

ANNE ARUNDEL COUNTY

Parole Town Center Master Plan



Planning Advisory Board Draft
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PAROLE TOWN CENTER MASTER PLAN

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CHAPTER 1

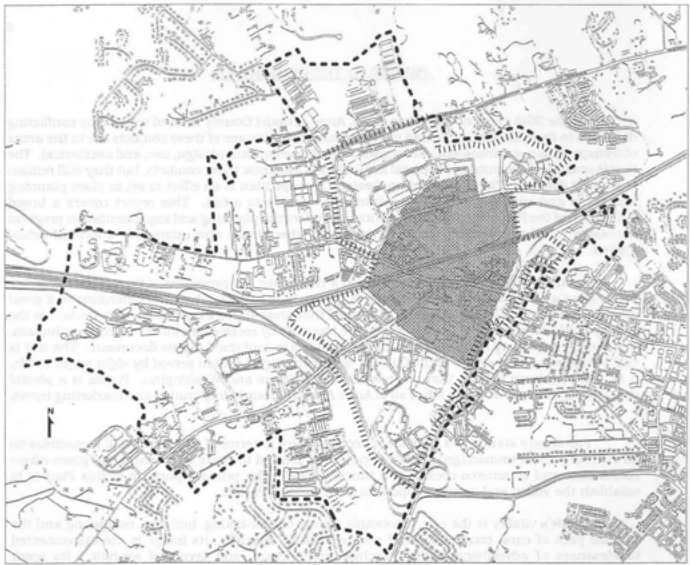
OVERVIEW

1.1. Introduction and Purpose

The Parole Growth Management Area, also known as the Parole Town Center, is an area of 1,482 acres located just west of the City of Annapolis, in the central portion of Anne Arundel County. The Parole Town Center is one of three Town Centers in the County, first designated in the 1980s to be an area of intense mixed-use serving Annapolis Neck. Subsequent General Development Plans maintained the Town Center designation. The recent update to the General Development Plan, Plan2040, designates the Parole Town Center with the Town Center Policy Area, noting that these are areas where development, redevelopment and revitalization are focused and encouraged to take advantage of existing infrastructure. Also, a portion of the Parole Town Center is designated with the Transit Oriented Development Policy Overlay, which encourages compact, walkable, pedestrian-oriented, mixed-use areas that are within ½-mile of an existing or planned transit station.

Parole has experienced significant changes in the years since the County adopted the Parole Urban Design Concept Plan in 1994. Substantial commercial growth has enlivened the area and turned it into a shopping and dining destination. Compact and walkable residential development has also attracted new renters and homeowners. Yet, in much of the Town Center, the varied uses have not sufficiently mixed to capitalize on their proximity, residents and commuters have experienced increasing traffic congestion in the area, and the need for better coordinated transit and mobility options is clear. In addition, there is a lack of quality park and open space, and few connections to natural features. Protection of the attributes that make Parole special, paired with carefully planned development of the area, will ensure that the Parole Town Center continues to be a desirable place to live, work, and explore. This Master Plan update aims to:

- Update a community vision for the future of the Parole Town Center.
- Update and assess the existing conditions and data used as a basis for planning in the area.
- Evaluate and clarify the regulatory framework for the area to achieve the community vision.
- Maintain aspects of the existing plan which function well.



The 1994 Parole Urban Design Concept Plan helped establish a Vision for the Parole Town Center and has guided development here for over 25 years.

- Organize the plan to facilitate its use by business and property owners, citizens, developers, and planning staff.

1.2. Master Plan Organization

This Master Plan is organized into five chapters, with the first chapter being this Introduction.

Chapter 2: Background and Existing Conditions provides the background and existing context for planning in the Parole Town Center.

Chapter 3: Parole Town Center Framework outlines the elements of Natural Environment, Built Environment, Healthy Communities and Healthy Economy as the main organizing features with functional plans for the Town Center.

Chapter 4: Development Standards recommends criteria and allowances for development in the Town Center.

Chapter 5: Plan Implementation and Update establishes an Action Plan for implementing the recommendations that will achieve Parole's Vision. Strategies organized in a short-, medium-, and long-term timeframe. Chapter 5 also establishes the process and timeline for updating

the Master Plan and outlines regular tracking of development and investment in the Town Center.

1.3. Key Changes and Updates

This Master Plan updates the functional plans and the guiding framework for the Parole Town Center, including Land Use, Transportation Modes, Environment and Urban Form. The Action Plan provides detailed recommendations for updating the County Code provisions regulating development in the Town Center, focusing on changes to simplify regulations and strengthen certain standards to provide greater clarity to property owners, developers, County staff and the community. The following list is a broad overview of key updates and recommendations.

Major Framework Updates

- The PGMA boundary is refined to align with property lines and to largely align with the Plan2040 Policy Area. The PGMA boundary is expanded to incorporate properties on the south side of Bestgate Road, including Parker Drive; however, properties along Gate Drive, Gate Court and Herndon Drive are recommended for removal from the Plan2040 Town Center Policy Area and designation as Neighborhood Preservation Development Policy area. The Town Center Planned Land Use for these properties should be redesignated following a land use analysis with the Region 7 planning process.
- The existing zoning and overlay structure is retained, with recommendations for revising overlay provisions and allowances. Existing zoning classifications are retained, with any rezonings to occur through the Region 7 Comprehensive Rezoning process.
- The PGMA structure of three Policy Areas and eleven Subareas is simplified to seven Subareas for organizing policy.
- Functional plans for transportation and mobility are updated, with recommendations for roadway improvements and studies. In particular, a strong network of bicycle and pedestrian linkages is identified, and requirements are strengthened for facility standards, including bicycle parking.

Key Recommended Code Changes

- Modify Base Bulk Regulations to apply three tiers of density by subarea.

- Raise the Base Floor Area Ratio (FAR) allowances throughout the PGMA, and simplify FAR calculations by gross site development area, with fewer exemptions.
- Make minor adjustments to height allowances and provide additional detail for open area requirements, including requirements for Green Area and Activity Space.
- Tailor Permitted Uses to the Town Center context as follows:
 - Permitted uses remain defined by zoning classifications, with additional allowances, conditions, and exemptions.
 - Recommended Allowances:
 - Permit Mixed-use throughout the Parole Town Center without applying for the Incentive Program. No mix of use ratio is defined unless proffered through the Incentive Program.
 - Allow R22 uses in additional zoning districts, with no change in the application of bulk regulations. Allow certain additional uses throughout the Parole Town Center.
 - Retain additional allowances for certain Auxiliary Uses in buildings with professional or general offices.
 - Recommendations for Conditional Uses:
 - Provide additional conditions for certain uses in some subareas, such as new gas stations, self-storage, and auto sales, to better conform to an urban environment.
 - Recommendations for Non-permitted Uses:
 - Prohibit various uses, including heavy manufacturing, industrial materials storage/processing, outside storage and self storage as a principal use, large agricultural and farming activities, certain large-scale auto-oriented enterprises, large-scale commercial outdoor recreation facilities, large-scale energy production, waste management/processing, single-family detached and semi detached residential, and various other uses.
 - Consider language to protect lawful pre-existing nonconforming uses, including exemption from registering as a nonconforming use.
- Revise streetscape standards as follows:

- Establish minimum and maximum front setbacks by Subarea. Continue to apply buffer requirements of the County Landscape Manual.
- Establish additional Active Frontage provisions along identified corridors to encourage human-scale activity.
- Revise Adequate Public Facilities (APF) and Traffic Impact Study requirements for the Parole Town Center to better accommodate Town Center needs and coordination with the City of Annapolis and the Maryland Department of Transportation State Highway Administration (SHA).
- Retain parking requirements and provide for modification allowances in exchange for enhanced development proposals through the Incentive Program. Conduct a future Parole-area parking study to recommend updates to parking requirements.
- Enhance site design and architectural standards for all development in the Town Center.
- Revise the Incentive Program, retaining many existing proffers and adding relevant additional proffers. Retain certain program rewards, including increased FAR limits, increased height allowances, and reduced Open Area requirements. Continue to allow increased density of up to 44 dwelling units per acre, calculated by the full development project.

1.4. Planning Process

Updating the vision for the Parole Town Center first began in 2017 with the start of the revised Parole Urban Design Concept Plan. Throughout the summer and fall, the Office of Planning and Zoning (OPZ) conducted interviews with community partners and stakeholders in both the City and County, held an in-person kickoff open house, and hosted virtual surveys, to solicit feedback on the area's strengths and challenges and help shape the community's vision for Parole. Key feedback from this initial outreach included:

- Recognition of Parole as a key destination, with a cluster of shopping, entertainment, and business or medical services conveniently located near major transportation routes and the City of Annapolis.
- Strong desire for improved transit, pedestrian and bicycle facilities linking throughout Parole and to regional networks.
- Focus on environmentally friendly development, with green spaces, pervious surfaces and

- walkable environments.
- Unique identity or "sense of place" for Parole, with amenities and attractive design character.

Following the start of the Parole Master Plan update, the County committed to undertake new studies that would impact the Parole Master Plan's recommendations. The first study examined the feasibility of siting a Multimodal Center in the County, focusing on locations in the Parole area and accommodating local and regional multimodal transit connections and parking, as well as opportunities for adjacent transit supportive development. The second study focused on Parole-area transportation, including an examination of existing and future mobility needs, design standards, future growth, network improvements, traffic, and parking. Findings and recommendations from these studies are incorporated into the Parole Master Plan update.

Subsequently, the County began Plan2040, an update to the 2009 General Development Plan. As Plan2040 sets the stage for all master plans impacting land use, the goals and policies of the Parole Master Plan are consistent with those of Plan2040. As the Office of Planning and Zoning resumed its efforts to update Parole's Master Plan in 2021, there was abundant new community input and analysis to consider. The following opportunities and challenges summarize the broad themes first raised in 2017 and affirmed through the input into the Parole Master Plan update, the Plan2040 process, Parole Multimodal Facility Study, and Parole Mobility Study.

Challenges:

- Mobility and Accessibility. Parole is a destination, but getting there and getting around can be uncomfortable for bicyclists, pedestrians, and transit riders.
- Traffic Congestion. Additionally, residents are concerned that growth in Parole and elsewhere has facilitated increased traffic congestion.
- Evolving Retail Environment. Commercial and office real estate have strong representation in Parole, but market headwinds have scaled back demand for these uses.
- Environmental Decline. Impervious surface, outdated stormwater facilities, lack of urban tree

canopy, and the heat island effect have become concerns.

Opportunities:

- Workforce and Affordable Housing. Parole's location and strong market for residential demand make the Town Center a compelling place for ensuring there is affordable and workforce housing. Providing housing at all levels of affordability will ensure that more current and future residents can benefit from ongoing investment in Parole.
- Transportation Alternatives. Expanded and safe bicycle and pedestrian facilities can fulfill the strong desire of residents for a better connected multimodal transportation network and improve congestion. Proximity to major transportation routes presents an opportunity for a regional transit hub.
- Infrastructure Investments. Roadway improvements will include congestion relief, and can work in tandem with transportation alternatives to support better mobility and connectivity.
- Redevelopment and Revitalization. Parole is a key market for development and redevelopment in the County. Carefully planned redevelopment can adapt existing sites and buildings for reuse to meet changing residential and non-residential needs. Attractive design character will confirm a unique identity and sense of place for the Parole area.
- Green Investments. Development should be environmentally friendly with green space, innovative stormwater management systems, and walkable environments.

Your Community, Your Voice

The Parole Master Plan was developed over the course of 2017-2021. Community members set the Plan on course in 2017 and refined their vision when the Master Plan process resumed in 2021. The following input opportunities helped inform the development of the Parole Master Plan.

- August 2017

Parole Community Survey: Participants answered questions about their demographics, favorite community attributes, and vision for Parole's future.

- September 2017

Parole Visual Preference Survey: Office of Planning and Zoning asked participants to review photos of different sorts of development and select preferences in the categories of residential development, commercial development, parking, bikeways/pedestrian ways, and amenities.

- September 6, 2017

Parole Open House: This event offered visitors the opportunity to discuss the questions and concerns about the Master Plan with County and City of Annapolis staff.

- July 8, 2020

Parole Mobility Study Live Hearing: Preliminary findings and recommendations to support mobility in Parole were presented virtually. The session was recorded and shared publicly.

- November 2020 - January 2021

Draft Mobility Study survey and Public Meeting: The draft Parole Mobility Study was live online and open for public feedback. All comments were documented and shared publicly.

- April 2021

Second Parole Community Survey: Respondents considered challenges and opportunities in the Town Center.

- April 15, 2021

Virtual Listening Session: Attendees participated in discussions of assets and challenges faced by the Parole Town Center and explored ideas for how to meet the community's vision for the area.

- June 2021

Parole Topics Survey: Participants gave input on a range of topics to be addressed by the master plan.

- January 2022

Preliminary Draft Master Plan input: OPZ launched an online engagement tool to orient the public to the preliminary draft plan and gather input via a survey. A virtual public forum was held on January 19 to review the plan and answer questions from the public. Comments were also gathered by email.



Members of the public review maps and share information with staff at the September 2017 Open House



Input and ideas shared by attendees of the Virtual Listening Session

1.5. A Vision for Parole's Future

A Vision is a standard feature in master plans, serving as a statement of the community's values and aspirations, a shared image of what the citizens want their community to become in the future. The Vision Statement below is derived from the comments of citizens and stakeholders through the planning process, and the goals, policies and strategies in subsequent chapters are crafted to help implement this Vision.

By 2040, Parole will be a vibrant, walkable community, and will serve the region as an economic hub. Parole will offer a variety of job opportunities; services; commercial, dining, and entertainment options; and housing for all ages and incomes. The area will continue to attract creative redevelopment that responds to community needs. Landscaping will beautify the environment, while pedestrian plazas provide new spaces to gather. A safe, pleasant bicycle and pedestrian network will offer alternatives for traveling within and around the area, while appealing, functional roadways and new transit investments will manage the area's higher levels of traffic and mitigate an auto-dominant character. Enhancements to the Town Center's natural resources will better integrate these critical features with the built environment. This well-designed urban community will absorb much of the County's growth pressure while respecting and enhancing its less urban surroundings.

The background information, data and findings in subsequent chapters help us understand the area's conditions, trends and context for growth and redevelopment in Parole.

BACKGROUND AND EXISTING CONDITIONS

2.1. History of Parole

In December of 1783, Parole was the site of a meeting between General Washington, General Smallwood, General Gates, and a delegation from Annapolis. The meeting took place at "Three Mile Oak," near the present intersection of Generals Highway, Defense Highway, and West Street. There, General Washinton resigned as Commander in Chief of the Continental Armies. He would go on, of course, to become the first president of the United States.

Parole remained agricultural throughout the 1800s, even with the advent of rail transportation in 1840. In the Civil War-era, the area became known as "Camp Parole." Parole served as a Union camp where Union troops, captured and paroled by Confederate forces, were held until arranging a prisoner exchange with the Confederacy. Earlier locations of Camp Parole within and nearer to Annapolis attracted drunk and disorderly parolees to the streets of the City, and so the camp was moved to its final location on what is today the site of Annapolis Town Center. Throughout its history, Camp Parole processed around 70,000 troops. Clara Barton, who founded the American Red Cross, worked at Camp Parole in the latter days of the Civil War.

For decades following the War, the area hosted a half-mile horse racing track known as the Parole Hunt Club. The 1950s brought suburbanization with the construction of Route 2, US 50, and the Severn River Bridge. The racetrack was redeveloped in the early 1960s as Parole Plaza, a shopping center that initiated the area's transition to a regional hub of commercial activity.

In the 1970s, the Anne Arundel County General Development Plan designated Parole as one of three town centers. Subsequent office and retail development, including the Annapolis Mall (now Westfield Annapolis) and the relocation of hospital services from downtown Annapolis to the current Anne Arundel Medical Center, further established Parole as a key regional destination and economic driver. The role of Parole as a regional hub continues. Various employment centers, shopping areas, and service providers are concentrated in the area. These include

Anne Arundel Medical Center, Annapolis Towne Centre at Parole, the County Board of Education and County offices at the Heritage Complex, and other shopping centers, offices, and residential developments.

In the 1990s, the County established the PGMA and overlay zone to establish a framework for development appropriate to a Town Center in Parole, and adopted the Parole Urban Design Concept Plan in 1994. The Plan set a vision for Parole as a dense and compact activity node with a mix of uses, interconnected and functional streets and public spaces, and pedestrian friendly development, all served by ample transportation and infrastructure networks. The Plan established the Incentive Program to permit flexibility of certain development requirements in exchange for enhanced design features. The Plan also created three Policy Areas and various planning subareas with more refined guidelines and development provisions for the different parts of Parole.

Since 1994, a number of the Plan's recommendations have been implemented, particularly road connections and development or redevelopment of key properties in the Parole Town Center. Some of the major achievements include:

- Completing the link from Route 2 to Bestgate Road (Medical Parkway),
- Grid streets and walkable, mixed-use development at Annapolis Towne Centre,
- Extension of Housley Road, Admiral Cochrane, and Truman Parkway (from Riva Road to Spruill Road),
- Convenience retail and service uses on Riva Road, and
- Various streetscape and pedestrian improvements along Bestgate and around the Mall.

2.2. Demographics

The following demographic snapshot offers insight into key distinctions between Parole Town Center, Region 7, and the County.

Population and household estimates generated

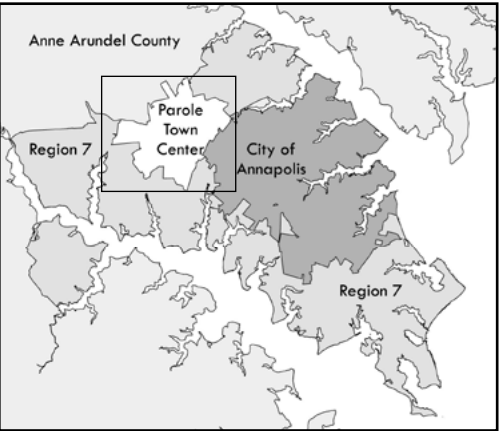
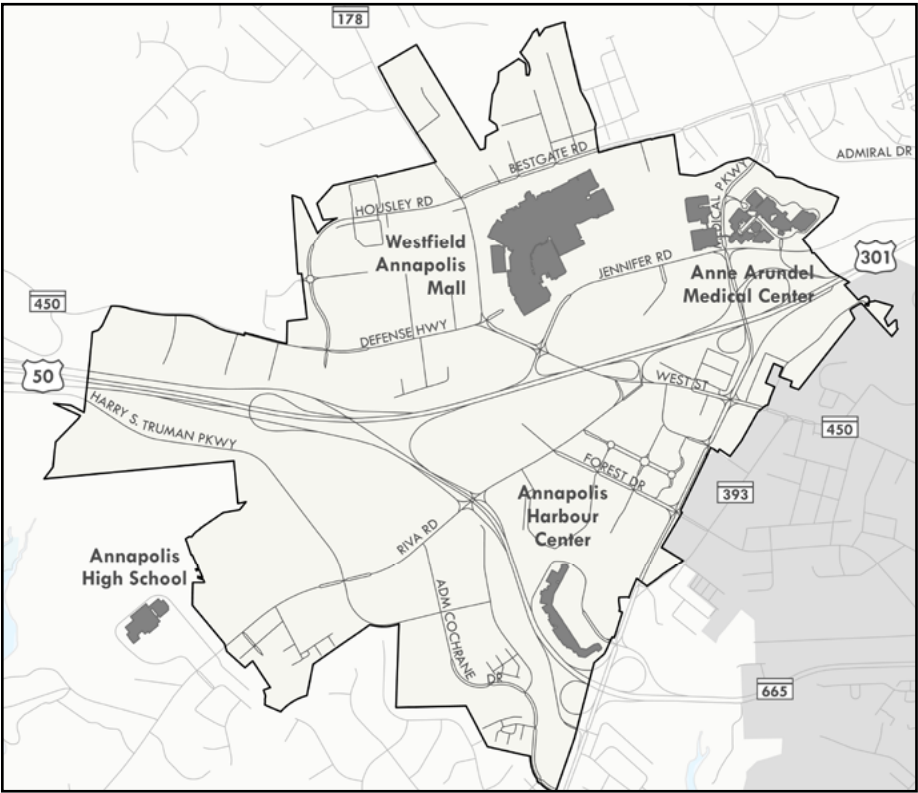
1. Source: Baltimore Metropolitan Council Traffic Analysis Zone (TAZ) data, Round 9a.
2. Average household size reflects a weighted average of each individual TAZ.
3. Source: Baltimore Metropolitan Council Traffic Analysis Zone (TAZ) data, Round 9a.
4. Data for Region 7 and Anne Arundel County includes Parole Town Center and the City of Annapolis. Source: Esri

by the Baltimore Metropolitan Council¹ place the current population of the Parole Town Center around 5,787, with 2,619 individual households. The average household size within Parole Town Center is 2.11².

Prior population estimates from the Esri enrichment data show a trend of rapid growth within Parole from 2010 to 2020, with a growth rate of 6.77. This growth rate is much higher than in the surrounding Region or County, at .63 and .93 respectively, and may reflect the construction of several large residential complexes in Parole in the last ten years, including The James, Maris and Admirals Square. Twenty year forecasts for Parole show a projected population total of 6,248 by the year 2040, an 8% increase in residents over that timeframe³.

In general, the population within Parole Town Center today is much older and more predominantly white than in Region 7 or the County⁴. At 44.9, the median age in Parole is five years older than the Countywide median age of 39.7. More than half (51.8%) of Parole's residents are 65 years of age and older, compared to 17.6% of the County overall. Similarly, only 13% of Parole's population is under 18, compared to 18% and 22% in the Region and County respectively. Nearly 75% of Parole residents identify as non-Hispanic white compared to 61% of Region 7 and 66% of County residents. The non-Hispanic Black population accounts for 12.6% of Parole residents, compared to 18.5% of Region 7 and 17.6% of the County.

Median household income in Parole is also significantly higher at \$107,209 per year, compared to \$97,306 across Region 7 and \$100,192 in the County overall. Educational attainment, however, is in line with Regional levels, with 56.8% of the population 25 or older having at least a bachelor's degree; however, both Parole and the Region have higher attainment levels than the County overall.



Map overview of the Parole Town Center (at right), and the Town Center's location within the Region and within Anne Arundel County (above).

Table 1. Parole Town Center Demographic Comparison

	Parole	Region 7	Anne Arundel County
Median Household Income	\$107,209	\$97,306	\$100,192
Median Age	44.9 years	40 years	39.7 years
% Population 65 years+	51.8%	20.9%	17.6%
% Population under 18	13.3%	18.4%	21.8%
% Hispanic/Latino (any race)	6.5%	15.0%	8.8%
% Non-Hispanic White	74.3%	61.2%	65.9%
% Non-Hispanic Black	12.6%	18.5%	17.6%
% Non-Hispanic Asian	4.1%	2.6%	4.2%

Source: 2020 ESRI Enrichment data using U.S. Census American Community Survey 5-year estimates.

Table 2. Educational Attainment for Population 25 Years and Older

	Parole		Region 7		Anne Arundel County	
	Total	% pop. 25+	Total	% pop. 25+	Total	% pop. 25+
High School Diploma	436	14.6%	6,892	13.2%	80,360	19.5%
Bachelor's Degree	892	29.9%	15,453	29.7%	103,052	25.0%
Grad/Professional Degree	803	26.9%	13,041	25.0%	73,778	17.9%
Total Population 25+	2,982	-	52,117	-	412,592	-

Source: 2020 ESRI Enrichment data using U.S. Census American Community Survey 5-year estimates.

2.3. Existing Conditions

2.3.1. Natural Environment

Though much of Parole was originally developed over the course of the past half century, with significant natural resources lost during that time, redevelopment over the course of the past decade has begun to provide net improvements to many aspects of the natural environment in the area. Through continued redevelopment, there is an opportunity to continue improving stream, wetland, and forest health as sites are held to contemporary standards. While various State and Federal regulations protect environmental features, there are additional County Code and development requirements to protect natural features, including:

- Article 16. Floodplain Management, Erosion and Sediment Control, and Stormwater Management
- Article 17. Subdivision and Development requirements, including provisions addressing forests, wetlands, streams, and steep slopes
- Article 18. Zoning
- County Stormwater Management Practices and Procedures Manual

There are a number of challenges to the natural environment posed by development in Parole, but there are many opportunities for improvements as Parole's urban Vision takes shape.

Challenges:

- Limited tree canopy, which detracts from the area's aesthetic quality and contributes to urban heat island effect.
- Large areas of impervious surfaces, which reduce the capacity for groundwater recharge and pollution reduction via soil filtration, and contributes to greater stormwater runoff and adverse impacts to area waterways.

Opportunities:

- Targeting development to the Parole Town Center will help preserve lower density and undeveloped parts of the County, such as Crownsville and South County.
- Redevelopment provides an opportunity to improve the impact of the built environment on natural features and adapt to the impacts of climate change, such as by reducing impervious surfaces, using modern green building techniques, expanding tree canopy, and enhancing the

- performance of stormwater facilities.
- Redevelopment can improve opportunities for residents and visitors to engage with nature in the urban environment.
- Continued investment will implement and maintain stream and wetland restoration projects in the area.

2.3.1.1. Sensitive Areas

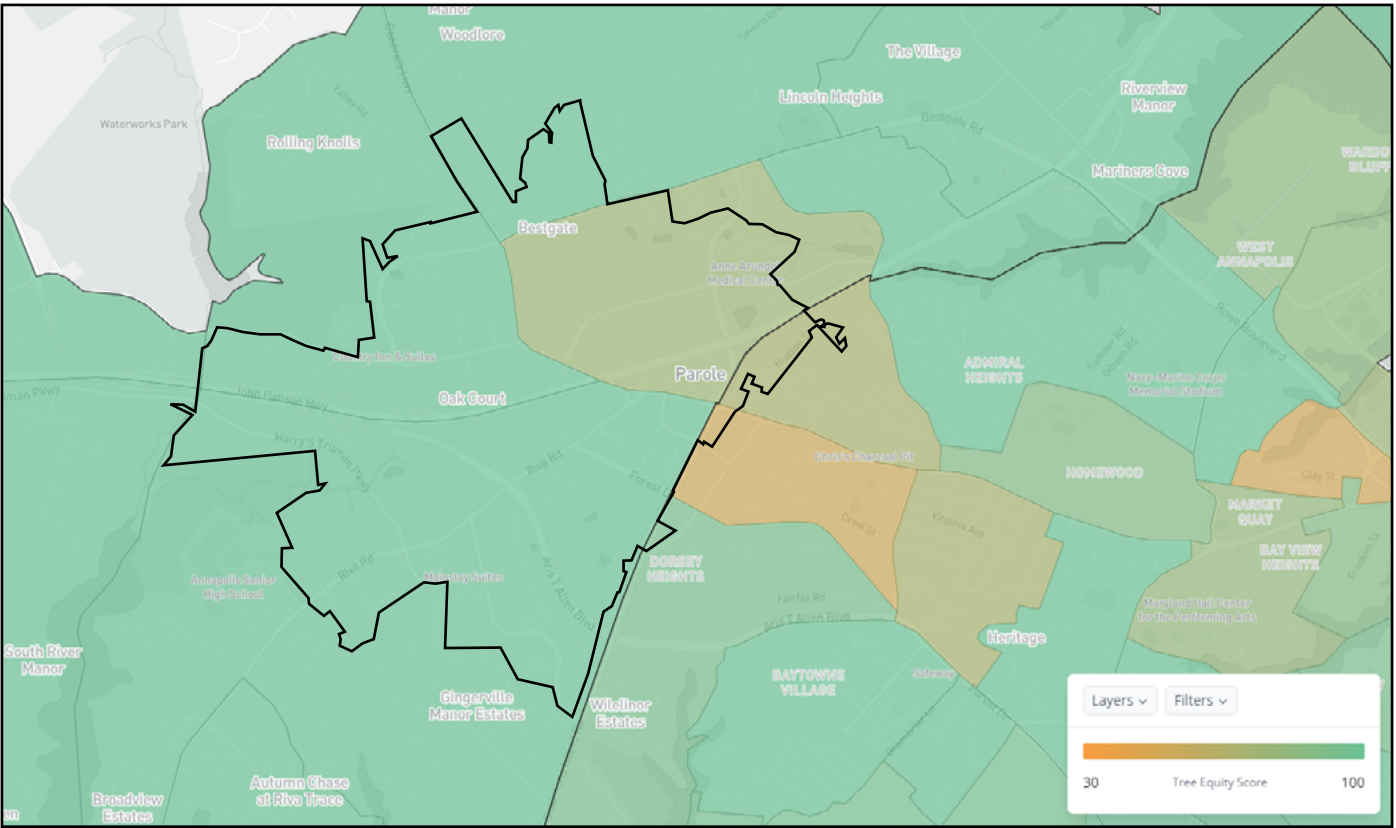
Because much of Parole Town Center is largely developed, preservation and enhancement of remaining sensitive areas is even more important during redevelopment. The primary sensitive areas present in Parole today include forest and tree cover and the area's streams. There are likely instances of other sensitive resources within Parole, including wetlands, small areas of rare, threatened and endangered species, and steep slopes; these are identified and addressed through the development proposal process according to State and County regulations.

2.3.1.1.1. Tree Canopy

Tree canopy is particularly important in urban environments to offset the amount of impervious surfaces from parking lots, roofs and roads in mitigating the urban heat island effect. Improving urban tree canopy can have many benefits including reducing peak temperatures and air pollution, reducing stormwater runoff, increasing property values, and contributing to the desirability and walkability of a place. American Forests recently conducted an equity analysis for tree canopy as it relates to income, employment, race, age and health to determine whether specific geographic areas have enough trees for people to experience the health, economic, and climate benefits that trees provide. As shown in the figure at right, portions of the Parole area rank low on the tree equity analysis, indicating that urban tree canopy should be improved and prioritized.

2.3.1.2. Land Conservation

The Parole Master Plan integrates the recommendations of the Green Infrastructure Master Plan, which is a guide to preserving an interconnected network of the most significant remaining natural lands in the County. The lands identified in the network help protect water quality and air quality, provide habitat for plants and wildlife, create opportunities for recreation, and support mitigation of and adaptation to climate change. The



Source: American Forests, Tree Equity Score. <https://treeequityscore.org/> Accessed 8/6/21. Color indicates Tree Equity Score with darker orange signifying lower equity. Gray areas were not included in the analysis.

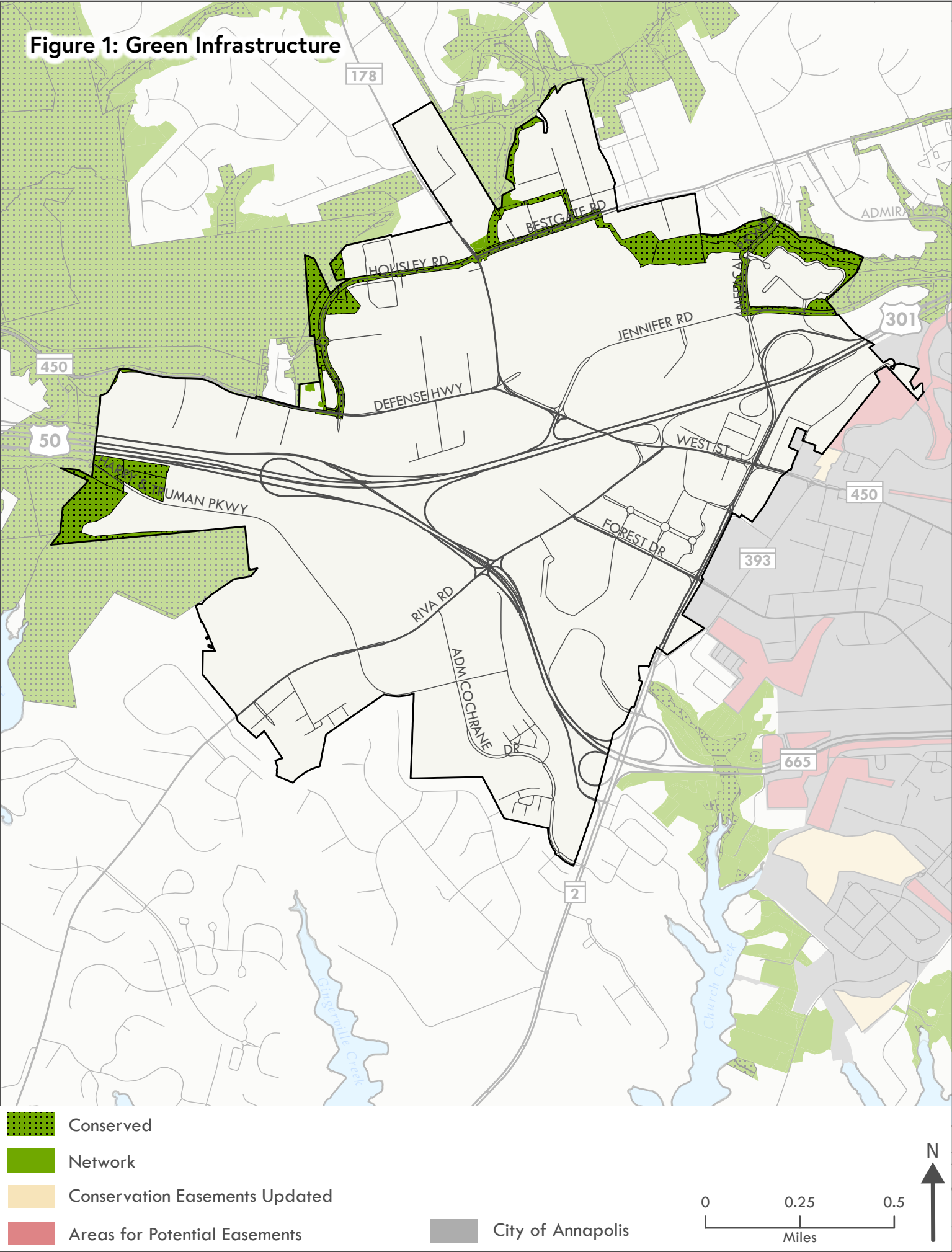
network includes Federal, State, and County parks, public and private lands conserved by agricultural, forest conservation, floodplain, wetland and open space easements, trails, historic and cultural resources, lands zoned as Open Space, and undeveloped lands that meet the minimum criteria for size and land use characteristics.

While the Parole Town Center does not contain a large portion of the network, several strategies and actions of the Green Infrastructure Plan seek to support efforts to conserve and enhance environmental quality in areas outside of the network and increase tree canopy and green spaces in developed parts of the County. Development and projects in the Parole Town Center should also consider connectivity and accessibility to the areas identified as Green Infrastructure Network and plan for their continued conservation. The following actions recommended in the Green Infrastructure Plan provide opportunities during the development process to increase conservation within the Parole Town Center:

- Integrate the Green Infrastructure Network into County planning programs and procedures.
- Invest in conservation of Green Infrastructure across all watersheds in the County.
- Increase tree canopy in more urbanized watersheds.
- Reforest natural stream corridors in more urbanized watersheds.
- Support redevelopment projects that increase green space.
- Support community efforts to conserve open spaces of local significance.
- Support community efforts to incorporate, maintain, and provide access to green space in more urbanized watersheds.

See Figure 1 for areas designated as Green Infrastructure Network within and around the Parole Town Center. The map includes areas within the City of Annapolis that are identified for potential easement in the City's draft comprehensive plan update, Annapolis Ahead 2040.

Figure 1: Green Infrastructure



2.3.1.3. Water Resources

The Parole Town Center boundary lies within two watersheds - the Severn River and South River watersheds. The County's Bureau of Watershed Protection and Restoration has developed comprehensive watershed management plans for each of the watersheds, which propose recommendations and best practices for their restoration and preservation. There are relatively few areas of wetlands, forest or floodplain in the Town Center, but those that remain have been enhanced through restoration over the past decade. Table 3 lists the acres of land in Parole within each watershed. Figure 2 shows the locations of the watersheds in relation to the plan area boundary.

2.3.1.3.1. Restoration within the Parole Town Center

Due to older development in the Town Center that occurred prior to contemporary environmental regulations and best management practices, many of Parole's sub-watersheds are identified as high priorities for restoration by the County. Over the course of the past decade or so, tens of millions of dollars have been invested by local non-profit watershed organizations and Anne Arundel County government to implement water quality improvement projects within the Town Center. A map of these projects can be seen in Figure 3, and a more detailed explanation of the restoration completed and future opportunities follows.

1. Saltworks Creek (Severn River Watershed)

The Saltworks Creek watershed has been a top restoration priority for the Severn Riverkeeper program. In 2013, they implemented a project that provided stormwater treatment for the property at 2059 Generals Highway and restored the stream

valley below, from the intersection of Bestgate Road and Generals Highway downstream to the area near Commerce Road. Almost all of the Saltworks Creek watershed within the Parole Town Center has been built out, so the best remaining opportunities for water quality improvement are likely associated with the eventual redevelopment of existing properties, bringing them up to contemporary stormwater management standards.

The one exception would be the properties along Renard Court. The stream/outfall below these properties has been identified as a restoration priority by the County, and any redevelopment of these sites should look at this area as a potential site for alternative or additional regulatory compliance.

2. Weems Creek (Severn River Watershed)

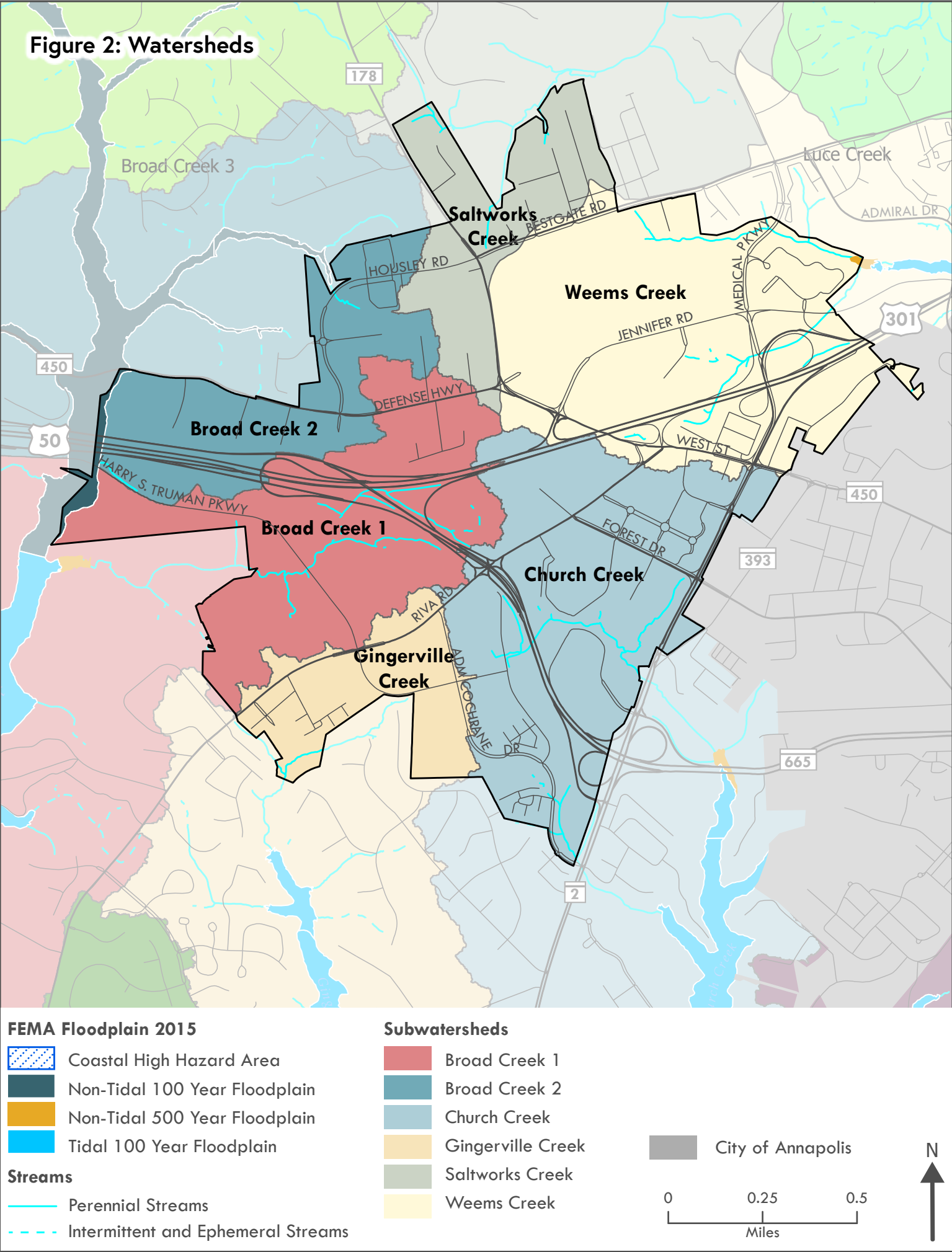
A very large percentage of the Weems Creek watershed is occupied by the Westfield Annapolis Mall and Anne Arundel Medical Center (AAMC) properties, as well as other, older commercial and multi-family residential properties. The opportunities for installation of new stormwater best management practices (BMPs) of any significant size are limited, though there has been a water quality retrofit of one of larger wet ponds serving the mall.

The stream valley draining the mall and AAMC into Weems Creek – referred to as Cowhide Branch – was partially restored by Anne Arundel County in 2018, near the intersection of Admiral Drive and Jennifer Road, with additional work slated to take place on the reach above Medical Parkway some time after 2022. The Maryland State Highway Administration (SHA) also has a very large stormwater facility capturing a significant

Table 3. Parole Watersheds

	Acres in Region	% of Watershed in Region	Water Quality Impairments
South (Broad Creek 1 and 2, Church Creek, and Gingerville Creek)	908.64	64%	Biological, Nutrients, Sediments, Toxics, Bacteria
Severn (Saltworks and Weems Creeks)	520.55	36%	Biological, Nutrients, Sediments, Toxics, Bacteria

Figure 2: Watersheds



portion of the drainage from Parole; this could be a retrofit possibility in the future. The stream valley above this feature, behind the Annapolis Exchange property, is identified as a priority for restoration, which is something that could potentially be paired with any future redevelopment of the large, adjacent surface parking lots on the property. The most abundant, remaining opportunities for water quality improvement in this watershed likely center around redevelopment of existing properties under contemporary stormwater management guidelines.

3. Church Creek (South River Watershed)

The Church Creek watershed has been one of the priority watersheds for restoration by the Arundel Rivers Federation (ARF, formerly the South River Federation) for the past decade. They alone have invested over \$5 million in grant and donor funds in the restoration of Church Creek. Much of the work has centered on restoring the stream valley from behind the Annapolis Harbor Center property down to where MD 665 crosses the main stem of the creek. Two major stream and wetland restoration projects have been completed in this system. In addition, Anne Arundel County completed a water quality retrofit of the wet pond serving the Harbor Center property in 2017, providing additional protection for the downstream system. With the redevelopment of the Annapolis Towne Centre property, the Forest Plaza property is the largest remaining parcel in this watershed without significant stormwater management. Any future development of this or smaller parcels in the watershed would benefit water quality by adhering to (or enhancing) current stormwater management regulations.

A separate tributary to Church Creek, at the southern tip of the Parole Town Center, runs between Admiral Cochrane Drive and The James property. When constructed, The James was built with enhanced stormwater management requirements, including a step pool storm conveyance (SPSC) system along MD 2 that safely carries stormwater into the stream valley. The stream – both above and below MD 2 – has been restored by Anne Arundel County over the past 15 years, and is considered a community amenity by the Wilelinor neighborhood.

This system has been studied extensively by researchers at the Smithsonian Environmental Research Center (SERC) and the Arundel Rivers Federation, and water quality results suggest that the water quality practices throughout the watershed are effectively reducing nutrients and sediment to Church Creek.

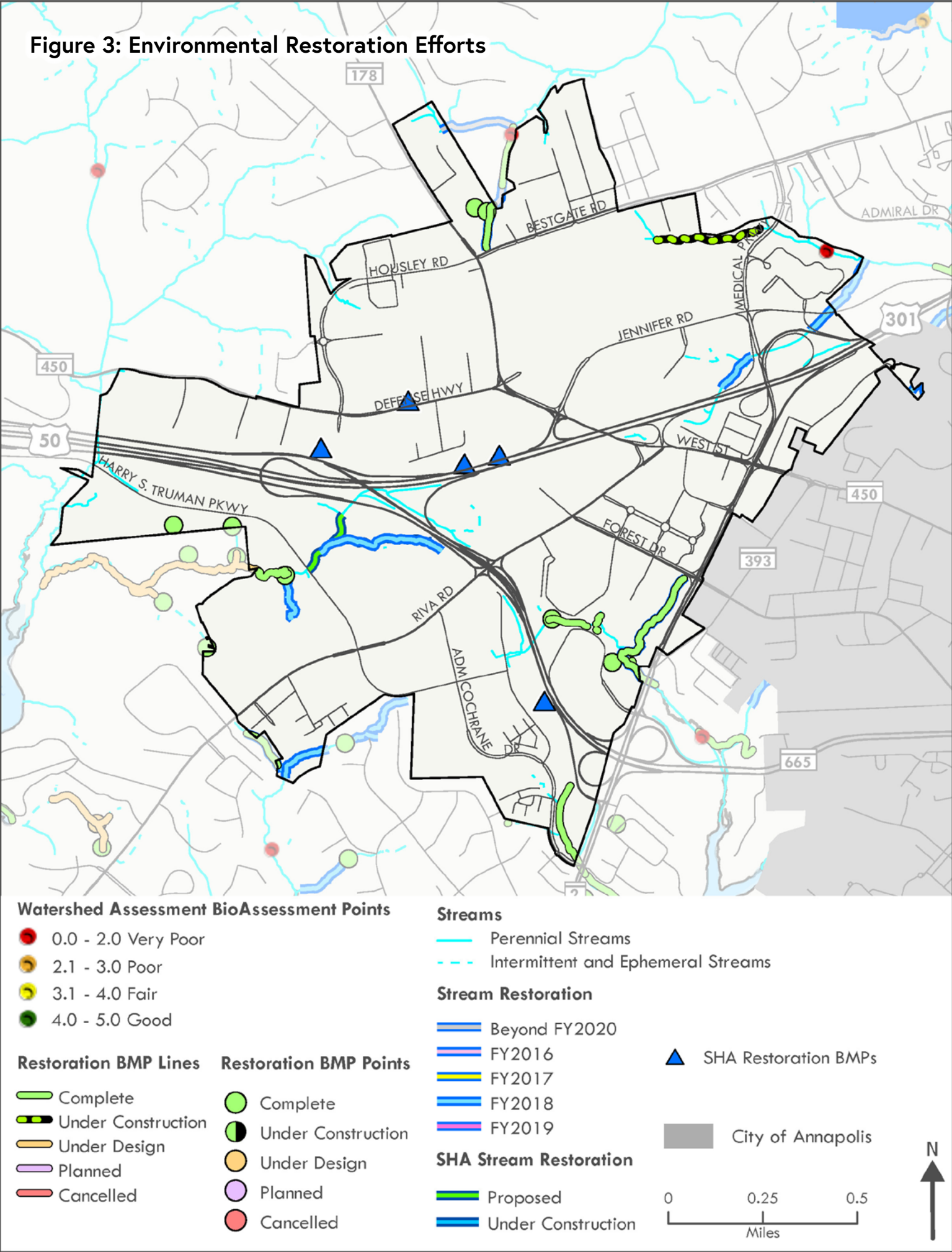
4. Gingerville Creek (South River Watershed)

Very little of the Gingerville Creek watershed is in the Parole Town Center, and most of the area located there is very densely developed with little opportunity for significant stormwater volume control. The stream system just below this area, while outside the Town Center, is in the County's highest tier for restoration. One option for redevelopment projects within this portion of the Town Center would be to have them contribute to a "Gingerville Creek Restoration Fund" where a portion of their stormwater management/stable outfall requirements could be met offsite by repairing the stream/outfall that runs through the Gingerville Association property below.

5. Broad Creek 1 (South River Watershed)

This watershed represents another restoration priority watershed for the ARF, with a remarkable restoration effort over the past 6 years. The uppermost reach, from MD 665 south to Truman Parkway, is on SHA property and has been the subject of a very large stream and wetland restoration project, as well as the retrofit of several stormwater BMPs serving the Motor Vehicle Administration (MVA) property. The stream below Truman Parkway and four outfalls – one serving the School Board property, one serving the County Office Complex, and two serving the Health Department property – have all been restored over the past several years, with much of this work carried out in the redevelopment of the property behind the Riva Road County Office Complex. The County recently completed a retrofit of its stormwater facility at the Riva Road Complex, and the ARF has a restoration project for the lower portion of the Broad Creek 1 stream planned to go to construction in 2021. SHA also recently completed the stormwater retrofit of the Truman Park and Ride. Any future development of the SHA parcel, much of which is still green field fronting

Figure 3: Environmental Restoration Efforts



Riva Road, should be additionally protective of the significant restoration investment that has already been implemented downstream.

6. Broad Creek 2 (South River Watershed)

This portion of the Parole Town Center is almost entirely built out and drains through the City of Annapolis Waterworks property. From a water quality perspective, the best option in this watershed is likely to rely on the eventual redevelopment of existing properties as an opportunity to bring them up to contemporary stormwater management standards.

2.3.1.3.2. Water and Sewer

The majority of the Parole Town Center is served by public water and sewer. The Town Center is located in the Annapolis Sewer Service Area and is primarily located in the Broad Creek 210 Water Pressure Zone, with a small sliver in the Annapolis City 173 Water Pressure Zone. The County's 2017 Water and Sewer Master Plan, currently being updated, places the Parole Town Center primarily in the Existing Sewer Service category, with small portions of Parole in the Planned Sewer Service category, namely Oak Court, the area north of Bestgate and Housley Road, and along Defense Highway along Alton Lane and A And Eagle Boulevard. Similarly, most of the Parole Town Center is in the Existing Water Service category, with the Town Center's outer portions of Defense Highway and Generals Highway in the Planned Water Service category. The 2017 Water and Sewer Master Plan shows capacity for both water and sewage treatment to meet projected demands.

Parole Town Center is within the Cadmium Water Quality Testing Area; wells in the area that exceed the maximum contaminant level for cadmium must have a water treatment system to receive a Conditional Certificate of Potability.

2.3.2. Built Environment

2.3.2.1. Land Use and Urban Design

Development in Parole over the last few decades has improved the overall mix of uses from the almost exclusively commercial character of the early 1990s.

Today, the Parole Town Center faces a number of challenges related to land use, but also presents great opportunities for the region.

Challenges:

- Aging existing development and prior suburban development patterns leave much of Parole as an auto-oriented community without a human scale.
- The area is a built environment; future development and additional density will occur through redevelopment of existing developed sites rather than through development on undeveloped land.
- The area lacks a cohesive community feel and sense of place due to existing piecemeal development.
- As an area targeted for development, redevelopment and revitalization, Parole's public services and infrastructure must adequately meet the needs of development.
- There is economic uncertainty and potential disruption in retail and office markets following the Covid-19 pandemic.

Opportunities:

- Parole has a strong overall development market relative to other parts of the County.
- Future development can reinforce a vibrant and dense urban center with a strong sense of place that is distinct in character from suburban or rural areas of the County.
- Redevelopment can improve on past suburban development patterns with a built environment that is more environmentally friendly, aesthetically appealing, human scaled, equitable, and less auto-centric.
- Existing size of suburban roadway infrastructure may allow for retrofit to multimodal complete streets.
- Receiving projected growth and density within the Town Center can relieve growth pressures in surrounding rural areas of the County.
- Parole can provide a range of housing to support all income levels and all stages of life, in close proximity to a variety of services.
- Redevelopment can strengthen Parole's identity as a gateway to the State capital.
- Developing a densely built environment will better support more robust multimodal transportation networks.
- Careful planning and development can facilitate greater resiliency to changes in transportation

technology, the economy, and the climate.

2.3.2.1.1. Housing Context

Housing in Parole tends to be urban, with just over half of the housing units estimated to be in multifamily structures with 10 or more units⁵. Over 42% of housing units are owner-occupied, while 45% are renter-occupied, representing a higher proportion of renter-occupied housing in Parole than in either the Region or the County. Housing costs are higher in Parole than in Region 7 and County overall. In Parole, for example, the median home value is \$535,934, which is about 31% higher than the Countywide median of \$370,491. Further, median monthly rent in Parole is \$1,918, compared with \$1,652 in Region 7 and \$1,612 Countywide; note that these rates do not include additional living expenses such as utilities and transportation costs.

A holding capacity analysis conducted for Plan2040 reviewed the number of additional residential units that could be developed in the future on both vacant and redevelopable land, based on the density allowed by the zoning code. Because of additional density

5. American Community Survey 5-Year Estimate, 2019

Table 4. Housing

	Parole (% of Parole total)	Region 7 (% of Region total)	Anne Arundel County (% of County total)
Owner Occupied	42.40%	54.94%	68.45%
Renter Occupied	44.70%	35.08%	24.98%
Median Home Value	\$535,934	\$465,719	\$370,491
Median Gross Rent (monthly)	\$1,918	\$1,652	\$1,612

Source: 2020 ESRI Enrichment data using U.S. Census American Community Survey 5-year estimates.

Table 5. Commercial Real Estate Market (2021)

Type of Space	Total Space in Parole (square feet)	Vacancy Rate (PGMA)	Vacancy Rate (County)
Office	3.1 M	9.7%	9.5%
Flex and Industrial	814,000	12.3%	8.0%
Retail	4.7M	13.0%	6.4%
Total Commercial	8.7 M	11.7%	7.9%

Source: CoStar, accessed 2021

allowances provided by the overlay provisions of the Parole Growth Management Area, the analysis looked at average units per acre of recent residential and mixed-use developments and proposals in the Town Center. Ultimately, the holding capacity for redevelopable sites in Parole was found to be around 4,000 units, with an additional 1,000 units for Parole's vacant sites. This indicates there is more than enough development capacity under the current density allowances within Parole to easily accommodate residential growth projected by the Baltimore Metropolitan Council's Round 9a projections (461 residents) and would support much more aggressive absorption of population growth in the region. In fact, the Parole Mobility Study which informs the transportation recommendations of this plan, used nearly 2,880 additional units in Parole over the long term in its model to test the needs of an "ultimate" buildout scenario.

2.3.2.1.2. Non-Residential Real Estate Market

The 1994 Plan noted a "striking imbalance of land uses toward commercial and office," even suggesting the Parole Town Center had an image as a "daytime parking lot." Commercial space in the Parole Town

Center has grown to nearly 9 million square feet, a 31% increase from 1994. Current vacancy rates for all types of commercial space in the PGMA are higher than in the County, with retail vacancies the highest at 13.0%, compared to 6.4% for the County overall. This indicates current challenges in the commercial market in Parole and suggests that future development and redevelopment may be more focused on capturing the area's strong residential demand.

A number of commercial, residential and office developments have located in the Parole Town Center in recent years. Since the beginning of 2015, about 17 significant development projects within the Parole Town Center have been approved by the Office of Planning and Zoning. These added nearly 181,000 square feet of office and medical office space, 47,000 square feet of retail and commercial space, and 678,000 square feet of residential space in Parole. Another seven projects are currently in the development review process, three of which are mixed-use proposals. See Figure 4 for the location of recent development projects in the Parole area.

2.3.2.1.3. Findings

Parole today remains a hub of activity. Clusters of retail, services, and entertainment options -- as well as the location of Parole as a gateway into Annapolis -- make the area a natural destination and target for redevelopment. Parole has a much stronger residential component than it did 25 years ago, and throughout the County, there is a strong market for residential uses. The character of residential development in Parole has favored smaller households with higher incomes. Through surveys and research interviews, many residents have noted that the area offers excellent goods and services, which may be attractive to older community members. There are clear opportunities to ensure that the housing landscape in Parole can meet the needs of residents of all ages and incomes. In particular, workforce and affordable housing policies should be pursued to expand opportunities for people to live in proximity to employment and to transit links to employment centers.

As the residential mix in the Parole Town Center increases, so too will demand for urban amenities

serving more people. The Covid-19 pandemic, with extended shelter-in-place and work-from-home circumstances, highlighted a need for people to have access to safe, outdoor, green and public spaces. Future development in Parole should accommodate amenities that allow residents to live, work and play in their neighborhoods, helping craft a strong identity and sense of place for Parole.

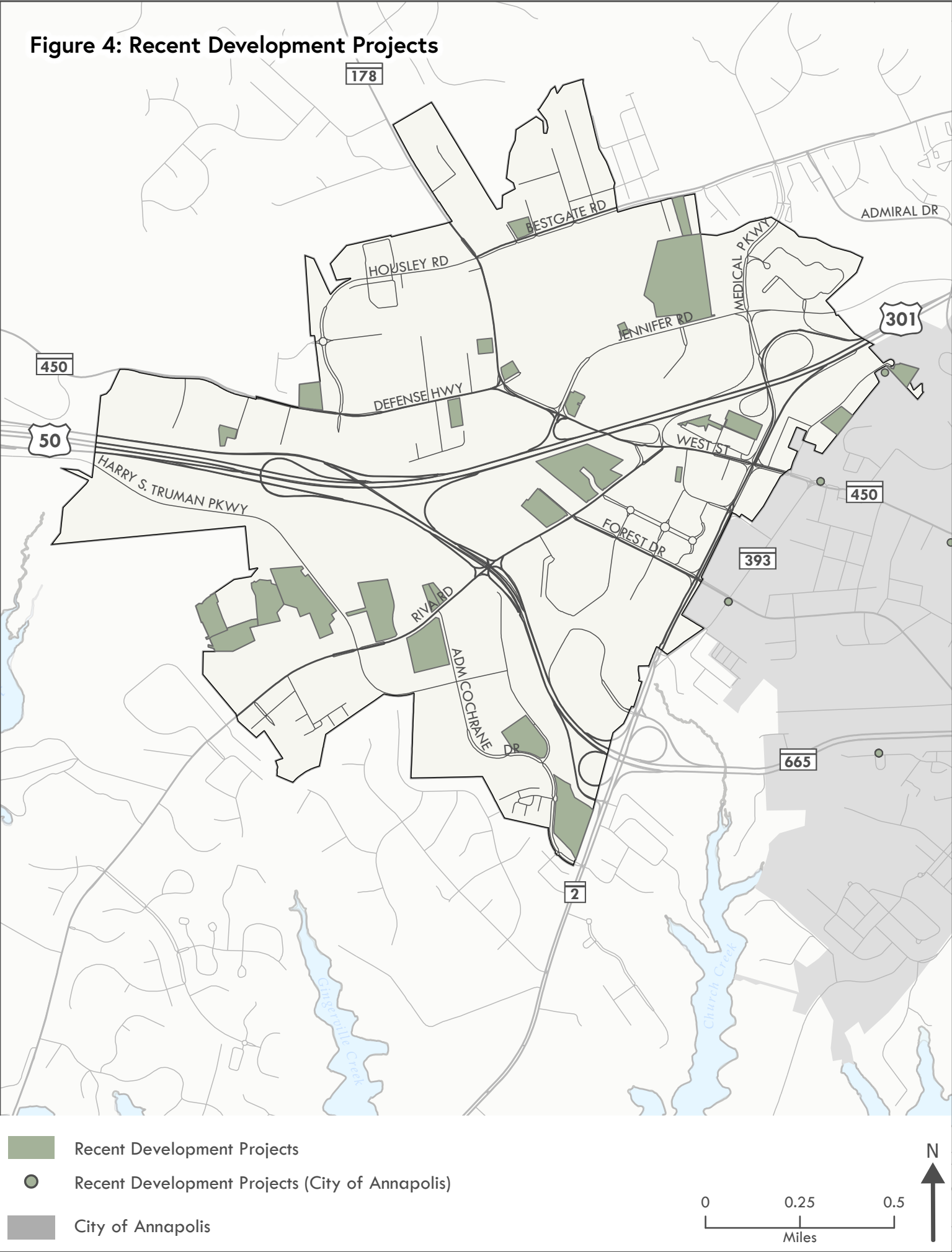
Although the non-residential market in Parole remains strong relative to the rest of the County, challenges in the commercial economy and real estate sector are evident. National trends indicate strong headwinds for the changing retail sector, especially in the wake of Covid-19. More shoppers are purchasing online, with either home delivery or curbside pickup becoming more common. Similarly, increased patterns of teleworking may impact the market for office space; however, some employers note that full-time teleworking is not likely following more than a year of isolation. Future development and redevelopment projects will benefit from regulatory flexibility that allows them to adapt their properties to changing influences.

2.3.2.2. Transportation and Mobility

The 1994 Parole Urban Design Concept Plan provided a clear Vision for Parole Town Center that called for strengthening the bicycle, pedestrian, and transit networks in the area. Despite this, travel in Parole today remains dominated by automobile use, with a high volume of regional traffic, a lack of density due to legacy suburban and auto-oriented development, and gaps in multimodal infrastructure and service. The Vision of both Plan2040 and of the Parole Town Center Master Plan, as well as policies of Move Anne Arundel! and the County's Complete Streets program, support a shift away from single occupancy vehicle use to other modes, particularly for local travel within Parole.

The Existing Conditions Report for the Parole Mobility Study, prepared in June of 2020, identifies various issues and challenges for each of the primary modes of transportation in the area: roadways, bicycle and pedestrian facilities, and transit. However, various opportunities exist to enhance the performance of transportation infrastructure serving the Town Center.

Figure 4: Recent Development Projects



Challenges:

Roadways

- US 50 is at capacity in the eastbound direction during the evening peak hour and near capacity in the westbound direction during the morning peak hour.
- Westbound MD 450 (West Street) between the US 50 ramps and Defense Highway is at or near the capacity, particularly during the evening peak hour.
- Riva Road between MD 665 and Truman Parkway is at or near capacity during both morning and evening peak hours.
- There is significant congestion on MD 2, West Street, Generals Highway, and Riva Road during the morning and evening peak hours, and there are slow speeds on Jennifer Road and Bestgate Road during the PM peak hour. Several nearby intersections contribute as sources of this congestion.
- Two intersections, West Street/Generals Highway at Defense Highway and MD 2 at West Street, do not meet the County's level of service thresholds.
- Intersection-related crashes are most frequent at Riva Road/West Street, Jennifer Road/West Street, MD 2 and West Street, Admiral Cochrane Drive and Riva Road, and Forest Drive/Harker Place.
- Several segments of West Street, MD 2 and US 50 in Parole have been identified as Primary and Secondary Candidate Safety Improvement Locations by MDOT SHA.

Bicycle and Pedestrian System

- Major roadways, including MD 2, MD 665, and US 50 are barriers between large parts of Parole, with limited crossings and sidewalks or path/trail connections.
- Pedestrian access and approaches to the City of Annapolis' Waterworks Park, with its hiking and biking trails, are hindered by limited sidewalk infrastructure.
- There are gaps in the sidewalk system and the bicycle network throughout Parole, limiting safe access to major activity centers, and additional network extensions are needed.
- Various intersections throughout the area lack necessary pavement markings, ADA features, and pedestrian signals that are critical to safe pedestrian or bicycle use.
- Many of the existing on-road bicycle facilities

and off-road shared use paths rate as high stress facilities, often linked to intersections without proper provisions for safe navigation.

- Nearly 20% of the County's pedestrian and bicycle crashes occur in the Parole area, with West Street, Forest Drive, Riva Road and Jennifer Road as key crash areas.

Public Transit

- Transit service overall is infrequent, even during peak hours.
- Transit span of service is not well coordinated with general retail hours, with service ending earlier than most retail hours, thus making transit less of an option for service industry employees.
- City of Annapolis transit service does not connect to the Truman Park and Ride facility.
- Access to transit is hindered by gaps in the pedestrian and bicycle network.

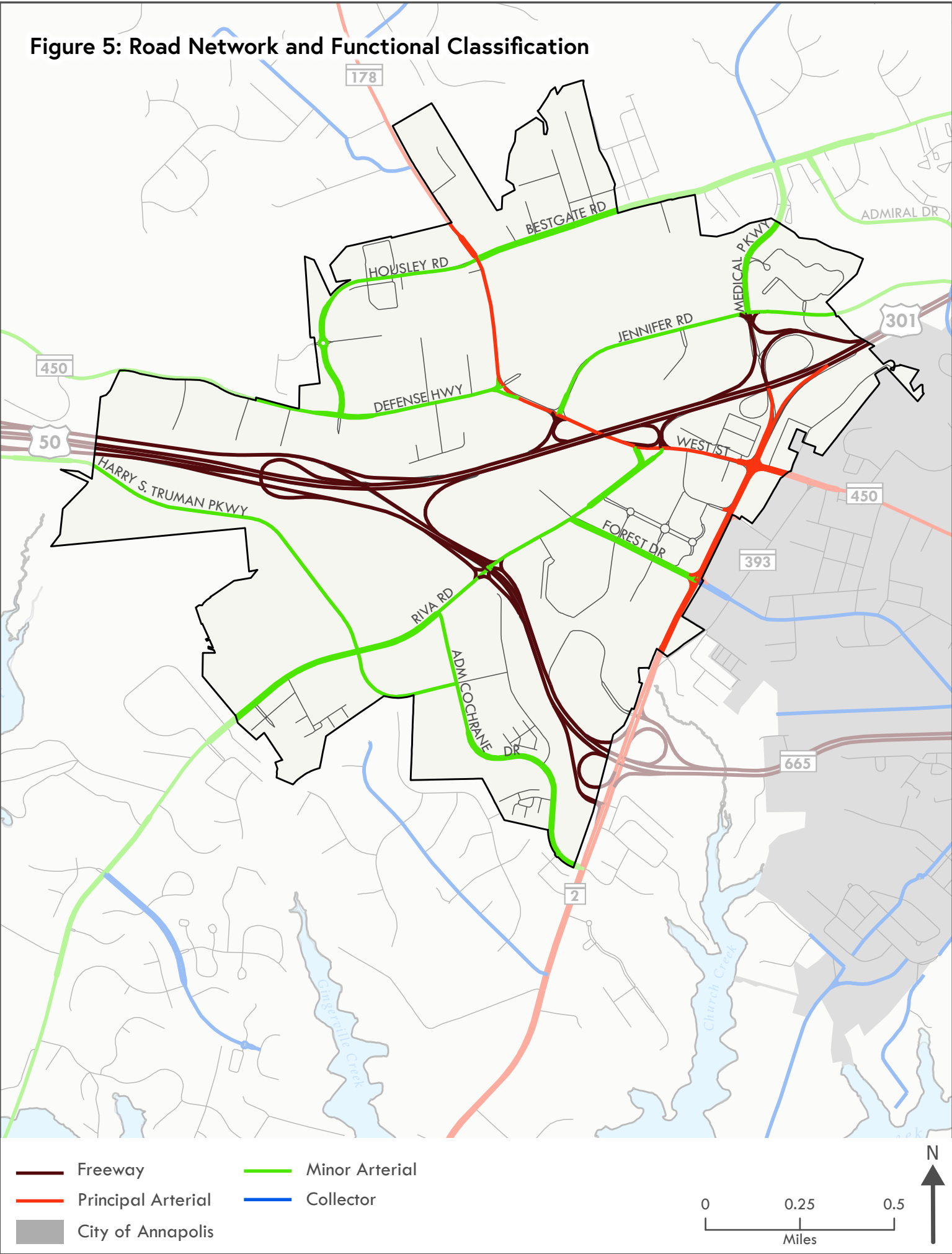
Opportunities:

- Strengthening the bicycle, pedestrian and transit networks in the Parole Town Center will reinforce it as a vibrant place where people can live, work, and play without the daily use of an automobile.
- Investing in safe bicycle and pedestrian facilities, particularly linking over US 50, MD 2, and MD 665, will help connect the different portions of the Parole Town Center and promote a viable alternative transportation network.
- Redevelopment provides opportunities to retrofit a suburban, auto-dominant pattern with one that is more multimodal.
- Investment in identified improvements and connections in the road network and other modes will help mitigate congestion on Parole-area roadways and increase the accessibility of all parts of Parole by alternative modes.

2.3.2.2.1 Road Network and Road Classifications

As noted in the challenges above, many of Parole's roadways are significantly congested, especially during peak rush hours in the morning and evening, and these challenges are further detailed in the Existing Conditions report of the Parole Mobility Study. Additionally, while many recommendations for roadway improvements from the 1994 Parole Urban Design Concept Study have been implemented, there remain

Figure 5: Road Network and Functional Classification



many that are incomplete, such as parallel roadways, improved interconnections between adjacent sites, and consolidated access along key corridors. Additional roadway connections, as described in Chapter 3, are needed to further mitigate roadway congestion.

Figure 5 shows the existing road network in the Parole Town Center, with the Functional Classification of each road. The definition for each classification of roadway is included in the glossary.

2.3.2.2.2. Bicycle and Pedestrian System

Several areas of Parole have large gaps in the sidewalk network, including along MD 2, on Jennifer Road, on Housley Road, and on Defense Highway. Bicycle facilities exist to some degree around the Annapolis Towne Centre, Anne Arundel Medical Center, and Westfield Mall, and there are various other segments in parts of the Town Center, but the system needs significant investment to complete the network within Parole and to connect it to regional facilities. In particular, the major roadways of US 50 and MD 665 serve as barriers to an effective, interconnected bicycle and pedestrian network linking the Core to areas north of US 50 or south of MD 665.

Several studies in addition to the Parole Mobility Study are underway or have been completed recently to determine ways to address key gap areas in Parole. These include the Riva Road Trail Feasibility Study, developing recommendations for bicycle and pedestrian facilities along Riva Road from Speicher Drive to Forest Drive; and a State Highway Administration plan to upgrade sidewalks along West Street west of Solomon's Island Road. A recent feasibility study reviewing alternatives for linking the Poplar Trail in the City of Annapolis to the South Shore Trail has recommended a shared-use path from the current Poplar Trail terminus at Admiral Drive, extending along abandoned WB&A railway right-of-way to Gibraltar Avenue, then along the north side of West Street to link with the existing trail at MD 2. Additionally, the Office of Transportation has launched an update to the County Bicycle and Pedestrian Master Plan.

2.3.2.2.3. Public Transit

Public transit bus lines serving Parole are operated by Annapolis Transit, Anne Arundel County, and the Maryland Transit Administration. Annapolis Transit services within Parole include the Brown, Green, Purple, and Red lines, which connect Parole to Downtown Annapolis and surrounding area shopping centers, but do not currently serve the Truman Parkway Park and Ride facility. Anne Arundel County buses, operated by the Regional Transportation Agency of Central Maryland, include the Yellow and Gold lines, serving Edgewater, College Parkway, and Riva Road/Claiborne Place. MTA commuter buses connect Parole to Baltimore, Annapolis, New Carrollton, and Washington, D.C. during weekday peak hours. An MDOT SHA park and ride lot (MTA Truman Park & Ride Lot) is provided at MD 665 at Riva Road with 800 parking spaces. All buses operated by Annapolis Transit and most MTA Local buses are equipped with bike racks.

Other types of transit service available in the Parole area include ridesharing services, Young's Transportation, and Megabus. Ridesharing services such as Uber and Lyft provide an on-demand service that arranges one-time shared rides, usually arranged through a mobile app. Young Transportation Service provides daily express connector service between New Carrollton and Annapolis (Bus Route 921) during the morning and afternoon hours. Megabus provides regional travel from the MTA Truman Park & Ride Lot with a route to New York City.

The highest daily ridership is on the Annapolis Transit routes, which run more frequently. Several transit routes operate on Parole's major roadways and serve key activity areas of Parole. Service patterns are oriented toward downtown Annapolis or long distance commutes to Baltimore, Washington D.C., and western Anne Arundel or Howard County.

2.3.2.2.4. Public Parking

Parking in the Parole Town Center is primarily provided by private property owners or developments for the use of employees and visitors to the property or development. While some developments have shared parking agreements, typically there is little coordination and efficiency between adjacent developments.

Additionally, despite requirements for structured parking, much of the Parole Town Center remains characterized by acres of surface parking lots more characteristic of suburban sprawl than of an urban context.

2.3.3. Healthy Communities

Anne Arundel County provides, operates and maintains a variety of community services and facilities to serve local needs. Some of these services are located within and near the Parole Town Center. The Anne Arundel County Department of Health is headquartered on Harry S. Truman Parkway, with additional facilities on Bestgate Road (Behavioral Health Services - South County) and at the Health Annex on Truman Parkway. The Parole Health Center is located within the City of Annapolis, on Drew Street. While there are no schools within the boundary of Parole Town Center, Annapolis High School is adjacent to the southwest boundary of the Town Center, and Rolling Knolls Elementary School is just beyond the northern boundary. Students in Parole Town Center are primarily served by these two schools, as well as Bates Middle School in the City of Annapolis. In 2018, the Anne Arundel County Library System opened Discoveries: The Library at the Mall to serve area library patrons while the new Annapolis Library on West Street was being constructed. The facility relocated in 2020 to a larger, 13,000-square foot space within the mall, serving the community with traditional library services, as well as a recently-added community pantry. For emergency services, Parole Town Center falls within the West Annapolis Fire Company area, with a station located on Jennifer Road, just west of the Parole Town Center boundary, and within the Southern Police District.

While Parole Town Center is generally well-served by the County's various services, a key issue raised during public input is a general lack of greenery and tree canopy, and limited access to parks and open space in Parole.

Challenges:

- Limited access to parks and natural areas for Town Center residents and visitors.

Opportunities:

- Redevelopment offers opportunities for planting more landscaping and canopy trees, as well as providing more public green space.
- There are opportunities to improve access to parks and natural areas within and surrounding Parole Town Center, including Broad Creek Park and the City of Annapolis' Waterworks Park.

2.3.3.1. Parks, Recreation and Green Space

Several parks and trails are located on the periphery or terminate in the Parole Town Center area. Broad Creek Park, west of the Parole Town Center, is accessed from several points, including behind Annapolis High School, Anne Arundel County Health Department, Library Headquarters and Recreation and Parks Headquarters. Waterworks Park, owned by the City of Annapolis, has a new trailhead on Housley Road. The South Shore Trail links to the Colonial Annapolis Maritime Bike Route, with its new protected shared-use path on Jennifer Road, and winds through Anne Arundel Medical Center and Annapolis Mall to its present terminus at Bestgate Road; future phases are underway to extend this Trail northward into Crownsville. Poplar Trail in the City of Annapolis and Bestgate Park are other nearby facilities.

2.3.3.1.1. 2017 Land Preservation, Parks and Recreation Plan

The County's 2017 Land Preservation Parks and Recreation Plan (LPPRP), currently being updated, performed a Park Equity Analysis to evaluate the degree to which parks and recreation facilities are accessible to populations in underserved areas of the County. The Parole area was identified as an area of high need for future investment in park facilities.

Providing an accessible and robust system of parks, trails and open spaces will help create a sense of identity for the Parole Town Center. Active and passive parks are vital for creating community cohesion and identity by providing spaces for recreation, gathering and socializing. Parks provide a critical link to nature and will ensure that the Parole Town Center remains a place where people want to live, work, and play.

2.3.4. Healthy Economy

Strategically located adjacent to the State Capital, the Parole Town Center is a key economic engine for

the region, home to some of the largest employers in Anne Arundel County. Within the Town Center, key employment nodes include the County Government office complex on Riva Road, Anne Arundel Medical Center, Annapolis Towne Centre, and Westfield Annapolis Mall. Overall, Parole Town Center hosted 33,600 employees in 2020, projected to grow to nearly 40,000 employees by 2040⁶; however, emerging trends with teleworking and online retail may impact these general numbers.

There are a number of economic challenges and opportunities facing the Parole Town Center presently.

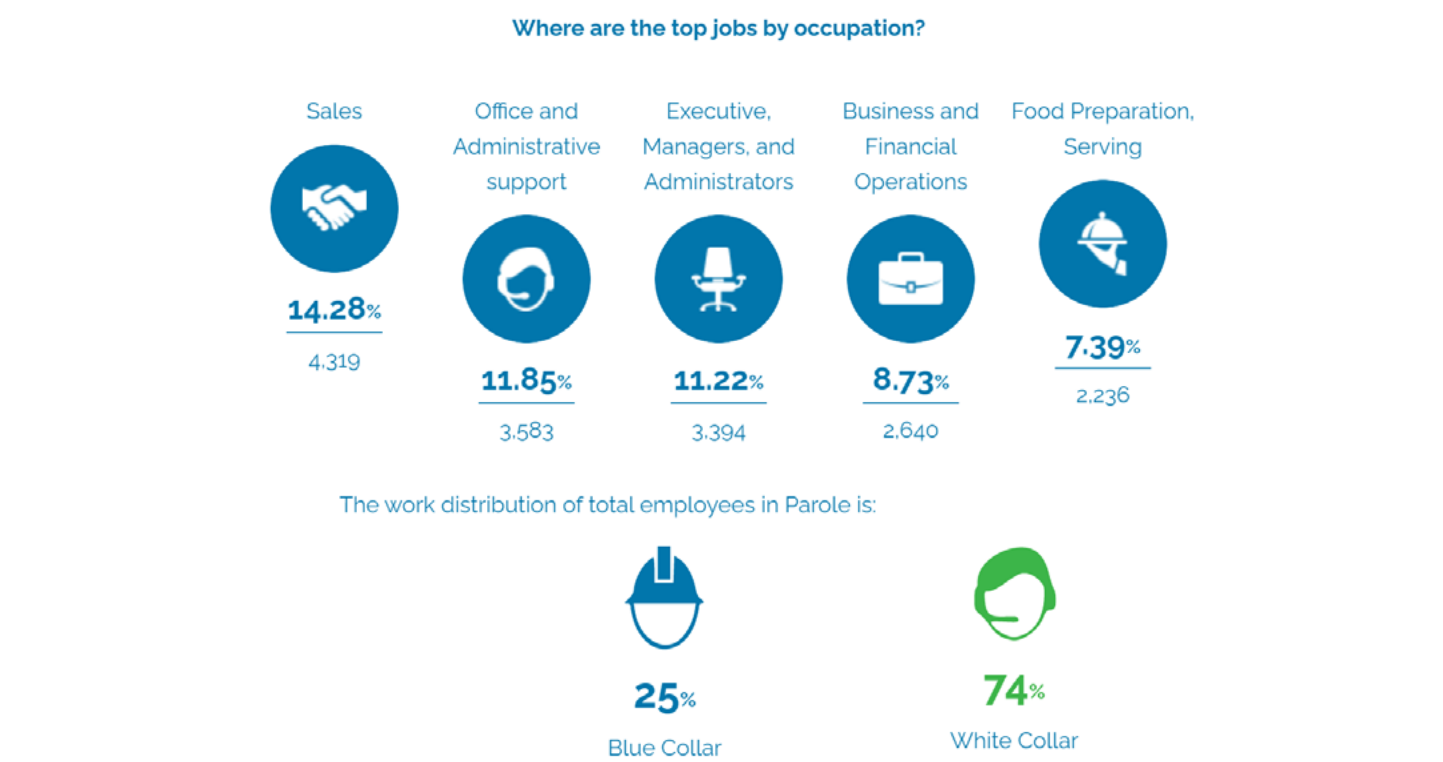
Challenges:

- The Covid-19 pandemic brought uncertainty to office markets as telework increased.
- Accelerated trends toward online shopping are challenging the retail market.

Opportunities:

- Increased telecommuting may bring relief and flexibility to worker commute patterns.
- New opportunities for re-use of vacant retail space.
- Increased market for mixed-use developments to provide opportunities to live near work and other amenities.

Summary Labor Force Statistics - 2021



Source: Applied Geographic Solutions and GIS Planning, 2021; geography extends beyond the Parole Town Center to include portions of Crownsville and south to the South River and Heritage Harbour.

6. Source: Baltimore Metropolitan Council Traffic Analysis Zone (TAZ) data, Round 9a.



CHAPTER 3

PAROLE TOWN CENTER FRAMEWORK

Plan2040 establishes the overall framework within which development in the Parole Town Center will take shape, and the following sections provide detail: Natural Environment, Built Environment, Healthy Community and Healthy Economy. The challenges, opportunities, and key components or plans for each of these elements are described below, as are the overall goals and policies that will shape the future of the Parole Town Center. Recommended development standards are further elaborated in Chapter 4.

3.1. Natural Environment

3.1.1. Introduction

Plan2040 was adopted with a number of strong goals and policies focused on protecting natural features in the County. In particular, the following goals and many of their subsequent policies and strategies are directly relevant to Parole and help frame the Parole Master Plan's environmental policies.

NE1	Preserving and enhancing sensitive areas
NE2	Retaining and expanding forest and tree cover, including urban tree canopy
NE4 NE4.2	Reducing water quality impacts from runoff and impervious surfaces
HC8 HC8.2	Provide a diverse range of accessible public recreational facilities to serve the needs of all County residents.

3.1.2. Land Conservation

The Parole Town Center contains a network of streams and associated vegetated buffers, which play a critical role in protecting water quality and mitigating the urban heat island effect. The green infrastructure recommendations for the Parole Town Center focus on protecting and improving connections to the existing green infrastructure features in the area while integrating innovative environmental site design strategies such as stormwater planters, pervious pavement, green roofs,

bioswales, and bioretention to provide additional water quality, habitat, stormwater management, and aesthetic improvements. The following recommendations pertain to green infrastructure in the Parole Town Center:

- Future redevelopment projects should apply environmental site design techniques to the extent practicable.
- Integration of stormwater management within the right-of-way should be encouraged to absorb and infiltrate precipitation where it falls.
- Where feasible, reducing impervious pavement to maximize infiltration and increase green space should also be encouraged.

Additionally, many areas along Parole Town Center's waterways are preserved either as open space or floodplain parcels, with additional adjacent areas under easement. While these areas do not meet the strict definition of green infrastructure, they provide the start of a critical network of natural areas that protect the area's creeks from development impacts. Where possible, protection of this network should be expanded to additional contiguous areas of steep slopes and forests along creeks, such as along Church Creek north of Annapolis Harbour Center.

What is Environmental Site Design?

Environmental Site Design (ESD) is an effort to mimic natural systems along the whole stormwater flow path through combined application of a series of design principles throughout the development site. The objective is to replicate forest or natural hydrology and water quality. ESD practices are considered at the earliest stages of design, implemented during construction and sustained in the future as a low maintenance natural system.

Source: U.S. EPA, Center for Watershed Protection, Managing Stormwater in Your Community

3.1.3. Tree Canopy

Trees are an essential component of the planning concept for the Parole Town Center. Currently, the Parole Town Center has about 380 acres of tree canopy, or 26.4% of the Town Center, which is inadequate to soften the urban hardscape, counter the urban heat island effect, and promote a walkable, pedestrian oriented environment. The following recommendations pertain to tree canopy in the Parole Town Center:

- Tree planting should be prioritized along streets and in public spaces to achieve a 50% canopy cover. Consider a Street Tree Master Plan to help prioritize areas for planting.
- Prioritize tree planting along existing and proposed bike and pedestrian trails.
- Tree planting should include a variety of tree species that are suitable for the climate and conditions. It is recommended that the tree species be native or locally adapted species that require low water demand.

3.1.4. Water Resources

Land use can impact pollution levels in water, and maintaining healthy watersheds is key to protecting aquatic life, safe recreational water use, our community's drinking water, and a healthy Chesapeake Bay. As discussed in Chapter 2, watershed restoration efforts have implemented various water quality improvements throughout the County, including in the Parole Town Center, and various restoration efforts are underway or planned. For the small portion of the Parole Town Center that is within the Gingerville Creek watershed, the County should consider developing a "Gingerville Creek Restoration Fund," as described in Chapter 2. Chapter 4 outlines how development and redevelopment projects in the Parole Town Center should coordinate with broader watershed restoration efforts, in addition to meeting contemporary stormwater standards, to ensure the Parole development footprint does not adversely impact area water resources.

Water and Sewer modeling by the Department of Public Works, Utility Planning, in preparation for the update to the County's Water and Sewer Master Plan shows that capacity exists within the network to accommodate projected growth based on the Town Center's Planned Land Use.

3.1.5. Natural Environment Goals, Policies and Strategies

Goal NE1:
Preserve, enhance and restore sensitive areas, including streams, floodplains, tidal and nontidal wetlands, steep slopes and all applicable buffers.

Policy NE1.1: Protect and enhance the role that environmental features provide in mitigating stormwater runoff, improving water quality, and fostering wildlife.

- (a) Strategy: Continue investing in water quality improvement projects in Parole's watersheds.
- (b) Strategy: Employ various strategies in development and redevelopment to protect sensitive environmental areas and features from adverse development impacts, including using innovative site and building design, improving building performance, maximizing buffer areas, minimizing grading, and preserving wooded areas.
- (c) Strategy: Expand protection of sensitive natural resources where possible, particularly in areas adjacent to existing protected areas.

Goal NE2:
Retain existing forest cover, increase forest replanting efforts and increase urban tree canopy.

Policy NE2.1: Expand the tree canopy and landscaping in the Parole Town Center. Aim to achieve a 50% tree canopy cover in the Parole Town Center by 2040.

- (a) Strategy: Maintain existing healthy and mature trees in their current state to the extent possible.
- (b) Strategy: Adhere to requirements of the County Landscape Manual and this Master Plan to enhance landscaping and tree canopy, and reduce impervious surface areas.
- (c) Strategy: Promote the planting of street trees along Parole Town Center roadways, as well as landscaping in medians, where practical. Clarify responsibility for maintenance of these areas prior to installation.
- (d) Strategy: Consider developing a Street Tree Master Plan for the Parole Town Center that prioritizes certain corridors and expresses the desired character and performance of the new trees.

Goal NE3:
Expand, enhance and continue to protect the County's greenways and open space areas.

Policy NE3.1: Increase the amount of protected land in

the Parole Town Center.

- (a) Strategy: Acquire land for parks and open space in and near the Parole Town Center in accordance with the Land Preservation, Parks and Recreation Plan and Plan2040 and enhance access for public use as appropriate.
- (b) Strategy: Encourage new development to provide publicly accessible open space that complements and expands the existing open space network.

Goal NE4:
Improve and protect water quality by reducing impacts from stormwater runoff, wastewater discharge and septic systems.

Policy NE4.1: Use redevelopment as an opportunity to retrofit impervious surfaces, enhance stormwater quality and quantity, and expand green space.

- (a) Strategy: Revise parking requirements as appropriate, based on findings and recommendations of a study of parking generation standards and requirements, to reduce the amount of impervious surface parking for development projects.
- (b) Strategy: Employ innovative stormwater management techniques that simultaneously add greenspace, landscaping and beautification, where possible.
- (c) Strategy: Require new development or redevelopment to address existing outfall instability and/or inadequacy issues downstream.

3.2. Built Environment

3.2.1. Land Use and Urban Design

3.2.1.1. Introduction

The land use framework for the Parole Town Center aims to promote development that reinforces a strong sense of place, results in a mixture of complementary uses throughout Parole, is efficient in density and development pattern, and is well coordinated with existing development within Parole and beyond its borders. The urban design principles for the

Parole Town Center focus on high-quality building form and architecture that reinforces an urban, community-oriented, and pedestrian-friendly pattern of development. This Master Plan aims to provide specific guidance and design principles to achieve a harmonious mix of uses in a compatible diversity of styles, while accommodating flexibility in response to changing conditions, creative development proposals, and individual site limitations. It also implements the goals and policies of Plan2040, which identifies the Parole Town Center as a Growth Area, prioritized for development, redevelopment, and revitalization.

The Development Policy Area map of Plan2040, the County's General Development Plan, designates the Parole Town Center as Town Center Policy Area, which is categorized as a Targeted Development, Redevelopment and Revitalization area, or Growth Area. Much of the Town Center is also within the Transit-Oriented Development Policy Area Overlay, owing to the multimodal transit facilities proposed for Truman Park and Ride and Westfield Mall. Plan2040 defines the Town Center Policy Area as "existing or planned compact, walkable, pedestrian-oriented, higher-density residential and nonresidential mixed-use areas within the Priority Funding Area that take the most urban form in character within the County." Plan2040 goes on to note that the Town Center Policy Area is where "development, redevelopment and revitalization are focused and encouraged to take advantage of existing infrastructure." Noting growth projections of 29,000 households and 68,000 jobs Countywide by 2040, Plan2040 encourages much of that growth to occur in Town Centers, as well as in Critical Economic and Transit-Oriented policy areas.

The Plan2040 Planned Land Use Map similarly designates the Parole Town Center, including the additional properties on Bestgate Road, within the Town Center Planned Land Use category, except for a small number of properties with Conservation, Public Use, Transit or Open Space designations. The Town Center Planned Land Use category is described as having high density residential, commercial and mixed-uses.

Various Plan2040 goals, policies and strategies frame land use and urban design in the Parole Town Center.

BE1.1.a.7 and 17 BE5, 5.1 BE13	Tools to focus redevelopment and revitalization in Targeted Development Policy Areas
BE3.2	Ensuring infill and redevelopment are compatible with surrounding character
BE5	Ensuring carefully planned and high quality development and redevelopment
BE5.2	Ensuring adequate infrastructure
BE7	Development patterns to support multimodal mobility
BE7.1	Clear, flexible development regulations, high quality design, mixed-uses, and amenities
BE11 BE12	Housing variety and affordability

Plan2040 sets goals for providing a range of housing choices for people at varying stages of life and income levels. In particular, goals BE11 and BE12 cite the County's need for workforce and affordable housing, as well as housing for elderly and vulnerable people.

The FY21-25 Anne Arundel County Consolidated Plan notes that low and moderate income renters lack affordable housing choices throughout the County, particularly in designated Communities of Opportunity, which are areas that have a low concentration of low and moderate income households and rank high on indices of quality of life. Identifying the Parole Town Center as a Community of Opportunity, the Consolidated Plan prioritizes projects and programs to create new affordable housing units in these areas. Strategies noted to help increase the supply of affordable rental units include low interest financing programs, PILOT Agreements, and land use incentives and requirements for housing for elderly of modest means.

As an area targeted for employment opportunities, enhanced transit services, and concentrated mixed residential, retail and service uses, the development of workforce and affordable housing, especially in close proximity to transit facilities and employment centers, should be prioritized for the Parole Town Center.

3.2.1.2 Subareas

Seven distinct Subareas have been established within the Parole Town Center; these are shown in Figure 6: Subareas. Guidelines for maximum Floor Area Ratio (FAR), maximum building height, minimum open area, and setbacks, as well as certain other development policies are assigned primarily by Subarea. The vision for each Subarea's general character is described below.

3.2.1.2.1. Core:

The Core is the heart of Parole, with the most intense development densities and tallest building heights. This area will host a diverse mix of retail, office, hotel, civic and housing uses, linked by a strong bicycle, pedestrian and transit network to other parts of Parole, the City of Annapolis, and regional networks. Buildings will feature architecturally interesting façades with human-scaled building features that interact with active pedestrian street fronts, site furnishings and amenities, and smaller setbacks from the street than elsewhere in the Parole Town Center; the Annapolis Towne Centre along Towne Centre Boulevard offers a precedent for many of these desired features. Redevelopment should feature significant environmental enhancements, including innovative and modern stormwater features, green building and site amenities, tree canopy, and reduced expanses of surface parking. Together with the Parole North District Subarea, the Core is where the highest quality of placemaking and provision of public amenities is expected with redevelopment. Additionally, opportunities for providing workforce and affordable housing should be sought throughout the Town Center, but especially in the Core and Parole North District.

3.2.1.2.2. Parole North District:

The Parole North District is the second most intensive level of development in Parole, surrounding the north side of the Core and providing a transition to the lower density areas to the north, east and west. The area is anchored by the campuses of Westfield Annapolis Mall and the Anne Arundel Medical Center. Patterns of older suburban development should be retrofitted with a greater mix of more intense uses, including residential uses, with bicycle and pedestrian connections to the Core and other Subareas. Redevelopment should feature significant environmental enhancements, including innovative and modern stormwater features,

green building and site amenities, tree canopy, and reduced expanses of surface parking. Together with the Core, the Parole North District is where the highest quality of placemaking and provision of public amenities is expected with redevelopment, with opportunities for future connections to the South Shore Trail and existing natural areas along Weems Creek. Additionally, opportunities for providing workforce and affordable housing should be sought throughout the Town Center, but especially in the Core and Parole North District.

3.2.1.2.3. Church Creek District:

Currently, retail shopping centers are the predominant development form in the Church Creek District, where existing building heights and development density generally are lower than in the Core or Parole North District. Redevelopment should take advantage of opportunities to improve connections (bicycle, pedestrian and vehicular) between the area's existing activity nodes and to the Core, the City of Annapolis, and the Gateway Business Mix. Future development, particularly adjacent to the Core and the City, should reinforce street and development patterns with walkable, active street frontage, as well as expanding the existing mix of uses. Key goals for the area's redevelopment include enhanced ecological features, elevated aesthetic quality, greater mix of uses and density, more tree canopy, and reduced expanses of surface parking.

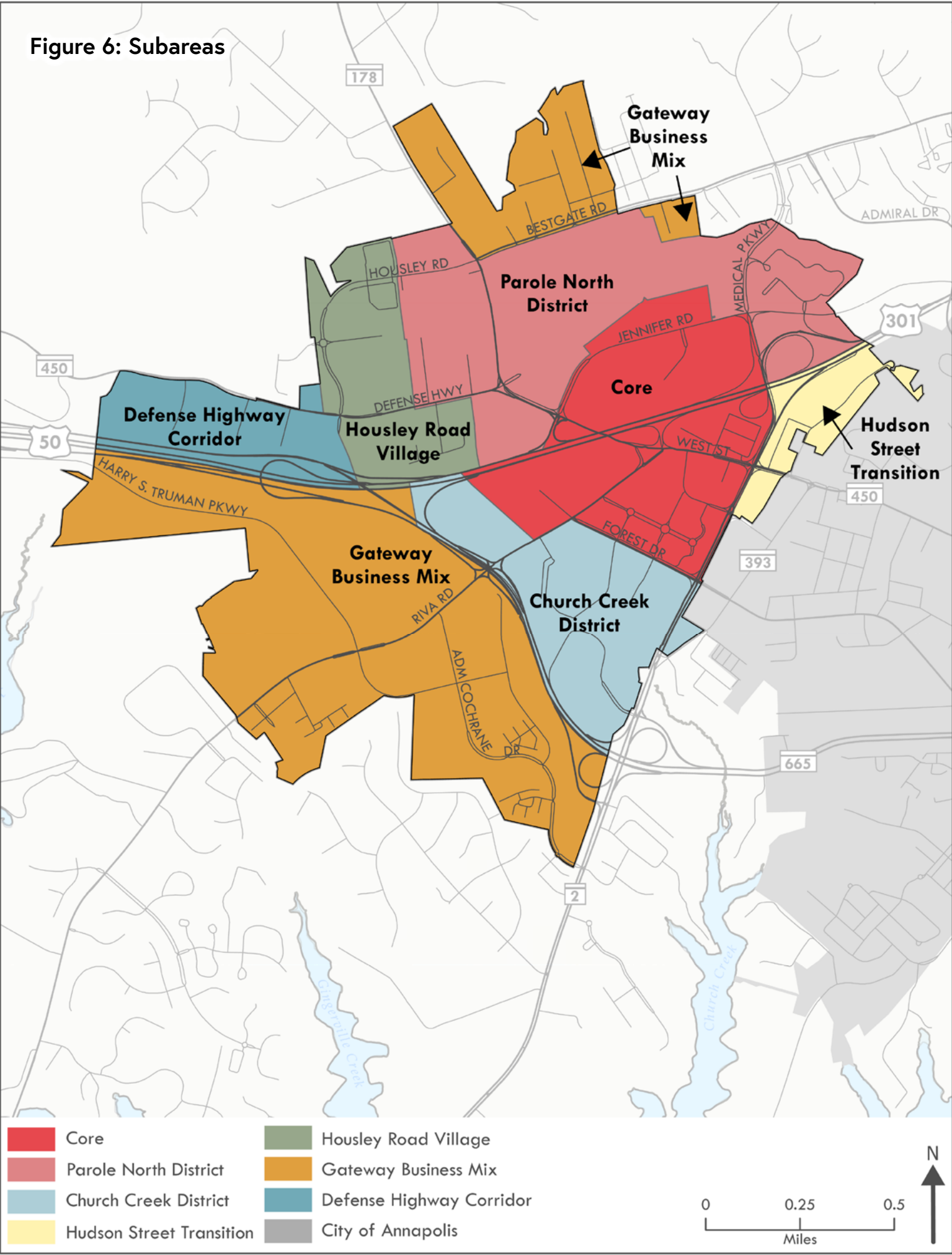
3.2.1.2.4. Housley Road Village:

The Housley Road Village is characterized by a lower existing built density than the Church Creek District, but has similar goals for development character and patterns. Future development and redevelopment should focus on improved bicycle and pedestrian connections between residential areas, retail uses, and amenities such as Waterworks Park; reducing the impact of development on surrounding ecological features; and buffering development from adjacent residential neighborhoods.

3.2.1.2.5. Hudson Street Transition:

The existing character of the Hudson Street Transition area is dominated by legacy commercial and industrial development adjacent to the City. Goals for the area include maintaining clean, light industrial and business uses while improving walkability, enhancing green space and tree canopy, protecting adjacent ecological

Figure 6: Subareas



features, and improving streetscape appearance. Coordination with the City of Annapolis goals for the area will help ensure a harmonious character across the jurisdictional boundary and a sensitive transition to adjacent neighborhoods.

3.2.1.2.6. Gateway Business Mix:

Existing uses in the Gateway Business Mix are predominantly office, clean light industrial and employment activities, many in park-like, campus settings such as at the County Government Park on Riva Road and office developments along Admiral Cochrane Drive. Development patterns will continue to feature planned, landscaped campus settings with a lower-scale urban character along the streets, with more residential uses gradually added to the area's use mix. Strong bicycle and pedestrian links should be developed between sites within the area and to adjacent Subareas and neighborhoods; redevelopment should improve vehicular interconnectivity between sites and buffers between adjacent neighborhoods, as well as improve development impacts on environmental features.

3.2.1.2.7. Defense Highway Corridor:

The Defense Highway Corridor is the most automobile-oriented part of the Parole Town Center, marking the westernmost edge of Parole along Defense Highway. Many existing auto-oriented convenience retail and services and light industrial uses will continue, with redevelopment used primarily as opportunities to improve the visual quality of the corridor, enhance buffers and site interconnectivity, and reduce the ecological impact of development, particularly on adjacent areas beyond the Town Center boundary.

The following images depict various aspects of the character desired for Parole.



Buildings in Parole, particularly in the Core and Parole North District, should be placed close to the street, with street-level activity and facilities that promote an environment oriented toward walking and biking.



Mixed-use buildings, such as those with residential units above ground-floor retail or service uses, can enhance density and reduce the need for some automobile trips. Pedestrian infrastructure also provides alternatives to car use.



Amenities such as parks and gathering spaces provide a sense of place and boost quality of life for area residents and visitors.



Sidewalk elements such as dining and merchant displays invite pedestrian use and activity.



Office parks should offer attractive, well-landscaped settings, with bicycle, pedestrian and transit links to the rest of Parole, Annapolis and the region.

3.2.1.3. Urban Form

Urban design establishes the physical framework that shapes the community. The design of buildings, spaces and landscapes sets the desired image for Parole within which development takes place. Gateways, Vistas, View Corridors, and Landmarks are broad elements of urban form that help organize a community and establish a cohesive sense of place. Figure 7 shows the locations of these elements of urban form in the Parole Town Center. Considering these during development and incorporating features and design elements will help achieve a more cohesive built environment and sense of place in Parole.

3.2.1.3.1. Gateways

Gateways are the locations that provide a sense of arrival into Parole, typically at an intersection or along a roadway corridor.

3.2.1.3.2. Vistas

Vistas are locations offering an expansive view of Parole. There are two Vista locations identified: on US 50 over the West Street underpass and on MD 665 over the Riva Road underpass.

3.2.1.3.3. View Corridors

View Corridors are when building façades, street trees, and other elements align to frame a view, thereby directing the eye toward a distant prominent building or feature. The following are designated as View Corridors for the Town Center: West Street from the Annapolis City Line to the US 50 underpass, Harker Place into Forest Plaza, Riva Road from West Street to MD 665, Town Center Boulevard from US 2 to west of Riva Road.

3.2.1.3.4. Landmarks

Landmarks serve as orientation points in Parole and are located at important intersections, at the termini of important views or vistas, or in a prominent location in relation to a high activity area. Figure 7 shows Landmark locations for Parole; however, projects at any prominent location should consider ways to incorporate Landmark features.

3.2.1.3.5. Active Frontage

Active Frontage is a streetfront with building and streetscape design elements that promote visual engagement between the building and the street, thus encouraging pedestrian movement and other activity along the sidewalk. Building façades in the Core, Parole North District and Church Creek District are encouraged to provide active frontage along



Buildings designed with Active Frontage enliven the streetfront and bolster walkability.

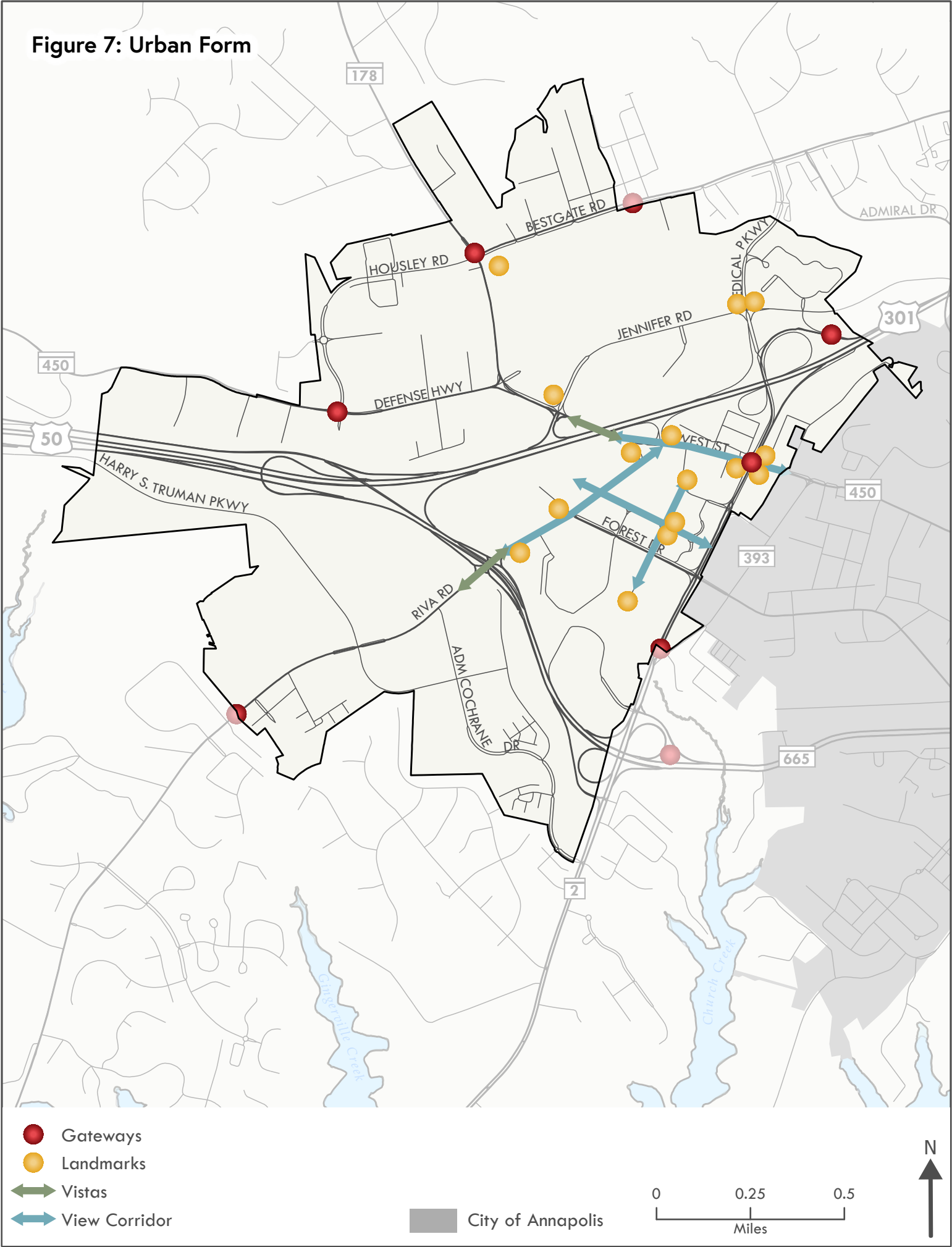
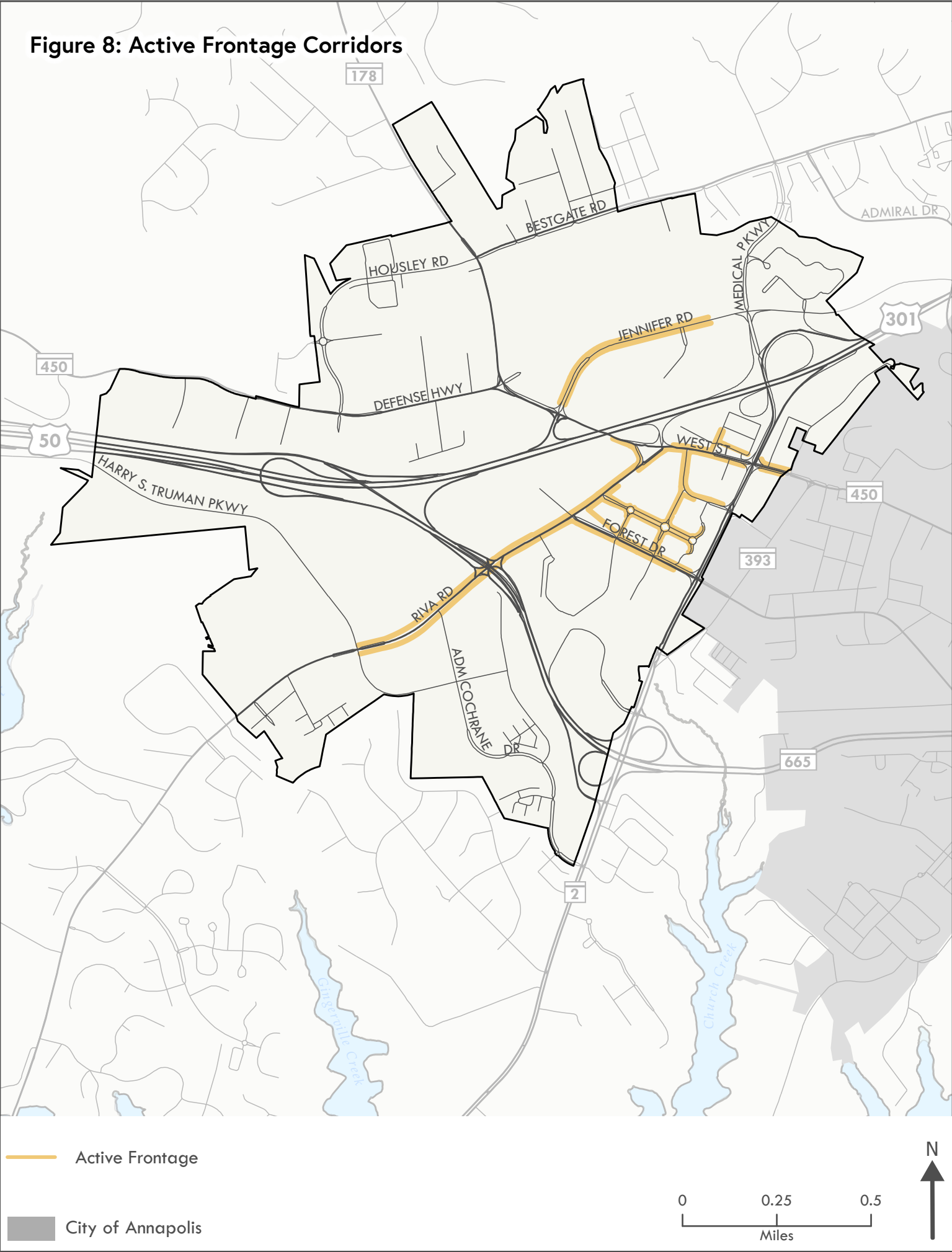


Figure 8: Active Frontage Corridors



streetfronts, particularly along identified Active Frontage Corridors. In particular, building design with the front façade and main entrance facing and opening towards the street is encouraged, with active ground floor uses to the extent possible. Figure 8 depicts the Active Frontage street edges for Parole; projects developing internal street networks that link to these Active Frontage streets should provide Active Frontage treatment as described in Chapter 4.

3.2.1.4 Land Use and Urban Design Goals, Policies and Strategies

Goal BE1:
Focus and encourage carefully planned and high quality, dense development, redevelopment and revitalization in the Parole Town Center while meeting environmental requirements.

Policy BE1.1: Align land use policies, development regulations and other programs and incentives to support development and business growth in Parole.

- (a) Strategy: Retain three general tiers of density in the Parole Town Center to ensure a transition of density to surrounding, lower density areas of the County. Revise FAR allowances and simplify calculation procedures to streamline the application of bulk regulations.
- (b) Strategy: Coordinate current and long-range planning efforts with those of the City of Annapolis and surrounding areas of the County.
- (c) Strategy: Monitor infrastructure and facilities needs and invest in identified infrastructure improvements to support residential and non-residential growth.
- (d) Strategy: Provide flexibility in development regulations to allow for creative development proposals, individual site limitations, and rapid response to changing market forces.
- (e) Strategy: Enhance the Incentive Program to provide greater flexibility for projects in meeting the Vision of this Master Plan, while ensuring development and redevelopment more reliably achieves a mixture of desirable land uses, quality design, and public amenities. Provide guidance on quantifying the relationship between the public benefit and bonus allowances.

- (f) Strategy: Amend the Plan2040 Development Policy Area and Planned Land Use maps through the Region 7 planning process to align with the recommended Parole Town Center boundary and Planned Land Use along Bestgate Road.

Policy BE1.2: Prepare for the impacts of evolving technologies, market shifts and climate change to development and transportation to enhance Parole's resiliency to change.

- (a) Strategy: Adapt guidelines and regulations, and coordinate with State and other agencies, to ensure infrastructure and new development accommodates new technologies such as connected and automated vehicles and electric charging stations.
- (b) Strategy: Update development regulations for the Parole Town Center to permit greater flexibility in development proposals while maintaining the Vision for a compact and multimodal community.
- (c) Strategy: Promote building and site development and redevelopment that incorporates carbon neutral and net zero energy, waste and water use technology, as well as strategies to improve resilience to climate change impacts.

Goal BE2:
Promote vibrant, high-quality development of attractive and human-oriented buildings, sites and public spaces in the Parole Town Center for opportunities to live, work, learn and play without the daily use of a car.

Policy BE2.1: Facilitate density and a robust mix of uses throughout Parole, particularly in the Core and Parole North District.

- (a) Strategy: Revise development regulations to allow for mix of uses by-right throughout the Town Center.
- (b) Strategy: Revise the overlay provisions for permitted uses in the Town Center.
 - Expand permitted uses in the Town Center to include a wider range of uses appropriate to the urban context.
 - Provide additional provisions for new gas

stations, self-storage facilities, auto sales, and other uses as appropriate to adapt these to the urban context.

- Preclude uses from the Parole Town Center that do not align with the Vision in this Master Plan. Allow for viable existing uses to continue as legal nonconforming uses.

Policy BE2.2: Promote the retrofit of suburban development patterns through redevelopment that features high-quality urban design that is less auto-oriented, more dense and more oriented to people.

- (a) Strategy: Add detail to Open Area requirements in the County Code to ensure that green space and activity areas are provided with development and redevelopment.
- (b) Strategy: Develop minimum and maximum setback requirements in the Town Center to promote urban scale. Consider 0' minimum setbacks and 35' maximum setbacks in most parts of the Town Center.
- (c) Strategy: Incorporate active frontage elements into the site and building design of development and redevelopment projects along identified roadways.
- (d) Strategy: Incorporate the urban form elements of gateways, vistas, view corridors, and landmarks as indicated in this master plan for redevelopment projects.
- (e) Strategy: Ensure development and redevelopment incorporate urban and pedestrian-friendly site design principles. Ensure coordination of development with existing and planned multimodal networks, site interconnections, and nearby amenities.
- (f) Strategy: Develop a Signage and Wayfinding Plan for the Parole Town Center to help orient access to placemaking amenities.
- (g) Strategy: Consider establishing a committee of local property owners, business owners, and Town Center residents to identify, prioritize, and advocate for implementation of community-scale placemaking projects.
- (h) Strategy: Promote site design that minimizes the visual impact of parking and service areas. At a minimum, these areas should be placed at the rear or side of a building and screened from public

view.

- (i) Strategy: As opportunities arise, move overhead utilities off the public streetfront by placing them underground or along alleyways and at the rear of buildings, to the extent feasible.
- (j) Strategy: Revise development regulations to incorporate architectural standards for building form and building facades.
- (k) Strategy: Evaluate the use of a form-based ordinance for the Parole Town Center to facilitate redevelopment and revitalization.

Goal BE3:
Provide for a variety of housing types and designs to allow all residents housing choices at different stages of life and at all income levels in the Parole Town Center.

Policy BE3.1: Prioritize providing workforce and affordable housing opportunities within Parole, particularly near transit facilities.

- (a) Strategy: Evaluate strategies to incentivize or require workforce and affordable housing units, including omitting affordable housing units from density calculations, expanding incentive criteria for workforce and affordable housing, and expedited site plan review for projects with affordable housing.
- (b) Strategy: Revise the incentive program to allow smaller lots to achieve maximum residential density without mixed-use requirements.

3.2.2. Transportation and Mobility

3.2.2.1. Introduction

Though the 1994 Parole Urban Design Concept Plan provided a clear Vision to strengthen the bicycle, pedestrian and transit networks in the area, travel in Parole remains dominated by automobile use on the roadway network. Today, Parole is characterized by a high volume of regional traffic, a lack of density due to legacy suburban and auto-oriented development, and gaps in multimodal infrastructure and service. The Visions of both Plan2040 and of the Parole Town Center Master Plan, as well as policies of Move Anne Arundell! and the County's Complete Streets program, support a shift away from single occupancy vehicle use to other modes, particularly for local travel within Parole. The

functional plans of this section aim to facilitate the safe mobility of multiple modes of transportation throughout the Parole Town Center and reinforce connectivity throughout the area.

Plan2040 integrates land use and transportation policies in support of development patterns that target future development, redevelopment and revitalization to town centers, critical economic areas, and transit-oriented development centers; increase pedestrian and bicycle opportunities; and provide alternatives where redevelopment and multimodal solutions could improve safety and mobility and reduce auto-dependency. The Plan2040 Development Policy Area map designates much of the Parole Town Center as part of the Transit-Oriented Development Policy Area Overlay, which calls for compact, pedestrian-oriented mixed-use development. Additionally, Goal BE15 calls for a strong multimodal transportation network, with subsequent detailed policies and strategies to implement this network. These policies of Plan2040 help shape the Transportation functional plans, as well as related development standards of Chapter 4.

Move Anne Arundell!, the County's Transportation Master Plan establishes a Countywide Vision for transportation, saying that the County "will provide a safe, efficient, equitable, and multimodal transportation system that provides residents, travelers, and visitors with connectivity and choice." Move Anne Arundell! sets an objective to increase non-single occupant vehicle mode share for commuter trips to and from Town Centers, with goals of reducing single occupancy commutes to and from Parole from 79% to 71% and increasing other modes (or working from home) from 21% to 29% by 2040. The plan specifically endorses the Vision of Town Centers as walkable communities with less auto reliance than other parts of the County, noting that "closing gaps in the sidewalk and bicycle network should be a priority use of monies generated by the Bicycle, Pedestrian and Transit Fee-in-Lieu Fund." Move Anne Arundell! also recommends Parole Town Center for treatment as a Circulation and Access Management Area, where current and future traffic congestion can be mitigated through strong and coordinated development review, minimizing curb cuts, extending roads in new communities through to arterials on both sides of a

subdivision, and ensuring that sidewalks and bicycle facilities are part of any roadway project.

In February of 2021, the County's Office of Transportation released the results of a Parole-area mobility study, which examined existing and future mobility needs, design standards, future growth, network improvements, traffic and parking for the Parole Town Center and areas beyond. The mobility study's findings and recommendations inform this master plan, and the master plan endorses the implementation of the Parole Mobility Study's recommendations.

Ongoing development and redevelopment in the Town Center should coordinate with and help implement the recommendations of these plans and studies.

3.2.2.2. Roadways

3.2.2.2.1. Road Network Recommendations

The Parole Mobility Study identified the connectivity, operational, and safety issues along roadways in the Parole Town Center and much of the surrounding area, including into the City of Annapolis, east along Bestgate Road, and west to I-97.

Key priorities for further study include the following:

- Connection from Riva Road at Admiral Cochrane Drive to Harry Truman Parkway.
- Extension of Gateway Village Drive, from Housley Road to Generals Highway.
- Construction of a US 50 overpass from Admiral Cochrane Drive Extension to Housley Road.
- Construction of a connector from Spruill Road to Riva Town Center Boulevard.
- Construction of a parallel road to Forest Drive, from MD 665 to Greenbriar Lane.
- Establish a road connection between Harry Truman Parkway and Riva Road, through the Annapolis Corporate Park / Heritage Office Complex.
- Various intersection and interchange improvements, including:
 - MD 665 at Riva Road: restrict left turns with barrier/flex posts along Riva Road between MD 665 and Admiral Cochrane Drive. Long-term goal of upgrading the Riva Road/MD 665 interchange.
 - Align Lubrano Drive and Oak Court and

- establish a signalized intersection on Defense Highway.
- Promote connectivity between parcels, reduce access points, and enhance the streetscape along MD 2.

There are additional recommendations for the roadway network noted in the Parole Mobility Study that apply to areas outside of the Parole Town Center, including along Defense Highway, I-97 and within the City of Annapolis. County staff will continue working with State agencies and the City of Annapolis to coordinate study and implementation of projects to improve the functionality of the regional roadway network.

Figure 9 depicts the key road network recommendations of the Parole Mobility Study.

3.2.2.2.2. Transportation Demand Management

Transportation Demand Management promotes strategies to reduce vehicle trips during typical times of peak congestion. The County, the Board of Education, and other large employers in the Parole area should promote policies that coordinate start and leave times at non-peak hours, and encourage telework and/or the use of alternative transportation by employees, including walking, biking, car / van pooling and public transit. Employers and property owners or managers at activity hubs in the Parole Town Center should also encourage alternative transportation use by providing bicycle parking facilities for employees and customers, and showers and changing rooms for employees who walk, jog or bike to work. Development standards for new development and redevelopment should be refined to facilitate the use of alternative transportation.

3.2.2.2.3. Transportation Systems Management and Operations (TSMO)

Transportation Systems Management and Operations (TSMO) uses strategies such as business processes, ITS technologies and collaboration to address a roadway network's capacity limitations stemming from recurring and non-recurring congestion. The Maryland Department of Transportation's TSMO Master Plan outlines strategies for improvements in Anne Arundel County, including in the Parole area within

TSMO System #3. Investment in strategies including Intelligent Transportation System deployment along US 50 and I-97 will improve efficiencies within the Parole roadway network.

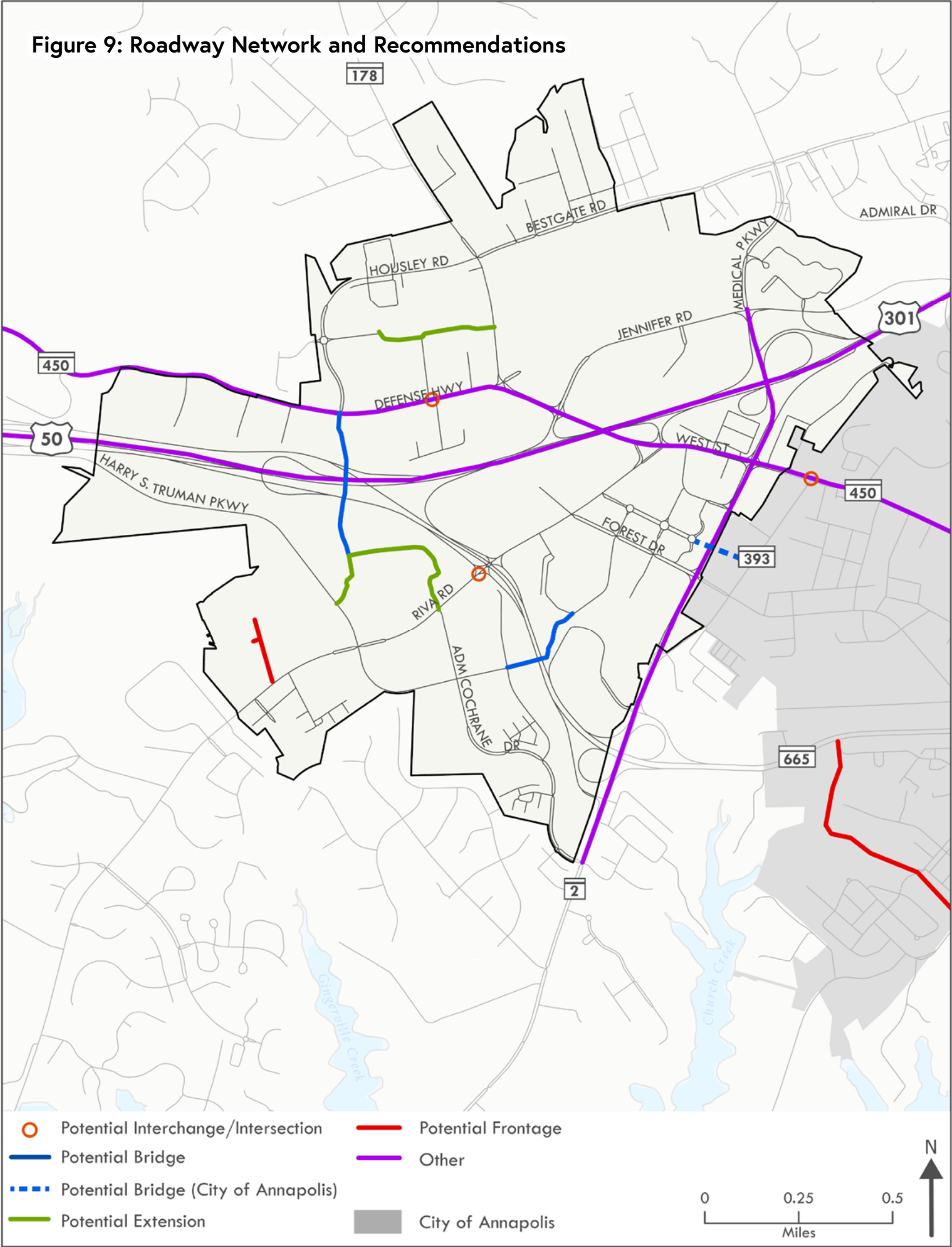
- The Parole Mobility Study includes several recommendations for TSMO strategies, such as:
- Expanding the use of signal system coordination and optimization;
 - Enhanced management of active and event traffic through strategies such as variable speed limits, dynamic lane marking, variable message signs, and enhanced traveler information systems; and
 - Coordination with the State and other agencies to prepare for connected and automated vehicles, particularly on State-owned roadways.

The Parole Mobility Study also recommends developing an access management plan for Parole. Several roadway segments in the Parole Town Center are designated as access management corridors to ensure control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections, as well as median and auxiliary lane treatments and the spacing of traffic signals. In the Parole Town Center, Principal and Minor Arterial road segments are considered Access Management Corridors. These include:

- Generals Highway
- Bestgate Road
- Medical Parkway
- Housley Road
- West Street
- Solomon's Island Road
- Defense Highway
- Jennifer Road
- Forest Drive
- Harry S. Truman Parkway
- Riva Road
- Admiral Cochrane Drive

The following strategies for Access Management Corridors should be considered as appropriate to create a safer network. Where access to and from State-maintained roadways is involved, comments and concerns from the Maryland State Highway Administration should prevail.

- Left-hand turning movements that cross opposing lanes should be considered only if accepted



- studies can adequately demonstrate that full access can be achieved without compromising safety of the motorists, pedestrians, or bicyclists or bringing capacity of the roadway below an acceptable level of service.
- Median cuts in existing and planned medians should be limited to those needed for safety, access, and mid-block U-turns (where approved) to increase road capacity.
 - Curb cuts for right-in, right-out movements should be limited.
 - Developments along these corridors should be required to provide shared alleys, drive lanes, frontage roads, and/or parking connections that will direct movements to signalized intersections, and to coordinate these improvements with adjoining properties.

3.2.2.2.4. Facility Standards

The Parole Mobility Study provides recommended street typologies for roadways in the Parole Town Center to address all modes of travel and ensure safe accommodations for all users. These recommended typologies are provided in Appendix B, and bicycle and pedestrian facilities are included, with further detail provided in Section 3.2.2.3. Bicycle and Pedestrian System. While these typologies represent an optimal condition, ultimate design will be impacted by available right-of-way, land use, grade, utilities and existing roadway geometry, but should strive to meet as many of the noted typology elements as possible.

Additionally, the Parole Mobility Study included a table of recommended typical section details for each road segment in the Parole Town Center. The Parole Master Plan recommends that these street typologies and the table of recommended typical sections be amended into the Anne Arundel County Design Manual for application in the Parole Town Center.

3.2.2.3. Bicycle and Pedestrian System

One of the key principles of Smart Growth is the creation of walkable neighborhoods, with safe and convenient facilities created through mixed land use, compact design and street design that makes the experience enjoyable. The Vision for the Parole Town Center calls for the area to be both walkable and bikeable, with a "safe, pleasant bicycle and pedestrian network [offering] alternatives for traveling within and around the area." Public input into the Parole Master Plan and the Parole Mobility Study reveals a strong desire for improved connectivity for both bicycle and pedestrian networks and more safe roadway crossings for walking and biking. While the 1994 Parole Urban Design Concept Plan emphasized the creation of a pedestrian-friendly system of streets and public spaces linking different areas of Parole, there remain significant gaps in the bicycle and pedestrian network.

3.2.2.3.1. Bicycle and Pedestrian Network Recommendations

The recommendations below include improvements to the sidewalk, shared-use path, and bicycle network. A

shared-use path is a paved pathway that is physically separated from motor vehicle traffic and may be used by bicyclists, pedestrians, and other non-motorized users. A bicycle lane is a portion of a roadway designated for the use of bicyclists; these facilities are ideally separated from vehicular traffic by a vertical barrier wherever possible.

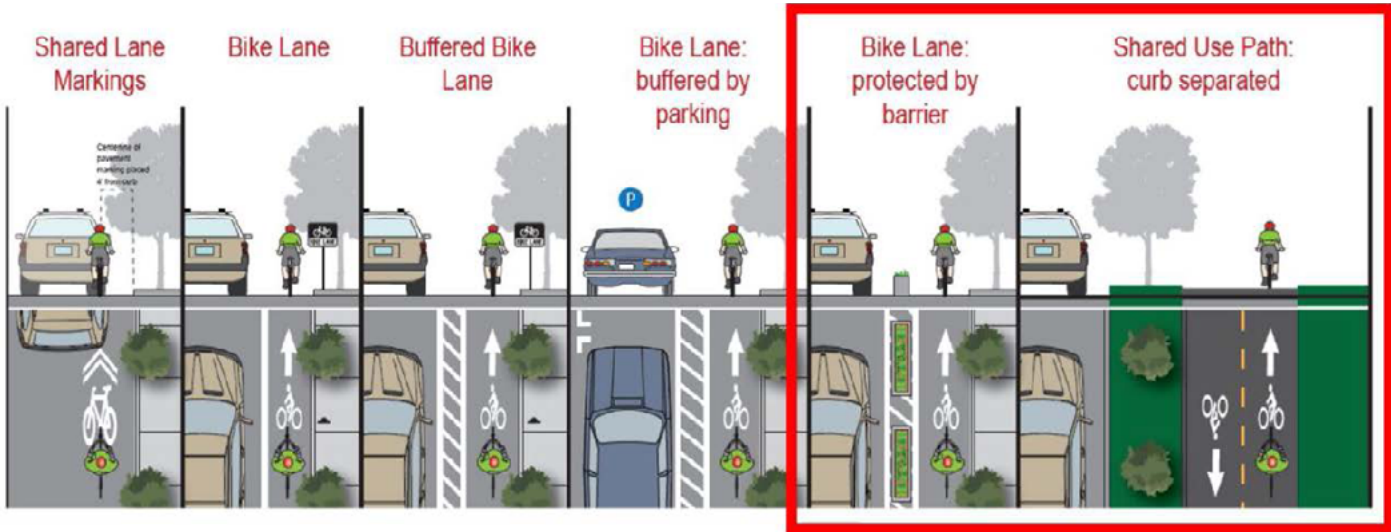
- The recommended bicycle and pedestrian network improvements are shown in Figure 10 and generally include the following:
- Expanded shared-use paths to complete gaps in segments on Housley Road, Truman Parkway and Admiral Cochrane Drive; as well as provide links to Annapolis High School and the existing Colonial Annapolis Trail.
 - Expanded bicycle lanes linking key destination

- points, including Waterworks Park and the Parole Town Center core area.
- Proposed sidewalks to fill gaps in the existing network throughout the Town Center.
 - New connections to be studied for bicycle and pedestrian traffic, including facilities on the proposed overpasses at MD 665 and US 50, and bicycle/pedestrian facilities on the proposed connections between Harbour Center and Festival at Riva, Admiral Cochrane Drive and Truman Parkway, and Gateway Village to Generals Highway.

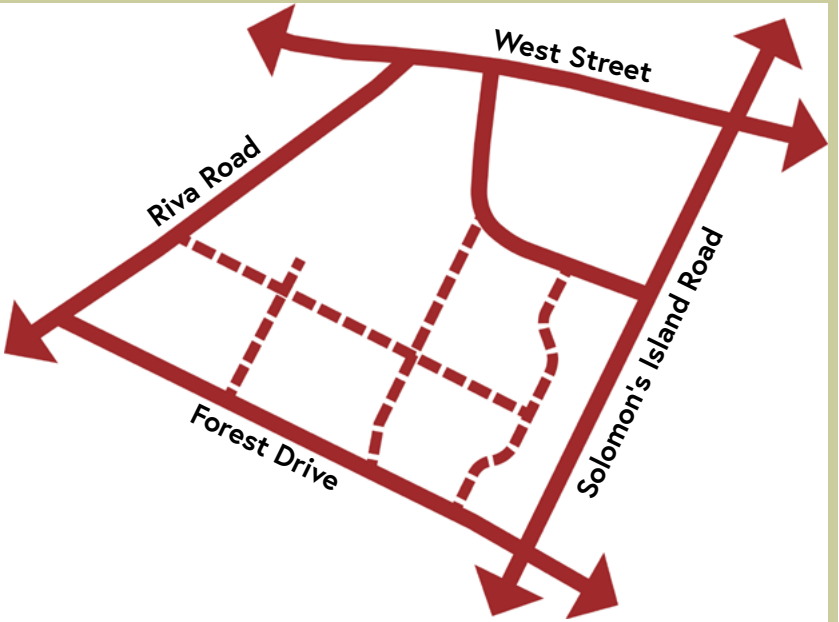
3.2.2.3.2. Intersection Improvements

The Parole Mobility Study also studied several intersections within the Parole Town Center, providing specific recommendations for greater compliance with

The Parole Mobility Study recommends various new connections to enhance connectivity for all modes of travel within Parole, including an extension of Gateway Drive to Generals Highway and a link between Festival at Riva, Harbour Center and Forest Plaza. These recommended connections help reduce the existing size of large block areas, providing alternative thoroughways and opening access to interior sites. Reduced block size is one particularly important concept for enhancing the walkability of an area. Where new access ways are coupled with safe pedestrian facilities, this opens opportunities for redevelopment to offer more destinations, ultimately making walking a more viable and comfortable option for mobility. Redevelopment in Parole should be used as an opportunity to reduce Parole's largest block sizes by providing safe and comfortable thoroughways for pedestrians and other modes of travel.

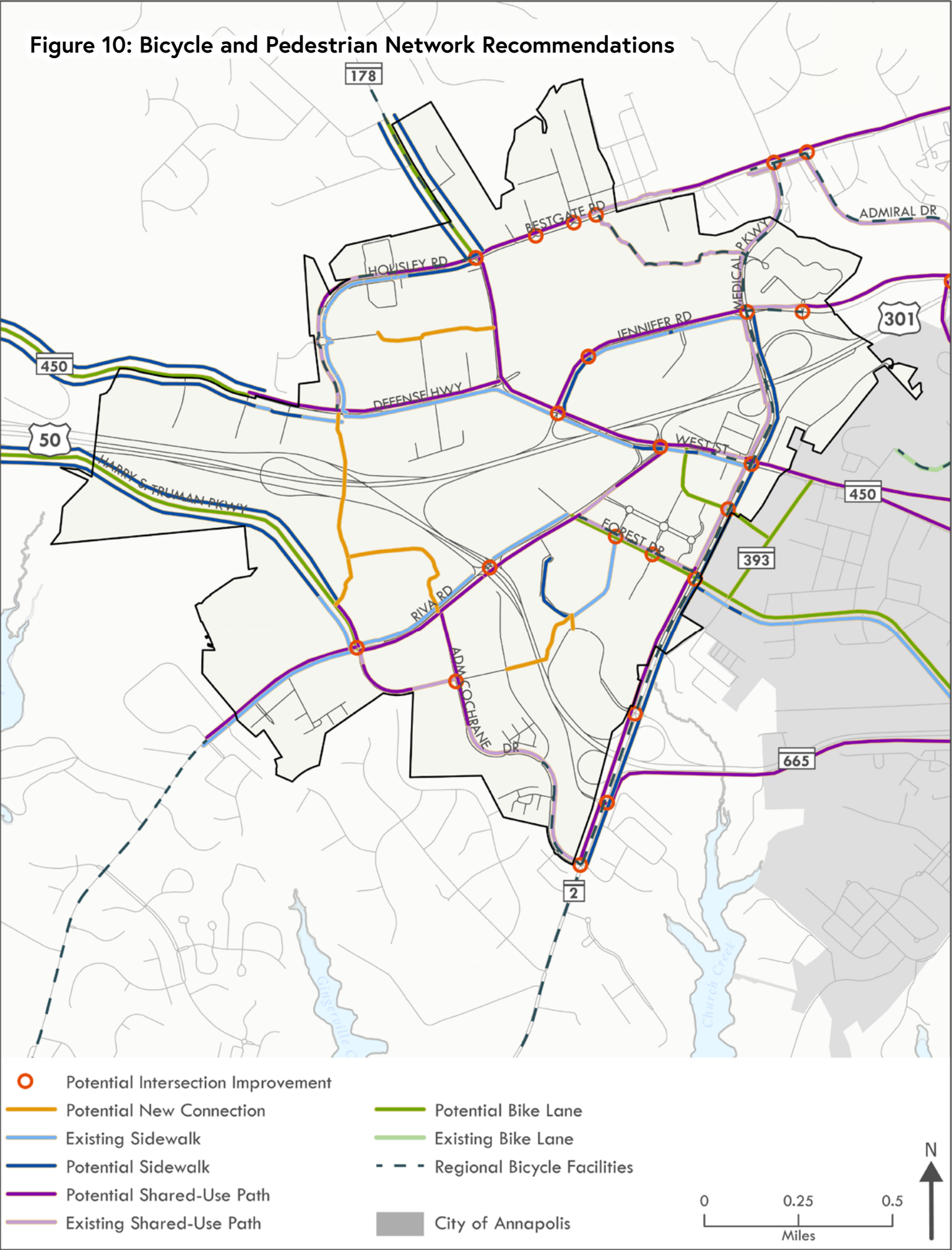


Preferred Bicycle Facility Types outlined in the Parole Mobility Study



Annapolis Towne Centre at Parole, with various destinations along blocks of approximately 500' in length, offers an appealing example of walkable block sizes. The diagram at right shows how the development successfully developed new street linkages (represented as dashed lines) within the larger block for improved walkability and connectivity in the area.

Figure 10: Bicycle and Pedestrian Network Recommendations



Americans with Disabilities Act (ADA) accessibility, as well as new crosswalks to link bicycle and pedestrian facilities. Intersections identified for special improvements are noted in Figure 10. Improvements at these key intersections should also consider features tailored to the context of each intersection to enhance pedestrian safety and the aesthetic character of the area. While these additional treatments must be appropriate to the site and approved by relevant County and State agencies, examples of potential features could include pedestrian refuge islands, curb extensions, bicycle traffic signals and/or detection mechanisms, and/or alternative crosswalk paving material or decorative design.

3.2.2.3.3. Underpass Treatments

As major limited access highways traversing the Parole

Town Center, US 50 and MD 665 create significant challenges for connectivity between the different parts of the Parole Town Center, with local movement across these corridors limited to four points. Three of these crossings are underpasses that create unique challenges for bicycle and pedestrian movement. With constrained space, traffic noise, and a hard concrete character, these spaces become uninviting and dissuade bicycle or pedestrian use. Special underpass treatments at the US 50 underpasses at West Street and MD 2, and the MD 665 underpass at Riva Road, can improve the pedestrian or bicyclist experience in these spaces and encourage their use to move through the Parole Town Center. Safe bicycle and pedestrian facilities through these areas should be enhanced with innovative artistic design treatments such as bold murals, colorful and decorative lighting, and other artistic elements as appropriate to generate a stronger sense of place in Parole. Numerous considerations would need to be settled, including identifying responsibility for cost and capacity for installation and maintenance; compliance with all standards for traffic control devices; and ensuring there are no adverse impacts to the bridge structure or its maintenance. Such efforts would need close coordination with MDOT SHA, but further exploration could ultimately transform these areas into desirable places.



Artistic treatments enhance underpass environments for bicyclists and pedestrians. At top: "Phoenix Flowers" art installation and landscaped park beneath a freeway in Glasgow, UK. At bottom: colorful lighting along Calgary, Alberta's 4th Street underpass.

3.2.2.4. Public Transit

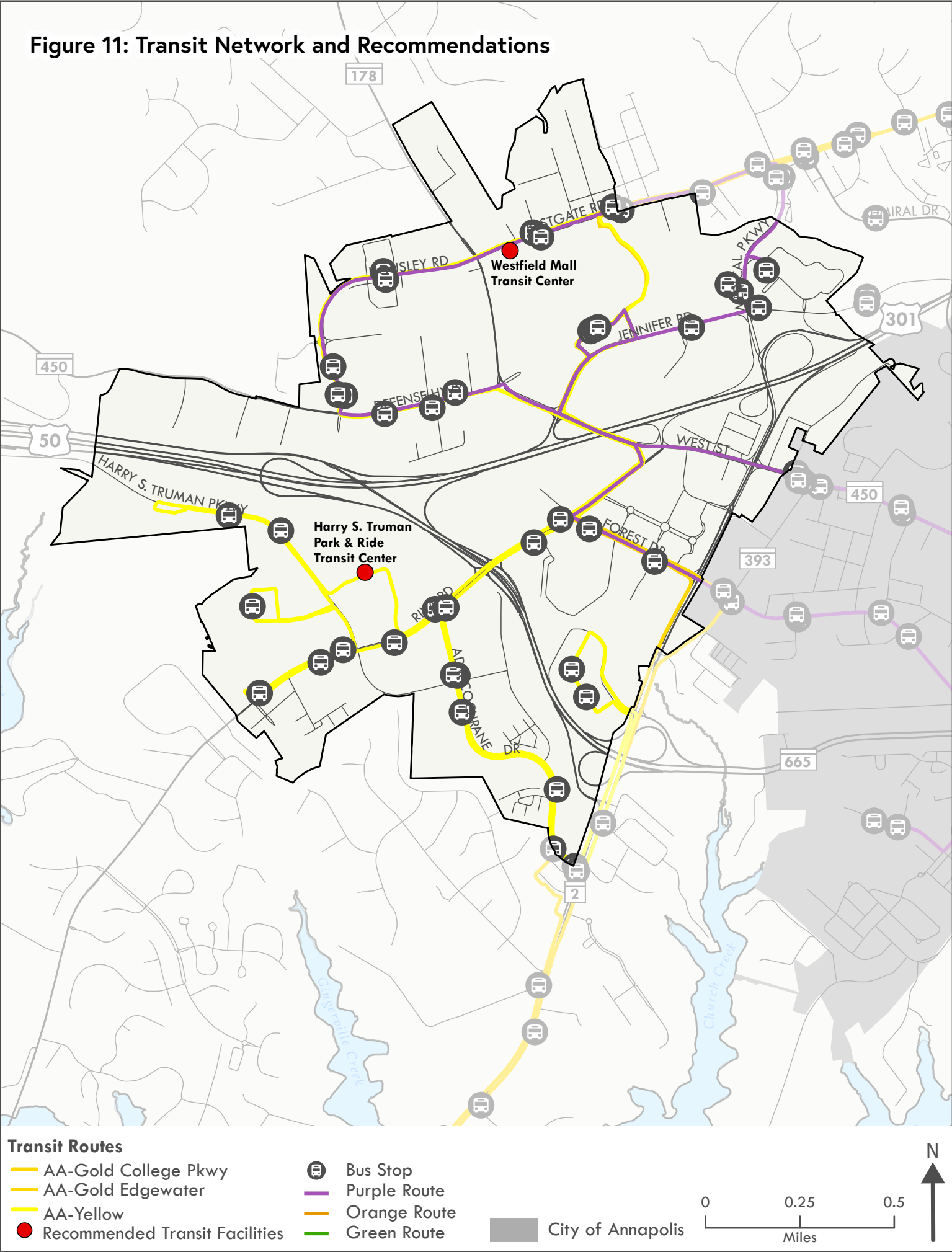
3.2.2.4.1. Network Recommendations

The Parole Mobility Study offers various recommendations to improve Transit service in the Parole area. Various treatments to prioritize transit vehicles are discussed, including:

- Bus priority at intersections through measures such as queue jumps, transit signal priority, and enhanced signal coordination; and
- Curb management strategies.

Other general recommendations include upgrades to bus stop infrastructure, enhanced intermodal connectivity (allowing users to more easily transfer between different modes), improvements to existing service frequency and span, and various transit-supportive policies, including partnering with employers to encourage transit use among employees.

Figure 11: Transit Network and Recommendations



Concept renderings of the proposed transit facility at Westfield Mall (top) and at Truman Park and Ride (bottom)

In early 2020, the Office of Transportation released the results of a feasibility study examining potential locations for a multimodal transit center in the Parole area to address the needs of local and regional transit providers. The study developed conceptual plans and cost estimates for two potential sites: one at Westfield Mall near the intersection of Bestgate Road and Generals Highway, and another at the Park and Ride lot off of Truman Parkway. The Westfield Mall site would accommodate a transit center to serve primarily as an origin and destination for the community and mall employees, with local transit service throughout the day. The Park and Ride site would reconstruct the existing bus loading area to provide more passenger amenities for commuters, with all day parking for commuters and provision for local bus routes. The feasibility study recommends both sites move forward as separate but related projects. Funding was approved in the Capital Improvement Budget for Fiscal Years 2021 and 2022 to advance this effort.

The County should also set service priorities, such as a goal for 15-minute transit headways in the Parole Town Center, to enhance the use of transit as a viable mode.

Figure 11 depicts the general Transit Network and Recommended facility improvements.

3.2.2.5. Public Parking

Prior development patterns in Parole have featured large areas of surface parking, which has hindered much of the desired urban and compact character of the Town Center. An evaluation of current and projected parking generation standards should be conducted to determine if anticipated demand for parking in the Parole Town Center efficiently matches the necessary supply, and whether parking requirements may be adjusted, such as by reducing or removing parking minimums, setting maximum parking standards, or some combination of these. Any recommended changes to parking standards should also account for mode share goals, multimodal facilities (including bicycle parking), promotion of car share, and other strategies. Development regulations should be modified as needed based on the study's findings.

A parking demand study should be conducted to determine if a parking district system may be warranted, wherein development projects pay an ad-valorem tax in lieu of constructing or leasing the required number of parking spaces in areas where adequate parking supply exists. In addition, the County should investigate the value and feasibility of establishing a parking authority for the Parole Town Center, similar to the one in Prince George's County. Such an authority could be the lead entity in coordinating efforts to study parking needs, public parking districts, and construction and financing of public parking facilities.

3.2.2.6. Transportation and Mobility Goals, Policies and Strategies

Goal BE4:
Provide a well-maintained multimodal transportation network that is safe, efficient, environmentally sensitive and provides practical and reliable transportation choices and connections for all users.

Policy BE4.1: Prioritize investments in safe multimodal connectivity within Parole Town Center and between it and the surrounding region.

- (a) Strategy: Invest in improvements to enhance the capacity of all modes on Parole-area roadways, including by implementing the recommendations of the Parole Mobility Study.
- (b) Strategy: Use development, redevelopment and public investment as opportunities to implement a well-connected bicycle and pedestrian network and facilities throughout Parole.
- (c) Strategy: Prioritize the implementation of the findings and recommendations of targeted transportation studies in the Parole area to enhance the network for all modes. Coordinate with the City of Annapolis on all cross-jurisdictional recommendations.
- (d) Strategy: Provide improvements to identified intersections to enhance accessibility and safety for all modes.
- (e) Strategy: Enhance the safety and user experience of bicyclists and pedestrians on facilities beneath overpasses. Consider artistic treatments and add placemaking amenities, as approved by relevant agencies.
- (f) Strategy: Implement transit improvements, including the multimodal center, prioritization of transit vehicles on roadways and at intersections, bus facility upgrades, enhanced service, and transit-supportive policies.

Policy BE4.2: Mitigate congestion on Parole roadways.

- (a) Strategy: Advance Transportation Demand Management strategies, including promotion of alternative transportation use and teleworking by area employees, during hours of peak congestion.
- (b) Strategy: Employ and invest in Transportation Systems Management and Operations strategies in Parole and the surrounding area, including signal system coordination and enhanced management of active and event traffic.
- (c) Strategy: In coordination with the MDOT State Highway Administration and the City of Annapolis as needed, implement Access Corridor Management strategies for identified roadways,

- including requirements for shared alleys, drive lanes, frontage roads, parking connections and coordination between adjoining properties.
- (d) Strategy: Develop APF standards and Traffic Impact Study procedures that are tailored to the urban context.

Policy BE4.3: Align design criteria for roadways, buildings, and sites in Parole in accordance with the County's Complete Streets policy to reflect an urban context for multiple modes of travel.

- (a) Strategy: Incorporate urban typologies appropriate for a Town Center context into the County's Design Manual to guide future development of road, bicycle and pedestrian facilities in the Parole Town Center.
- (b) Strategy: Use the table of recommended typical section details of the Parole Mobility Study, Appendix H, to guide implementation of roadway, bicycle and pedestrian facilities within Parole.
- (c) Strategy: Evaluate and revise current parking generation standards and requirements to better align demand and supply and deliver efficient, urban-scale parking. Consider ideas such as reduced parking minimums, shared parking, and structured parking requirements.
- (d) Strategy: Study the potential for a Public Parking District system to fund, construct and operate public parking in Parole Town Center. Consider establishing a Parking Authority to coordinate these efforts.
- (e) Strategy: Require short- and long-term bicycle parking with all development projects.



The City of Annapolis, in cooperation with private groups, recently constructed a trailhead to access the miles of hiking and biking trails and recreational areas of Waterworks Park, on the western edge of Parole Town Center.

3.3. Healthy Communities

3.3.1. Introduction

Plan2040 contains various goals, policies and strategies related to the County's community services and public facilities. In particular, the following goal and its subsequent policies pertain to recreational facilities and amenities.

HC8, 8.1 and 8.2	Making public recreational facilities and programs accessible to all residents
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3.3.2. Parks, Recreation and Placemaking

Parks and green spaces are critical for defining a sense of place in urban areas. They provide recreational and ecological benefits, offer residents gathering spaces and access to the natural environment, and are a key part of developing an identity for a community by softening the built environment. In order to create a vibrant urban environment, a mix of these types of public spaces is needed. They can range from small recreational parks to large regional event spaces, or passive green spaces that also serve an ecological purpose.

The parks and green space concept for the Parole Town Center includes connecting and bolstering access to key natural and recreational areas identified in the County's draft Green Infrastructure Master Plan and

the 2017 Land Preservation Parks and Recreation Plan (update forthcoming in 2022). The City of Annapolis draft comprehensive plan, Annapolis Ahead 2040, identifies similar features within the City, as well as targeted areas for potential conservation easements. This parks and green space concept also identifies protected areas along creeks, or areas where protection should be encouraged to preserve green space for the Town Center. Accessibility and signage to these spaces should be improved, and shared or dedicated parking for access should be provided where feasible.

Figure 12 shows these areas mapped for Parole and the surrounding region. The County, in coordination with the City of Annapolis, should work to prioritize access to the parks and recreational areas within and surrounding the Parole Town Center. For example, dedicated parking is needed for visitors at the access to the Waterworks Park on Housley Road. When layered with the recommended mobility improvements in Figure 10, certain corridors emerge as Priority Corridors for implementation to help provide access for Parole's residents to these areas.

Key Parks and Recreation Areas:

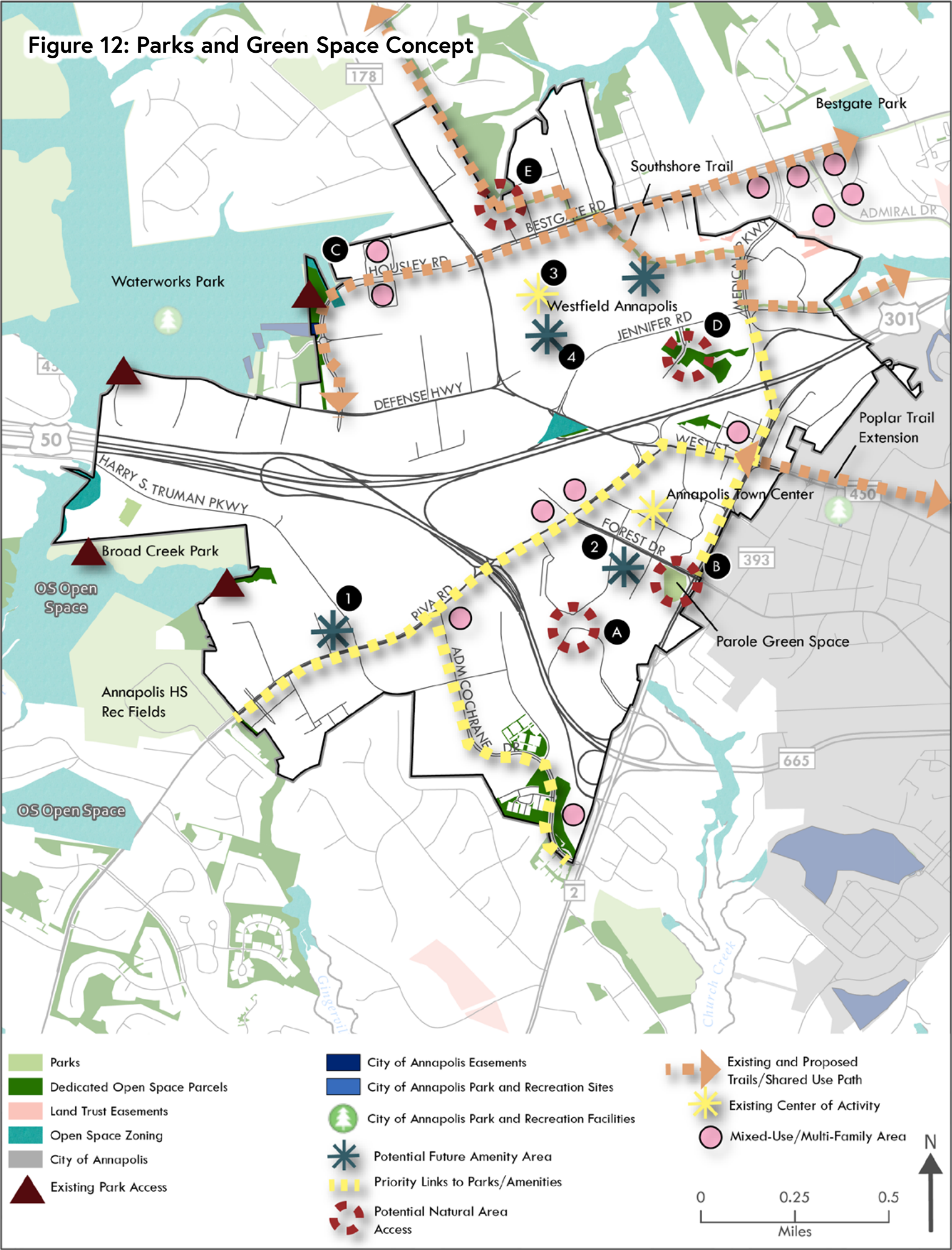
- Broad Creek Park
- Annapolis High School recreation facilities
- Arundel Olympic Swim Center
- Homeport Farm Park
- Waterworks Park (City)
- Bestgate Park
- Chambers Park (City)
- South Shore Trail
- Poplar Trail (City)

Priority Connecting Corridors:

- Riva Road
- West Street/MD450
- Bestgate Road
- Housley Road
- MD 2
- Northern segment of Admiral Cochrane Drive
- Forest Drive (City)
- Old Solomons Island Road (City)

Improvements recommended in the Parole Mobility Study within these corridors should be prioritized for implementation, particularly sidewalk and other bicycle and pedestrian facilities, intersection improvements,

Figure 12: Parks and Green Space Concept



and transit links, as well as other recommendations to improve safety in these areas. The County should work closely with the City of Annapolis to coordinate improvements across the jurisdictional boundary.

A key objective of the Parole Town Center is to create a vibrant, authentic destination and hub of activity at the heart of the County. Placemaking is the collaborative process of planning for, designing and managing public spaces to strengthen the connection between people and the places they share. Placemaking facilitates creative patterns of the use of space to enhance the physical, cultural, and social identities that define a place and support its ongoing activation. Placemaking elements can range from plazas or parks to improved streetscapes or landscaping, lighting, or public art, and providing connections and access to these areas is key. Regardless of scale, placemaking is a community-focused initiative that involves residents, businesses, stakeholder organizations, and the County to determine the timing, funding, and implementation of a placemaking element.

Development and redevelopment that will occur throughout the Parole Town Center presents a great opportunity to have discussions on ways to capitalize on the area's existing amenities and add significant placemaking features and amenities for people. The following recommendations pertain to placemaking in the Parole Town Center:

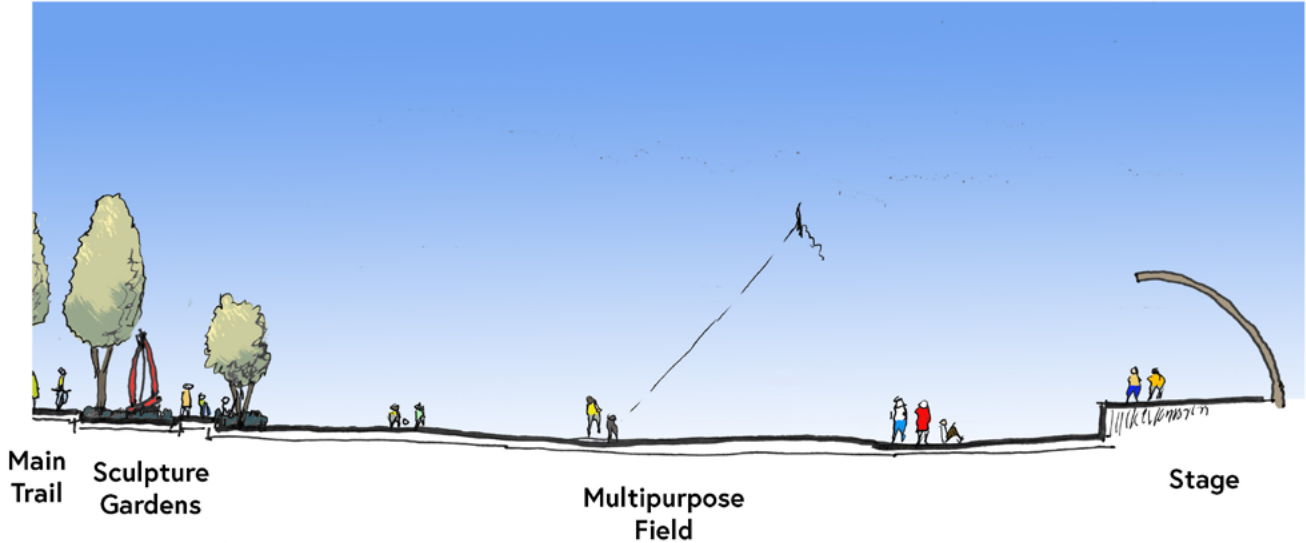
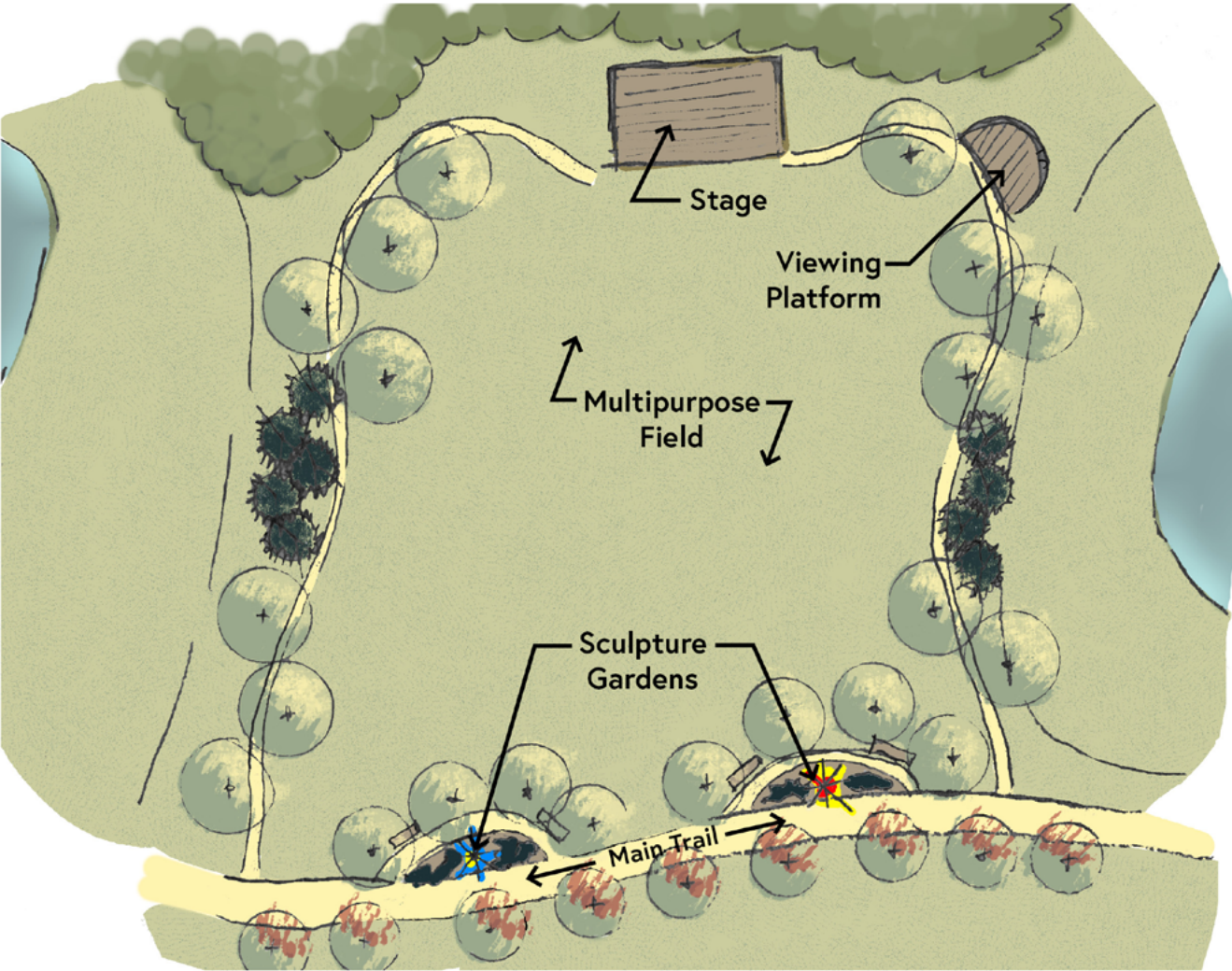
- Integrate public art throughout the Parole Town Center.
- Design projects to accommodate pedestrian amenities, gathering spaces, and active frontages.
- Provide adequate lighting that is pedestrian oriented.
- Incorporate water and play elements where appropriate in public spaces.
- Provide and encourage public access to placemaking amenities in and surrounding Parole Town Center.
- Develop a Signage and Wayfinding Plan for major public amenities, and coordinate with the City of Annapolis where appropriate.

Figure 12 offers a conceptual plan that maps key amenities within and surrounding the Town Center, as well as potential placemaking projects and priority linkages needed to enhance public access to these

features. Existing park amenities, trails and shared use paths are mapped, as well as major existing and proposed centers of activity, including retail areas, office complexes, multifamily areas, and mixed-use areas.

Several areas are noted to exemplify areas with potential to establish or improve access to a natural amenity or park. While this is not an exhaustive list, nor a firm recommendation for specific amenities or locations, the following illustrate the types of placemaking ideas that could be integrated throughout Parole Town Center.

- A. The existing natural area between Harbour Center and Festival at Riva, while not a publicly-owned area, presents an opportunity for people to enjoy an open area of large, old-growth forest along the headwaters of Church Creek. Harbour Center has a large plaza amenity adjacent to the forest, while the other shopping centers and restaurants in the area are developed with no engagement of the natural forest. Future redevelopment of any of the adjacent properties should consider opportunities to provide more visual engagement, with buildings, outdoor restaurant seating and amenity areas overlooking the forest. The Parole Mobility Study recommends a bike/pedestrian, and even roadway connection between these shopping centers; future development of this connection should include opportunities for low-impact amenities such as boardwalks and seating areas in the forest.
- B. The Parole Green Space, immediately adjacent to the forest described above, is a County-owned property that currently has no access for the public. The County should explore opportunities to provide access, such as low-impact boardwalks, in conjunction with future connections described above, to give people in this intensely developed part of the Town Center access to this natural area.
- C. Waterworks Park is owned by the City of Annapolis, who recently added a trailhead along Housley Road for people to access the park's trail network. Access paths to the park, as well as dedicated parking for visitors, should be prioritized.
- D. The existing forested area at Annapolis Exchange follows a streambed leading to Weems Creek. Future development of the Annapolis Exchange



Sites adjacent to large natural areas should consider opportunities for community-oriented amenities that take advantage of and provide access to these areas. Shown is a potential concept for an amenity area adjacent to the South Shore Trail and open space north of Annapolis Plaza. Redevelopment projects throughout Parole should look for opportunities to provide amenities that link to the parks and open space network.

area should consider opportunities for buildings to overlook and interact with this area, and explore the potential to allow pedestrian access into the forest.

E. The South Shore Trail is partially constructed in Parole, with an existing trail through the campuses of Anne Arundel Medical Center and Westfield Mall. Future phases of trail construction will extend the trail north of Bestgate Road along the former WB&A Railroad bed. Redevelopment that may occur with adjacent properties, including Westfield Mall and Annapolis Plaza, should look for opportunities to orient buildings and tenant spaces to take advantage of this trail, as well as placing public amenities along the trail. The concept shown below illustrates one potential idea for an amenity along the South Shore Trail.

- Also noted are potential areas for future community-scale amenities. While these are not intended to represent specific areas recommended for these types of amenities, they serve to illustrate the types of opportunities that redevelopment can bring for placemaking.
1. Government Park extends along Riva Road, from Truman Parkway to Annapolis High School, and existing assets include the Farmers Market, the Arundel Olympic Swim Center and recreation areas associated with Annapolis High School. Ample land exists to provide green amenity space serving the workers of the County Government offices, the Board of Education, and the offices of Annapolis Corporate Park. In particular, the Farmers Market is already programmed with events beyond market sales, including food truck rodeos and concerts, and an enhanced multifunctional facility could expand programming opportunities for a wider range of potential events.
 2. Forest Plaza is a thriving retail area at the heart of Parole. Future redevelopment should consider opportunities to orient buildings and outdoor spaces to engage with the forest to the south, the Parole Green Space, and to provide connections to the Harbour Center and Festival at Riva shopping centers.
 3. Discussed in E above, the open area at Annapolis Plaza could be further utilized as an amenity for tenants and visitors to the Annapolis Plaza

shopping center, with buildings and outdoor areas oriented to take advantage of the open space and provide connections to the South Shore Trail.

4. Westfield Mall is developed largely in a traditional shopping mall form, but future redevelopment could provide opportunities to transform the mall with a community-scale outdoor amenity, such as a multifunctional park, concert space, and/or recreation area, serving employees and drawing even more visitors with programmed events.

As major redevelopment projects or mobility linkages are implemented throughout the Town Center, these should be used as opportunities to develop amenities that help establish a strong sense of place for Parole.

A clear vision and leading advocate is needed to help coordinate, fund and implement placemaking projects throughout the Parole Town Center. Individual redevelopment projects may proffer site-specific or community-scale amenities for the public. Additional funding may come from an array of local public sources, including the capital budget, or even impact fees where appropriate. Other public or private sources may be pursued as appropriate to the particular project, including sources such as Program Open Space, Community Parks and Playgrounds, State Bikeways grants, private grants from organizations such as the National Endowment for the Arts, or even local corporate sponsorship. A committee of local property owners, business owners, and Town Center residents may help spearhead development of a Town Center Amenity Plan that identifies, prioritizes, and coordinates placemaking projects. The group may subsequently advocate for funding from different sources to help implement the Plan's recommendations.

3.3.3. Healthy Communities Goals, Policies and Strategies

Goal HC1:
Provide for a diverse range of accessible public recreational facilities to serve the needs of all Town Center residents.

Policy HC1.1: Prioritize investments for parks and recreational facilities in and near the Parole Town Center and strengthen access to these facilities.

- (a) Strategy: Use development, redevelopment and public investments as opportunities to provide recreational amenities and connect people to open space. Coordinate the amenities with identified connections within the parks and greenspace network to enhance access.
- (b) Strategy: Provide linkages, signage, and gateways to parks, trails, and natural areas through public investments and during the development and redevelopment process.

Goal HC2:
Provide for community amenities to foster a sense of community.

Policy HC2.1: Encourage new development to include community amenities that support placemaking, such as parks, gathering spaces, and public art.

- (a) Strategy: Offer density bonuses through the incentive program for development and redevelopment projects that include community amenities that support placemaking.

3.4. Healthy Economy

3.4.1. Introduction

Plan2040 helps establish a Countywide framework for economic development, with several goals, policies and strategies for Town Centers and other areas that are targeted for development and redevelopment.

HE1.2	Economic development in targeted areas
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HE2	Attracting, retaining and expanding the diversity of businesses through various programs and economic development efforts
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The Anne Arundel Economic Development Corporation (AAEDC) provides various forms of support to businesses and helps catalyze business growth in the County through various means, including marketing, investment and funding programs, and technical assistance. Additionally, AAEDC serves as a liaison for businesses to navigate the permit process, zoning and environmental considerations, building and fire codes, and health department requirements as businesses expand in or relocate to the County. Together, the work of AAEDC increases job opportunities, expands the tax base and improves the quality of life for County residents.

Similarly, the Anne Arundel Workforce Development Corporation promotes various programs to strengthen the capacity and skills of local workers and job seekers based on the workforce needs of business and industry in the County.

This master plan supports the economic development work of these organizations to promote the redevelopment and transformation of the Parole Town Center into a dense, mixed-use community where people can live in proximity to where they work and play.

3.4.2. Healthy Economy Goals, Policies and Strategies

Goal HE1:
Promote economic development that supports smart growth and provides opportunities for Town Center residents to work near where they live.

Policy HE1.1:
Promote development and redevelopment in the Parole Town Center.

- (a) Strategy: Continue to use incentives such as financing tools to encourage investment, new development and redevelopment in Parole.
- (b) Strategy: Examine ways to implement an

- expedited development review process across all County agencies for development proposals in the Town Center.
- (c) Strategy: Prioritize the Capital Program to promote adequate public facilities and infrastructure necessary to support development and redevelopment in the Town Center.
- (d) Strategy: Develop additional legal and financial tools that provide future development guarantees in return for substantial private investments in necessary infrastructure in the County's Capital Program.
- (e) Strategy: Identify employment gaps among the region's residents and support workforce development programs to address these gaps.

Goal HE2:
Attract, retain and expand upon the diversity of businesses and industries that will provide jobs, income and a tax base that is sustainable.

Policy HE2.1: Focus efforts to support and expand businesses and industries in the Town Center.

- (a) Strategy: Continue working with various partners to market resources and attract companies to the Parole Town Center.



CHAPTER 4

DEVELOPMENT STANDARDS

The Parole Town Center is an overlay zone applied over the area's zoning districts. The following development standards, criteria and allowances beyond those of the underlying zoning district are proposed for development in the Town Center. Together, these represent a refinement of the land uses and policies of Plan2040 to guide both new development and redevelopment.

4.1. Natural Environment Standards

Protecting our natural resources is a key goal of the County's Plan2040, and indeed the overall policy of directing development and redevelopment to targeted areas such as the Parole Town Center is intended to help reduce growth pressure on undeveloped or environmentally sensitive areas. In general, if development in the Parole Town Center cannot first preserve its natural resources, then the adverse impacts to waterways and other special natural features must be mitigated to prevent further environmental degradation in and around the Town Center. The following strategies will help tailor natural resource protection to Parole's urban context:

- Protect sensitive environmental areas and features from development impacts to the maximum extent practical by using strategies such as maximizing buffer areas, minimizing grading, and preserving wooded areas and other natural features in green areas and passive recreation amenities.
- Use innovative and contemporary stormwater management techniques and environmental site design techniques to minimize stormwater impact. Alternative or enhanced regulatory compliance may be required for properties draining to areas identified as restoration priorities by the County, including properties along Renard Court, along Cowhide Branch, Forest Plaza, the property between Riva Road and the SHA parcel at Truman Park & Ride, along Housley Road and Defense Highway, and in the Gingerville Creek watershed (see Chapter 2 for more discussion).
- Maintain existing, healthy and mature trees in their current state to the extent possible.
- Use pervious surfaces where possible in site plans.
- Expand and incorporate a dense tree canopy throughout the site.
- Use development and redevelopment projects as opportunities to incorporate amenities and access to green areas and natural features.

Development and redevelopment projects should capitalize on natural features and environmental areas to enhance access to and engagement with these areas. Coordinate development with transportation improvements proposed along corridors identified in Figures 9 and 10 (Chapter 3) and consider providing, where possible, public-facing amenities with green space and multifunctional areas that can be programmed for a range of activities, such as performances, gathering, a farmers market, or other formal or informal events.

Properties with large natural areas, particularly along creeks or floodplains, are encouraged to use site design that takes advantage of these natural and preserved areas by orienting buildings to overlook these features, providing amenities such as gathering spaces adjacent to them, and constructing low-impact boardwalks and trails to allow residents to walk through these areas. Areas such as the open space at Gateway Village, the natural areas surrounding Church Creek (between Harbour Center and Forest Plaza) and the creek areas at Annapolis Exchange and north of Annapolis Plaza are potential places for such amenities. Where these areas are not already under protective easement, permanent protection is strongly encouraged. Similar treatment for County-owned properties, such as the Parole Green Space at the southwest corner of Forest Drive and MD 2 and Broad Creek Park, should be considered.



Redevelopment projects should be designed to take advantage of adjacent natural areas by orienting to visually engage these areas and providing amenities to allow access, where possible.

4.2. Built Environment Standards

4.2.1. Land Use and Urban Design Standards

4.2.1.1. Bulk Standards

Bulk standards used in the Parole Town Center include floor area ratio (FAR) limits, building height limits, and Open Area requirements, and are applied to encourage efficient and compact development throughout the Town Center, with the greatest density in and around the Core, transitioning gradually to lower densities at the edges to buffer more sparsely developed areas beyond the Town Center.

There are several challenges with the existing structure of bulk standards in the Parole Town Center. FAR allowances and the method for calculation are particularly complex, and in some cases, FAR allowances of the PGMA overlay are lower than in the underlying zoning district. Additionally, open area requirements should be more detailed to ensure development provides spaces for people and activities, such as plazas, gardens, game space, etc., as well as areas for landscape and/or forest retention.

By-right bulk standards for development in the Parole Town Center, including maximum FAR, maximum number of building stories, and minimum required open area, should be revised and applied by subarea as indicated in Table 6; additional allowances through an Incentive Program should be offered as outlined in Section 4.3. FAR and open area calculation standards should be simplified to apply to a project's gross site development plan area, rather than by lot, parcel, structure or land use.

Open Area requirements for the Parole Town Center should be revised to ensure that development and redevelopment provides green space for environmental benefits and visual relief from urban hardscape. Additionally, activity space for people to stroll, congregate, play, or enjoy other activities or events should be provided throughout the Town Center. Open Area requirements for the Parole Town Center should be revised as follows, with additional allowances available through the Incentive Program:

Table 6. Bulk Standards

Subarea:	Maximum FAR:	Maximum Height:	Minimum Open Area:
Core	2.5	8 stories (2 stories minimum)	15%
Parole North District	2	6 stories	20%
Church Creek District	2	6 stories; 5 stories if next to R5 or lower	20%
Hudson Street	1	6 stories; 5 stories if next to R5 or lower	20%
Housley Road Village	1	4 stories; 3 stories if next to R5 or lower	25%
Gateway Business Mix	1	4 stories; 3 stories if next to R5 or lower	25%
Defense Highway Corridor	1	4 stories; 3 stories if next to R5 or lower	25%

- Limit areas considered for Open Area calculation to areas on a site not occupied by buildings, roadways, or parking.
- Provide at least half of the required Open Area as green area, or exterior planted areas for green relief, infiltration, or evapotranspiration.
- Provide for 50% of open area to be designed as activity space (60% for residential uses) for recreation such as strolling, gathering, playing, cultural activities, or other social events. Activity spaces can be provided through things such as a village green, plaza or square, courtyard, pocket park, rooftop garden, usable lawn or terrace, pool area, playground, ballfield, dog park, and other similar spaces. Activity areas should be oriented toward the roadway where possible to help activate the road frontage.

4.2.1.2. Uses

Permitted, conditional, and special exception uses allowed within the Parole Town Center are defined by the zoning district and corresponding provisions of Article 18 of the County Code. Article 17 outlines various additional details for uses, with the aim of tailoring the range of uses in the Parole Town Center to those that reinforce the Town Center's vision. Several additional changes to the range of uses will further bolster a high-quality urban environment in Parole:

- Allow for a mix of uses by-right throughout Parole, rather than only through the incentive program. Enhanced mixed-use standards can be detailed

- for projects to propose through the Incentive Program.
- Expand the list of compatible uses permitted by right throughout the Town Center consistent with the Town Center vision. Such potential new uses may include civic facilities, community centers, libraries, museums, and conference centers.
- Detail additional conditions for certain uses in the Town Center to better align their character with the Town Center's Vision for reduced auto-dependency and urban, people-focused development, particularly in the Core, Parole North District, and Church Creek District. For example, new gas stations and self-storage facilities should be designed for an urban context in these subareas, with gas pumps and moving or loading areas located to the side or rear of the building and screened from view of the public right-of-way. Existing gas stations and self-storage facilities seeking to upgrade, remodel, or redesign their properties should consider relocating gas pumps and loading areas to the extent feasible. Auto sales in these subareas should be primarily within an enclosed showroom, with limited outdoor display of vehicles.
- Expand the list of non-permitted uses to preclude uses that do not align with the Town Center vision, while allowing for viable existing uses to continue operating as nonconforming uses. Uses to consider for non-permitted status include heavy manufacturing or industrial, large-scale auto-oriented enterprises, large active recreation

facilities such as golf courses, large-scale energy production facilities, waste management or processing facilities, and single family dwellings, duplexes and semi-detached dwellings. Consider language to protect lawful pre-existing nonconforming uses, including exemption from registering as a nonconforming use.

4.2.1.3. Streetscape Standards

Streetscape standards outline the design treatment desired in the relationship between the road network and abutting uses, buildings, the pedestrian sidewalk system, landscaping, and related elements. Defining these ensures that development is coordinated with the public right-of-way and enhances the character of Parole.

4.2.1.3.1. Setbacks

A setback is the distance between the property line and a structure. Standard minimum and maximum front setbacks for buildings help unify an area's development pattern and, especially for contiguous or closely spaced buildings, should be implemented with most of the front elevation on the setback line; however, prevailing setbacks of buildings should also be considered. Shallow front setbacks for the Core, Parole North District, Church Creek District, Housley Road Village, and Hudson Street Policy Areas, with up to a 0' minimum setback after all required bicycle, pedestrian, or other public facilities are accommodated, will promote a dense urban character in the Town Center.

Table 7 shows the recommended setbacks for the Parole Town Center; buffer requirements of the County Landscape Manual should also be met, with adjustment as appropriate for projects where Active Frontage is proposed along the street. Modifications to setback requirements should be considered to accommodate

roadway improvements, pedestrian or bicycle facilities, utilities, buffers, preservation of natural environmental features, stormwater facilities, open area amenities, and/or other elements in conformance with the Vision of the Parole Town Center Master Plan. Front setbacks should not be expanded solely to accommodate additional surface parking between the building and the roadway.

4.2.1.3.2. Active Frontage

Street-facing building façades and sidewalks in the Core, Parole North District and Church Creek District, particularly along Active Frontage Corridors (see Figure 2-9: Active Frontage Corridors), should have design elements that promote visual engagement between the building and the street to encourage pedestrian movement and other activity along the sidewalk. The front facade should feature a main entry and human-scale features, large windows, colorful detailing, creative signage, public gathering spaces, and quality materials. Elements such as street furnishings, hanging baskets, planter boxes, merchandise displays, and sidewalk cafés are also encouraged. The County Landscape Manual also has guidance for Urban Streetscape Standards.

4.2.1.3.3. Streetscape Landscaping

Street trees provide numerous benefits to an urban environment, including absorbing stormwater, shading and cooling the streets, cleaning the air, increasing real estate values, and visually softening and unifying the landscape. Street trees should be incorporated along Parole Town Center roadways, with approval from applicable agencies and following standards established in the County Landscape Manual. Where possible, roadway medians should be landscaped with trees, groundcovers, and/or specialty plantings.

Opportunities for blending landscaping efforts and innovative stormwater management, such as using sidewalk planter boxes to provide both landscaping and bioretention facilities should be explored. Landscaping materials must accommodate sight distances, utilities, and visibility of traffic control signs, and clear responsibility for maintenance should be established prior to installation.

Additionally, development and redevelopment should be used as an opportunity to relocate overhead utilities from the streetscape, particularly along active frontage corridors, to the extent possible. Placing these utilities either underground or to the rear of buildings will eliminate their visual clutter from the streetscape, allowing building facades and street trees to unify the views along these corridors.

4.2.1.4. Urban Form

In addition to the general framework established in Chapter 3 for gateways, vistas, view corridors, and landmarks, the following standards will help achieve the Vision for a superior urban environment in the Parole Town Center.

- Developments at Gateway locations should incorporate special features such as ornamental plantings, art work, or other soft or hard landscaping features as appropriate for the site and as permitted by SHA and County regulations to help provide a sense of arrival to the Parole Town Center.
- Projects proposed along West Street/Generals Highway and Riva Road that are visible from Vista locations should ensure that development enhances views from these locations.
- Development along View Corridors should help frame the view to a distant feature by respecting the linear pattern of development and prevailing setbacks and providing attractive façades to unify the corridor. The termini of a View Corridor should be enhanced with a feature or landmark. Unified rows of street trees, ornamental street lighting, and similar elements should also be considered to reinforce the View Corridor. Elevated crossings over View Corridors should consider the View Corridor's frame and terminus feature.
- Where possible, buildings in development projects at Landmark locations should be sited to enhance views and address the terminus of

a View Corridor, where applicable. Buildings should incorporate special architectural features, including distinctive rooflines, ornamental entrances, façade ornamentation, and corner features. Attractive landscaping, activity spaces, or other amenities should also be considered for landmark locations.

4.2.1.5. Site Design

New developments and redevelopment in the Parole Town Center should enhance the character of the surrounding developments and create a pedestrian friendly environment. Circulation patterns for all modes of travel should be clear and easy to understand without confusion. The following principles should be employed in the site design of all projects in the Parole Town Center, and the County's Landscape Manual should be consulted for additional guidance.

- Projections into and over the sidewalk portions of the setback or public right-of-way should be permitted as follows:
 - Awnings, lights, canopies, balconies, projecting signs, and other similar overhead projections may encroach into the setback or public right-of-way provided they do not interfere with traffic circulation, traffic sight distances, pedestrian circulation, vertical clearance, or utilities.
 - Covered arcades as building extensions may extend over sidewalks, provided they are no taller than two stories or 30 feet, as measured from the street.
 - Temporary intrusions are allowed for outdoor merchandise displays and sidewalk café seating.
 - All projections, intrusions and extensions should preserve the required sidewalk width and adequate clear zone.
- Pedestrian walkways, no less than five feet in width, should be provided
 - along internal major driveways leading from public roads to onsite uses, structures, or plazas;
 - from the public sidewalk to the principal customer building entry;
 - between parking lots and the building entry; and
 - between uses on the site and to adjoining properties.
- In new developments and redevelopment projects,

Table 7. Setbacks

	Core		Parole North District		Church Creek District		Hudson Street		Housley Road Village		Gateway Business Mix		Defense Highway Corridor	
	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Front:	0'	35'	0'	35'	0'	35'	0'	35'	0'	35'	15'	60'	15'	60'
Side:	None; however, site perimeter buffer requirements of the County Landscape Manual must be met.													
Rear:	None; however, site perimeter buffer requirements of the County Landscape Manual must be met.													

- the pedestrian system should be designed to take precedence over the vehicular system when conflicts or crossings occur. Clear, comfortable pedestrian crossings should be provided, and vehicular traffic should be made to slow for pedestrians through signage, raised crossings, or other means.
- Ensure that development and redevelopment contribute to the implementation of priority transportation projects, planned road network, right-of-way reservations, pedestrian and bicycle network, and parking needs identified in this master plan to the extent possible.
 - New development and redevelopment projects should help to create street connections, consistent with the Plan. Public streets should connect to existing streets to create human-scaled urban blocks. Where vehicular connections are not feasible, pedestrian and bicycle connections should be required, to the extent feasible.
 - Interconnecting pedestrian and vehicular access to adjacent properties should be provided to allow internal movements without exiting onto main roads.
 - Where possible, site access should be from alleys, shared access between adjacent sites, or local service roads to minimize direct access points and curb cuts along major public roads. Adjoining properties may be required to share or coordinate curb cuts, service alleys, frontage roads, and other features to achieve this standard.
 - Driveways should be coordinated with existing or planned median openings.
 - Activity Spaces and amenities should be coordinated with the architectural character and circulation patterns of the building and site, and maintained in good repair, including litter control, care and replacement of vegetation, sidewalk maintenance, and snow removal.

4.2.1.6. Parking, Storage and Service Areas

Future development in the Parole Town Center, particularly in the Core, should ensure functional aspects of the site do not detract from the urban character and visual quality of the Town Center.

4.2.1.6.1. Design Considerations

The visual impact of parking, storage and service areas should be minimized through proper design, siting, and

- screening techniques. See the County's Landscape Manual for additional guidance.
- Use shared parking lots and parking structures, as opposed to single-use surface parking lots, to concentrate parking over a smaller area. Property owners are encouraged to work with adjoining properties to create shared parking and access opportunities, as well as parking lots and structures that are more environmentally friendly and attractive.
 - To the extent practical, surface parking and parking structures should be placed to the side and/or rear of buildings and not between a building and a public street or at lot corners abutting street intersections.
 - To the extent practical, parking should be screened from roadways with a hedge or wall. Wall materials, color and detailing should be coordinated with the adjoining buildings.
 - Minimize the amount and visual impact of pavement or asphalt area in the site through techniques such as efficient design of site circulation, landscaping and landscape islands to break up large expanses of pavement, and creative paving .
 - Use curb stops to prevent vehicles from encroaching on adjoining landscaping and walkways.
 - Highly visible façades of above-ground structured parking should be architecturally consistent with the project and the surrounding area.
 - To the extent practical, structured parking adjacent to a street should place its short dimension along the street edge to minimize the street frontage of the structure. Structured parking should include pedestrian scale features



Parking should be screened from roadways with a hedge or wall.

- such as merchandise or exhibit display windows, public art, or other approved features, as well as landscape berms or other landscape techniques to screen parking garage façades.
- Structured parking should include active uses along Active Frontage street edges.
 - Garage and emission exhaust systems should be located away from fresh air intakes, public plazas, and pedestrian ways.
 - Loading docks, truck parking, automobile storage, outdoor storage, utility meters, HVAC equipment, trash collection, trash compaction, and other service functions should be incorporated into the overall design of the building and landscaping to minimize the visual and acoustic impacts of these functions. Shield these functions from view of adjacent properties, public streets, and activity spaces by placing them behind or between buildings and screening them with a dense evergreen hedge, attractive wall, berm, and/or other approved methods.

4.2.1.6.2. Parking

Applicants for new development and redevelopment are required to comply with all overlay provisions for parking that are specific to the Parole Town Center. Developers may be eligible for development bonus rewards for items such as shared parking lots or parking amenities in accordance with the Incentive Program. The following general principles should be followed.

- Maintain policies that encourage handling any vehicular parking beyond that needed to accommodate short-term needs for commercial and office visitors in a parking structure; utilize the Incentive Program to consider flexibility in these standards.
- Require both short- and long-term bicycle parking with all projects, tailored to different general uses. Establish standards for parking design and location, and encourage larger projects to provide showers, changing facilities and repair stations.

4.2.1.7. Architectural Standards

Development and redevelopment in the Parole Town Center should carefully consider the architectural form and features of each building to produce structures that are well articulated and provide harmonious visual interest on all sides. Building facades and rooflines should be layered, with design features to help create depth, pattern and texture. The following general

principles should be incorporated into the development requirements for projects in the Parole Town Center.

4.2.1.7.1. Building Form

- Avoid creating a single, large dominating building mass, where possible. Divide the project into the appearance of several buildings or sections, or provide architectural articulation to reduce the building's visual mass.
- Orient the longest dimension of a building parallel to the street, where feasible.
- For sites that consist of larger developments with a main entryway and private internal circulation network, provide a well-articulated façade with functional entries fronting the public roadway, even when designed with an internal focus of activity.
- Design buildings to avoid undesirable visual and environmental impacts on adjacent open spaces and other properties. The impact on adjacent properties of sun, wind, noise, shadow, reflection, natural and artificial light, and the quality of views, among other factors, should be considered. Reviewing agencies should require a solar and/or visual impact analysis and impact mitigation measures for review and approval as part of the permitting process.
- Design buildings and extensions of buildings to form, overlook, and interact with outdoor spaces. The building shape and elements such as courtyards, balconies, arcades, terraces, decks, and similar features should be used to integrate the building with the surrounding landscape, streetscape, and public spaces.
- Towers, spires, chimneys, and other similar uninhabited features should extend no more than 15 feet above the roofline of buildings, except that they may extend a maximum of 30 feet above the roofline of buildings designated as Significant buildings through the Incentive Program. A tower, antenna, or monopole for a commercial telecommunication facility may be exempted from these height limitations if located in an area to minimize its appearance from public streets and neighboring residential areas.
- Provide special architectural treatment at intersections, such as the following:
 - Place the tallest features of buildings at the corners of blocks for prominence.
 - Treat building corners at intersections with prominent building entries, retail display windows, or other architectural features.

4.2.1.7.2. Façades

- Design all façades of buildings visible from adjoining properties and/or public streets to create visually interesting structures of high architectural quality, without large expanses of blank walls.
- Exterior wall façades oriented towards the public street should be well articulated to provide visual interest. Elements such as wall plane projections, wall recesses, windows, window boxes and planters, overhangs, changes in cladding (materials, texture, color, pattern), metal frame works, panels, and other design features should be used to add texture and to break one large façade into multiple smaller wall facades.
- Side and rear walls should be articulated with windows, recesses, chimneys, downspouts, or other architectural features to provide visual interest on an otherwise plain façade. Such detailing should be consistent with the style of the principal façade.
- Provide window openings in all façades visible from public streets.
- Include a consistent level of architectural detail in stand-alone buildings located within the same development.
- For buildings of four or more stories in height, apply the following additional requirements:
 - All buildings should feature a distinct base, middle, and top. Each base, middle and top division should be proportionate to the scale of the building.
 - Incorporate base features to visually ground the building and relate it to a pedestrian scale. Such features may include:
 - A change in material from the middle of the building;
 - A change in color from the middle of the building;
 - A cornice line;
 - Windows that are different from, but compatible with, the middle of the building;
 - A stepped façade;
 - Façade articulations that are different from, but compatible with, the middle of the building; or
 - Another approved detail.
 - The middle area of the façade design should feature a consistency in materials, windows, rhythm, and colors.
 - The top should be designed to relate

proportionally to the rest of the building design and visually tie the building to the skyline using features such as the following:

- A change in material from the middle of the building;
- A change in color from the middle of the building;
- Cornice lines;
- Eaves;
- Detailed rooflines; or
- Another approved detail.
- Upper floors on a façade should have fenestrations, detailing, and material changes to create rhythmic face design that relates to the ground floor as well as maintains the proportions relative to the height of each story.
- Facades greater than 40 feet in length, measured horizontally, should be articulated by incorporating varying architectural elements extending at least two feet from the length of the façade. No uninterrupted length of any façade should exceed 40 horizontal feet.
- Rooflines should be varied; the maximum roof length without a variation should be 60 feet. Methods of variation may include:
 - Dormers
 - Roofline with architectural focal point, such as a peak, tower, gable, dome, barrel vault, or roof line trellis
 - Roofline variation, with articulation in height or detail, through elements such as a projecting cornice, articulated parapet, pitched roof or full mansard, penthouses, cupolas, towers, spires, a terraced roof (with setbacks for balconies, roof gardens, or patios) or art work at the cornice.
- Façades along Active Frontage corridors should meet enhanced standards, in addition to those above.
 - Buildings along Active Frontage edges should have building façades along at least 80 percent of the street frontage, after allowing for access drives, buffers, and other required elements, with exceptions made for existing buildings or environmental features which are to remain.
 - Façades along Active Frontages should feature entrances that connect directly to the public sidewalk.
 - Façades along Active Frontage corridors

should provide variation along the street face that incorporates at least four of the following elements:

- recessed, projecting, and/or display windows;
- offset surfaces, niches, insets, projections, or bas relief with a minimum depth of four inches;
- planter boxes;
- window treatment that incorporates a differing building material, texture, or color, along with an awning or overhang;
- differentiated piers, columns, or pilasters;
- changes in cladding (materials, texture, color and/or pattern);
- more than two colors;
- porches, arcades, overhangs, and/or awnings;
- public art or architectural details such as tile work, panels, and/or moldings integrated into the building's structure and design;
- changes in the roofline that are aligned with wall offsets, façade material changes, and/or changes in the roof plane or parapet wall height;
- projections or recesses in the wall plane with an offset or depth of at least two feet and a width of at least fifteen feet; or
- other form of variation approved by the Office of Planning and Zoning.
- Commercial ground floor façades along Active Frontage corridors should be transparent for at least 50 percent of the horizontal length of the building façade.
- Automobile-related building features such as canopies and drive-through windows should be prohibited along Active Frontage façades facing the public roadway.
- Franchise and/or thematic corporate businesses should conform to the façade standards of this section.

4.2.2. Transportation Standards

Plan2040 recognizes the County broadly as a suburban jurisdiction with auto-oriented activity centers, an abundance of free and surface parking and high automobile ownership. Though the Vision for the Parole Town Center for the past few decades has been to transform the area into a more walkable and urban landscape, development patterns have remained primarily auto-oriented. Development standards should

facilitate multimodal networks to accommodate Parole's urban conditions. Key recommendations for transportation standards in development include the following:

- All developments should be designed in a manner that supports transit use and links to adjoining or nearby transit stops.
- Activity centers and developments should provide safe and appealing links to bicycle, pedestrian, and transit facilities, designed in a manner to reduce conflict with automobile traffic.
- Adequate Public Facilities (APF) standards for roadways in the Parole Town Center should be tailored for the urban context. In general, APF requirements restrict development that cannot meet defined standards for mobility and ensure that all development projects contribute a fair share to the effort to maintain adequate traffic capacity in the area. Within the Parole Town Center, consider whether urban levels of congestion should be acceptable at some locations and/or at peak travel times in order to accommodate the development densities envisioned in the Town Center; however, regional through traffic should be able to flow through the Parole Town Center in a reasonable amount of time on roads designated for that purpose.
- Consider revising Traffic Impact Study (TIS) procedures for development in the Town Center to be appropriate for the urban setting. Potential revisions to consider include the following:
 - Raise vehicle trip generation thresholds triggering a TIS for all but the lowest density subareas.
 - Identified improvements to the transportation network should consider all transportation modes and extend into the City of Annapolis where appropriate, subject to coordination with and approval by City officials.
- Parking policies should meet the needs of the Town Center's land use and are appropriate to the urban context by:
 - Promoting shared parking between uses
 - Incentivizing and requiring structured parking
 - Considering parking reductions in exchange for certain conditions, such as shared parking agreements, enhanced bicycle and pedestrian linkages, and off-site parking with strong pedestrian or transit connections.

4.3. Incentive Program

Article 17 of the County Code establishes an incentive program for the Parole Town Center, allowing the Planning and Zoning Officer to grant modifications to the requirements of Article 17 and Article 18 in exchange for development that provides desirable amenities beyond those required in the Parole Town Center. An applicant must prove that an equitable relationship exists between the applicant's gain and the public benefit.

The Incentive program should be expanded to more reliably achieve a mixture of desirable land uses, quality design, and public amenities that create the sense of a community and an enhanced quality of life in Parole. The recommendations below aim to strengthen the outcomes of development in meeting the Vision of Parole, while providing flexibility and incentives to development and reducing development pressure on surrounding lower density areas of the region.

The County should study the opportunity to accelerate the approval timeline for development projects in order to leverage key amenities or policy goals within the Parole Town Center. In particular, the County should consider a shortened timeline for projects providing additional workforce or affordable housing.

- Establish clear criteria for evaluating development proposals under the Incentive Program, including:
 - Consistency with the Parole Town Center Master Plan,
 - Consistency with other approved plans and studies, such as the General Development Plan; the Land Preservation, Parks and Recreation Plan; Watershed Management Master Plans; and the findings of relevant County agency studies.
 - Public access to bonus features and amenities,
 - Community benefit,
 - Consistency and coordination with the current County Capital Program,
 - Compatibility and quality of design,
 - Safety and clarity of access and circulation of all modes, and
 - Environmental enhancement and mitigation.
- Update and expand the list of recommended enhancements that can be eligible for the

Incentive Program. Include items such as:

- Relevant recommendations from an adopted Master Plan, General Development Plan, or Region Plan recommendations, as well as recommendations from approved studies by County agencies;
- Publicly-available child or senior care, community centers, or other quasi-public and institutional uses;
- Land for, significant contribution toward, or development of a significant public amenity such as a gathering area, recreational amenity, amphitheater, garden, plaza, natural resource protection, or similar amenity or community landmark;
- Land for or contribution toward a regional intermodal facility;
- Workforce and/or affordable housing over the minimum otherwise required;
- Mixed-use development meeting a defined mix ratio;
- Enhanced contribution to the mobility network, such as through enhanced right-of-way dedication, construction of a significant portion of a segment, or financial contribution for specified improvements;
- Enhanced public transportation such as shuttle buses to a park-and-ride;
- Additional structured public parking or parking amenities, including enhanced bicycle parking amenities;
- Additional open areas with public access or serving purposes of environmental enhancement;
- Regional stormwater management, stream and/or outfall restoration, or regional water quality improvements beyond current requirements;
- Conservation easements of naturally vegetated areas to protect surface waters along area creeks;
- Small energy generating systems, such as rooftop or parking lot solar systems, integrated into the design vocabulary of the site;
- Leadership in Energy and Environmental Design (LEED) certification or equivalent as accepted by the Planning and Zoning Officer, for the project site and/or building;
- For additional building height as a Significant structure, the development should include enhanced quality of design; financial commitment for the support of public

Table 8. Potential Incentive Program Bulk Allowances

Subarea:	Maximum FAR:	Maximum Height:	Minimum Open Area:
Core	3	12 stories; 16 if Significant	12.5%; 10% if mixed-use or redevelopment
Parole North District	2.5	8 stories; 10 if Significant; 6 stories if next to R5 or lower	12.5%
Church Creek District	2.5	8 stories; 5 stories if next to R5 or lower	12.5%
Hudson Street	2	8 stories; 5 stories if next to R5 or lower	12.5%
Housley Road Village	2	6 stories; 3 stories if next to R5 or lower	18.75%
Gateway Business Mix	1.5	6 stories; 3 stories if next to R5 or lower	18.75%
Defense Highway Corridor	1.5	6 stories; 3 stories if next to R5 or lower	18.75%

institutions such as child care centers, senior care centers, hospital and medical clinics, drug treatment centers and programs, social services centers, community centers, libraries, public schools, regional intermodal transit centers, or other institutional uses; significant transportation and environmental enhancement; and harmony with the overall design concept for the area.

bonus allowances are quantified through the incentive program.

- Review and revise the potential rewards granted for proffered development enhancements and amenities. The following rewards are recommended:
 - Increased residential density up to 44 dwelling units per acre (calculated by the full development project) for mixed-use projects meeting the criteria above.
 - Additional building FAR and/or building height, as determined by the Planning and Zoning Officer and as deemed compatible with surrounding development, subject to the table below.
 - Reduction in Open Area requirements, subject to the provisions in Table 8.
- Work with stakeholders to develop policy guidance that clarifies how public benefit and



CHAPTER 5

PLAN IMPLEMENTATION AND UPDATE

5.1. Implementation Action Plan

The Office of Planning and Zoning (OPZ) is the lead agency in overseeing implementation of the goals and policies of this Master Plan, with support from other County agencies including the Department of Inspections and Permits, Department of Public Works, Office of Transportation, Department of Recreation and Parks, and Anne Arundel Economic Development Corporation. OPZ staff is responsible for reviewing development applications and assisting developers, identifying capital project needs, pursuing other funding sources, conducting planning studies as needed, and providing regular status updates to local officials and the public.

The table at the end of this section lists the various strategies to implement the Goals and Policies of the Parole Master Plan, identifying the lead departments responsible for implementation along with key supporting departments.

5.1.1. Plan Benchmarking and Monitoring

To assist in tracking progress toward implementation of the Master Plan, OPZ will prepare a Parole Town Center Annual Report. The report will monitor development and capital project activity and will identify additional needs and strategies. It will be submitted to the County Executive and County Council and will be available on the County website for use by developers, realtors, business owners, citizens and other stakeholders.

The Parole Town Center Annual Report will include the following information, as available:

- a record of development applications approved and under review, including subdivision plans, site plans, modifications, development proffers and bonus rewards, and building, grading and occupancy permits;
- the square footage of new construction and building renovations;
- the status of public facilities planned or under construction;
- any current or projected deficiencies in the operational capacity of existing public facilities including roads, schools, water supply and wastewater

- treatment;
- population and employment forecasts for the Parole area;
- the status of grant applications and other funding requests for Parole projects or programs;
- the status of Capital Budget and Program projects in Parole;
- a description of any new project requests to be submitted for the coming fiscal year's Capital Budget and Program; and
- a list of additional projects that will require capital program funds or funding from other sources, ranked in order of priority. Projects should include roads, parking, transit, pedestrian and bicycle facilities, streetscapes, open space, stream restoration, public amenities, public utilities, and stormwater management.


5.1.2. Master Plan Review and Update


The Parole Master Plan should be comprehensively reviewed and, if necessary, updated every five to ten years to accommodate changing conditions, including market trends, and to recommend adjustments to the area's development requirements and regulations accordingly. Any amendments to the PGMA overlay boundary, permitted uses, development requirements and design standards should be recommended through this comprehensive review process. Interim amendments to the development requirements, permitted uses, and design standards outside of a comprehensive master plan update should be based on a study of a particular issue or functional plan for the Parole area, with a justification and impact statement that clarifies the need for the proposed amendment and comprehensively assesses its impact on properties and/or future development in the Parole Town Center, as well as any other relevant outcome anticipated by the interim amendment. Proposed revisions or amendments to the Master Plan should be made available for public review and comment 30 days prior to scheduling a briefing and public hearing with the Planning Advisory Board.

Acronyms

County Departments are listed in the Implementation Matrix by the following acronyms:

AACPS	Anne Arundel County Public Schools
AAEDC	Anne Arundel Economic Development Corporation
ACDS	Arundel Community Development Services
AAWDC	Anne Arundel Workforce Development Corporation
DRP	Department of Recreation and Parks
DPW	Department of Public Works
DPW-BWPR	Department of Public Works, Bureau of Watershed Protection and Restoration
I&P	Department of Inspections and Permits
OOT	Office of Transportation
OPZ	Office of Planning and Zoning

Implementation Matrix		Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<div> Natural Environment</div>				
Goal NE1: Preserve, enhance and restore sensitive areas, including streams, floodplains, tidal and nontidal wetlands, steep slopes and all applicable buffers.				
Policy NE1.1: Protect and enhance the role that environmental features provide in mitigating stormwater runoff, improving water quality, and fostering wildlife.				
(a) Strategy: Continue investing in water quality improvement projects in Parole's watersheds.	DPW-BWPR	Ongoing	Implementation of identified projects	
(b) Strategy: Employ various strategies in development and redevelopment to protect sensitive environmental areas and features from adverse development impacts, including using innovative site and building design, improving building performance, maximizing buffer areas, minimizing grading, and preserving wooded areas.	OPZ , I&P	Ongoing	Number of development projects with referenced features	
(c) Strategy: Expand protection of sensitive natural resources where possible, particularly in areas adjacent to existing protected areas.	OPZ , DRP, DPW-BWPR, I&P	Mid-Term	Acres of protected land	
Goal NE2: Retain existing forest cover, increase forest replanting efforts and increase urban tree canopy.				
Policy NE2.1: Expand the tree canopy and landscaping in the Parole Town Center. Aim to achieve a 50% tree canopy cover in the Parole Town Center by 2040.				
(a) Strategy: Maintain existing healthy and mature trees in their current state to the extent possible.	OPZ , I&P	Ongoing	Number of development projects with preserved trees	
(b) Strategy: Adhere to requirements of the County Landscape Manual and this Master Plan to enhance landscaping and tree canopy, and reduce impervious surface areas.	OPZ , I&P	Ongoing	Additional tree canopy; reduction in impervious surface	
(c) Strategy: Promote the planting of street trees along Parole Town Center roadways, as well as landscaping in medians, where practical. Clarify responsibility for maintenance of these areas prior to installation.	OPZ , DPW, I&P	Ongoing	Number of new street trees along Parole Town Center roadways	
(d) Strategy: Consider developing a Street Tree Master Plan for the Parole Town Center that prioritizes certain corridors and expresses the desired character and performance of the new trees.	OPZ , DPW, I&P	Ongoing	Status of Plan	
Goal NE3: Expand, enhance and continue to protect the County's greenways and open space areas.				
Policy NE3.1: Increase the amount of protected land in the Parole Town Center.				



	Responsible Departments <i>(lead in bold)</i>	Timeframe <i>(short 0-5, mid 5-10, long 10+ yrs)</i>	Performance Measures
(a) Strategy: Acquire land for parks and open space in and near the Parole Town Center in accordance with the Land Preservation, Parks and Recreation Plan and Plan2040 and enhance access for public use as appropriate.	DRP , DPW-BWPR, OPZ	Long-Term	Acres of land acquired
(b) Strategy: Encourage new development to provide publicly accessible open space that complements and expands the existing open space network.	OPZ	Ongoing	Amount of added open space
Goal NE4: Improve and protect water quality by reducing impacts from stormwater runoff, wastewater discharge and septic systems.			
Policy NE4.1: Use redevelopment as an opportunity to retrofit impervious surfaces, enhance stormwater quality and quantity, and expand green space.			
(a) Strategy: Revise parking requirements as appropriate, based on findings and recommendations of a study of parking generation standards and requirements, to reduce the amount of impervious surface parking for development projects.	OPZ , OOT, I&P	Mid-Term	Status of Code updates
(b) Strategy: Employ innovative stormwater management techniques that simultaneously add greenspace, landscaping and beautification, where possible.	DPW-BWPR , I&P, OPZ	Ongoing	Number of projects providing referenced elements
(c) Strategy: Require new development or redevelopment to address existing outfall instability and/or inadequacy issues downstream.	OPZ , DPW-BWPR, I&P	Ongoing	Number of projects providing referenced elements
 <h2>Built Environment</h2>			
Goal BE1: Focus and encourage carefully planned and high quality, dense development, redevelopment and revitalization in the Targeted Development, Redevelopment and Revitalization Policy Areas in the Parole Town Center while meeting environmental requirements.			
Policy BE1.1: Align land use policies, development regulations and other programs and incentives to support development and business growth in Parole.			
(a) Strategy: Retain three general tiers of density in the Parole Town Center to ensure a transition of density to surrounding, lower density areas of the County. Revise FAR allowances and simplify calculation procedures to streamline the application of bulk regulations.	OPZ	Ongoing/ Short-Term	Status of Code updates
(b) Strategy: Coordinate current and long-range planning efforts with those of the City of Annapolis and surrounding areas of the County.	OPZ , I&P, OOT	Ongoing	Participation in meetings and information sharing
(c) Strategy: Monitor infrastructure and facilities needs and invest in identified infrastructure improvements to support residential and non-residential growth.	OPZ , DPW, OOT, BOE	Ongoing	Track investment in infrastructure projects in Parole
(d) Strategy: Provide flexibility in development regulations to allow for creative development proposals, individual site limitations, and rapid response to changing market forces.	OPZ , I&P, OOT	Ongoing	Status of Code updates

	Responsible Departments <i>(lead in bold)</i>	Timeframe <i>(short 0-5, mid 5-10, long 10+ yrs)</i>	Performance Measures
(e) Strategy: Enhance the Incentive Program to provide greater flexibility for projects in meeting the Vision of this Master Plan, while ensuring development and redevelopment more reliably achieves a mixture of desirable land uses, quality design, and public amenities. Provide guidance on quantifying the relationship between the public benefit and bonus allowances.	OPZ	Short-Term	Status of Code updates
(f) Strategy: Amend the Plan2040 Development Policy Area and Planned Land Use maps through the Region 7 planning process to align with the recommended Parole Town Center boundary and Planned Land Use along Bestgate Road.	OPZ	Short-Term	Status of Region Plan process
Policy BE1.2: Prepare for the impacts of evolving technologies, market shifts and climate change to development and transportation to enhance Parole's resiliency to change.			
(a) Strategy: Adapt guidelines and regulations, and coordinate with State and other agencies, to ensure infrastructure and new development accommodates new technologies such as connected and automated vehicles and electric charging stations.	OPZ, OOT, DPW	Mid-Term	Status of updates to Code, Design Manual, and other relevant guides
(b) Strategy: Update development regulations for the Parole Town Center to permit greater flexibility in development proposals while maintaining the Vision for a compact and multimodal community.	OPZ	Short-Term	Status of Code updates
(c) Strategy: Promote building and site development and redevelopment that incorporates carbon neutral and net zero energy, waste and water use technology, as well as strategies to improve resilience to climate change impacts.	OPZ, I&P	Ongoing	Number of development projects with referenced features
Goal BE2: Promote vibrant, high-quality development of attractive and human-oriented buildings, sites and public spaces in the Parole Town Center for opportunities to live, work, learn and play without the daily use of a car.			
Policy BE2.1: Facilitate density and a robust mix of uses throughout Parole, particularly in the Core and Urban Center.			
(a) Strategy: Revise development regulations to allow for mix of uses by-right throughout the Town Center.	OPZ	Short-Term	Status of Code updates
(b) Strategy: Revise the overlay provisions for permitted uses in the Town Center <ul style="list-style-type: none"> - Expand permitted uses in the Town Center to include a wider range of uses appropriate to the urban context. - Provide additional provisions for new gas stations, self-storage facilities, auto sales, and other uses as appropriate to adapt these to the urban context. - Preclude uses from the Parole Town Center that do not align with the Vision in this Master Plan. Allow for viable existing uses to continue as legal nonconforming uses. 	OPZ	Short-Term	Status of Code updates

	Responsible Departments <i>(lead in bold)</i>	Timeframe <i>(short 0-5, mid 5-10, long 10+ yrs)</i>	Performance Measures
Policy BE2.2: Promote the retrofit of suburban development patterns through redevelopment that features high-quality urban design that is less auto-oriented, more dense and more oriented to people.			
(a) Strategy: Add detail to Open Area requirements in the County Code to ensure that green space and activity areas are provided with development and redevelopment.	OPZ	Short-Term	Status of Code updates
(b) Strategy: Develop minimum and maximum setback requirements in the Town Center to promote urban scale. Consider 0' minimum setbacks and 35' maximum setbacks in most parts of the Town Center.	OPZ	Short-Term	Status of Code updates
(c) Strategy: Incorporate active frontage elements into the site and building design of development and redevelopment projects along identified roadways.	OPZ , I&P	Short-Term	Number of development projects with active frontage features
(d) Strategy: Incorporate the urban form elements of gateways, vistas, view corridors, and landmarks as indicated in this master plan for redevelopment projects.	OPZ , I&P	Ongoing	Number of development projects with active frontage features
(e) Strategy: Ensure development and redevelopment incorporate urban and pedestrian-friendly site design principles. Ensure coordination of development with existing and planned multimodal networks, site interconnections, and nearby amenities.	OPZ , DPW, I&P, OOT	Ongoing	Number of development projects with referenced features
(f) Strategy: Develop a Signage and Wayfinding Plan for the Parole Town Center to help orient access to placemaking amenities.	OPZ	Mid-Term	Status of Wayfinding Plan and implementation
(g) Strategy: Consider establishing a committee of local property owners, business owners, and Town Center residents to identify, prioritize, and advocate for implementation of community-scale placemaking projects.	OPZ , AAEDC	Mid-Term	Status of advocacy group
(h) Strategy: Promote site design that minimizes the visual impact of parking and service areas. At a minimum, these areas should be placed at the rear or side of a building and screened from public view.	OPZ , I&P	Ongoing	Number of development projects with referenced features
(i) Strategy: As opportunities arise, move overhead utilities off the public streetfront by placing them underground or along alleyways and at the rear of buildings, to the extent feasible.	OPZ , I&P, DPW	Ongoing	Linear feet of overhead utilities moved off public streetfront
(j) Strategy: Revise development regulations to incorporate architectural standards for building form, building facades, and additional provisions for signage.	OPZ	Short-Term	Status of Code updates
(k) Strategy: Evaluate the use of a form-based ordinance for the Parole Town Center to facilitate redevelopment and revitalization.	OPZ	Mid-Term	Status of evaluation

	Responsible Departments <i>(lead in bold)</i>	Timeframe <i>(short 0-5, mid 5-10, long 10+ yrs)</i>	Performance Measures
Goal BE3: Provide for a variety of housing types and designs to allow all residents housing choices at different stages of life and at all income levels in the Parole Town Center.			
Policy BE3.1: Prioritize providing workforce and affordable housing opportunities within Parole, particularly near transit facilities.			
(a) Strategy: Evaluate strategies to incentivize or require workforce and affordable housing units, including omitting affordable housing units from density calculations, expanding incentive criteria for workforce and affordable housing, and expedited site plan review for projects with affordable housing.	OPZ , ACDS	Short-Term	Status of evaluation
(b) Strategy: Revise the incentive program to allow smaller lots to achieve maximum residential density without mixed-use requirements.	OPZ	Short-Term	Status of Code updates
Goal BE4: Provide a well-maintained multimodal transportation network that is safe, efficient, environmentally sensitive and provides practical and reliable transportation choices and connections for all users.			
Policy BE4.1: Prioritize investments in safe multimodal connectivity within Parole Town Center and between it and the surrounding region.			
(a) Strategy: Invest in improvements to enhance the capacity of all modes on Parole-area roadways, including by implementing the recommendations of the Parole Mobility Study.	OOT , DPW, OPZ	Ongoing	Number of roadways improvement projects
(b) Strategy: Use development, redevelopment and public investment as opportunities to implement a well-connected bicycle and pedestrian network and facilities throughout Parole.	OOT , DPW, I&P, OPZ	Ongoing	Number of bicycle/pedestrian projects implemented
(c) Strategy: Prioritize the implementation of the findings and recommendations of targeted transportation studies in the Parole area to enhance the network for all modes. Coordinate with the City of Annapolis on all cross-jurisdictional recommendations.	OOT , DPW, OPZ	Ongoing	Number of transportation projects implemented
(d) Strategy: Provide improvements to identified intersections to enhance accessibility and safety for all modes.	DPW , OOT , OPZ	Mid-Term	Number of improved intersections
(e) Strategy: Enhance the safety and user experience of bicyclists and pedestrians on facilities beneath overpasses. Consider artistic treatments and add placemaking amenities, as approved by relevant agencies.	OOT , OPZ	Ongoing / Mid-Term	Number of projects to improve facilities beneath overpasses
(f) Strategy: Implement transit improvements, including the multimodal center, prioritization of transit vehicles on roadways and at intersections, bus facility upgrades, enhanced service, and transit-supportive policies.	OOT	Ongoing	Number of transit improvements implemented
Policy BE4.2: Mitigate congestion on Parole roadways.			
(a) Strategy: Advance Transportation Demand Management strategies, including promotion of alternative transportation use and teleworking by area employees, during hours of peak congestion.	OOT	Ongoing	Track implementation of TDM strategies

	Responsible Departments <i>(lead in bold)</i>	Timeframe <i>(short 0-5, mid 5-10, long 10+ yrs)</i>	Performance Measures
(b) Strategy: Employ and invest in Transportation Systems Management and Operations strategies in Parole and the surrounding area, including signal system coordination and enhanced management of active and event traffic.	DPW , OOT	Ongoing	Track implementation of TSMO projects
(c) Strategy: In coordination with the MDOT State Highway Administration and the City of Annapolis as needed, implement Access Management strategies for identified roadways, including requirements for shared alleys, drive lanes, frontage roads, parking connections and coordination between adjoining properties.	OOT , I&P, OPZ	Ongoing	Track implementation of actions
(d) Strategy: Develop APF standards and Traffic Impact Study procedures that are tailored to the urban context.	OOT , DPW, OPZ	Short-Term	Status of Code and Design Manual updates
Policy BE4.3: Align design criteria for roadways, buildings, and sites in Parole in accordance with the County's Complete Streets policy to reflect an urban context for multiple modes of travel.			
(a) Strategy: Incorporate urban typologies appropriate for a Town Center context into the County's Design Manual to guide future development of road, bicycle and pedestrian facilities in the Parole Town Center.	DPW , I&P, OOT	Short-Term	Status of Design Manual updates
(b) Strategy: Use the table of recommended typical section details of the Parole Mobility Study, Appendix H, to guide implementation of roadway, bicycle and pedestrian facilities within Parole.	OOT , OPZ, DPW	Ongoing	Number of identified projects implemented
(c) Strategy: Evaluate and revise current parking generation standards and requirements to better align demand and supply and deliver efficient, urban-scale parking. Consider ideas such as reduced parking minimums, shared parking, and structured parking requirements.	OOT , OPZ	Mid-Term	Status of parking evaluation
(d) Strategy: Study the potential for a Public Parking District system to fund, construct and operate public parking in Parole Town Center. Consider establishing a Parking Authority to coordinate these efforts.	OOT , OPZ	Mid-Term	Status of study to determine need and feasibility of Parking District system
(e) Strategy: Require short- and long-term bicycle parking with all development projects.	OOT , OPZ	Short-Term	Status of Code updates

	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
 <h2>Healthy Community</h2>			
Goal HC1: Provide for a diverse range of accessible public recreational facilities to serve the needs of all Town Center residents.			
Policy HC1.1: Prioritize investments for parks and recreational facilities in and near the Parole Town Center and strengthen access to these facilities.			
(a) Strategy: Use development, redevelopment and public investments as opportunities to provide recreational amenities and connect people to open space. Coordinate the amenities with identified connections within the parks and greenspace network to enhance access.	OPZ , DRP, OOT, DPW	Ongoing	Number of projects enhancing amenity access
(b) Strategy: Provide linkages, signage, and gateways to parks, trails, and natural areas through public investments and during the development and redevelopment process.	DRP , DPW, OPZ	Ongoing	Number of development projects providing identified features
Goal HC2: Provide for community amenities to foster a sense of community.			
Policy HC2.1: Encourage new development to include community amenities that support placemaking, such as parks, gathering spaces, and public art.			
(a) Strategy: Offer density bonuses through the incentive program for development and redevelopment projects that include community amenities that support placemaking.	OPZ	Ongoing	Status of Code updates
 <h2>Healthy Economy</h2>			
Goal HE1: Promote economic development that supports smart growth and provides opportunities for Town Center residents to work near where they live.			
Policy HE1.1: Promote development and redevelopment in the Parole Town Center.			
(a) Strategy: Continue to use incentives such as financing tools to encourage investment, new development and redevelopment in Parole.	AAEDC , OPZ	Ongoing	Number of incentives and statistics on use
(b) Strategy: Examine ways to implement an expedited development review process across all County agencies for development proposals in the Town Center.	OPZ , I&P, DPW	Mid-Term	Status of evaluation
(c) Strategy: Prioritize the Capital Program to promote adequate public facilities and infrastructure necessary to support development and redevelopment in the Town Center.	DPW , OOT, OPZ	Ongoing	Number of capital projects funded in Parole

	Responsible Departments <i>(lead in bold)</i>	Timeframe <i>(short 0-5, mid 5-10, long 10+ yrs)</i>	Performance Measures
(d) Strategy: Develop additional legal and financial tools that provide future development guarantees in return for substantial private investments in necessary infrastructure in the County's Capital Program.	AAEDC , OPZ	Mid-Term	Development of identified tools
(e) Strategy: Identify employment gaps among the region's residents and support workforce development programs to address these gaps.	AAWDC , AAEDC	Ongoing	Number and type of programs and services
Goal HE2: Attract, retain and expand upon the diversity of businesses and industries that will provide jobs, income and a tax base that is sustainable.			
Policy HE2.1: Focus efforts to support and expand businesses and industries in the Town Center.			
(a) Strategy: Continue working with various partners to market resources and attract companies to the Parole Town Center.	AAEDC	Ongoing	Track outreach efforts

APPENDICES

Appendix A: Glossary

Active Frontage – A streetfront with building design elements such as the front façade, main entrance, human-scale features, large windows, colorful detailing, creative signage, and quality materials, as well as public gathering spaces, that promote visual engagement between the building and the street, attracting pedestrians and encouraging them to perceive the street as a place.

Activity Space – The portion of an Open Area designed for recreation such as strolling, gathering, playing, cultural activities, or other social events. Activity Space may include a wide range of features such as a village green, plaza or square, courtyard, pocket park, rooftop garden, usable lawn or terrace, pool area, playground, ballfield, and other similar spaces.

Bicycle Parking, short-term – Secure bicycle storage space intended for a site’s visitors, shoppers, and others staying up to a few hours.

Bicycle Parking, long-term – Secure bicycle storage space with greater security and protection from the elements; intended for people staying in place more than a few hours, such as tenants, employees, customers, or visitors.

Bike box – A designated space at an intersection that allows cyclists to position themselves ahead of vehicle traffic at the intersection.

Bikeshare – A service in which bicycles are made available for shared use on a short-term basis.

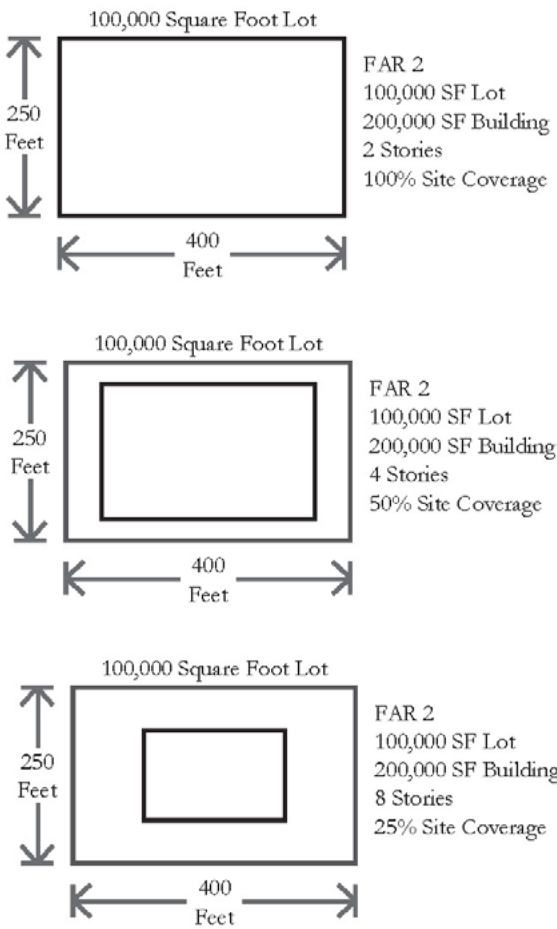
Bulk Regulations – Controls on building size, placement and coverage through FAR, height, and open area regulations.

Collector – Roadways providing traffic circulation within neighborhoods, commercial and industrial areas. These roads collect traffic from local streets in neighborhoods and channel it into the arterial system. Connections between arterials should be indirect or should not be allowed in order to discourage use by traffic from outside the neighborhood.

Curb Extension – An area of the sidewalk that is widened to reduce the crossing distance for pedestrians.

Floor Area Ratio (FAR) – The floor area of the building(s) divided by the gross area of the parcel on which the building sits.

- Example: If a development parcel is 100,000 square feet and the proposed building is 200,000 square feet, then the FAR is 2. FAR is an indicator of development density, since it explains how much development is occurring versus how much land it is occurring upon. However, for any given site, many different building configurations can have the same FAR. On that 100,000 square foot parcel, a 200,000 square foot building could cover the whole site at two-stories, 50 percent of the site at four stories, or 25 percent of the site at eight stories. Although each of these solutions has an FAR of 2, the amount of open space in the lot and the height of the building vary dramatically.



FAR standards are intended to direct appropriate massing characteristics for buildings, but they are not intended to imply that a building should be designed as one massive block.

Freeway – High-speed, multi-lane facilities with a high degree of access control. These facilities provide for efficient and uninterrupted travel over long distances serving interstate and commuter needs. They should provide a high level of traffic service for travelers making longer distance trips at high speeds. Freeways provide no direct access to abutting properties.

Functional classification – The grouping of highways, roads and streets by the character of the mobility and access functions they provide. The classification also determines the design of the roadway.

Gateway – Locations, typically at an intersection or along a roadway corridor, that provide a sense of arrival into Parole. Gateways in Parole are identified in Chapter 3.

Green Area – Exterior planted areas that contribute to creating green relief, infiltration or evapotranspiration. Green areas can include lawns, planters, green roofs, landscaped areas, forest and sensitive preservation areas, buffers, bio-retention areas, parking lot strips, floodplains, wetlands, tree pits, and other areas regardless of usability or accessibility. Paved areas are not considered Green Areas.

Incentive Program – A development incentive program that allows for additional development capacity or relief from requirements in exchange for enhanced development quality or provision of amenities beyond Plan or Code requirements.

Human-Scale – This describes architectural and design elements that are scaled to an average human's senses and perceptions. For example, a human-scale building might have elements that are designed to be visible at a walking pace, rather than a driving pace.

Landmark – Places that serve as orientation points, typically located at important intersections, at the termini of important views or vistas, or in prominent locations in relation to areas of high activity. Landmarks in Parole are identified in Chapter 3.

Mass – The size or physical bulk of a building.

Minor Arterial – Roads connecting higher functional class facilities, activity centers, regions of the area, and major County roads. Traffic is composed predominantly of trips across and within regions of the County. They provide service to traffic at a somewhat lower level of travel mobility than principal arterials with minimal control of access to abutting commercial, industrial and residential properties. Direct access to individual properties and neighborhoods is discouraged.

Multimodal Facility – A transportation hub providing a common location for services and connections to and between different modes of transport, including bus, automobile, bicycle, ride-hailing, and/or other means of mobility.

Mixed-Use – A development or project that blends two or more residential, civic/institutional, commercial, office, or industrial uses. Mixed-use can be vertical (two or more uses within one building) or horizontal (multiple uses in various buildings on the same site).

Open Area – An exterior portion of a development that provides both planted green area for stormwater, infiltration or evapotranspiration and activity space for recreation such as strolling, gathering, playing, cultural activities, or other social events.

Overlay – A regulatory tool that creates a special district over existing base zones, establishing provisions in addition to other requirements applied to properties in the underlying base zone.

Placemaking – The concept of strengthening the connection between people and the places they share. Placemaking facilitates creative patterns of use of space, enhancing the physical, cultural, and social identities that define a place and support its ongoing activation.

Plan2040 – Anne Arundel County's General Development Plan, which sets the 20-year policy framework to protect the County's natural environment, shape development of the built environment, provide public services to promote healthy communities, and support a diverse, resilient economy. The County Council adopted Plan2040 in

May of 2021.

Planting Strip – An unpaved, often planted or grassy area between the public sidewalk and the street.

Principal Arterial – Roads that serve the needs of through-traffic for moderately long trips, major activity centers in the County and major portions of the trips entering or leaving urban areas. Principal Arterials are the primary travel route for commercial, commuter and recreational travel in rural areas and also provide secondary linkages between large urban centers and suburban population/employment centers. Access may be controlled through medians or by the limitation of curb cuts through the orientation of access for new developments. Typically, they intersect minor arterials, collector or major activity locations.

Priority Intersection – Designated critical connection points within the Bicycle and Pedestrian Network; see Figure 10.

Redevelopment Site – Pre-existing sites, structures, uses or lots for which a development application has been submitted requesting to demolish and reconstruct 1,000 square feet or more of an existing structure, increase the existing developed floor area by 1,000 square feet or more, add an ancillary building of 1,000 square feet or more, or disturb 5,000 square feet or more of the site.

Refuge Island – A median in the center of a multi-lane road at an intersection that provides a safe stopping point for pedestrians and bicyclists crossing the street.

Renovation Site – Pre-existing sites, structures, uses or lots for which a development application has been submitted requesting to demolish and reconstruct less than 1,000 square feet of an existing structure, increase the existing developed floor area by less than 1,000 square feet, add an ancillary building of less than 1,000 square feet, or disturb less than 5,000 square feet of the site.

Sense of Place - A feeling of connection to a place, where people have positive emotions and ascribe meaning to a place based on memorable experiences; a "community feel"

Sharrow – On-road shared lane markings.

Setback – The distance between a lot line and a structure.

Shared Use Path – A paved pathway that is physically separated from motor vehicle traffic and may be used by bicyclists, pedestrians, and other non-motorized users.

Significant Building - A building that may earn additional height and other allowances under the Incentive Program by meeting certain proffer criteria, including serving a public purpose, various transportation and environmental enhancements, and exemplary quality of design and architecture.

Subarea – A sub-district within the Parole Growth Management Area to which common bulk regulations and certain other development provisions are assigned.

View Corridor – A roadway that frames a view and directs a line of sight toward a prominent building or feature. View Corridors in Parole are identified in Chapter 3.

Vista – A location offering an expansive view. Vista locations in Parole are identified in Chapter 3.

Appendix B: Roadway Typologies and Typical Section Details

The Parole Mobility Study provides recommended street typologies for roadways in the Parole Town Center to address all modes of travel and ensure safe accommodations for all users. These recommended typologies are shown below. These typologies represent an optimal condition, but ultimate design will be impacted by available right-of-way, land use, grade, utilities and existing roadway geometry. However, roadway design should strive to meet as many of the noted typology elements as possible.

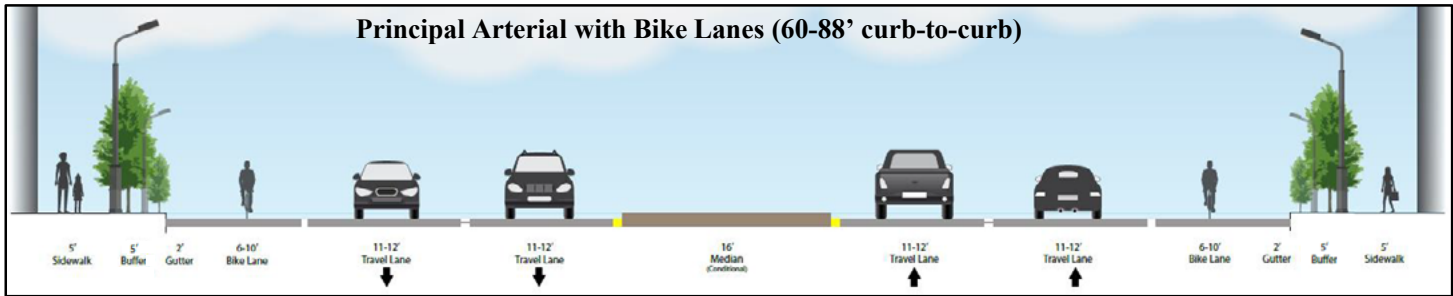
The optimal layout for each street type, as illustrated in the Parole Mobility Study, is shared below. The layout includes bicycle and pedestrian facilities, which are included in the bicycle and pedestrian network described in Chapter 3. In addition, the Parole Mobility Study included a table of recommended typical section details for each road segment in the Parole Town Center. The Parole Master Plan recommends that these street typologies, facility standards, and the table of recommended typical sections be amended into the Anne Arundel County Design Manual for application in the Parole Town Center.

Principal Arterials

Principal Arterials are the widest, highest volume commercial streets for regional and longer trip types. The speed limit is typically 40 mph or greater; daily volumes are greater than 35,000 on average.

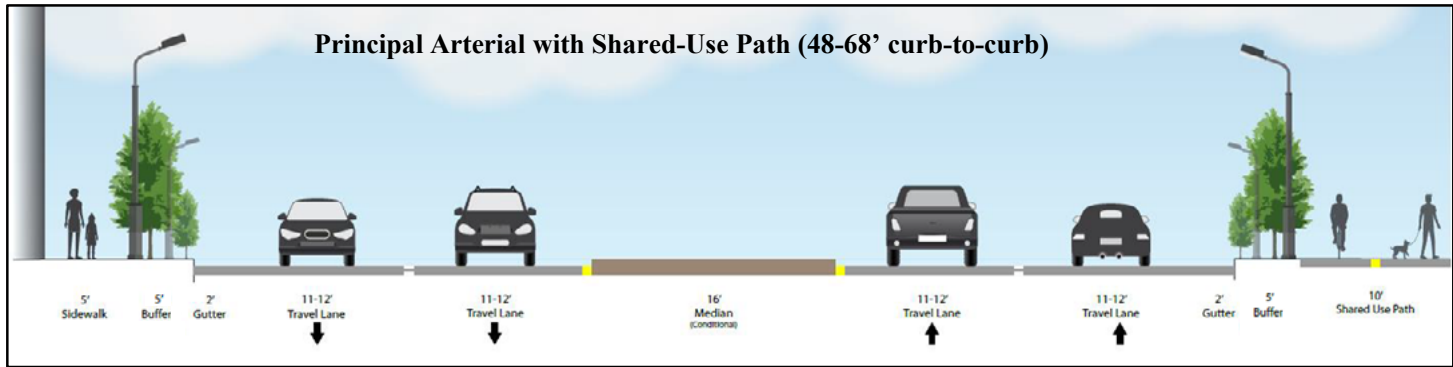
Key Features: Principal Arterial With Bike Lanes

- 2 lanes in each direction, 11-12'
- Bike lanes, 6-10'
- Buffer, 5'
- Sidewalk, both sides, 5' (In Town Center Core, sidewalks shall be 10-15 feet as indicated in the typical section details/maps.)
- Center median if space allows, up to 16'



Key Features: Principal Arterial With Shared-Use Path

- 2 lanes in each direction, 11-12'
- Buffer, 5'
- Sidewalk, one side, 5' (In Town Center Core, sidewalks shall be 10-15 feet as indicated in the typical section details/maps.)
- Shared-use path, opposite side, 10'
- Center median if space allows, up to 16'

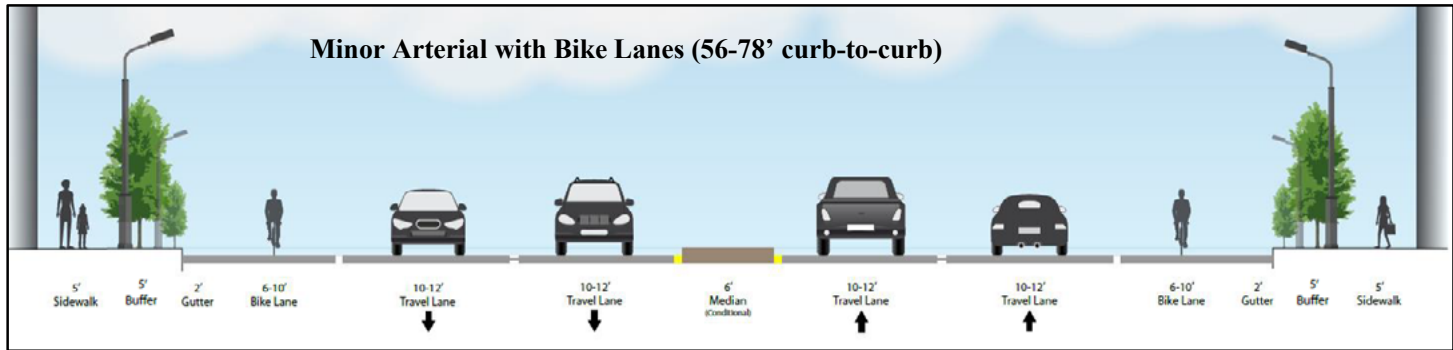


Minor Arterials

Minor Arterials are the primary routes between one part of Parole and another. Most of the minor arterials have two lanes in each direction with speed limits between 30-40 mph and daily volumes are greater than 20,000 vehicles.

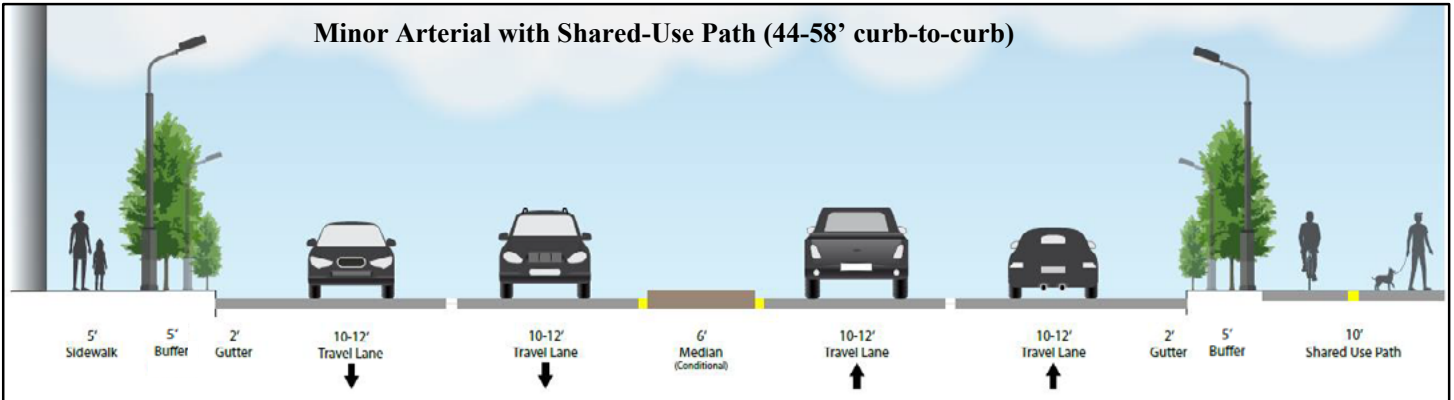
Key Features: Minor Arterial with Bike Lanes

- 2 lanes in each direction, 10-12'
- Bike lanes, 6-10'
- Buffer, 5'
- Sidewalk, both sides, 5' (In Town Center Core, sidewalks shall be 10-15 feet as indicated in the typical section details/maps.)
- Center median if space allows, up to 6'



Key Features: Minor Arterial with Shared-Use Path

- 2 lanes in each direction, 10-12'
- Buffer, 5'
- Sidewalk, one side, 5' (In Town Center Core, sidewalks shall be 10-15 feet as indicated in the typical section details/maps.)
- Shared-use path, opposite side, 10'
- Center median if space allows, up to 6'

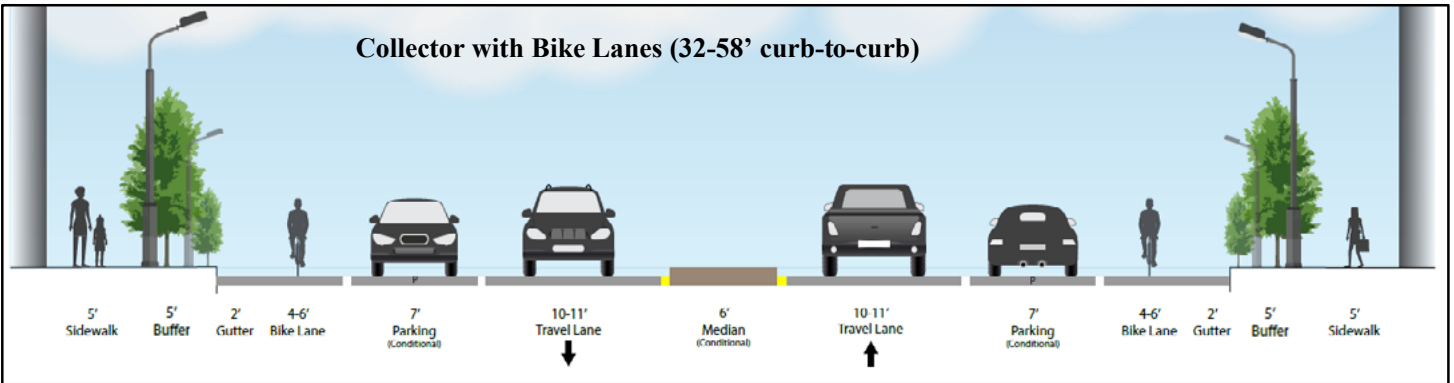


Collectors

Collectors are the more heavily trafficked streets within neighborhoods, which provide important connections to major streets. These streets are typically wider than local streets and have a marked center line. While speeds are relatively low, they require some additional protection for cyclists. Speed limits are typically 25-35 mph and daily volumes are between 7,500-20,000.

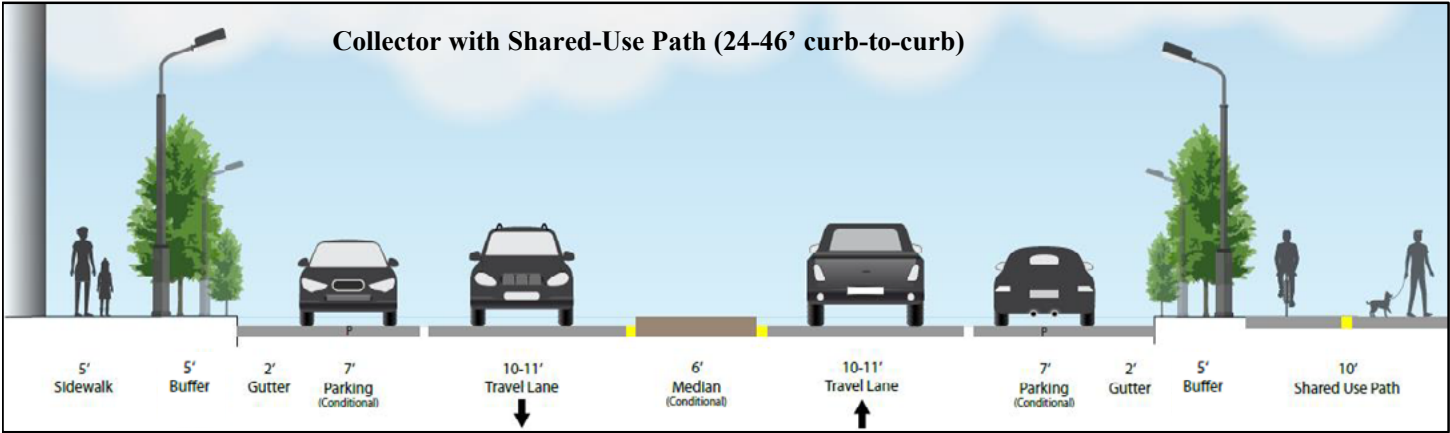
Key Features: Collector With Bike Lanes

- 1 lane in each direction, 10-11'
- Parking lanes if space allows, 7'
- Bike lanes (parking protected), 4-6'
- Buffer, 5'
- Sidewalk, both sides, 5' (In Town Center Core, sidewalks shall be 10-15 feet as indicated in the typical section details/maps.)
- Center median if space allows, up to 6'



Key Features: Collector With Shared-Use Path

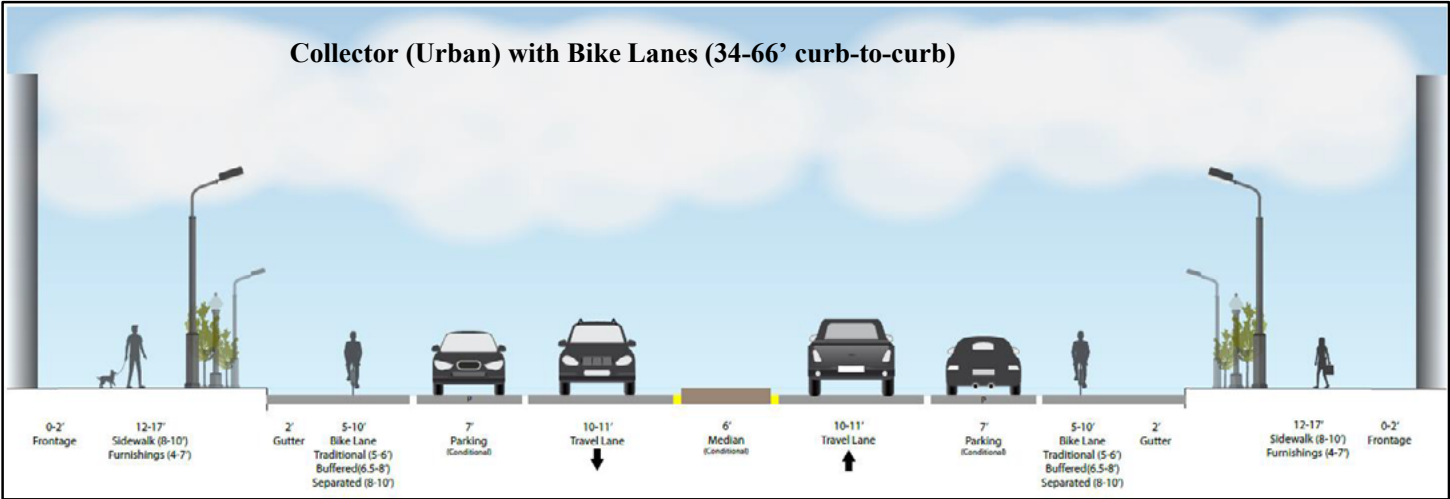
- 1 lane in each direction, 10-11'
- Parking lanes if space allows, 7'
- Buffer, 5'
- Sidewalk, one side, 5' (In Town Center Core, sidewalks shall be 10-15 feet as indicated in the typical section details/maps.)
- Shared-use path, opposite side, 10'
- Center median if space allows, up to 6'



Collector (Urban)
These roadways are located in the Town Center Core area. They include additional sidewalk space for increased pedestrian activity, furnishings, and frontage to allow opportunities for outdoor dining and other public uses. There are several options for bicycle facility types, depending on available roadway width, volume of bicycle and motorized vehicle traffic, and budget.

Key Features: Collector (Urban) With Bike Lanes

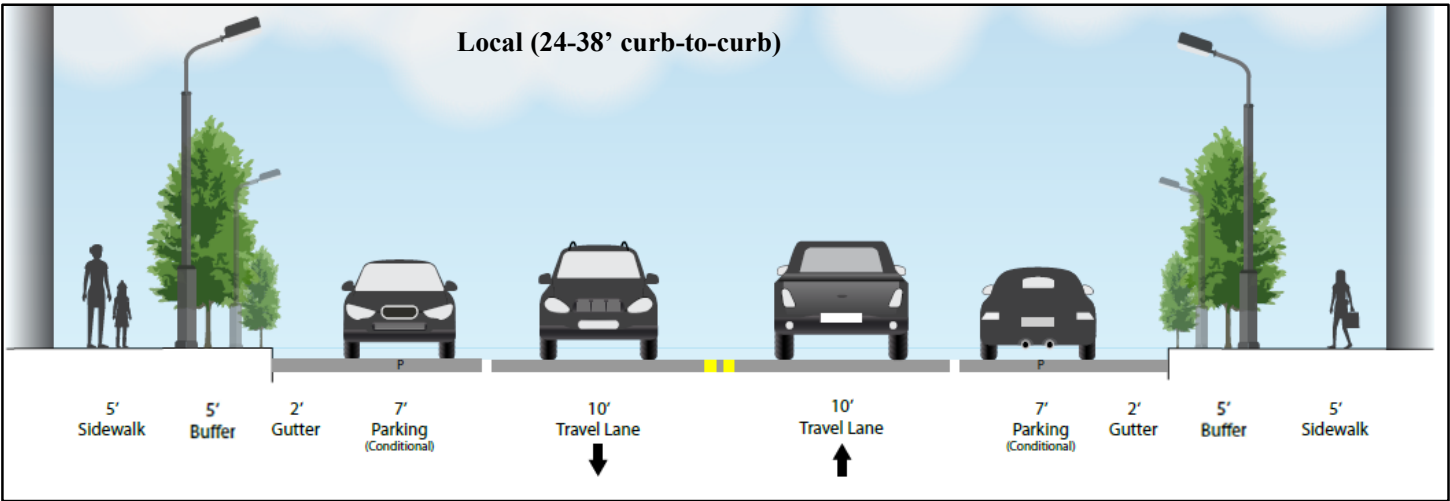
- 1 lane in each direction, 10-11'
- Parking lanes if space allows, 7'
- Bike lanes, parking protected, 5-10' (depending on conditions listed above)
- Sidewalk and furnishings, 12-17' (sidewalk 8-10' and furnishings 4-7')
- Frontage, if space allows, 0-2'
- Center median if space allows, up to 6'



Local
Local roadways are narrow, neighborhood streets that provide access to primarily residential and/or institutional (school, house of worship, etc.) uses. They are naturally more bicycle- and pedestrian-friendly by the nature of their low speeds and low traffic volumes. The speed limits are typically 25-30 mph and usually have less than 7,500 daily vehicle trips. These roads are low stress for bicyclists due to their low speeds and traffic volumes. Bicyclists would share the travel lane.

Key Features: Local Roadway

- 1 lane in each direction, 10'
- Parking lanes if space allows, 7'
- Buffer, 5'
- Sidewalk, both sides, 5' (In Town Center Core, sidewalks shall be 10-15 feet as indicated in the typical section details/maps.)



Local (Urban)

These are recommended for local roadways in the Town Center Core area. They include additional sidewalk space for increased pedestrian activity, furnishings, and frontage to allow for opportunities such as outdoor dining. This design may include bicycle facilities.

Key Features: Local (Urban) Roadway

1 lane in each direction, 10'

Parking lanes if space allows, 7'

Sidewalk and furnishings, 12-17' (sidewalk 8-10' and furnishings 4-7')

Frontage, if space allows, 0-2'

Optional: Bike lanes, parking protected, 5-10' (depending on conditions listed above)

