & A Road and 8290 Portsmouth Drive	Map 22, Parcel 253 & Map 22, Parcel 551	C1/R5	C1	Adjust C1 zoning line to coincide with the property line. Eliminates the split-zone condition, which exists today.
17	Quarterfield Road across from Elmhurst Road	Map 15 Parcels 685, 382, 383, 588, 1035, 1036, 104 & 105	C1/C2/ R15	C3	Allow slight expansion of commercial area and change to C3 (general commercial) to provide for quality development, rather than typical strip commercial.
18	Quarterfield Road and I-97	Map 15 Parcels 560, 555, 554, 553, 563, 564, 1094, 1095, 1098 & 1093	C2/W1	C3	Change some of the existing W1 and C2 to C3. Allow for development of regional commercial complex, which will include retail, office and public space.
19	Buckingham Nursery Site	Map 14, p/o Parcel 364	W1	OS	Zone wetland mitigation site, owned by the State Highway Administration (SHA) Open Space.
20	Buckingham Nursery Site	Map 14, p/o Parcels 79 & 572	OS	R1	Zone upland area, adjacent to existing subdivision, outside of wetland mitigation site, R1.
21	Old Stevenson/ Stevenson Roads	Map 15, Parcels 706 & 708	R2	C1	Provide C1 zoning to recognize existing business use at 755 Old Stevenson Road and allow for commercial development of vacant parcel at 751 Old Stevenson Road. Properties are isolated between Old Stevenson and Stevenson Roads.
22	1450 Grimm Road	Map 21, Parcel 10	R2	W1	Provide W1 zoning to recognize an existing industrial use on the property.

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Mixed-Use Employment Area

The Severn Small Area lies within Anne Arundel County's major economic development corridor. It is located within the designated BWI Business Partnership boundary. The BWI Business Partnership and the Anne Arundel County Economic Development Corporation (AAEDC) actively seek new jobs and services to locate in West County and the BWI Area. In addition, there are proactive efforts in this area to secure funding for the continued development of a shuttle and bus transportation network throughout West Anne Arundel County.

The Severn Small Area is also home to Arundel Mills, one of the largest economic development projects in the County. The first phase of Arundel Mills is a retail outlet mall/entertainment complex totaling over 1 million square feet. Subsequent phases will include a business park, a local shopping area, and hospitality services (hotels). The Anne Arundel Community College is planning a West Campus facility in this vicinity as well. This development will assist in establishing shuttle and bus services and in offering educational training for residents of West County.

The Plan recognizes that Fort Meade and NSA, two major employers in the County, and the Arundel Mills development have a significant impact on the area. A major change in land use and zoning in the western portion of the Planning Area is proposed to take advantage of these assets. The Kirk Property (property bounded roughly by the BW Parkway, Clark Road and Arundel Mills Boulevard) is proposed to change to Mixed-Use Employment, shown as change 1 on Map 4 and Map 5.

The Mixed-Use land use and zoning classification is new to the County, adopted in July 2001. The purpose of the Mixed-Use designation, in general, is to establish a different kind of development pattern. Typical suburban growth segregates each component of development (residential, office, green spaces, etc.) into separate, often distant areas. The idea of Mixed-Use is to better integrate places of work, shopping, recreation, and living into a more compact area. The goal is to create better, walkable, livable communities while preserving more green spaces. The Mixed-Use development review process encourages input from the surrounding communities relative to compatibility of uses, design and pedestrian circulation.

Much deliberation and consideration went into the decision to designate this area as Mixed-Use Employment. School and transportation impacts and public utility availability among other concerns were discussed at length. The Mixed-Use Employment designation was chosen in order to minimize the residential development impact on this part of the County. Overall, the Committee and County Staff felt that Mixed-Use Employment was the best future land use for this area, knowing that development could only occur when all of the outstanding concerns have been addressed. A preliminary development concept is shown on Map 6 and the following illustrative drawings show a possible development scenario.

Page left blank for Map. 6 Kirk Property Development Concept

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The Severn Village

There are two regional commercial areas located in the northeast and northwest corners of the Severn Small Area. These areas raised some concern by the Committee and the community about the “heart of the Severn” being lost. In response to this, the Plan recommends the creation of the Severn Village.

The area located at the intersection of MD170 (Telegraph Road) and MD174 (Donaldson Avenue) has been designated in the Plan as the Severn Village (see Map 7). This will be the center of activity for residents to go to for community functions, dining, entertainment, and recreational activities. It will be an area where people can stroll along pedestrian walkways lined by shops, parks, community services and a school.

The Severn Village includes Severn Danza Park, Severn Elementary School, Severn Post Office, and the proposed Severn Fire House. The Park is located in the northeastern section of the Village. The land across from the park and south of Donaldson Avenue, east to Telegraph Road, is designated as commercial land use and a recommended C3 zoning classification. The commercial designation extends approximately two hundred feet south of Old Donaldson Avenue. Between this point and the existing community of Jonathan’s Landing, the land use designation is low-medium density residential (consistent with that of Jonathan’s Landing) with an R5 zoning recommendation from MD170 east to Clark Station Road. The Plan recommends revitalization of this area. These proposed changes in land use and zoning will bring recreation, business and residential components of the community together in a walkable area. The Plan also encourages development of a “main street” design along Old Donaldson Avenue.

As the Village extends west to Twin Oaks Road, the new Severn Fire Station will be located along MD 170, just south of MD 174. On the north side of MD 174, west of MD 170 a commercial land use designation is proposed up to the flood plain area east of the Severn Elementary School. On the south side of MD 174 in this area, several residential properties fronting directly onto MD 174 are designated as a Small Business (SB) District. This will allow a transition from residences to some small-scale commercial uses if desired, while maintaining a residential character for those who wish to remain residential. Design guidelines within this zoning classification will retain the size and character of the buildings. Two existing homes west of the school on the north side of MD 174 are also designated for Small Business.

The area on the west end of the Severn Village (Twin Oaks Road and MD 174 intersection) is proposed to change to a medium-density residential land use with a zoning recommendation of R10. This will allow development of a needed residential component, essential for the success of the Severn Village. The Plan recommends that residential development of this property be clustered, preserving more green space, retaining more trees and offering more community walkways and activity areas. The residential components, located on the east and west ends of the Village, are essential to the Severn Village Plan. These residential districts will provide an opportunity for future Severn residents (e.g. children of current residents) a chance to own a home in the area they grew up in. Also, as community members become seniors they may want to reside within the Severn Village in order to stay within the community. (See the Community Design chapter).

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Goals and Recommendations

Goal 1: Implementation of Smart Growth initiatives.

Recommendation 1. The area surrounding the Arundel Mills property, west of Ridge Road and east of the BW Parkway, should change to a Mixed-Use Employment land use.

Recommendation 2. The area in the triangle created by Ridge Road, Watts Avenue and Clark Road should change to a residential high-density land use. The area between and including properties on Watts Avenue and the Hanover Sportsman's Club should change to a low-medium density residential land use. A stable transition area needs to be established surrounding the Arundel Mills Mall. There is concern that additional commercial/retail uses are not needed beyond what is already planned with the Arundel Mills development.

Recommendation 3. The area between Ridge Road and the Chesapeake Mobile Home Park is recommended to change to a low-medium density residential use, allowing for a transition from the Mills development to the surrounding communities in order to contain Mall sprawl.

Recommendation 4. The area bounded by the Pennsylvania Railroad line to the west, greenspace/floodplain to the north, the Severn Elementary School to the east and Route 174 to the south is recommended to remain low-density residential in land use but be allowed to increase in density from one dwelling unit per acre to two dwelling units per acre. This change is recommended due to the presence of public utilities in the area, and the constraints of being bounded by railroad tracks, a busy road and floodplain.

Goal 2: Implement the Severn Village Plan to create a livable, walkable, vibrant area around the intersection of MD 170 and MD 174, in the heart of Severn.

Recommendation 1. Establish design guidelines to ensure that appropriate scale, pedestrian amenities, residential character and quality development is maintained and brought to the Severn Village.

Recommendation 2. Implement land use and zoning changes to assure the viability of the Severn Village.

Goal 3: New Developments should integrate into the nature of the community as much as possible.

Recommendation 1. Developers should meet with the community prior to submitting plans for commercial, industrial or major subdivision projects to the county. Continued community involvement throughout the development process is encouraged.

Recommendation 2. Development plans for the regional Commercial/Industrial area in the northeast corner of the Severn Small Area should consider the following:

- Jones Road should remain a local road and not be a main access to new development occurring between I-97 and Queenstown Road.
- Development in the vicinity of Quarterfield Road and I-97 should include a mix of retail, office, hotel and employment uses to meet the needs of area residents.
- Encourage the State Highway Administration to build an exit ramp off of MD 100 into any development at the intersection of I-97 and Quarterfield Road.

Goal 4: As Fort Meade’s plans call for the sale or transfer of excess land, the County needs to take a proactive role in positioning themselves to be able to act upon such opportunities to secure these lands for community uses such as a community college, parks, etc.

Recommendation 1. The County should meet on a regular basis with the Garrison Commander and staff to share the County’s long-range plans for the communities that surround Fort Meade and to be briefed on the Master Development Plans for Fort Meade.

Goal 5: Promote the availability of a wide diversity of gainful employment opportunities to utilize the potential productivity of the area’s population.

Recommendation 1. Strongly support the creation of training centers, such as the one established at the Arundel Mills Mall (by the consortium of Anne Arundel Community College, Anne Arundel County Public Schools, National Retail Association, Anne Arundel Economic Development Corporation and Anne Arundel Workforce Development Board). Such centers are essential in positioning Severn residents to benefit from local employment opportunities rather than simply hosting employment for others. This programmatic concept of merging industry standards with high school and community college curriculums and addressing supporting needs such as transportation and child care, should be a top priority of the Mills Corporation and the County government.

Recommendation 2. As an integral part of land development in the Severn Small Area, the County should use whatever means available to encourage programs for workforce development by coordinating their efforts with the ongoing existing programs offered by the Department of Human Services, the Anne Arundel County Economic Development Corporation and the West County Chamber of Commerce.

Goal 6: Encourage the installation of the most advanced telecommunications capabilities in as many locations as possible.

Recommendation 1. The County should continue to recognize that development of the technological infrastructure is key to creating jobs and attracting new businesses. In today’s knowledge-based, global economy in which capital and technology are increasingly mobile, the quality of the County’s technology infrastructure will help determine whether companies invest here or other counties. Development of this technology infrastructure will help lure businesses and help them remain competitive and create challenging, high-paying jobs.

Recommendation 2. The County should continue development of Community Access Networks, linking schools, libraries, County services, and hospitals.

Recommendation 3. The County should take steps to make telecommuting more feasible with the establishment of facilities (“hotels”). These facilities would provide high-speed data/voice/fax communication services and be centrally located along public transportation routes. These facilities could be provided either by County government or by private sector, as a “for profit” service.

Goal 7: Adhere to all Adequacy of Public Facilities (APF) Ordinances in the County. (Please see Appendix B).

Recommendation 1. The Anne Arundel County Board of Education needs to consider infill lots in all existing and proposed subdivisions when determining their projections for school capacity for any given school and modify the School Capacity APF to reflect the inclusion of infill lots.

Recommendation 2. Impact fees collected within a designated district should be spent in accordance with a list that has been prioritized by the county and the community for expenditures within that district.

Recommendation 3. Support the County’s efforts to adhere to any APF review required on family conveyances.