



PAROLE URBAN DESIGN CONCEPT PLAN

Adopted September 8, 1994 Anne Arundel County, Maryland

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INTRODUCTION

The Urban Design Concept Plan for the Parole Growth Management Area presents a detailed analysis of the area, with recommendations for guiding project review, and implementation measures for achieving the goals provided by the Parole Area Management Group in June 1990. The implementation measures thus discussed embody an effort to recognize and enhance the role of Parole as a growth center, while maintaining quality design, balancing transportation needs, and preserving and protecting environmental resources. They also represent a co-ordination of design goals, land use goals, zoning conflicts, transportation patterns and needs, environmental enhancement and protection, economic opportunities, the development process, housing needs, and public facilities.

The plan is organized into five chapters reflecting the thought process that formed the basis for the document. Chapters I and II present an overview of the area, its character, land use, circulation patterns, environmental features, utilities and market factors that affect the area. Also included is a Development Program Strategy that is a nuts-and-bolts summary of the design concept for Parole.

Chapter III presents five functional plans for Circulation, The Environment, Settings and Buildings, Streetscape, and Pedestrians and Public Spaces. These plans together form the network of functional criteria that will guide future development projects in order to achieve the design goals for the entire growth management area. For this study, the PGMA was broken down into eleven sub-areas, for which detailed design concepts and review criteria are included in this chapter.

Chapter IV discusses Phasing and Implementation of the design concepts and functional plans. The section on Land Use calls for four adjustments that would remedy conflicts, and discusses Land Values, Housing, and Office and Mixed Use. This chapter includes a discussion on the short and long term opportunities for implementation, with a combination of proactive and reactive measures for North Parole, Central Parole, and Riva/South. Also expressed in this chapter is a revision of the incentive program to more effectively achieve mixed use and housing, amendments to Bill 51-90, and ideas for phasing, monitoring, and evaluation of progress.

Chapter V, titled "Beyond the PGMA" takes a wider look at Parole, with a recognition of its immediate surrounds, called the Parole Growth Impact Area (PGIA). The low density around the PGMA and the PGIA is the basis for the recommendation of a greenbelt from the south of Edgewater, across Route 50/301, Crownsville, to the Severn River. This is linked to the idea of a balanced approach to growth management county-wide, with growth centers being receiving areas for more intense development.

INTRODUCTION

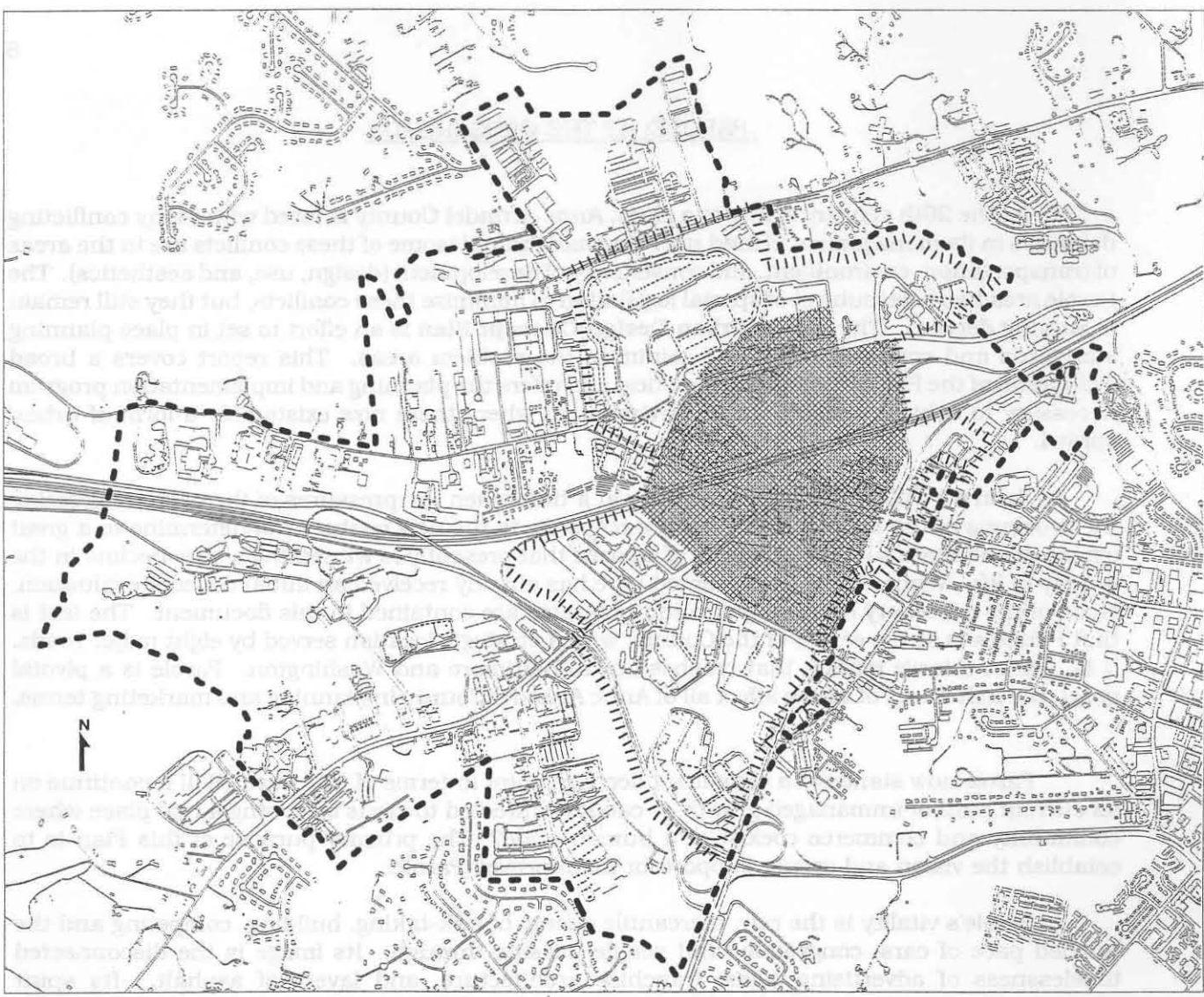
The Urban Design Concept Plan for the Parole Growth Management Area presents a detailed analysis of the area with recommendations for guiding project review and implementation measures to achieve the goals provided by the Parole Area Management Group in June 1990. The implementation measures thus discussed embody an effort to recognize and enhance the role of Parole as a growth center while maintaining quality design, balancing transportation needs and preserving and protecting environmental resources. They also represent a re-orientation of design goals and use goals, resolving conflicts, transport and parking and needs, environmental enhancement and protection, economic opportunities, the development of parks, housing needs, and public facilities.

PLANNERS' NOTE

The Parole Urban Design Plan is an evolutionary document. The planning process has been a period of discovery as perceptions and values have changed significantly since the passage of County Council Bill No. 11-90 in February of 1990. While the fundamental precept of an urbanizing core area with graduated densities out to the periphery remains intact, it is the area beyond the PGMA that needs attention.

The Parole Plan reflects the policies of the new State growth management legislation focusing growth in activity centers and calling for increased densities in those centers. As described in Part I. of this report, the current planning effort derives from a series of adopted plans and programs, from the County's 1978 General Development Plan to the Maryland Economic Growth, Resource Protection and Planning Act of 1992. The Parole Plan provides a framework and a process to guide development over the next 20-30 years, however periodic monitoring and evaluation will be needed. Also refinements in both plans and legislation will follow. The limitations of County Council Bill No. 51-90 have been addressed in preparation of this report, and legislative amendments have been adopted under Bill 73-94 to improve both the substantive and procedural aspects. More effective tools will be needed in the future to achieve the concepts envisioned for Parole Town Center.

A broader perspective is introduced in this Plan, placing the Parole Growth Management Area in context with its surroundings. Clearly a more comprehensive view of land use issues in relation to Parole as a growth area is necessary. Please refer to Chapter V. for some suggestions and ideas for new policy initiatives.



PAROLE TOWN CENTER GROWTH MANAGEMENT AREA

Revised February, 1999 as per Bill 117-98

AREA CLASSIFICATIONS

MAX. HEIGHT

MAX. F.A.R



CORE AREA

8 - 12* FLOORS

.8 - 1.2* - 2.0**



TOWN CENTER

6 - 8* FLOORS

.6 - .75*



PERIPHERY

3 - 4 FLOORS

.4 - .5*



PGMA BOUNDARY

* FLOOR AREA RATIO UNDER INCENTIVE PROGRAM

** MIXED USE OR REDEVELOPMENT PROJECT

PAROLE: AT THE CROSSROADS

As the 20th century draws to a close, Anne Arundel County is faced with many conflicting demands in its management of land use. The most troublesome of these conflicts are in the areas of transportation, environment, and consistency of development (design, use, and aesthetics). The Parole area has been subject of special legislation to minimize these conflicts, but they still remain in varying degrees. **The Parole Urban Design Concept Plan** is an effort to set in place planning standards and concepts which will minimize the problem areas. This report covers a broad evaluation of the Parole area characteristics, and offers the planning and implementation program necessary to achieve a viable urban environment where there now exists only a form of urban sprawl.

Soon we will enter the 21st century at a time when the pressures of the past are creating the problems of the future. The County's response to the new century will determine to a great extent the ultimate success or failure of an area that presently is witnessing a slow decline in the quality of life. While Parole as presented here has already received an initial concept evaluation, some of the necessary detailed plans and programs are contained in this document. The fact is that Parole sits at the center of the County, with a strategic location served by eight major roads. It is host to a large market that reaches out to Baltimore and Washington. Parole is a pivotal point, the influences of which affect all of Anne Arundel County in planning and marketing terms.

Parole now stands at a significant decision point in terms of its future. Will it continue on its current path of unmanaged growth or can it be directed towards becoming a real place where community and commerce coexist at a human scale? The primary purpose of this Plan is to establish the vision and garner support for an improved Parole.

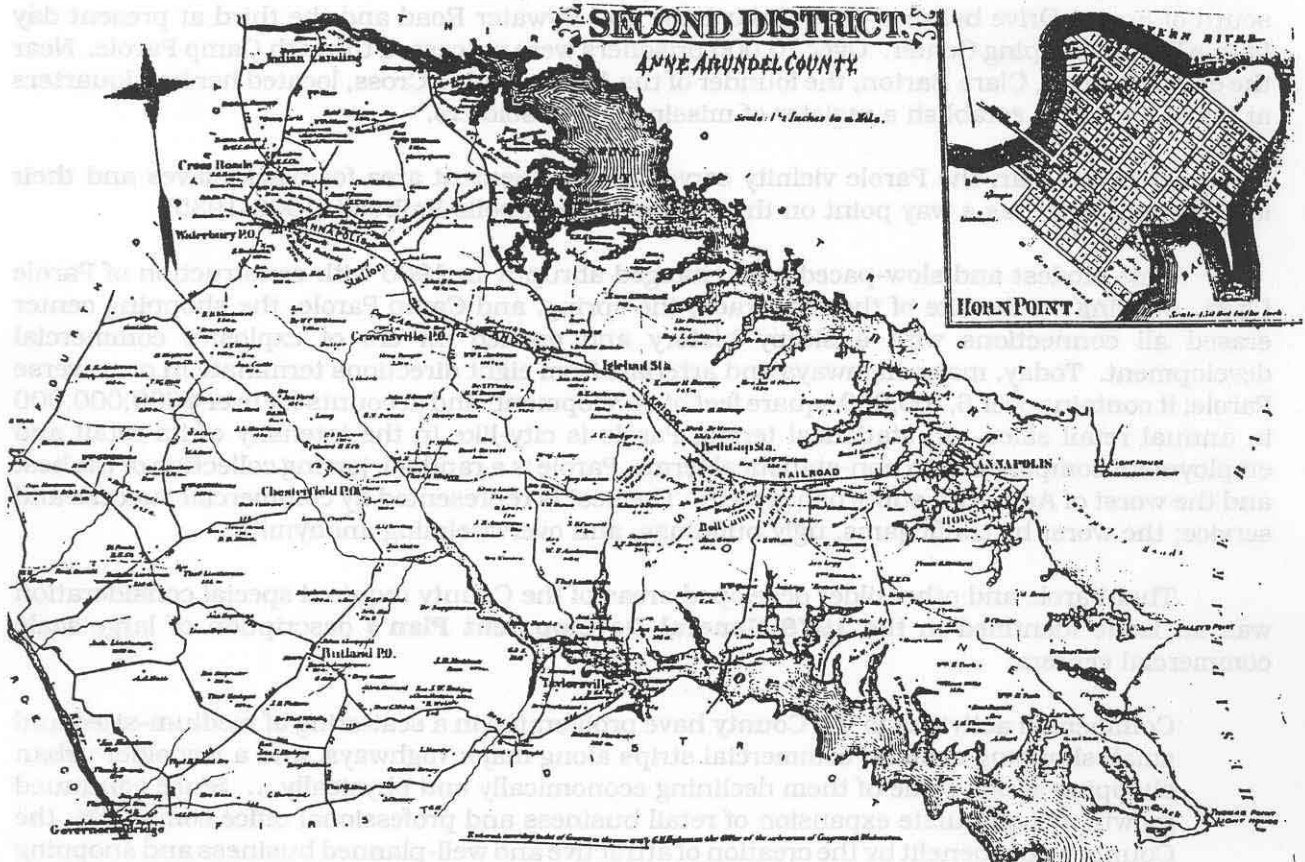
Parole's vitality is the raw, mercantile energy of risk-taking, building, competing and the hurried pace of cars, congestion, and people passing through. Its image is the disconnected timelessness of advertising signs, franchise architecture, and layers of asphalt. Its spirit precludes an experience of natural seasons, sound and repose. One can appreciate Parole's economic dynamics but resent its lack of humanity. However threatening it can be, Parole should have a future that recognizes an improved quality of life.

How can we capture the ideas that will make up this future and give them a home in Parole? We capture them by creating a new context for making decisions, one that envisions Parole as a landscape of innovation and experimentation. One that removes barriers to isolation and anomie and accepts the imperatives of connection and change. One that captures the confident energy of Parole and provides physical evidence of that confidence. One that removes the menace from "progress" and replaces it with curiosity.

We do not wish the Parole of the future to look as though it was torn down, rebuilt, and opened for business a day or two before. We do not wish to renew the community by forcing its problems to go somewhere else. We do wish Parole to be a place where small and large ideas are expected and accepted for they have a way of growing and spreading and adding to the layers of time. Although there are "rules and regulations" in this document and its supporting legislation, they should be viewed as necessary signposts on the way to a larger vision. They should not guide us into replaying an old scene with new buildings but rather into a Parole worth seeing and examining as a place of fresh ideas and obvious concern.

I. WHY PAROLE?

From 1862 until the end of the Civil War Parole was the principal type of prison camp. It was common practice for both the Confederates and Union armies to exchange prisoners shortly after their capture. To prevent wholesale desertions following such exchanges, the Union War Department canceled all indulgences for former prisoners and sent them to prison camps. The critical camp was at St. John's College. The second to this camp was located at Parole. The principal camp was at present day...



The historical significance of the Parole area reaches to colonial times. According to tradition, General Smallwood, General Gates, and several distinguished Annapolis citizens met General Washington in Parole while Washington was on his way to resign his commission as Commander in Chief of the Continental Armies. The meeting took place in December, 1783, at the Three Mile Oak, which stood near the intersection of Generals Highway, Defense Highway, and West Street. In 1967, an oak tree was planted and a stone marker erected alongside Rt. 450 in commemoration of the Three Mile Oak.

Parole was also the location of one of the oldest race tracks in America. Standing on the site of the present day Parole Plaza Shopping Center, the track attracted many of the colonial gentry, including the well-travelled George Washington. Behind the race track was a well known community spring which produced cold, pure water for local residents.

From 1862 until the end of the Civil War, Parole was the location of an unusual type of Union prison camp. It was common practice for both the Confederate and Union armies to exchange prisoners shortly after their capture. To prevent wholesale desertions following such exchanges, the Union's War Department canceled all furloughs for former prisoners and sent them to three camps, one located at Parole. The original camp was at St. Johns College, the second south of Forest Drive between Greenbriar Lane and Bywater Road and the third at present day Parole Plaza Shopping Center. Over 70,000 prisoners were processed through Camp Parole. Near the end of the war, Clara Barton, the founder of the American Red Cross, located her headquarters at Camp Parole to establish a register of missing Union soldiers.

After the war, the Parole vicinity served as a settlement area for black slaves and their families and, later, as a way point on the Baltimore-Annapolis Railroad (1908-1935).

This modest and slow-paced past changed abruptly in 1960 with construction of Parole Plaza. Resting on the site of the race track, the spring, and Camp Parole, the shopping center erased all connections with a sleepy history and opened an era of explosive commercial development. Today, major highways and arterials from eight directions terminate in or traverse Parole; it contains over 6,700,000 square feet of development, and accounts for over \$600,000,000 in annual retail sales. In statistical terms, Parole is city-like in the intensity of its retail and employment components; in non-statistical terms, Parole is a random, jarring collection of the best and the worst of American suburban growth. The best is represented by commercial success and service; the worst by traffic jams, ugly buildings, and overwhelming anonymity.

That Parole and other older developed areas of the County required special consideration was an issue identified in the **1978 General Development Plan's** description of large-scale commercial centers:

Commercial activities in the County have proliferated in a scattering of medium-sized and small shopping centers, commercial strips along major highways, and a few older urban shopping areas, some of them declining economically and physically.... Since continued growth will stimulate expansion of retail business and professional office complexes, the County would benefit by the creation of attractive and well-planned business and shopping complexes concentrating a variety of services in one location. In certain areas new centers are needed, while in others the existing shopping districts could easily accommodate expanded business. In some instances, direct steps by the public sector are needed, as in the Glen Burnie Urban Renewal Project, to create an environment which warrants private investment. Concentrated efforts should be made by the public and private sectors working together to revitalize older areas with the potential for sustained economic viability before problems reach the critical stage.

There can be little doubt that the critical stage referred to above has occurred. **The 1985 Annapolis Neck Sector Plan**, envisioning Parole as a major town center of intense mixed use serving Annapolis Neck, similarly made a strong overall development policy recommendation:

The Office of Planning and Zoning and the Office of Economic Development should jointly sponsor a consulting study to provide a refined guide for development of the Parole Town Center and related commercial, industrial and residential uses. The study should deal with urban design, market potential, revitalization, utility needs, capital improvements, and implementation strategies aimed toward full realization of Parole's mixed-use development potential.

The 1985 City of Annapolis Comprehensive Plan, while recognizing the loss of some commercial operations from the City to areas outside of the City because of inadequate space, also notes benefits to the City resulting from the growth of Parole. Referring to non-residential development potentials in the City:

... these figures are intended to show the possible extent of new space additions under optimistic but still reasonable assumptions concerning the ability of developers in the City to compete with and capture market potential that is available to the entire Annapolis market area, including Parole and other nearby growth centers. The non-residential development situation in the City is impacted to a significant extent by such development. It has generally been to the City's advantage that County policies have tended to limit the amount of non-residential development in parts of the County distant from the City. These policies are influenced to some extent by the rivers, which form barriers to the north and south, and by agricultural land to the west. Lack of sewer service in some areas has also affected their development....

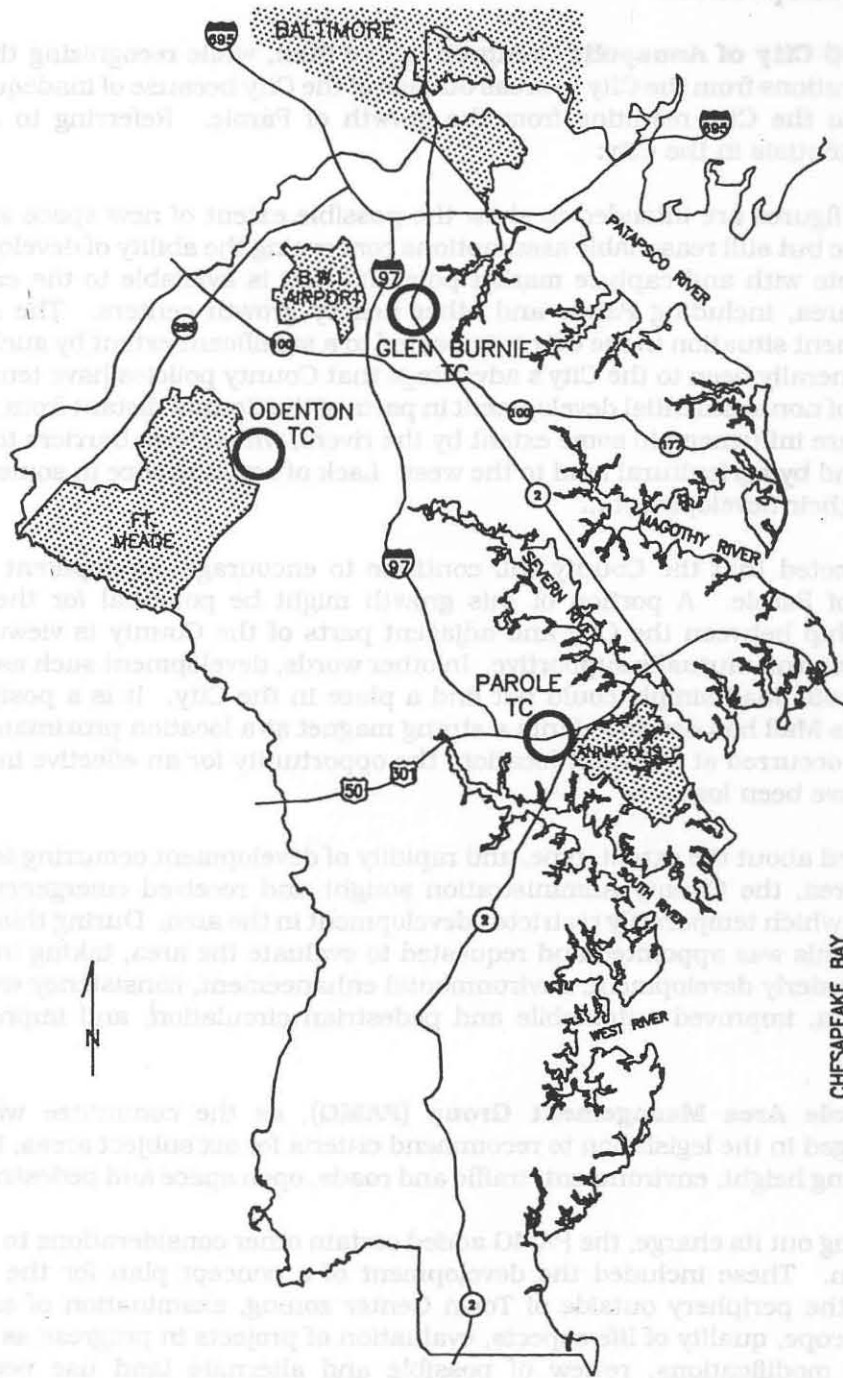
It is expected that the County will continue to encourage development in the general vicinity of Parole. A portion of this growth might be potential for the City, but the relationship between the City and adjacent parts of the County is viewed as generally compatible and mutually supportive. In other words, development such as that occurring at Annapolis Mall simply could not find a place in the City. It is a positive factor that Annapolis Mall has developed into a strong magnet at a location proximate to the City. If this had occurred at a distant location, the opportunity for an effective interrelationship would have been lost.

Concerned about the extent, type, and rapidity of development occurring in and proposed for the Parole area, the County Administration sought and received emergency legislation in February, 1990, which temporarily restricted development in the area. During this time, a diverse group of individuals was appointed and requested to evaluate the area, taking into account the achievement of orderly development, environmental enhancement, consistency with the General Development Plan, improved automobile and pedestrian circulation, and improved quality of design.

The Parole Area Management Group (PAMG), as the committee was called, was specifically charged in the legislation to recommend criteria for six subject areas, including floor-area ratio, building height, environment, traffic and roads, open space and pedestrian circulation.

In carrying out its charge, the PAMG added certain other considerations to those specified in the legislation. These included the development of a concept plan for the core area and examination of the periphery outside of Town Center zoning, examination of site plan review procedure and scope, quality of life aspects, evaluation of projects in progress as to the affect of possible zoning modifications, review of possible and alternate land use possibilities, and examination of the efficacy of adequate facilities regulations as they affect Parole. The PAMG

ANNE ARUNDEL COUNTY TOWN CENTERS



issued its findings in **Parole: A View of the Future**, in May, 1990, and these findings were addressed in County Council Bill 51-90 passed in October, 1990.

This document, **Parole Urban Design Concept Plan**, is the product of the above concerns, studies, and legislation. It recommends a balance among the competing attributes which define Parole--variety, location, competition, accessibility, circulation. It also explores and makes recommendations about how to provide Parole with attributes which are not now readily discernible--an aesthetic urban design, a pleasing sense of place, and an efficient mixture of uses.

PLAN CONCURRENCE WITH MARYLAND STATE PLANNING ACT OF 1992

The Economic Growth, Resource Protection and Planning Act of 1992 specifically directs local jurisdictions to address seven visions when making new or amending existing plans. These visions have been addressed throughout the Parole Plan, as appropriate.

As a designated Town Center transportation hub and area of active mixed use development, it is obviously an area suitable for development and redevelopment as recognized in the County's General Development Plan. The subject of this Plan is not whether Parole is a suitable growth area, but rather how Parole will grow in a more concentrated and rational context.

The Parole Plan specifically details how sensitive areas, including streams and their buffers, steep slopes, floodplains and habitats for threatened and endangered species will be protected. Growth and development anticipated and projected by this Plan will be separated and adequately buffered from these sensitive areas. In cases where development is anticipated in proximity to sensitive areas, measures will be taken to minimize any disturbance. Mitigation will be required if, for example, a wetland area crossing is required to provide access to an otherwise developable area. Existing and proposed development controls will be in place to assure that any development in the Parole Plan area is in compliance with these strict standards. These development controls include the County's Floodplain Management, Sediment Control and Stormwater Management Ordinances, Subdivision Regulations, Tree Preservation Ordinance and the Parole Town Center Growth Management Ordinance. Other regulations include the Maryland Forest Conservation Act, and the Maryland Scenic Rivers Act.

The Plan also recognizes that development in Parole's five watersheds will have an impact downstream in the Chesapeake Bay. To that end, the plan calls for development to be concentrated in areas already well served by existing or programmed public facilities; where there is minimum disturbance to the natural environment; where development plans must provide adequate green space; where impervious surfaces are minimized through reduction in surface disturbance and where transportation measures such as bike trails, pedestrian paths and greater use of transit are encouraged to reduce auto dependence and air pollution and to reduce resource consumption and conserve natural resources.

Economic growth is envisioned in the Plan as Parole continues to evolve into a major residential and employment center of Anne Arundel County. The County will strive to make the most efficient use of limited public funds and will encourage more innovative financing methods to achieve the Plan's goals. The streamlining of development regulations is an ongoing process. As this plan progresses toward implementation, additional efforts will be made to streamline the development process to assure timeliness of review and decision-making but at the same time protect natural resources. Finally, in these challenging economic times, funding sources from all levels of the public and private sectors will be pursued to achieve the Plan's goals and recommendations.

II. CREATING A VISION: ISSUES AND OBJECTIVES

A. Basic Values

The goals set forth by the Parole Area Management Group (PAMG) in its report have their roots in the 1978 General Development Plan (GDP) of the County. The GDP is rich in its statements of goals, objectives, and policies. A recapitulation of these statements from the 1978 Plan, and those in plans of intervening years, which affect Parole, is useful in understanding the thrust of the current planning effort and may be found in Appendix A.

The specific goals of the PAMG report are as follows:

PAMG Goal I

"Create a high quality system of new streets and public spaces friendly to pedestrians and linking north and south Parole."

The Group's objective is to encourage future development and redevelopment in Parole to achieve a higher and more intensively developed urban core. To attain this, the Group recommended a number of detailed policies as part of the site planning and site plan review processes. The goal is reflected in County Council Bill No. 51-90's statement of purpose:

"To provide for increased enhancement of pedestrian and vehicular circulation and flow."

PAMG Goal II

"Promote land uses which complement commerce and support twenty-four hour community activities."

The Group's objectives are to accommodate a greater variety of residential and community supporting and general commercial uses in the peripheral areas, while achieving more intensive development in the core. The Group's recommended policies on floor area ratios, green areas, land use variety, residential uses, etc. seek to implement this balance and variety. Two of the statements of purpose address this goal:

"To promote quality and compatibility of design...."

"To foster a harmonious and orderly development pattern."

PAMG Goal III

"Coordinate and distribute development so as to achieve a community focus in balance with present and future transportation facilities."

The Parole Area Management Group's objective relative to this goal is to key overall development in Parole to overall transportation capability in accordance with a transportation

plan. Such plan would specify future improvements and transportation management in an attempt to treat the problems of traffic congestion and circulation in the Parole area. This concept of growth management is found in the following statement of purpose in County Council Bill No. 51-90:

"To manage growth more consistently with the intent and policies of the General Development Plan."

PAMG Goal IV

"Preserve natural areas and water quality as part of an open space system within the overall pedestrian-oriented development scheme."

The objectives of the Management Group in this case are to use open spaces to protect the environment and to tie together the different parts of Parole into a cohesive, pedestrian-oriented whole. These objectives are described in County Council Bill No. 51-90's statement of purpose:

"To respect and enhance the natural and built environs."

These goals reflect a long history of planning and goal-setting in the County in general and Parole in specific. Some of the various planning aims have been fully or partially achieved since adoption of the 1978 GDP, but the intensification of development pressures in the Parole area make it incumbent upon the public-private partnership, the driving force behind the planning of Parole, to intensify efforts to accomplish the remaining unachieved objectives.

B. Key Conditions and Trends

1. The Character of Parole

The impact of development on the farmland that was once Camp Parole has been drastic. Trees were cleared and grubbed and hundreds of acres of earth were moved, shaped and overlaid with buildings, roads, and parking lots. Impervious surfaces now cover nearly two-thirds of the area lying in the Church Creek and Weems Creek watersheds. Even outlying areas draining into Saltworks and Gingerville Creeks are about one-half impervious. Only the Broad Creek area has been spared such extensive coverage, largely because of rugged topography and County ownership of most of the land. The overall impression of the Parole center is of roads and parking lots, scattered buildings, and very little green relief. Peripheral areas have retained a somewhat suburban character with more uniform building setbacks, lawns and buffer strips.

Spatial Analysis: Two major shopping centers dominate the retail core, Annapolis Mall on the north and Parole Plaza on the south. Both are sprawling, mostly one-story buildings planted in the middle of the block and surrounded by large parking lots. The peripheral roads are lined with scattered, free-standing businesses and an occasional multi-story office building. Streets are not defined by buildings, nor is there much spatial definition between buildings. The old open pedestrian mall in Parole Plaza has been cited as one of the few memorable spaces in the area. Perhaps the center court in Annapolis Mall would qualify as well. Other than the Festival at Riva shopping center which provides some feeling of enclosure through uniform materials and architecture, the expansive shopping area of Parole offers no real sense of place. It is a nondescript collection of aging free-standing stores and restaurants interspersed with parking and a few "modern" strip centers of debatable visual quality. All are dominated by parking and generally out of scale for pedestrians. The strip centers have no spatial relationship to streets so there is little or no public amenity. They are unabashedly auto-oriented and depend on easy access and abundant close-in parking.

Landmarks: In Parole, these are few and far between. Along Route 50 the Ramada Inn stands out and locates the abutting Restaurant Park. Unfortunately, it has little visual relationship to the local street system. In South Parole, Claiborne Place is a major landmark relating to MD Route 665 and Riva Road. However, it has limited significance as the only high-rise apartment building in Parole. Two mid-rise bank buildings along West Street serve as anchors at two key intersections in the core area. The design quality of the Suburban Trust building is questionable, but nevertheless helps to provide some orientation as a landmark building.

In North Parole, the height and mass of the Conte building provides a landmark along Route 450, but it does little to create a focus within its quadrant of office and retail development. A second, taller Conte building is proposed which should strengthen the image as an office complex and generator of pedestrian activity less than a quarter of a mile from the Mall. Along Bestgate Road to the north stands a distinctive 4-story office building which dominates Annapolis Commerce Park, a peripheral area of one-story office/warehouse uses. Renard Court, off Generals Highway, also appears as an outlying industrial area, anchored on one end by a low-rise mini-storage building. Approaching Annapolis Mall from the Renard Court direction, the Hecht Company facade stands out as somewhat unique and may even be considered a landmark element of an otherwise bland and difficult to perceive Mall structure.

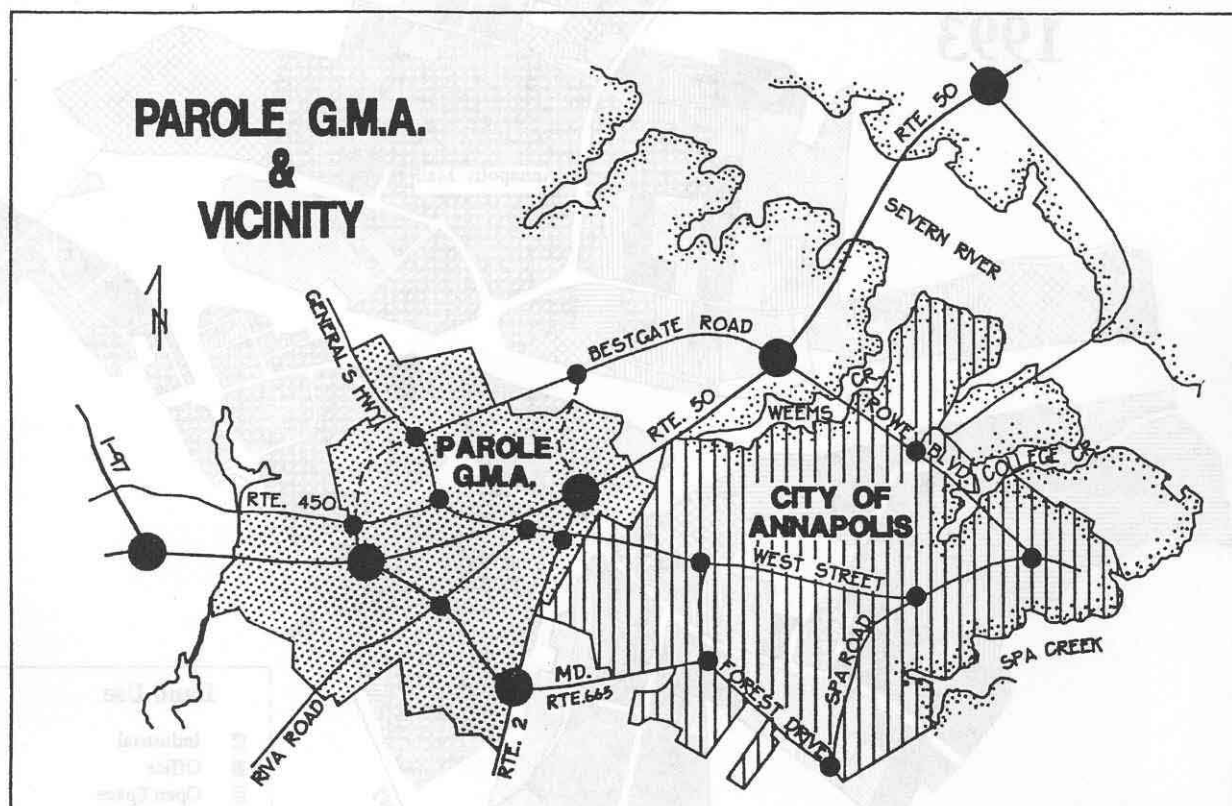
Image: Given a general pattern of commercial sprawl with few real "places" and scattered landmarks, Parole has a weak image, both to the motorist passing through and the people who

work or shop in the area. There are various "destinations" but no apparent focus of activity. A few distinctive buildings may stand out on their own sites but have no home in terms of an overall urban design. The streets are seen as vehicular conduits and have no life other than service of the automobile. The major transportation framework tends to divide the Parole area into discrete sub-areas, each with its own uses and internal orientation. There is no meaningful streetscape development which would help reinforce an urban environment, melding together diverse land uses and activities.

Only on Admiral Cochrane Drive is there any consistent street character, enhanced by mature trees and more or less uniform building setback and scale. Riva Road beyond Forest Drive has some elements of a successful streetscape with trees and building definition. However, this character is interrupted by highway commercial uses such as Koons Ford and Bowens farm supply store. Beyond Truman Parkway the character changes to a typical suburban roadway with campus-type development. There are some functional linkages within and between sub-areas, (e.g. hotels and restaurants, offices and shopping); however, these are handicapped by a lack of walkability and the barriers posed by major intervening streets. Near total dependence on the automobile to move about in the area produces widespread traffic congestion and isolated enclaves of single-use development. The desired urban mix of uses depends on safe and convenient pedestrian activity and interchange within a quarter- to half- mile distance, but this is frustrated by the segmented land use pattern, with vast areas committed to parking.

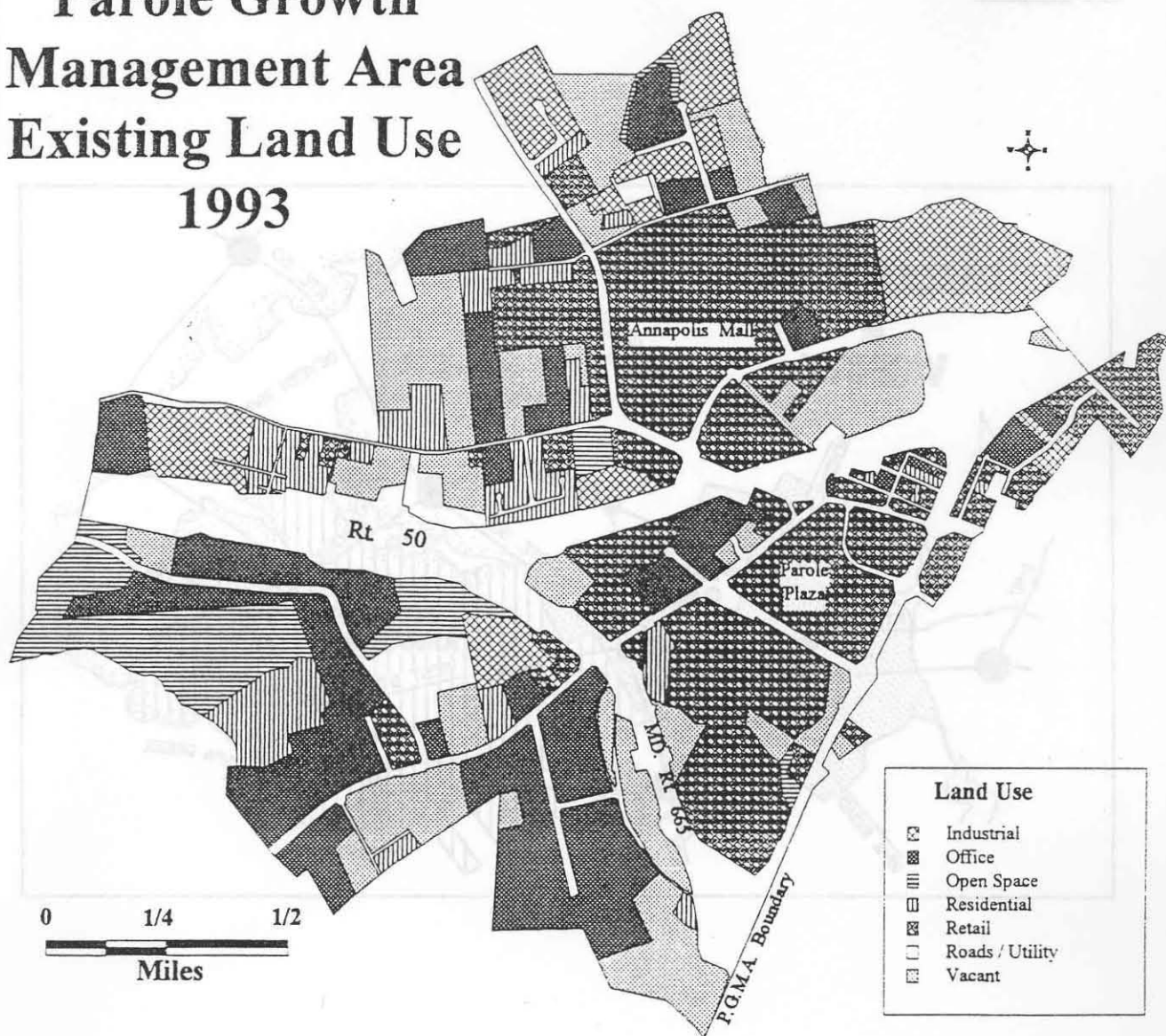
Summary: The Parole Area has developed as a major crossroads center with highway-oriented commercial uses and very little housing or pedestrian amenity. Although there are a few distinctive landmark buildings, they are scattered and poorly related to the local street system. There is no real focus or sense of place in the area, although some individual projects have strong internal orientation. The land use pattern involves certain functional linkages, however these are not reinforced by the physical layout or visual character of the area. Parole is fragmented by the major road system which divides the various sub-areas and frustrates any meaningful streetscape development or pedestrian linkages. While the ultimate transportation framework will provide good accessibility with tolerable congestion, it may tend to reinforce current development patterns. Every effort should be made to achieve a more urban character, especially in the core area.

2. Land Use



Location and Context: The Parole Growth Management Area is located in east central Anne Arundel County, adjacent to Annapolis. It is one of three designated "Town Centers", the others being Odenton to the west and Glen Burnie to the north. Parole, often considered a suburb of Annapolis, extends the concentration of non-residential uses west of the City into the County as part of a blended, commercial/industrial wedge. Parole shares with Annapolis the commercial corridors along West Street and Solomons Island Road (Rt. 2), as well as a small, mixed commercial/industrial area on Hudson Street. The land uses surrounding Parole, both in the City and the County are primarily low to medium density residential. Low density rural residential uses extend out to the west before encountering the residential communities of Odenton and Crofton.

Parole Growth Management Area Existing Land Use 1993



Retail Uses: Parole is characterized by a maze of highways and shopping centers. Commercial retail establishments and related uses account for almost twenty-four percent of the total land use in the 1500+ acre Parole Growth Management Area (PGMA). Highways cover another twenty percent of the land. While the highways and roads are evenly distributed throughout the study area, the commercial center spreads north and south from Parole Plaza, the historic heart of Old Parole. To the north of Route 50, "North Parole", the retail area is anchored by the Annapolis Mall. To the south of Route 50 and Parole Plaza, the Festival at Riva and Annapolis Harbour Center shopping centers are the major commercial uses. Eighty-four percent of all retail activities are concentrated in North Parole and Old Parole.

Office Uses: Parole has become increasingly more popular as a business office location over the past decade. Over eighty acres of land were added for office uses in the 1980-1990 period. The office uses are primarily clustered in the area south of Route 50 and west of MD Route 665 (Aris T. Allen Blvd.) in the Riva Road corridor. Sixty-eight percent of all office use is located in the Riva area. Most of the offices in this corridor are in large single use complexes such as Annapolis Science Center, the home of several high-tech firms; Government Office Park, the location of several County and State agencies; and Riva Office Park, along with a concentration of speculative office space.

Industrial Uses: Although recently expanding its role, industrial use plays a relatively small part in the total mix and consists primarily of warehousing, distributing, and light manufacturing. In all, industrial use accounts for just under four percent of the total acreage and is concentrated in the Katcef and Renard Industrial Parks in North Parole; a warehouse and "flex-space" park on Bestgate Road; and in scattered locations along Hudson Street. All of the industrial areas are near the outer boundaries of the PGMA.

Hotel, Residential and Other: Health facilities, including the new Pathways treatment center, and hotels each make up just over one percent of the total land use and are located primarily in the commercial core. Although health related uses make up a relatively small percentage of the total land use in Parole, they have grown over eighty percent in the past ten years. There are still a few pockets of residential uses left in Parole, although only 4.34 acres are actually zoned as residential. These pockets range from high density apartments for the elderly on Riva Road to medium density subdivisions such as Three Mile Oak and Loretta Heights to low density uses of one or more acres, flanking Defense Highway in northwest Parole.

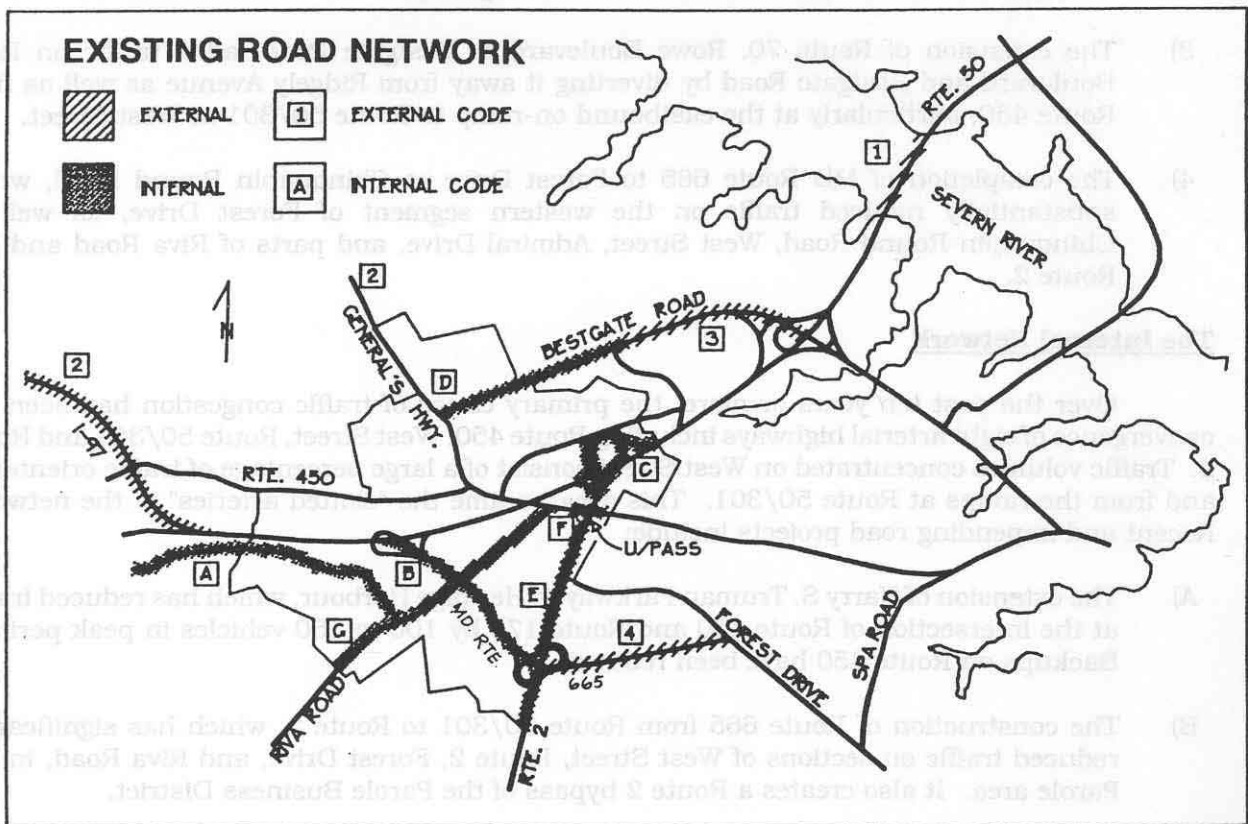
Vacant Land: Vacant land totals approximately fifteen percent of Parole land use. This number has dropped from nearly 20 percent, given several new projects in the development pipeline: Anne Arundel Health Care System is expanding its facilities along Jennifer Road, and the Annapolis Mall has completed a major expansion, including a new department store and other shops comprising more than 300,000 sq.ft. With well over 85% of the land in Parole either developed or in the development process, except for infill, redevelopment and streetscape enhancement, there are limited opportunities to effect major changes in the physical character of Parole.

Land Use and Acreage in the PGMA, 1993

Type	Acres	% of tot. Ac.	Sq. Footage
Retail	360.48	24.04 %	2,743,000
Office	145.97	9.71 %	2,231,000
Government Office	81.09	5.40 %	
Light Industrial	78.61	5.23 %	746,000
Hotel	20.57	1.37 %	453,000
Med. Density Resid.	98.15	6.53 %	
Multi Family Resid.	8.49	.57 %	
Institutional	31.29	2.08 %	259,000
Government Other	42.50	2.83 %	
Utility	15.05	1.00 %	
Agriculture	21.06	1.40 %	
Transportation	303.73	20.21 %	
Vacant	211.20	14.00 %	
Open Space	84.54	5.63 %	
Total	1502.72	100.00 %	6,432,000

Summary: Parole's striking imbalance of land uses toward commercial and office, involving extensive pavement, and away from residential and community-serving uses confirms its image as a "daytime parking lot". The facilities which offer a sense of community and continuity -- a church, a library, a post office, a neighborhood school, a park -- are conspicuously absent. The land use infrastructure and the use patterns promoted are single-destination shopping, homogenous office environments, and auto-dependent travel. While very successful in meeting people's need for commerce, Parole is a colorless failure in meeting their need for communication, security, and identity.

3. Circulation



The evolution of Parole as a destination is founded upon the convenience of its location at the intersection of major highways. What we are witnessing today is the culmination of a long period of highway planning based on traffic demand and growth resulting from market forces.

The existing circulation in Parole is automobile dependent and deficient in pedestrian and transit network integration. It depends upon two networks of movement, the first being the external network, which includes access to and from Parole, and bypassing traffic. The second network of movement consists of the internal roadways within the growth management area.

The External Network

The principal arterial highways serving the Parole area are US 50/301 and I-97. Upon completion of pipeline improvements, these highways will be adequate to serve traffic demands for the next 5-10 years. Recent traffic diversions in the external network include:

- 1) The widening of the Severn River Bridge from 4 to 6 lanes which significantly improves the major traffic flow was completed in 1991, relieving congestion which caused traffic diversions and increased volumes on Bestgate Road, Ridgely Avenue and the Old Severn River Bridge.

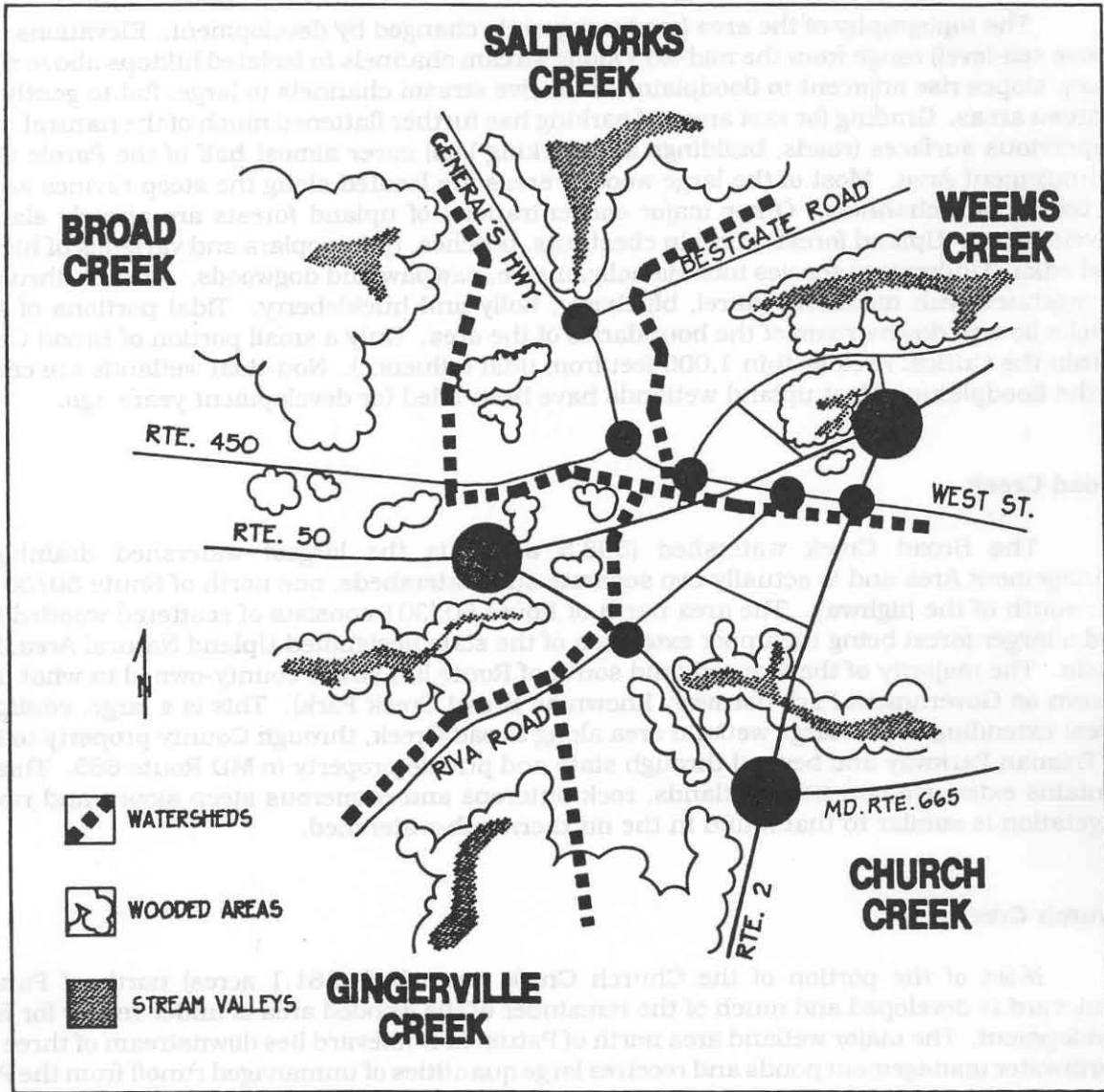
- 2) The construction of I-97, resulting in a 40-50% reduction in peak hour traffic on Route 178 and a 6% reduction in traffic on Ritchie Highway.
- 3) The extension of Route 70, Rowe Boulevard to Bestgate Road, adds traffic on Rowe Boulevard and Bestgate Road by diverting it away from Ridgely Avenue as well as from Route 450, particularly at the eastbound on-ramp to Route 50/301 at West Street.
- 4) The completion of MD Route 665 to Forest Drive at Chinquapin Round Road, which substantially reduced traffic on the western segment of Forest Drive, as well as Chinquapin Round Road, West Street, Admiral Drive, and parts of Riva Road and MD Route 2.

The Internal Network

Over the past ten years or more, the primary cause of traffic congestion has been the convergence of eight arterial highways including Route 450, West Street, Route 50/301 and Route 2. Traffic volumes concentrated on West Street consist of a large percentage of traffic oriented to and from the ramps at Route 50/301. This area became the "clotted arteries" of the network. Recent and impending road projects include:

- A) The extension of Harry S. Truman Parkway to Heritage Harbour, which has reduced traffic at the intersection of Route 450 and Route 178 by 100 to 150 vehicles in peak periods. Backups on Route 450 have been reduced.
- B) The construction of Route 665 from Route 50/301 to Route 2, which has significantly reduced traffic on sections of West Street, Route 2, Forest Drive, and Riva Road, in the Parole area. It also creates a Route 2 bypass of the Parole Business District.
- C) New ramps for westbound Route 50/301 traffic access to Jennifer Road, both on and off ramps, which will further reduce traffic on Route 450 at Jennifer Road, although it will increase traffic on Jennifer Road. The additional westbound on and off ramps at Route 2 will also divert traffic from a section of West Street at Route 50/301. However, the closure of three of the existing ramps at Route 450 and Route 50/301 will divert certain trips to West Street offsetting some of the decreases.
- D) The realignment of Bestgate Road with Housley Road has improved turning movements and increase capacity by splitting commercially oriented traffic from Bestgate traffic. It will also improve safety for Housley Road traffic which now experiences great difficulty and delays. The widening of Bestgate Road to 4 lanes will accommodate the increasing traffic flow.
- E) The planned construction of Severn Grove Road extension to Jennifer Road, also known as "Medical Boulevard", will improve local circulation and reduce traffic on sections of Bestgate Road, Route 178, and Route 450.
- F) The planned underpass of Route 2 at Route 450 will eventually reduce traffic delays by eliminating the stop for through traffic on Route 2, thereby allowing more green signal time for West Street/Route 450 traffic.
- G) The extension of Spruil Road or Admiral Cochrane Drive to Route 2 is needed to alleviate growing congestion and safety problems on Riva Road. Several options to this project are also being explored. This is part of one potential new bus route to be evaluated.

4. The Environment



General Description

The Parole Growth Management Area lies along the ridge line of the Annapolis Neck Peninsula, straddling the Severn River and South River watersheds. Five creeks drain the Management Area; Weems and Saltworks Creeks to the Severn River and Church, Broad and

Gingerville Creeks to the South River. The entire area is underlain by the Aquia Formation, a thick sedimentary deposit which can extend to depths of 180 feet. The Aquia is comprised of glauconite, a mineral consisting of a dull green earthy iron potassium silicate and greensand, which is a mixture of glauconite and clay and sand. The soils overlying the Aquia are of the Monmouth-Collington Association. This Association, as classified by the Soil Conservation Service, consists of "Nearly level to moderately steep, well-drained, sandy and loamy soils".

The topography of the area has been greatly changed by development. Elevations (in feet above sea-level) range from the mid-20's along stream channels to isolated hilltops above el. 110'. Steep slopes rise adjacent to floodplains of the five stream channels to large, flat to gently rising plateau areas. Grading for vast areas of parking has further flattened much of the natural terrain. Impervious surfaces (roads, buildings and parking lots) cover almost half of the Parole Growth Management Area. Most of the large wooded areas are located along the steep ravines adjacent to the stream channels. Other major concentrations of upland forests are already slated for development. Upland forests contain chestnuts, beeches, tulip poplars and varieties of hickories and oaks. Understory species include holly, maple, pawpaw and dogwoods. A dense shrub layer is vegetated with mountain laurel, blueberry, holly and huckleberry. Tidal portions of all the creeks lie well downstream of the boundaries of the area. Only a small portion of Broad Creek is within the Critical Area (within 1,000 feet from tidal influence). Non-tidal wetlands are confined to the floodplains. Most upland wetlands have been filled for development years ago.

Broad Creek

The Broad Creek watershed (508.5 acres) is the largest watershed draining the Management Area and is actually two separate sub-watersheds, one north of Route 50/301 and one south of the highway. The area north of Route 50/301 consists of scattered wooded tracts and a larger forest being the upper extension of the state designated Upland Natural Area, North Basin. The majority of the forested land south of Route 50/301 is county-owned in what is now known as Government Park (formerly known as Broad Creek Park). This is a large, contiguous forest extending from a large wetland area along Broad Creek, through County property to Harry S. Truman Parkway and beyond through state and private property to MD Route 665. This area contains extensive non-tidal wetlands, rock outcrops and numerous steep slopes and ravines. Vegetation is similar to that found in the northern sub-watershed.

Church Creek

Most of the portion of the Church Creek watershed (361.1 acres) north of Patuxent Boulevard is developed and much of the remainder of the wooded area is under review for future development. The major wetland area north of Patuxent Boulevard lies downstream of three large stormwater management ponds and receives large quantities of unmanaged runoff from the Parole Shopping Center and other development.

Weems Creek

Much of the upper two-thirds of the Weems Creek watershed (343.9 acres) is heavily developed by Annapolis Mall, Annapolis Plaza, Restaurant Park and Route 50/301. The lower third, dominated by properties owned by Anne Arundel General Hospital, is also slated for development. The main freshwater stream (Cowhide Branch) feeding Weems Creek extends from

the Mall to the tidal portion east of Admiral Drive. Minor wetlands in the Loretta Heights area and on hospital property south of Jennifer Road have been isolated from Cowhide Branch by extensive highway intersection construction at Route 2 and 50/301.

Saltworks Creek

The watershed of Saltworks Creek contains 201.8 acres. Most of the scattered forested tracts south of Bestgate Road are already slated for development (over 15 acres). The remainder of the forest is confined to the Cabin Neck Branch stream valley, which extends from the proposed new alignment of Bestgate Road to the tidal portion, northeast of the Management Area.

Gingerville Creek

Gingerville Creek (86.5 acres) is the smallest of the five watersheds. Woodlands provide a narrow buffer for the Gingerville Estates residential community to the industrial area to the east and the office complex along Riva Road. These woodlands extend into the state designated Upland Natural Area of Gingerville Creek.

Pumping Station at Admiral Cochran Drive

The pumping station at Admiral Cochran Drive is at 87% capacity. This station should ultimately be abandoned and all sewage handled by it should be pumped to Parisi pumping station. This is an important consideration in the event of any new projects in the Admiral Cochran sub-area and should be the responsibility of that developer.

Parisii Pumping Station

The Department of Public Works has established that the capacity of Parisii pumping station needs to be increased to ensure adequate treatment for future development to Parisii and its surrounding areas. Detailed projections of the needs and the time frames must be developed and tracked to ensure adequate facilities are available to meet the needs at the proper time.

Admiral Drive Pumping Station

Depending upon development levels on the property south of Jennifer Road owned by Army Medical General Hospital, the capacity of the pumping station at Admiral Drive will have to be increased, and should be the responsibility of developer.

Outlying Development

Water and sewer allocation for outlying development, mostly residential in type, are currently in the review area of the Parisii Growth Management Area. Detailed projections of the needs and time frames must be developed and tracked to ensure adequate facilities are available to meet the needs at the proper time.

5. Utilities

About 75% of the Parole Town Center has water and wastewater infrastructure from which public water and sewer service to the area is supplied. The water and wastewater infrastructures are owned, operated and maintained by Anne Arundel County or the City of Annapolis. The remaining undeveloped area is shown in the County's current water and sewerage Master Plan in the "Planned Service" category. This category allows a developer to extend service to his proposed subdivision and for existing property owners to petition for service.

Adequate water and wastewater service is available at the current time.

Existing wastewater service is furnished by gravity sewers (8" - 12"); Force Mains (4" - 30"); Wastewater Pumping Stations (Science Center, Riva II, Jennifer Road, Annapolis Mall, Parole (Generals Highway - under construction); and the Annapolis Water Reclamation Facility (10 MGD). Existing water service is furnished by distribution mains (6" - 20"), the Broadcreek Elevated Storage Tank and the Broadcreek Water Treatment Facility (7.2 MGD capacity).

Future development in the Parole Growth Management Area will have an impact on existing public facilities and services. Long range planning and coordination of development and upgrading of the utilities to ensure adequate capacity is essential for the orderly development of the Parole Growth Management Area as well as surrounding areas. In setting a course for management growth in this sub-area, the issues identified in this section will have to be addressed:

1. Pumping Station at Admiral Cochrane Drive

The pumping station at Admiral Cochrane Drive is at 97% capacity. This station should ultimately be abandoned and all sewage handled by it should be channeled to Parole pumping station. This is an important consideration in the event of any new projects in the Admiral Cochrane sub-area and should be the responsibility of that development.

2. Parole Pumping Station

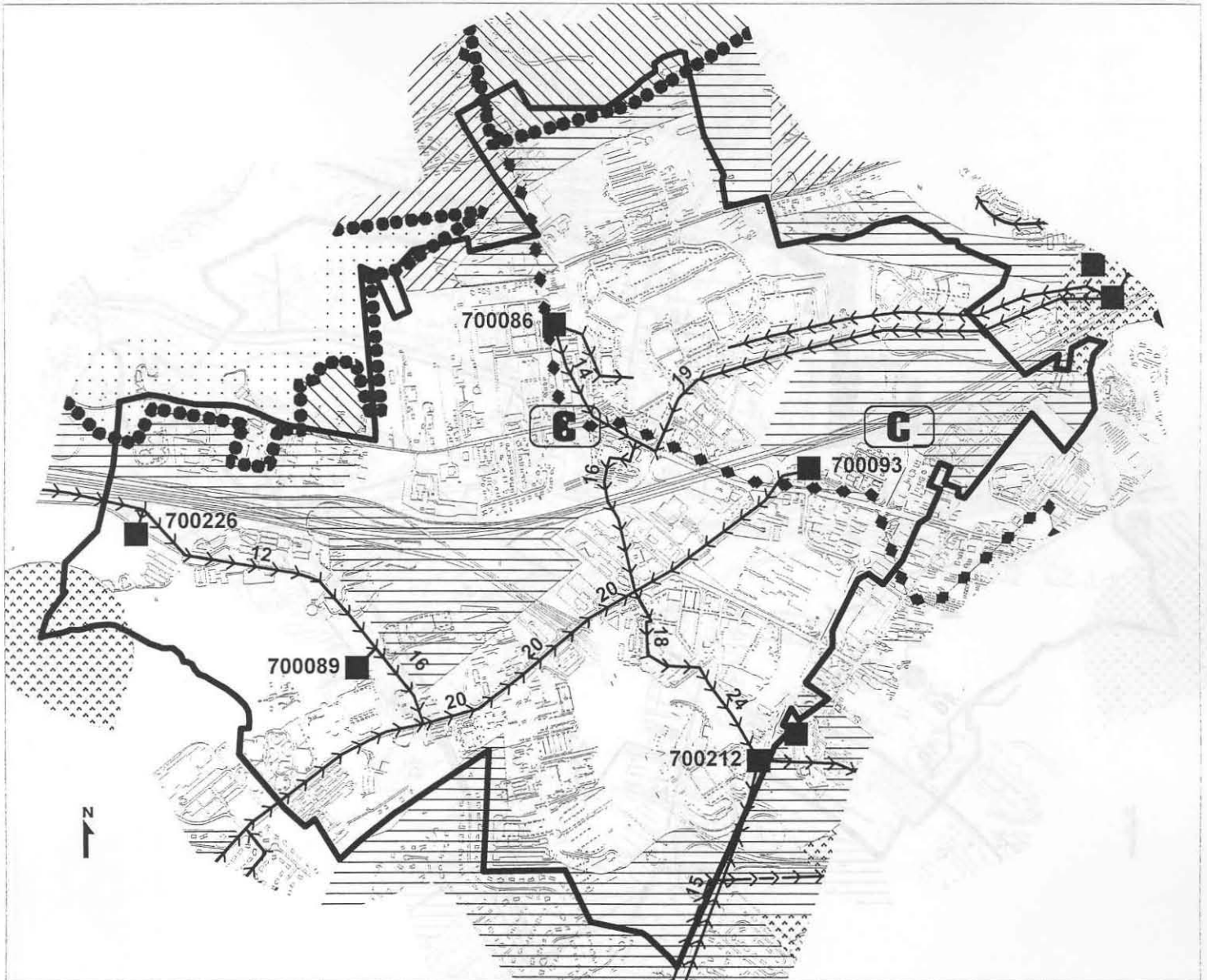
The Department of Public Works has established that the capacity of Parole pumping station needs to be increased to ensure adequate treatment for future development in Parole and its surrounding areas. Detailed projections of the needs and the time frames must be developed and tracked to ensure adequate facilities are available to meet the needs at the proper time.

3. Admiral Drive Pumping Station

Depending upon development levels on the property south of Jennifer Road owned by Anne Arundel General Hospital, the capacity of the pumping station at Admiral Drive will have to be increased, and should be the responsibility of developers.

4. Outlying Development

Water and sewer allocation for outlying development, mostly residential in type, are currently in the service area of the Parole Growth Management Area. Detailed projections of the needs and time frames must be developed and tracked to ensure adequate facilities are available to meet the needs at the proper time.

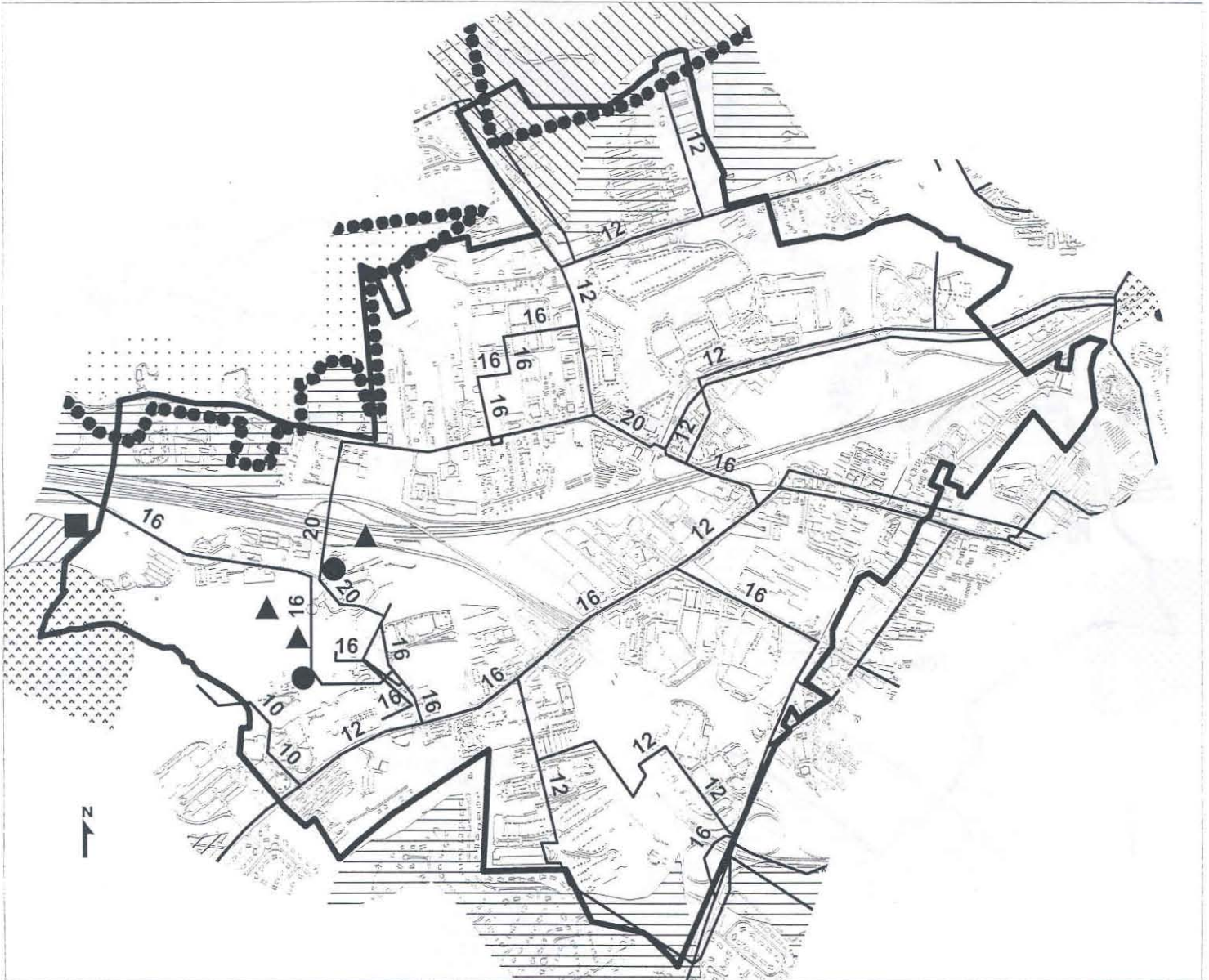


PAROLE TOWN CENTER GROWTH MANAGEMENT AREA

Revised February, 1999 as per Bill 117-98

SEWER

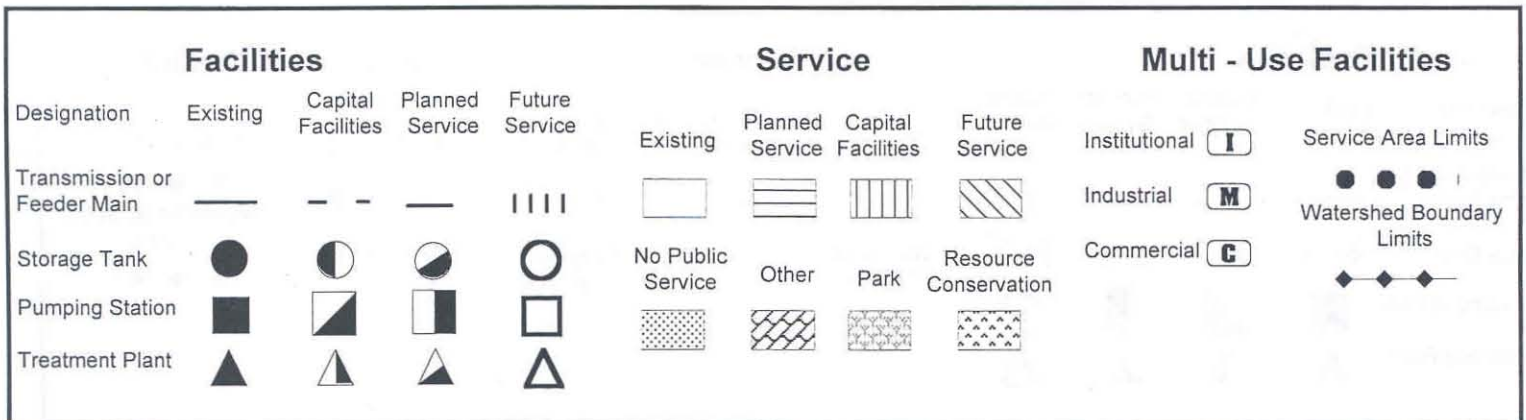
Facilities				Service				Multi - Use Facilities				
Designation	Existing	Capital Facilities	Planned Service	Future Service	Existing	Planned Service	Capital Facilities	Future Service	Institutional (I)	Industrial (M)	Commercial (C)	Service Area Limits
Intercepting or Trunk Sewer	—	- -	—		[]	[]	[]	[]				● ● ●
Force Main	↔	↔	↔	▷ ◁	No Public Service	Other	Park	Resource Conservation				◆ ◆ ◆
Pumping Station	■	◼	◻	□	[]	[]	[]	[]				
Treatment Plant	▲	▲	▲	▲	[]	[]	[]	[]				



PAROLE TOWN CENTER GROWTH MANAGEMENT AREA

Revised February, 1999 as per Bill 117-98

WATER



6. The Market

The Regional Economy

The Parole Growth Management Area is primarily identified and linked with the Annapolis area. Annapolis, and Anne Arundel County, are part of the economy of both the Baltimore metropolitan region and the Washington, D.C. region. Following the 1990 Census, the United States Office of Management and Budget designated the combined Baltimore and Washington areas as the "Washington-Baltimore Consolidated Metropolitan Statistical Area". The Annapolis/Parole area has shared in the rapid economic growth of both regions during the 1980's, but as with both regions, is entering a period of slower growth.

Nationally, the work force is expected to grow by 1.3% annually as compared to an annual growth rate of 1.8% during the 1980's. During the 1980's the combined Baltimore/Washington, D.C. region experienced a rapid annual employment growth rate of 4.41%. This regional growth rate is expected to decline to 1.44% annually between 1988 and 1995 and reach .99% between 1995 and 2005. These demographic trends are very different from what we have become accustomed to during the 1980's. In the future, the ability of the region to maintain its economic strength will come to depend on a skilled work force capable of adapting to technological change, and attention to quality of life issues which were easily ignored during the booming 1980's when labor and capital were plentiful.

The bi-regional area of which Anne Arundel County is a part is regaining its strength, and as the economy recovers so will the market for new development. Income during the late 1980's rose at an annual rate of 6.59% in Anne Arundel County, and it is expected that aggregate household income will increase at an annual rate of between two to three percent in constant 1990 dollars during the next thirty years. With continued increases in income, a highly trained work force, and an excellent location, the bi-region and Anne Arundel County, are likely to remain strong.

The Retail Market

Existing Conditions

This category is defined here as the retail and wholesale trade sectors. Compared with the Baltimore and Washington MSA, Anne Arundel County has a slightly higher share of retail sales relative to disposable income. As can be seen from the table, the retail category within the PGMA increased from 2.05 million sq.ft. in 1980 to nearly 3 million sq.ft. in 1990, which comprises 47% of the total square footage in the PGMA. This retail varies significantly by location. Annapolis Mall, built in stages starting in 1979, serves a regional market. Retail centers surrounding Annapolis Mall also attract customers from around the region. "Old Parole," or the Parole Plaza area, is a more locally oriented service center with lower end retail establishments. The newer Festival at Riva and Annapolis Harbour Center serve a combination of both markets, with a shift towards attracting customers from the region. Forecasts below for 2000-2020 are based on retail space per household.

Retail Square Footage Projections based on OPZ Market Study.

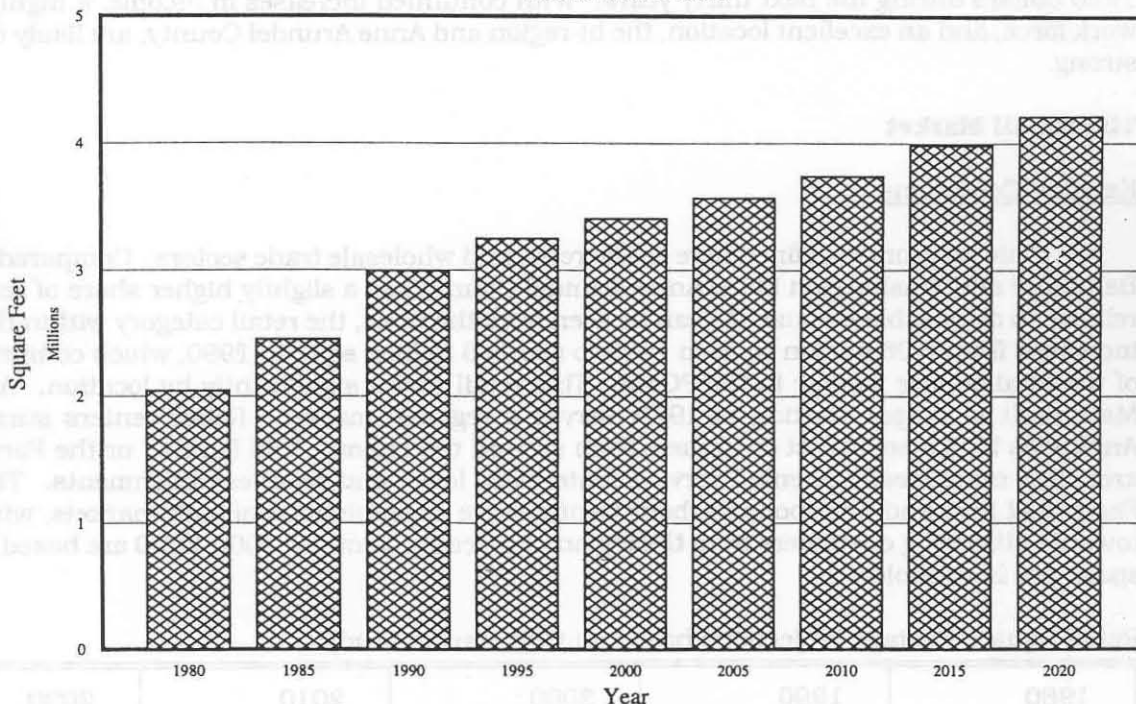
1980	1990	2000	2010	2020
2,045,161	2,994,428	3,405,375	3,740,303	4,212,760

Retail potential

The Parole area's primary market area includes about 35% of Anne Arundel County's aggregate household income. Adding the secondary market area results in 50% of the County's aggregate household income. Parole captures some trade from as far away as Kent Island to the East and Crofton to the West. It captures most of the market on the Broadneck peninsula, but not as far as Severna Park. Most of the "South County" depends on Parole for department store type merchandise. This broad area of capture is likely to see some leakage if Odenton strengthens enough to capture a greater share of the Crofton market, if the planned expansion of stores on Kent Island captures that market, and if expansion in the Edgewater area cuts into the South County trade. Despite these incursions, Parole is a growing area with 68,367 households included in its primary and secondary trade areas in 1994, up from 49,391 households in 1980 and 63,977 counted in the 1990 Census. The forecasts call for 72,757 households by the year 2000, 80,000 by 2010 and 90,000 by 2020. In 1990 Parole produced 46.8 square feet of retail space per household (up from 41.4 in 1980). If the 1990 ratio remains constant, growth in households will result in the demand for 4,212,760 square feet by 2020. Focus will shift from local serving to region serving business. The current national trend for discount retail expansion may cause additional demand for value retail already suggested by the recent building of the SAMS Club. However more affluent buyers are clearly the target of Nordstrom and other shops just completed at the Annapolis Mall.

PAROLE RETAIL SPACE

Trends and Forecasts



SOURCE: Anne Arundel County Department of Planning and Code Enforcement, based on measurements of building footprints from aerial photographs from 1980 and 1990, and household growth driven beyond 1990.

While the Annapolis/Parole area certainly has a number of high income households and is attractive to tourists, the City of Annapolis meets the needs of these households for higher-end and specialty shopping. Parole cannot compete with Main Street in Annapolis for image or certain types of retail use. If tourists could be encouraged to stay for longer periods it would benefit both Annapolis and Parole. The prospect of a Conference Center in the Parole/Annapolis area and improvements in the Rowe Boulevard corridor may both help in attracting long term visitors. In discussing redevelopment scenarios it is important to recognize the importance of the Parole area in meeting local shopping needs, and to retain this type of retail. There is no indication that Parole could succeed as an area with a purely regional appeal, so it would appear that from an economic standpoint Parole will work best if it continues to serve the markets it serves today.

The Office Market

Existing Conditions

During the 1980's, land used for office space doubled within the PGMA, from 0.9 million to 1.54 million sq.ft. Office space land use now occupies approximately 25% of the area. Between 1980 and 1990, 635,542 square feet of office space was built at an average pace of 63,550 square feet per year.

The City of Annapolis remains an attractive market for office space, and will continue to attract users of small offices. Parole, on the other hand, has been attractive to larger users of office space such as research companies, medical offices, and government offices. The two areas fill different needs in office space.

The office market in the Annapolis/Parole area is currently very strong. Less and less office space built during the late 1980's sits vacant, with an estimated fourth quarter 1993 vacancy at only 11.1 %. As the economic cycle has swung, demand for space has increased, but with an inventory of 350,000 square feet of vacant space currently available, there will be a period of lag before the over built market responds with new office space. In addition, much of the "flex" warehouse/office space in the Bestgate Road area built during the 1980's could easily be converted to office uses, further dampening the need for new space.

Employment Projections

Demand for new office construction is related to employment growth within a market area. It is also linked to national changes in rates for nonresidential fixed investments in buildings. The DRI/McGraw Hill "Trend" projections were examined and used to obtain the office space projections in the Table below. Previous projections indicated a 2020 demand for a total of between 1.8 and 3.8 million square feet of office space. The "Trend" driven forecasts come in at 3.7 million.

Office Space Demand Projections (in sq.ft.) based on DRI/McGraw Hill National Change in Nonresidential Fixed Investment in Buildings (Parole Share of Annapolis Market 60-80%)

	1990	2000	2010	2020
Annapolis Mkt.	2,600,000	3,051,600	4,025,200	4,679,700
Parole Share	1,542,000	2,136,100	3,018,900	3,743,800
Capture Rate	(60%)	(70%)	(75%)	(80%)

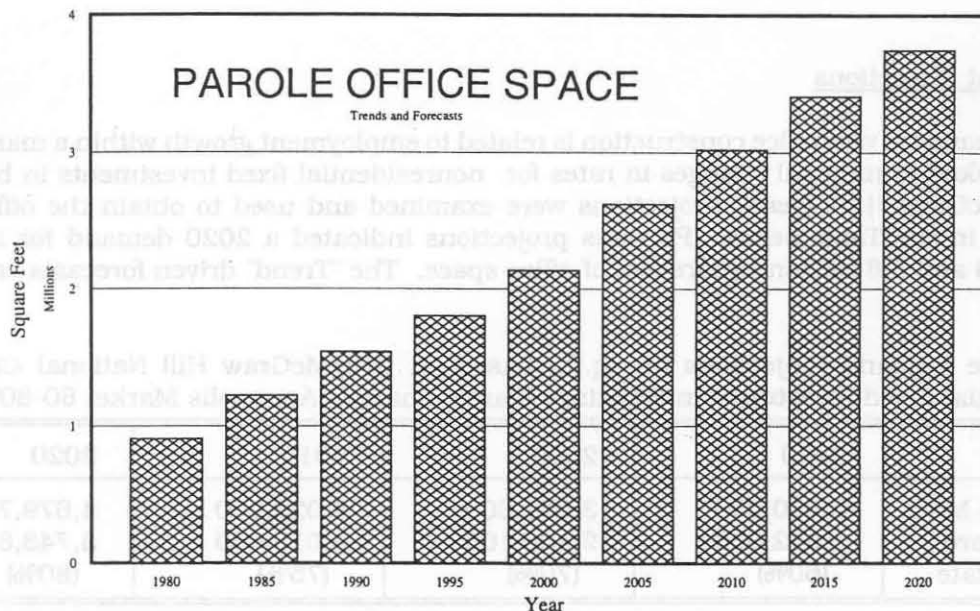
Office Space Potential

1993 has seen a brisk change in office vacancy from 18 % in the first quarter to 11.1 % in the fourth quarter (based on Costar data from Anne Arundel Economic Development Corporation). The Annapolis area market grew from 2.6 million square feet in the first quarter of 1993 (Costar) to 3.0 million in the fourth quarter. The total absorption in terms of change in vacancy amounts to 146,485 square feet in 1993. If this continues, a much brighter office market picture is beginning to take shape. The 333,983 square feet of vacant space could be absorbed in two years.

Based on the projected need for office space over time, redevelopment for office space usage is a real possibility. The PGMA currently has 14% of its land vacant, and once this land is developed, redevelopment is the only possibility to meet the expected demand for office space. If Parole becomes an attractive enough area that regional and national companies wish to locate offices here, then the demand could be met within the PGMA through redevelopment. If Parole does not significantly change its image and accessibility, it is likely that the demand for office space will be filled by other market areas.

The Baltimore-Washington International Airport area is Parole's major competitor for office space within Anne Arundel County. It is possible that the West County/Odenton area could also be a contender in the office market in the future, but for now the Annapolis/Parole area and BWI are considered the primary office markets in Anne Arundel County. BWI tends to attract more industrial users than the Annapolis/Parole area. BWI has an estimated 4,139,626 square feet of office space (Fourth Quarter 1993 Costar data) compared with estimates of 3,008,856 for the Annapolis/Parole area.

It is possible for Parole to take advantage of its location and recent boom in office construction to promote itself as an attractive location for future office space construction. Located between Washington, D.C. and Baltimore with access to Routes 50 and 97, the PGMA has the potential to be an attractive area for offices of regional and national corporations. Several barriers may prevent this from happening. Among them are transportation/circulation issues, urban design issues, and a lack of public uses and amenities within the PGMA.



SOURCE: Anne Arundel County Department of Planning and Code Enforcement, based on measurements from aerial photographs for 1980 & '90. Forecasts are based on DR/McGraw-Hill, REVIEW OF THE U.S. ECONOMY, WINTER 1992-93, U.S. change in nonres. fixed invest. in buildings.

The Residential Market

Existing Conditions

Anne Arundel County is similar to the nation in the percentage of owner occupied versus renter occupied units. Approximately 71% of all County housing units are owner occupied and approximately 29% are rental. In 1990, 19% of all housing units in the County were multi-family. By the year 2020, it is projected that 18% of the County's housing units will be multi-family dwellings. The City of Annapolis, on the other hand, exhibits housing patterns which are almost the reverse of County patterns. Of the 15,252 total estimated housing units in 1990, 55% were rental units and 45% were owner occupied. Approximately 29% of all residential building permits issued between 1980 and 1989 were for multi-family units. The housing patterns in Parole are similar to those in the City of Annapolis.

The current market for residential development in Anne Arundel County is deceptive. In the midst of a national slowdown, building permit data show that in 1990, 3,887 residential permits were issued: the most recent high of 4,336 was issued in 1985. In fact, in 1990, 1,715 permits for multi-family units were issued, which is much higher than any year during the 1980's. Most approved multi-family units are located in large planned units developments. This tends to confirm that demand for multi-family units is increasing as the demographic trend toward smaller and older households continues.

It is estimated that there are currently 649 households in the PGMA. The table below shows residential acreage in 1980 and in 1990.

PGMA Residential Acreage, 1980 and 1990.

Land Use	1980 Acres	1990 Acres
Residential (Total)	82.56	84.09
Low Density	33.92	34.18
Medium Density	45.08	41.43
High Density	3.56	8.48

It is clear from this table that residential uses are a very minor part of the PGMA. They constituted only 5.7% of total land use in the PGMA in 1980 and only 5.8% in 1990. While the largest increase was in high density residential, even that increase was insignificant compared to the increases in other uses. The existing condition of Parole is not attractive to residential development.

Multi-family Developments in the PGMA.

Name	Type of Unit	# of Units
West Woods Apartments	Garden Apartments	64
Riva Commons	Condominiums	66
Claiborne Place	Apartments (elderly)	175

Bordering the PGMA are two new multi-family developments. **Harbour Gates** is a new apartment complex which will contain a total of 516 units. Rental rates are higher than average for the County. Singles and young couples comprise most of the tenants, although a few families with young children are also renting. From the successful leasing record at this early stage, it would seem that Harbour Gates has tapped into a market which has not been adequately served. The location, close to Annapolis, major transportation routes, and shopping, offers many of the same things that a location within Parole could offer. The other new development is **Admiral Reach Condominiums**, is located directly behind Harbour Gates and offers the same locational advantages.

The residential development occurring on the outskirts of the PGMA indicates that a market for medium to high density housing exists. For a variety of reasons, Parole itself has not been able to capture that market.

Housing Demand

The three factors influencing housing demand are:

- 1) Household size: Household size is projected to continue to decline over time. This implies that more adults-only households and single-person households will be formed. This is likely to continue the trend of increased demand for housing other than the traditional single-family home. A slight decline in the percent of single-family units required is offset by increases in townhouse and multi-family units required during this period. The conclusion to be drawn is that the number of households will increase over time for the County as a whole, and that these households will need new housing to accommodate their needs.

- 2) Number of in-migrating households: When Parole is considered, the market area for housing demand includes not only Anne Arundel County, but also the Baltimore-Washington, D.C. region. The County has become attractive to workers in both Baltimore and Washington, D.C. because of its natural amenities and proximity to the Chesapeake Bay. Waterfront properties were in particular demand during the late 1980's. Anne Arundel County is a good location for households working either in Baltimore or Washington, D.C., who do not want the urban lifestyle associated with a large city.

If housing is to occur in central Parole it will almost certainly be multi-family housing designed to fit into an urban area. Such housing could accommodate a range of people from the elderly to young professionals. Demand for apartment or condominium living is generated by this market sector.

Name	Type of Unit	Units
West Woods Apartments	Garden Apartments	54
Rive Commons	Condominiums	60
Chilstone Place	Apartments (loft)	155

- 3) Relocation of households from within the area: A third source of demand can be the relocation of households from within the area. Reasons for household relocation range from a change in financial status of the household, to a change in the lifestyle of the household, to a desire to upgrade or change the style of housing.

As discussed above, the problem in getting housing into Parole is not that there is no demand for high-rise residential units in the surrounding area. The problem is that Parole as currently developed is not an attractive location for housing. It is not an area where people want to live, and economically, it is not feasible for developers to build residential units where demand is for retail or office use and land prices reflect that demand. If the area were highly attractive as a residential location, perhaps strong demand for housing in the Parole area would translate into an economically viable project.

Housing Potential

The prohibitive factors in introducing housing in the PGMA are:

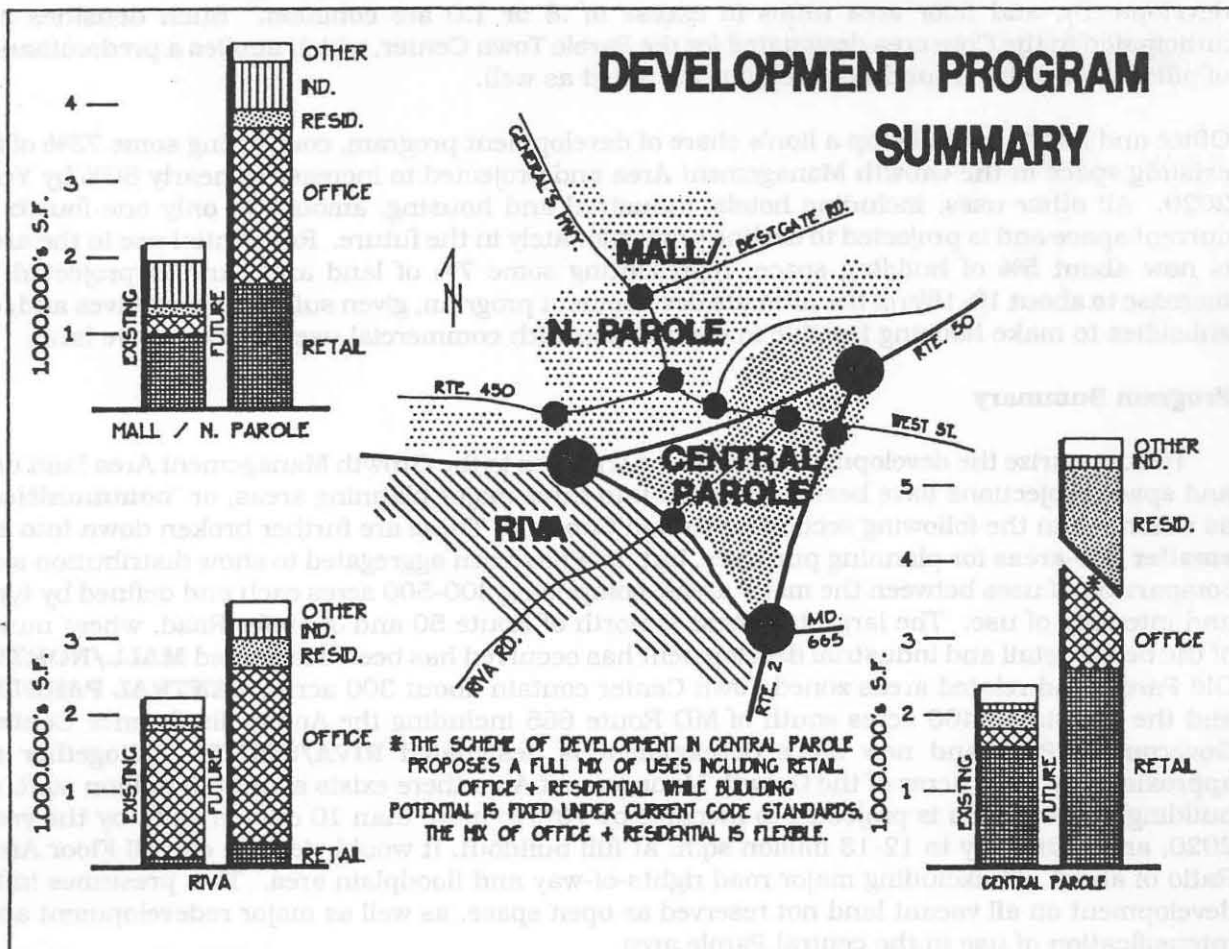
- 1) Land Values: Land values in the PGMA are high and rents compared to commercial uses would be low.
- 2) Limited market acceptance of high-rise residential: Parole and Annapolis are essentially suburban and small town in character. Residents generally oppose high rise structures.
- 3) City of Annapolis: Annapolis has amenities that attract the consumers of multi-family housing. Parole has neither amenity or low rents.
- 4) Zoning: Commercially zoned land induces office and retail usage. Although C2 and TC zoning allow for residential uses, the allowance of higher yield uses prevents housing development.

Having said this it is important to recognize that public policy can articulate the need for residential structures as a part of a well integrated urban plan. Creating a livable and living area out of the existing PGMA is a challenge which cannot be met by innovative urban design ideas alone. It is necessary to explore the components of demand for high density residential housing and the market possibilities for this type of use.

At this point, additional housing in Parole is a real challenge. To make it a reality, changes must be made. Urban design features, transportation improvements, public facilities, and urban amenities are all necessities if a market for housing is to be created in Parole. Development incentives and changes in zoning regulations may also be necessary. These changes will take time, and it should not be anticipated that bringing a residential presence into Parole will be an easy or quick task.

Introducing a greater residential presence into Parole has been stated as a goal by the Parole Growth Management Committee. Demand for multi-family housing exists on a County-wide level. A goal of the plan is to accommodate some of that demand in Parole. It will be necessary to create an environment for residential uses, and this will take time and commitment from the public and public sectors.

C. Development Program Strategy



From the Market Analysis to a Development Program

While the market analysis assesses the regional economy and potential for retail and office development in the Annapolis area, as well as population growth and housing demand, it is the purpose of planning analysis and design concept studies to determine how the potential development can and should be accommodated in the Parole Town Center Growth Management Area, based on the holding capacity of available land and redevelopment potential.

The strong retail market is expected to continue and expand by nearly two million square feet over the next twenty or thirty years. This anticipated growth can be absorbed in the Town Center area, however subject to constraints of site area and parking requirements. Generally retail use is viable only on ground level where it can be served directly by parking. Occasionally where topography permits, another level of parking is feasible, and multi-level shopping can be supported. Otherwise costly solutions may be necessary, such as escalators in large department stores or shopping malls. So by its very nature retail space consumes considerable land area and rarely achieves a floor area ratio of more than .3 or .35 due to its horizontal character and extensive surface parking requirements.

On the other hand, office development is much more flexible in achieving higher density and more efficient parking. Multi-story elevator buildings served by large parking garages can produce many times the yield possible with retail on a given site. In effect, the sky is the limit for office development, and floor area ratios in excess of .8 or 1.0 are common. Such densities are anticipated in the Core area designated for the Parole Town Center, which implies a predominance of office use, while ground-floor retail is assumed as well.

Office and retail use make up a lion's share of development program, comprising some 75% of all existing space in the Growth Management Area and projected to increase to nearly 80% by Year 2020. All other uses, including hotels, industrial and housing, amount to only one-fourth of current space and is projected to decline proportionately in the future. Residential use in the area is now about 5% of building space, representing some 7% of land area, and is projected to increase to about 10-15% of the ultimate development program, given sufficient incentives and/or subsidies to make housing feasible in competition with commercial uses on expensive land.

Program Summary

To summarize the development program as it relates to the Growth Management Area land use and space projections have been aggregated into three major planning areas, or "**communities**" as described in the following section on Design Concept. These are further broken down into **11 smaller sub-areas** for planning purposes, but data has been aggregated to show distribution and comparison of uses between the major areas, comprising 300-500 acres each and defined by type and intensity of use. The largest of these is north of Route 50 and Jennifer Road, where much of the newer retail and industrial development has occurred has been designated **MALL/NORTH**. Old Parole and related areas zoned Town Center contain about 300 acres, **CENTRAL PAROLE**; and the remaining 400 acres south of MD Route 665 including the Annapolis Science Center, Government Park and new office development is designated **RIVA/SOUTH**. Altogether in approximately 1200 acres of the Growth Management Area there exists about 6.5 million sq.ft. of building space, which is projected to increase by 70% to more than 10 million sq.ft. by the year 2020, and ultimately to 12-13 million sq.ft. at full buildout. It would yield an overall Floor Area Ratio of about .25 excluding major road rights-of-way and floodplain area. This presumes infill development on all vacant land not reserved as open space, as well as major redevelopment and intensification of use in the central Parole area.

Components of the Development Program

The development program for the Parole Growth Management Area includes new government facilities, private office and retail projects, a major hospital complex and multi-family housing for small families and the elderly. Also to be provided are public open space, a pedestrian walkway system and bikepaths, along with road improvements and adequate off-street parking.

This program represents major commitments by the County and State governments, as well as great potential for new construction in the private sector. Another important element of the program will be upgrading and integration of existing commercial space into the new urban fabric. Various land use components of the development program are described below as they relate to the overall plan.

Development Potential by Major Planning Areas

Parole Town Center Growth Management Area
 Dept. of Planning and Code Enforcement
 Anne Arundel County, MD April 1994

Type of Use	Mall/North			Central Parole			Riva/South			Total Existing Space	Total Future Space	Total Space
	Existing	Future	Sub Total	Existing	Future	Sub Total	Existing	Future	Sub Total			
Retail/Service	973	700	1,673	1,618	1,063	2,681	22	226	248	2,613	1,989	4,602
Office	270	1,726	1,996	241	2,026	2,267	1,720	556	2,276	2,231	4,308	6,539
Industrial	578	0	578	64	0	64	104	48	152	746	48	794
Hotel	0	0	0	262	33	295	191	0	191	453	33	486
Residential	76 du*	250 du	250 du	239 du	300 du	539 du	66 du	500 du	566 du	381 du	1050 du	1355 du
Other	212	0	212	47	213	260	0	0	0	259	213	472
Total Sq. Ft.	2,033	2,426	4,459	2,232	3,335	5,567	2,037	830	2,867	6,302	6,591	12,893
Total DU	76	250	250	239	300	539	66	500	566	381	1050	1350

* Existing residential in Mall/North is zoned commercial and will be replaced by C2 uses

du = dwelling units

Retail/Service: These uses are predominant in the area today and are expected to increase steadily over the years to about 4.5 million square feet. However, as other uses are projected to grow more rapidly, the proportion of overall space devoted to the retail/service sector is expected to drop from 40% to 35%. Ultimately, expansion of Annapolis Mall could add nearly 600,000 sq.ft. while over a million square feet of new space is anticipated in the Town Center/Core area through redevelopment and extensive infill. A modest expansion of service and convenience retail use is projected for the Riva/South area to support major employment in that area.

Office/Institutional: This category includes general office and R&D uses, along with medical facilities in the Jennifer Road area which are being developed by Anne Arundel Health Care System, Inc. A major hospital complex of over 400,000 sq.ft. is proposed next to the existing outpatient clinics of about 90,000 sq.ft. Most of the new office development is projected in the Core, including a vacant 28 acre parcel between Jennifer Road and Route 50 which is currently held by AAHCS. The largest concentration of new office space would be in Old Parole, as redevelopment and infill occurs along with ground-floor retail and service uses. The TC/Core area would accommodate over 2 million square feet of additional space, up from only a quarter million sq.ft. at present. This is a key element in the Design Concept in achieving a more intense urban environment. Office development would continue in the area south of Patuxent Boulevard along Riva Road where over 600,000 sq.ft of new space is projected, mostly on vacant land zoned W1 or C2.

Residential: Existing residential uses in Parole are minimal and consist of 369,000 sq. ft., 5.5% of the total square footage in the PGMA. Due to rezoning, it is expected that the existing single family housing in Loretta Heights and Oak Court will convert to commercial uses over the years. This will cause a decline in the percentage of housing. Two major recent housing developments to the east of the Annapolis Mall have been excluded from the PGMA boundary, but absorb some of the multi-family housing demand in the area. The development program proposes housing on potential sites in the Housley area, off of Housley Road extended, in the Core, either integrated with retail and office uses or in enclaves, and in the Riva area, on the life-estate. This will increase the square footage of residential uses to 10-15% of the ultimate square footage, depending on the success of providing housing in the core, and the kind of housing achieved. Due to prohibitive land costs and lack of amenity, the success of housing in the Parole area is dependent on the success of the Parole plan. If implementation of the plan creates the synergy required to improve demand and subsidize cost, Parole will be truly habitable.

Industrial Use: Light industrial and warehouse development is located mostly in the Annapolis Commerce Park and Renard Court, north of the Annapolis Mall, where there is little opportunity for expansion. Industrial use in the Riva/South area consists of the Coca Cola distribution center and a post office facility to be constructed on Admiral Cochrane Drive. On Hudson Street there are a few properties that fall into this category, but again very limited room for expansion. Altogether industrial uses in the Growth Management Area comprise about 11% of all existing space, which would drop to only 6% at full buildout in Year 2020.

Hotels/Lodging: The five existing hotels are located in the Town Center/Core area and Riva/South and comprise a total of about 450,000 sq. ft., with only modest expansion projected. This would amount to only 10% of current space and drops to about 5% in the future. Overall demand for hotel space would depend on growth of the Annapolis economy, both in business and tourism.

Other: Included in this miscellaneous category are vacant land, agricultural uses and utilities.

III. A PRESCRIPTION FOR CHANGE

A. A Design for the Growth Management Area

OVERALL CONCEPT

The guiding physical design concept for the revitalization of Parole proposes a systematic, organizational approach to land use utilizing and enhancing key features to establish an Urban Center, landmarks, gateways, terminus, and intersection opportunities. Such treatments are defined as:

Landmarks - provide special features, sculptures, fountains, flags, architectural elements that provide orientation to the visitor.

Urban Center - a clearly defined activity space at the heart of the core to establish a sense of focus.

Gateways - the visual access and treatment of Parole as a main entrance into the historic City of Annapolis as well as entrances into Parole itself.

Terminus - the placement of appropriate architectural and natural features for the resolution of vistas.

Intersection Opportunities - the creative treatment of primary intersections with architectural elements, open space, plantings and public features.

Edge Treatment - integration of physical links between Parole and the City of Annapolis; Parole and neighboring communities; and between subareas within the Parole Growth Management Area while maintaining their desirable visual character.

In establishing these key features, certain principles are utilized to establish the identity of Parole and its various subareas. These principles are:

Diversity of Use: To remain economically healthy Parole must include a mixture of office, retail, residential, entertainment, and institutional uses physically linked to promote market synergy and ease of pedestrian movement.

Intensity: The urban core, or "Old Parole", must be the overall community's central place with a continuous pattern of development uninterrupted by surface parking and held together with diverse and continuous street-level activity.

Environmental Protection: Development in Parole must ensure the protection and enhancement of natural resources.

Compactness: The individual parts and "places" of Parole must be compact and walkable to foster a critical mass of activity characterized by functionally integrated and physically connected uses.

Balance: Over concentration of any single type of use must be avoided and the range of activity generators must be broad enough to serve all time periods (i.e. days and evenings, weekdays and weekends)

Accessibility: A clear emphasis must be given to pedestrian use with streets acting as links not barriers and with a balance between vehicular and pedestrian use.

Working Linkages: The varying functions within Parole must be linked by direct, physically attractive pathways lined with interesting activity; overall, these links should form a network defined by distinctive streetscapes, open spaces, and active, street-level uses.

Positive Identity: Parole must be perceived as a pleasant setting for people in terms of the mix of uses, housing opportunity, and physical appearance.

Innovation: Parole as a community must be receptive to innovative projects and ideas that may forge new patterns and perceptions.

Every attempt has been made to embody these treatments and principles in the design concepts and development criteria contained in this Plan. The result is, of course, imperfect -- an urban design plan does not come complete with a blueprint and a bank loan nor does it arrive with absolute authority to gain compliance. It does, however, have the strength of the demonstrated concern and commitment of the public and private stakeholders of Parole.

For broad conceptual purposes, it is useful to define the Growth Management Area as three distinct "communities." These are:

North Parole comprising the area lying north of U.S. Route 50 and Jennifer Road. This area contains the Annapolis Mall, office, retail, and light industrial uses of a mature suburban character.

Central Parole comprising the area between Route 50, Jennifer Road and MD Route 665. This area is made up mostly of older suburban retail uses, a scattering of office, several highway-oriented commercial outlets, and two contemporary retail strip developments. It also contains the Restaurant Park, Jennifer Square and the vacant "Hospital" property between Jennifer Road and Route 50.

Riva comprising the area south of Patuxent Boulevard and including the Annapolis Science Center, Riva 400 Office Park, and Government Park. This area is a spacious, office park setting with little retail or service usage.

The overall concept acknowledges this separation and treats, for the most part, the three communities as individual entities made of interlocking sub-areas. These communities are visually and, in terms of traffic constraints, functionally separated from one another by major limited-access highways.

The North Parole community is envisioned as a continuing retail/office center anchored by an expanded Mall and oriented to automobile access. Selective intensification of use, improved internal roadways, use-to-use pedestrian connections, and streetscape enhancement are important new elements.

Greatest change is contemplated for the old Parole community. The historic heart of the Parole area is envisioned as a strong urban center of multi-story buildings oriented to a grid street and walkway system with mid-block parking structures. The buildings themselves would contain a mix of uses with retail located on the ground floor and office and residential above. Landmark structures at key locations, full pedestrian access and flow, and strategically placed activity centers linked to public buildings and spaces are necessary elements. The lack of adequate SWM facilities needs to be addressed through retrofitting, with future redevelopment providing innovative multi-use facilities.

The Riva community is planned to continue as an employment hub shared by private and government office complexes and localized convenience commercial centers and a residential component. This campus-like character would be preserved and extended with generous setbacks and ample green area. Orienting new facilities away from the main spine road (Riva Road) onto new internal connecting roads would allow intensification of use and creation of non-highway related spaces.

Circulation within and among the three parts of Parole is now totally automobile dependent. Breaking this dependency is one of the key elements of the overall concept and requires visualizing and planning for new transportation links among the three communities and circulation patterns within each community.

A key new area-wide link would be the connection of MD Route 665 with Bestgate Road by means of Housley Road extended. This roadway would forge a new north-south connection between Riva and North Parole, relieve many of the problem intersections in the Annapolis Mall area and along West Street, and provide additional access from Route 50 to North Parole. Additionally, the plan calls for improved accessibility between North Parole and old Parole by means of upgrading the Route 2/Route 50 interchange.

An equally important link would be the extension of Holly Avenue by bridge over Route 50 to connect with Jennifer Road. This connection would provide a new, internal street for the old Parole area offering an identity separate from the major collectors surrounding it. This connection would allow a walking connection with North Parole, an additional north-south transit option, and a new north-south vehicular choice.

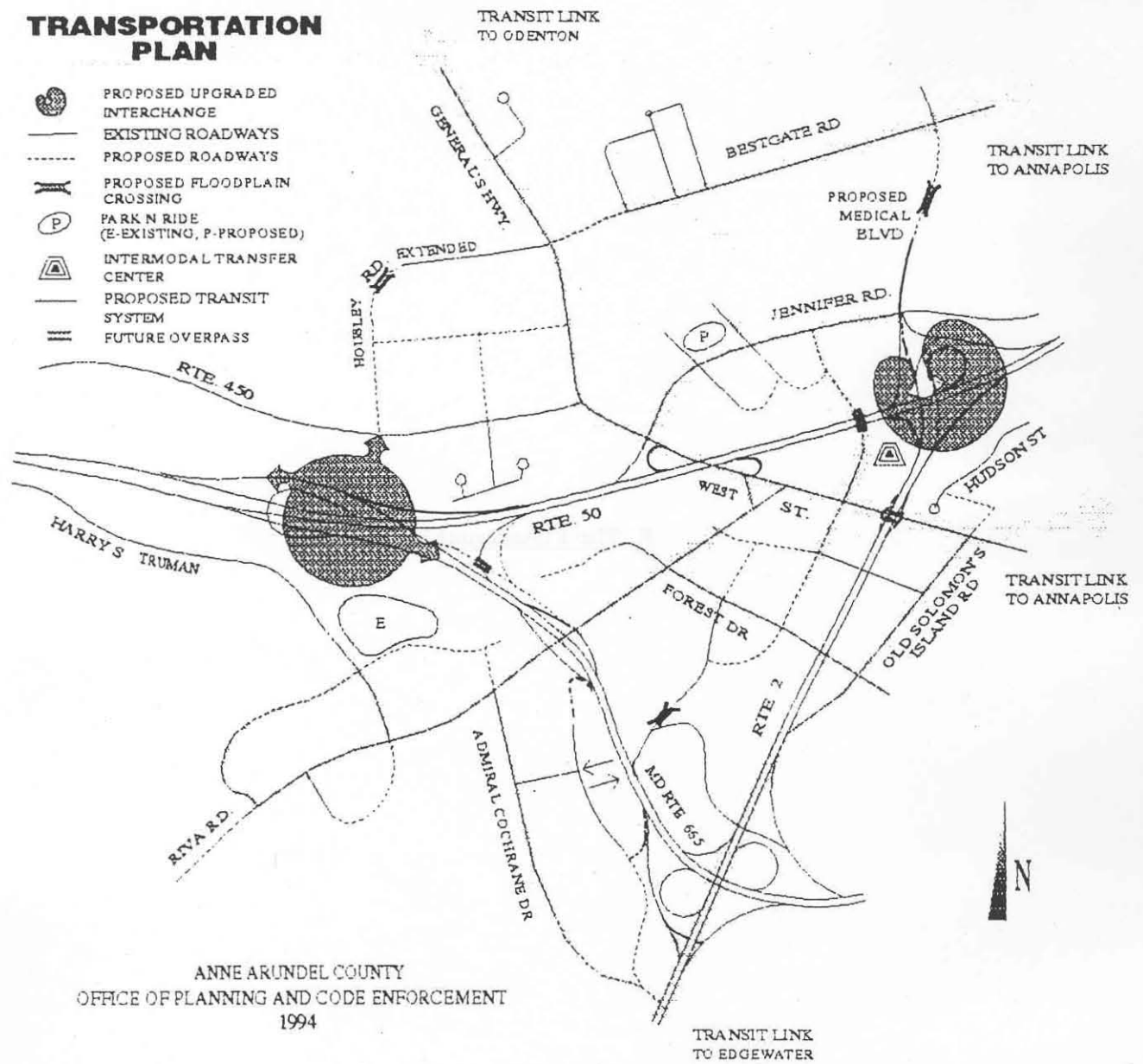
With a reduction in traffic along West Street and the lengthened span of the Route 50 bridge over West Street, a reinforced pedestrian link between North Parole and Old Parole would be possible using the protected walkway connection under Route 50 along West Street. The Annapolis Mall would anchor the link on the north and the revitalized urban core of Old Parole would anchor the south.

The overall concept plan is described in the following material as a whole and as a collection of parts. Five functional plans - Circulation, Environment, Buildings and Settings, Streetscape, and Pedestrians and Public Spaces - describe the application of general networks and systems on the large scale. Eleven sub-area plans describe in more detail the design and regulatory criteria proposed.

B. The Functional Plans

TRANSPORTATION PLAN

-  PROPOSED UPGRADED INTERCHANGE
-  EXISTING ROADWAYS
-  PROPOSED ROADWAYS
-  PROPOSED FLOODPLAIN CROSSING
-  PARK N RIDE (E-EXISTING, P-PROPOSED)
-  INTERMODAL TRANSFER CENTER
-  PROPOSED TRANSIT SYSTEM
-  FUTURE OVERPASS



ANNE ARUNDEL COUNTY
 OFFICE OF PLANNING AND CODE ENFORCEMENT
 1994



TRANSIT LINK
 TO EDGEWATER

1. Circulation - TRANSPORTATION PLAN

The Parole area has undergone dramatic changes in development and road improvements over the past 20 years. What we are witnessing today is the culmination of a long period of highway planning based on traffic demand and growth resulting from market forces. The major highway projects now under construction may be the last to be built under the old rules. Newer forces are now playing a more prominent role in planning and development. In transportation, environmental impact has come to mean a lot more than just storm water management and landscaping. Transportation planning in the 90's will focus more on Traffic Demand Management, Air Quality and impacts on the Chesapeake Bay and its tributaries.

The EPA's Clean Air Act Amendments of 1990 now mandate certain levels of attainment within a schedule of deadlines. Preliminary indications are that the Parole Plan is compatible with the new requirements for concentrated growth centers. The challenge will be to make the maximum use of traffic management techniques.

The transportation improvement program enunciated in this section is the combined effort of several initiatives developed as part of the Parole planning process. The policy perspectives and general recommendations listed below were derived from the final report of the Parole Growth Management Committee and represent the basis for developing the functional plan for Circulation.

POLICY PERSPECTIVES AND GUIDELINES

- Needed transportation infrastructure improvements are inherently the responsibility of the County. The provision of transportation improvements should not be driven solely by the availability of set asides provided as part of proposed developments.
- The transportation requirements of all proposed development projects should be viewed on the basis of their individual merits within the larger context of the overall development plan.
- It is appropriate for the County, as part of its transportation planning responsibilities, to set certain standards for the adequacy of land uses in the PGMA. Development should not violate these standards unless it can be shown that offered system improvements will provide adequate relief for the PGMA.
- The County and the Business Community must support a strong transportation management area (TMA) association and plan. Active membership, participation, and some level of financial support for the TMA should be a condition of the right to develop and/or redevelop property within the PGMA. A specific funding mechanism for the TMA must be established.
- The County in consultation with the TMA should actively promote innovative transportation solutions for circulation problems within the PGMA. These potential solutions should include, but not be limited to, the following: transit, IVHS (Intelligent Vehicle Highway Systems), non-traditional transit and ridesharing, and pedestrian and other human powered transportation systems.

- Every effort should be made to preserve needed potential right-of-way for future transportation systems, such as light rail or personal rapid transit systems (PRTs), as part of all PGMA development.
- Land use planning should reserve adequate space for an intermodal terminal facility to be located in the vicinity of Holly Avenue and West Street. The Holly Avenue overpass is viewed as essential to the establishment of a viable internal circulatory system between the two halves of the Town Center Area. Every effort should be made to preserve flexibility over time.
- Every effort should be made to coordinate the Transportation Plan of the PGMA with the regional plans developed by the Baltimore Metropolitan Council (BMC). Planning for the PGMA should be closely coordinated with the State and the City of Annapolis, which should be active entities within the TMA process. Plans must be cognizant of Federal requirements promulgated as part of the Clean Air Act of 1990 (attainment area regulations) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (regional planning and coordination regulations).

ELEMENTS OF THE CIRCULATION SYSTEM

A preliminary review of the Parole area road network traffic projections indicates that the land use and development projections used in this study will result in the use of most available capacity on all radial access roads serving the study area, including Route 50/301 or I-595 by the year 2010. Certain road segments within the study area will remain adequate while others will be severely congested. Most, however, will be marginally at level of service "D" capacity. This includes the assumption that planned new roads are built. Travel demand management strategies described below will also help to offset some of this growth impact. A summary of issues and alternatives for each arterial corridor has been done and are available for review if more details are needed. These are listed under Additional Information at the end of this section.

- 1) Existing Roadways - These are roads that are currently part of PGMA's road network.
- 2) Proposed Roadways - These are roads that were identified through the planning process as solutions to future capacity problems resulting from future growth. Detailed studies of various alternatives have been and will continue to be studied for each project.
- 3) Proposed Bridges/Structures - This includes structures built to provide passage over highways or drainage channels. These projects are needed to complete some of the connections proposed through the planning process.
- 4) Proposed Upgraded Interchanges - This includes improvements to existing interchanges which are grade separated intersections designed to enable traffic to move freely from one road to another without competing with other traffic or experiencing delay at grade intersections. Through the planning process, the lack of certain movements at intersections were identified as the cause of some of the area's road network deficiencies.
- 5) Intermodal Transfer Center - This is a facility to attract those coming into the area, allow them to park and then be redistributed throughout the area using alternative modes of transportation.

6) Proposed Transit System - This includes the MTA and Annapolis Bus System as they currently serve the PGMA. New route enhancements and additions have been identified through the planning process.

7) Park and Ride Lots - These are parking lots used by commuters traveling from within or through the PGMA to areas outside the County. These facilities provide a place for carpoolers and vanpoolers to meet and can also be served by express buses. Two categories of park and rides are presented in the plan: (E) existing, (P) proposed. The commuter transportation corridor extending along Route 50 represents a facility of regional significance serving trips entering and exiting the County. It may provide opportunities for High Occupancy Vehicle (HOV) lanes, transit service and rail service.

RECOMMENDATIONS FOR TRAVEL DEMAND MANAGEMENT (TDM)

A greater emphasis should be placed on the importance of increasing vehicle occupancy rates through the use of multi-passenger modes of travel, from carpools to rail systems. These options are part of an overall strategy to optimize the efficiency of all transportation facilities not only to improve air quality, traffic congestion and conserve energy, but to minimize the cost of building new highways where land is extremely valuable and environmental impacts are increasingly complex.

TDM strategies are equivalent to highway widenings or new construction in terms of capacity improvement, especially on regional commuter highway corridors. Traffic projections indicate periodic marginal traffic congestion by 2010 on sections of I-595 (U.S. 50/301) and I-97 in the Parole area. TDM strategies will be applied both statewide and countywide as key elements of the State's Implementation Plan (SIP) by November 15, 1992. A comprehensive program of control measures must be adopted by November 15, 1993, providing a 15% reduction in vehicle emissions by 1996 under the Clean Air Act. Many of these measures will result in peak hour traffic reductions on commuter routes. This will help to offset or postpone future traffic growth.

TDM Strategies include the following:

- A. Park and Ride Lots
- B. Commuter Transportation Program Development
- C. Transit Systems (buses and rail)
- D. High Occupancy Vehicle Lanes (HOV)
- E. Parking Management and Incentives
- F. Private Sector Initiatives and Participation
- G. Land Use Planning

A. **Park and Ride Lots**, where commuters can park to transfer to carpools, vanpools or bus services, are primarily intended to serve outbound trips destined for their employment centers. However, the Parole area is the prime focus point where such trips concentrate or intersect. New lots will be encouraged where opportunities arise in conjunction with new development. The existing State owned lot at Riva Road and Harry Truman Parkway has capacity for future expansion from 486 to 850 spaces. There is a need for park and ride spaces in northern Parole in the vicinity of Annapolis Mall.

B. Commuter Transportation Program Development. The County has had an active program to encourage ridesharing and transit use since 1977 through advertising, promotion surveys and computer matching of carpoolers. Since 1990 the County has coordinated with the Annapolis Chamber of Commerce and City of Annapolis to organize a non-profit corporation combining public and private sector participation for this purpose. The new corporation is known as the Annapolis Regional Transportation Management Association, (ARTMA). Immediate plans call for a more intense promotion of this program to encourage employers to participate. This program is also an essential measure to implement the State Air Quality Control Plan.

The County, in consultation with ARTMA, should develop methods to quantify the financial contribution that could be expected as part of a development proposal within the PGMA. Every effort should be made to insure that developers are not faced with unfair or unwarranted obligations that would not be borne by similar developments. Similarly the County should not subsidize commercial development except to the extent that it meets the County's long term economic goals.

C. Transit Systems.

1. The County and City of Annapolis have completed a study of the existing **City bus system that serves the Parole area.**

2. Regional **Commuter Corridors** (I-595, I-97) Express Buses. The County will continue to coordinate with the Mass Transit Administration to recommend and evaluate new and improved bus service. Commuter express bus services to Baltimore and Washington will continue to be the transit system of choice over the next 5 to 10 years since highway capacity in the County will be adequate for bus service without delays on I-595 and I-97. Transfers to rail transit facilities are proposed at:

- o Glen Burnie, to the Baltimore Light Rail Line
- o Odenton, to the Maryland Commuter rail system (MARC)
- o New Carrollton, to the MARC and Washington Metro systems (Transfers now in effect)

3. **Rail Transit.** Light rail or commuter rail service to the Annapolis Parole area is proposed as a long range option contingent upon many changes in the process of funding or in the policies that determine state and regional priorities. For example, an extensive light rail system may be required in the future to meet air quality goals regardless of the relative cost-effectiveness. For the same reasons, a local system of people mover vehicles on separate guideways could become a necessity as well as a preferred option to resolve congestion problems in the Annapolis-Parole area after 2010.

4. **Intermodal Transfer Center.** This facility is proposed to serve as a convenient point of access into the Annapolis-Parole area, provide parking facilities and other tourist oriented services and also provide convenient shuttle bus and/or local bus service connecting with Parole as well as downtown Annapolis. Facilities should also accommodate tour buses and express bus transfer. A possible long range option would be the provision of light rail/people mover system from this facility to downtown Annapolis.

D. High Occupancy Vehicle Lanes (HOV). This is an option now utilized in high volume commuter corridors where bus service is delayed in traffic. It is generally a lower cost option than a light rail system. This would be evaluated for Route 50 and I-97 as future demands warrant.

It is also recommended that HOV lanes be evaluated along Ritchie Highway from Route 100 to Annapolis. This route, although beyond the boundaries of the Parole Planning Area, will have growing impact on accessibility to the Parole area from the east during peak hours. This could be a transition to a light rail system since light rail vehicles are capable of running along highways in the same right of way.

E. Parking Management and Incentives. The consolidation of parking in core areas is recommended as an incentive for higher density mixed use development. This can be done through the establishment of a parking authority to encourage joint use and mixed uses. This type of development is supportive of transit and TDM strategies.

F. Private Sector Initiatives and Participation. Successful planning must be mutually beneficial to both public and private sectors, including developers, tenants, employers and residents. Certain actions by employers and government agencies will be mandated by the Clear Air Act of 1990. Private participation is recommended in the following:

- o Transportation Management Association
- o Joint development of adequate road facilities
- o Support for special taxing districts or parking authority

G. Land Use Planning. It is recommended that mixed uses be encouraged that are compatible and interdependent to minimize the need for additional short trips for services or conveniences. Restaurants, banks and other convenience outlets should be within walking distance of office complexes with sidewalks and pedestrian pathways integrated into the design.

PROPOSED ROADS

Bestgate Road - This project is now completed with the widening of the road to a four lane divided section from Route 178 to Rowe Blvd. This will correct previous safety deficiencies as well as increase the capacity of the road to better accommodate future traffic volumes. Plans also included aligning Bestgate Road with Housley Road at Route 178. This phase of the project is completed with a new intersection designed with increased capacity for turning movements, which previously caused delays due to high traffic volumes at that point.

Medical Boulevard - This project is proposed to provide a new connector road from Bestgate Road at Severn Grove Road to Jennifer Road along the existing access road to the new Anne Arundel Health Care Systems Annex. A structure will be required to cross a wetlands channel as part of this project. Construction of this road will help to relieve the high level of congestion experienced in North Parole and improve local circulation. Specifically it will reduce traffic on sections of Bestgate Road, Route 178, and Route 450. This connection will also improve the functional efficiency of the on and off ramps at Route 50.

MD Rte.2/Route 50 Interchange - A project is also proposed to upgrade the recently constructed Route 2/Route 50/Jennifer Road interchange, by providing a southbound link from North to South Parole. Currently, this movement does not exist. This project will be the subject of more detailed planning and design studies. It offers possibilities for another means of reducing congestion on sections Route 178, Route 450, West Street and Jennifer Road.

Riva Road - Several road improvements are proposed in this plan for the Riva Road corridor as were identified through the planning process. The first phase of improvements include the widening of Riva Road from Admiral Cochrane Drive Northeast to Route 665 to provide an exclusive right turn lane. The primary problem is the lack of capacity on Riva Road to accommodate the heavy volume of traffic turning on and off of Route 665 combined with through traffic. The problem is compounded by the heavy volumes of traffic turning in and out of Admiral Cochrane Drive. Private driveways along Riva Road between Admiral Cochrane Drive and Route 665 are virtually inaccessible for left turns during the congested periods. Although this widening would improve the flow of through traffic and accessibility to eastbound Route 665, it would not eliminate the primary congestion problems caused by traffic weaving and stacking for left turns. The volumes making these movements exceed the capacity of the single left turn lane. This problem is expected to worsen in the near future as traffic increases. A double left turn lane northbound together with a widening of Admiral Cochrane Drive at the intersection of Riva Road will be needed to resolve these complex problems. The double left turn would require modifications to the ramp from Riva Road to Route 665, including a bridge structure to separate these westbound conflicting movements. The widening of this ramp is an extremely difficult design technically, due to the very short weaving and merging distance along Route 665. This movement conflict is expected to increase significantly. This alternate will require review by the State and Federal Highway Administrations.

Spruill Road Extension - The extension of Spruill Road is also an option proposed in this plan as a means of providing an alternate route to improve accessibility to the Admiral Cochrane Drive complex by avoiding congested Riva Road. Currently under review to determine their feasibility are an off-ramp from MD Route 665 to Spruill Road, and the extension of Spruill Road.

Housley Road Extended - This proposed project will extend Housley Road from its present terminus east of Route 178 to Route 450. According to recent studies, traffic counts and field observations Route 178 at Route 450 is one of the PGMA's critical intersections. As traffic volumes in the area increase due to future growth, the level of congestion experienced in this area will also increase. This project will improve local traffic circulation and reduce traffic at the intersection of Route 450 and Route 178.

It is also proposed that ramps be provided between the future Housley Road/Route 450 intersection and Route 50/301 westbound for more direct access to this subarea. This is being considered as a short term improvement which would relieve congestion along Generals Highway and Route 450 between the Mall and Jennifer Road.

A future project study is also proposed to evaluate the feasibility of upgrading the recently constructed interchange at Route 50 and MD Route 665, including extending the proposed Housley Road connection from Route 450 to Route 665 at Route 50. This project is intended to provide improved circulation between north and south Parole as an alternative to West Street under Route 50. This proposal is conceptual and will also be the subject of more detailed planning and design studies before it can be considered an essential element of this plan.

Town Center Road - This proposed project would link several existing access road connections in the area between Route 2, Riva Road, Forest Drive, and Route 665. A structure would be required to cross a wetlands channel as part of this project. The purpose of this project is to improve local internal circulation in the area allowing internal trips to avoid unnecessary travel on the peripheral arterials, alleviating congestion along sections of Riva Road, Forest Drive, and Route 2.

Housley Road Area Access Roads - These proposed projects would provide an east-west connection between Housley Road Extended and Route 178 as well as a north-south connection between Route 450 and the above mentioned east-west connections. Although these projects are schematic proposals only their purpose would be to provide local access to parcels within the area and improve local circulation. The connections will help to further relieve congestion currently experienced along sections of Route 178 and Route 450 but, more importantly, they will further relieve the intersection of Route 178 at Route 450.

Holly Avenue Extended - The first phase of this project would provide a connection from West Street at the north, through the Parole Plaza block, to an intersection with proposed Town Center Road to the south. This connection should provide relief to the congestion now experienced on sections of West Street, Riva Road, and Route 2.

The long range phase of this project extends Holly Avenue from West Street north to Jennifer Road joining north and south Parole. This phase of the project is conceptual and would be the subject of more detailed planning and design studies before it could be confirmed as an essential element of this plan. This connection would provide more relief to West Street, Riva Road and Md 2 by providing a second connection. Both phases of this proposed project are included in the plan as segments of a future transit system.

Riva Road Corridor Access Roads - New connections are recommended to allow local traffic circulation and interaction without forcing all short trips to use Riva Road. These connections will also create more efficient bus routes.

Parole Plaza Grid Streets - New connections are recommended in the Parole Plaza Area to allow local traffic circulation and interactivity. These connections will relieve congestion in this area of Parole by improving local internal circulation and more evenly distributing trips between Riva Road, Forest Drive, West Street, and Route 2. These connections will also create more efficient bus routes.

Restaurant Park Access Roads - New connections are also recommended in the Restaurant Park area to allow local traffic circulation and interaction without forcing all trips onto Jennifer Road. These connections combined with the above mentioned local internal access road proposals should relieve congestion on all of the arterial roads in the PGMA.

<p>Phase 4 construction by developer and County as funds are available or development occurs</p>	<p>3. Internal Circulation Roadways for Riva Road</p>
<p>Phase 3 right of way to be established</p>	<p>PROJECT DESCRIPTIONS - LOW RANGE</p>
<p>Design plans completed, no funds for construction</p>	<p>10. Holly Avenue Feasibility Study of Overcross & Intermodal Terminal</p>
<p>Concept shown in Parole Transit Plan</p>	<p>11. Upgrade of MD-502 from Corridor to Corridor Alternative</p>
<p>Concept shown in Parole Transit Plan for further study</p>	<p>12. Feasibility Study, Housley Road to MD-502</p>
<p>Concept shown in Parole Transit Plan for further study</p>	<p>13. Feasibility Study, MD-502 from Holly Road to Town Center Road, signalized intersection or people mover structure</p>

PAROLE GROWTH MANAGEMENT PLAN - 1994 RECOMMENDED TRANSPORTATION SYSTEM PROJECTS

PROJECT DESCRIPTIONS - SHORT RANGE	REMARKS
1. Riva Road - A project to alleviate congestion on Riva Road from Admiral Cochrane Drive to the MD Rte.665 on-ramp, includes a right turn lane and ramp modifications.	Immediate need to alleviate traffic backups on Riva Road, Admiral Cochrane Drive and MD-665
2. Spruill Road Extension to MD-2 & consideration of an off-ramp from MD-665.	This is an alternative to the extension of Admiral Cochrane Drive.
3. Jennifer Road Ramp Connection to MD-2, southbound, and westbound loop ramp to US 50/301 and I-68.	Design study and plans to be coordinated with State Highway Administration.
4. Medical Boulevard Extension from Jennifer Road to Bestgate Road.	Design plans by developers. Construction funded by developers & Impact Fees.
5. Transit Improvements, Shuttle Bus Service, People Mover System	Explore options for management and stable sources of funding for new transit operations and support of the ARTMA, (TMA), including an expanded role for ARTMA in this process.
6. Housley Road Connection from MD-450 to MD-178/Bestgate Road	To be built by developers
7. Housley Road Extended to Westbound US 50/301 & I-97, On and Off Ramps	Initiate feasibility study and design plans, in coordination with State Highway Administration. Construction by Developers & State, (tentative)
8. Town Center Road Connection - From MD-665, between Festival at Riva & Harbour Center, with pedestrian and bikeway facilities.	Design and construct, including stream crossing.
9. Internal Circulation Roads Parallel to Riva Road.	Plans & construction by developers and County as funds are available or development occurs.
PROJECT DESCRIPTIONS - LONG RANGE	
10. Holly Avenue, Feas. & design study of Overpass & Intermodal Terminal.	Reserve right of way if feasible.
11. Underpass at MD-2/MD-450, Construct or Consider Alternatives	Design plans complete, no funds for construction.
12. Feasibility Study, Housley Road flyover to MD-665	Concept shown in Parole Growth Plan
13. Feasibility Study, MD-665 crossing, from Spruill Road to Town Center Road, signalized intersection or people mover structure.	Concepts shown in Parole Growth Plan for further study.

(insert Table: Parole Growth Management Plan - 1994, Recommended Transp. System Projects)

Additional Information - A number of detailed studies and summary reports have been produced regarding Parole area transportation and road network capacity issues. The micro-computer traffic modelling process has also been completed and the results were analyzed. Generally, the model verified most of the prior planning assumptions and provided an additional reference tool to estimate future traffic impacts. Some of the results added new insight into the process and opened up new issues to be explored.

In addition to the modelling process, an extensive data base of traffic impact studies and land development plans were utilized to identify both short and long range traffic flow deficiencies for this Plan. Proposed improvements include all elements of a comprehensive system which will be needed to accommodate future planned growth combined with the demands of through traffic.

- o MINUTP Traffic Model Study, June 1991
- o Summary No. 1, Background and Previous Planning, March, 1991
- o Summary No. 2, Current Status of Transportation System and Ongoing Changes, March, 1991
- o Summary No. 3, Traffic Projections and Network Modelling with Summary of Issues and Alternatives, June, 1991
- o Transportation Overview, May, 1991
- o Road Network Analysis, & 2010 Issues, October, 1991
- o Riva Road Impact Study, August, 1991
- o Annapolis/Anne Arundel Transit Study
- o Detailed Traffic Impact Studies by developers/traffic consultant. Total 30 reports.

DEVELOPMENT CONSIDERATIONS

Parking and Circulation

Clear, easy to understand, circulation paths must be designed into a project to allow movement to and through the site without confusion. Any part of Parole which is to be identified by its users as a "place" of some kind will be reinforced and made more vivid if the roads which enter it are marked by gateways where they cross the boundary. A properly functioning parking lot is a benefit for the property owner, the tenants, and the customers. A parking lot must allow customers and deliveries to reach the site, circulate through the lot, and exit the site easily. Parking will be encouraged to disperse into small, heavily landscaped lots, preferably located at the side or rear of buildings so that automobiles do not dominate the visual quality of the site from the main road.

All projects will be analyzed for the degree to which they:

- Reduce the conflict among cars, pedestrians, bicycles, and other vehicles;
- Reduce the visual impact of large expanses of pavement both in streets and parking lots;
- Promote visibility, identity, and safety at vehicular and pedestrian access points.

AUTO

On-site auto circulation should be safe, logical, and readily understandable to the users.

1. All parking lots should be designed with a hierarchy of circulation: major access drives typically with no parking, major circulation drives with little or no parking, and parking aisles which serve only the parking function.
2. Service vehicle traffic should be separated from the main customer circulation paths.
3. Parking lots should include landscaping that accents the importance of the driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways.
4. Driveways should have visual cues for the drivers such as distinctive landscaping or directional signs.
5. Parking lots should be accessed from developed streets.
6. Development of land in cooperation with owners of adjoining properties is encouraged where parking, driveways, or plazas can be shared.
7. Driveways should be coordinated with existing or planned median openings. Driveways should also line up with driveways on the opposite side of the roadway.

TRUCK

Truck routes should allow easy access to the loading and service areas of the site with minimum intrusion on adjacent sites.

1. Service vehicle traffic should be separated from the main customer circulation paths.
2. Areas adjacent to residential properties should be kept free of service vehicle circulation. Where such service access is unavoidable, the circulation system and loading areas should be designed to minimize the impact on nearby residential uses.
3. Truck access should be from commercial streets and discouraged through residential streets.

Structured Parking

Parking in structures shall be designed to minimize the negative impacts of such an intensive use on the adjoining properties.

1. Vehicular access to structured parking should be from a major street.
2. Structured parking adjacent to a public street should minimize the street frontage of the structure by placing its short dimension along the street edge and should include active uses such as shops, offices, or other commercial space along the ground level of street frontage.
3. Above ground structured parking should be architecturally consistent with the project and the surrounding area.

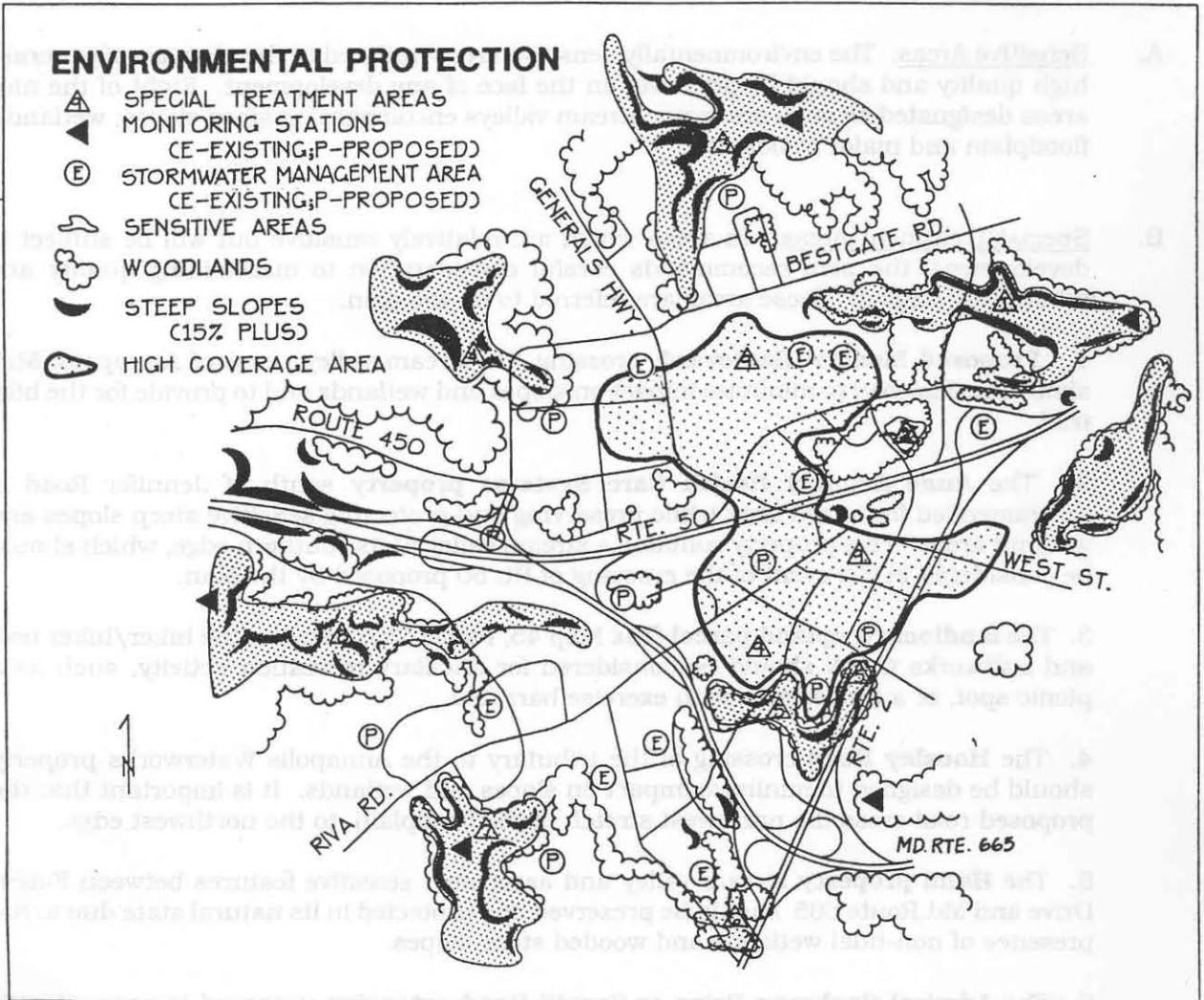
2. The Environment

The functional plan for environmental protection aims to provide a structural framework for the preservation and enhancement of natural vegetation, soils, air and water quality in the Parole area. It sets a priority of sensitive areas to be preserved, differentiating them from those that have special considerations in the face of development, and locates potential sites for water quality monitoring stations.

- A. Sensitive Areas: The environmentally sensitive areas outlined in the plan are of generally high quality and should be preserved in the face of any development. Eight of the nine areas designated as such are major stream valleys encompassing steep slopes, wetlands, floodplain and major woodlands.
- B. Special Treatment Areas: In areas which are relatively sensitive but will be subject to development, the plan recommends careful consideration to maintaining quality and minimizing impact. These areas are referred to on the plan.
1. **Proposed Medical Boulevard**, crossing the stream valley east of Annapolis Mall should be designed to minimize impact on slopes and wetlands and to provide for the bike trail.
 2. The **Anne Arundel Health Care Systems property** south of Jennifer Road is recommended for mixed uses while preserving and protecting sensitive steep slopes and wetland areas. This property contains a stream valley at its southern edge, which should be considered in the event of the crossing of Rt. 50 proposed by the plan.
 3. The **landlocked upland parcel** (Tax Map 45, Parcel 297) between the hiker/biker trail and Saltworks Creek should be considered for ancillary recreation activity, such as a picnic spot, or a fitness area with exercise bars, etc.
 4. The **Housley Road** crossing of the tributary to the Annapolis Waterworks property should be designed to minimize impact on slopes and wetlands. It is important that the proposed road cross the narrowest stretch of the floodplain, to the northwest edge.
 5. The **Hahn property** stream valley and associated sensitive features between Forest Drive and Md.Route 665 should be preserved and protected in its natural state due to the presence of non-tidal wetlands and wooded steep slopes.
 6. The **Admiral Cochrane Drive or Spruill Road extension** proposed to connect with Route 2 should be designed to minimize impact on slopes and wetlands.
 7. On the **property south of Riva Road** and west of Admiral Cochrane Drive, stormwater runoff from the development should either be directed to the outfall downstream of the Gingerville SWM pond, or the SWM pond on the Riva 400 property should be upgraded and retrofitted to handle water quantity and quality.
 8. The **floodplain/wetland area bisecting Government Park** should contain a recreational path system with linkages to adjacent facilities. This floodplain is located

ENVIRONMENTAL PROTECTION

- ▲ SPECIAL TREATMENT AREAS
- ▲ MONITORING STATIONS
(CE-EXISTING; P-PROPOSED)
- ⓔ STORMWATER MANAGEMENT AREA
(CE-EXISTING; P-PROPOSED)
- ☁ SENSITIVE AREAS
- ☁ WOODLANDS
- ☾ STEEP SLOPES
(15% PLUS)
- ☾ HIGH COVERAGE AREA



The proposed plan for environmental protection areas to provide a structural framework for the preservation and enhancement of natural vegetation, soils, air and water quality in the study area. It sets a priority of sensitive areas to be preserved, eliminating them from those that have special considerations in the face of development, and locates potential sites for water quality monitoring stations.

Route 2 should be designed to minimize impact on slopes and wetlands.

7. On the property south of River Road and west of Admiral Cochran Drive, stormwater runoff from the development should either be directed to the outlet downstream of the existing SWM pond or the SWM pond on the River 400 property should be upgraded and retained to handle water quantity and quality.

8. The floodplain/wetland area Meeting Government Park should contain a recreational path system with linkages to adjacent facilities. This floodplain is located

centrally between government buildings and would also provide for green area corridors between functionally related activities.

9. The **major shopping center area** north and south of Rt. 50, heavily developed with extensive paving and lack of green area, should be enhanced with increased pervious surface and planting to improve air and water quality and thermal buildup.

C. Existing Woodlands and Vegetation

The functional plan for environmental protection recommends that consideration should be given to existing woodlands and vegetation, and recommends the conservation of these resources to an extent that is practical.

In the removal of existing tree cover, wherever possible, removal will be minimized; good quality trees should be carefully removed prior to mass grading, stockpiled, and replanted into proposed green areas. If deciduous trees are used as buffers to adjacent properties, additional screening techniques may be necessary to prevent impacts to these properties during winter months. Native species should be used to reforest wherever possible. The functional plan encourages development that minimizes adverse effects on developing land by requiring that forests, woodlands, and trees be incorporated into development proposals, and by requiring the use of site planning and construction techniques that will best protect these natural features.

D. Soil Conservation

Although little remains of the original topography and vegetation, future development should respect the natural environment. Existing landform and amenities should be retained, including slopes and drainage courses, tree and habitat areas which may be incorporated in site plans as passive recreation areas and open space.

New development on sloping sites should generally follow the natural contours. Terraced parking lots, stepped building pads and larger setbacks should be used to minimize grade differentials at adjoining properties, without the use of retaining walls. Where major disturbance is unavoidable, restoration of natural buffers along streams or wetlands is encouraged, while abutting residential areas should be further protected with transitional open space.

Site grading should be kept to a minimum through sensitive building and parking layout, and flexible architectural design. Although mass grading may be necessary for some major industrial or commercial structures, it should conform with the overall Concept Plan for the sub-area, with minimal adverse impact on adjacent land. Also new projects should take advantage of existing natural features and other amenities. Through appropriate siting and architectural design, principal access and high activity areas should facilitate connections between amenities and the project.

Soils testing positive for deposits of glauconite and pyrite shall require additional design considerations to prevent long-term exposure or runoff from these soils. Graded sites should be stabilized as soon as possible and at least 18" of topsoil should be applied to exposed areas to reduce the oxidation rate within the soils.

E. Stormwater Management (SWM) and Water Quality

The primary environmental goal is to improve water quality, therefore more effective stormwater management design and operation are important in the Parole area. Existing methods should be confirmed and enhanced, while innovative techniques are being researched and tested for future use.

Sub-regional stormwater management facilities are proposed to combine water quantity and water quality treatment while serving multiple sites. A true regional SWM facility is not possible to provide since Parole is divided into five watersheds. Few multi-use SWM ponds are in place already, and further study is required to analyze their engineering design and effectiveness. For existing development with inadequate stormwater runoff treatment, the upgrading and retrofitting of these facilities is recommended.

The provision of adequate stormwater management facilities should be the responsibility of the developer. This means construction and regular maintenance. Maintenance of SWM devices is a key ingredient in maintaining good water quality and properly managing quantity. The County or developer should guarantee the maintenance of all such facilities installed. Stormwater management issues should be regarded as major factors in the conceptual development of a parcel. Development programs should demonstrate that aspects such as downstream impact, capacity of receiving watercourse, etc. have been enhanced. Water quality management devices shall be outside of any required buffers. Outfalls across slopes and adjacent to wetlands shall be adequately protected to prevent erosion of slopes and damage to wetland plants.

In view of the fact that watershed studies require time to complete and investment of capital, interim measures should be utilized. Existing stormwater management ponds should be investigated and the ability to refurbish these ponds should be considered. The provision of underground storage facilities may also be utilized. These facilities are presently utilized within the County only as a last resort and therefore their use has been minimal. This has resulted in only the minimum amount information existing for these facilities. Further research regarding the use of these facilities, especially within the Core areas should be encouraged.

Based on watershed studies and innovative techniques for stormwater management suggested above, Best Management Practices should be developed and applied, not only in the Parole area, but elsewhere in the County. Further study is recommended to refine existing methods and implement new approaches, through appropriate design proposals and legislation. To encourage the use of new, more effective solutions by developers, special incentives and "trade-offs" might be explored.

F. Monitoring Stations

There are two existing continuous in-stream monitoring stations, at Weems Creek and Church Creek. Monthly grab samples will be taken from Saltworks Creek, Broad Creek and Gingerville Creek. The plan proposes that fully operational, continuous monitoring should be undertaken at these three creeks as well. Site-specific monitoring stations should be established where pollution problems have been identified, and all monitoring data should be shared to the extent possible. Private developers should be encouraged to assist in this process.

DEVELOPMENT CONSIDERATIONS

Although the functional plan for environmental protection recommends specific areas to be preserved and considered, in the event of development, all properties should take into consideration environmental factors such as vegetation, soil, water and air quality. Any project will be evaluated for its attention to the preservation of existing landform, vegetation and water quality to a practical extent, and the mitigation of any harmful impacts on the environmental quality of the sub-region.

The two key environmental problems associated with intensive development in Parole are the heavy reliance on the automobile and the large amounts of impervious surfaces. The surrounding watersheds are being negatively impacted by runoff from impervious surfaces around Parole, and yet the developers have adopted the recommended stormwater management techniques and are meeting all the regulatory requirements of the County and the Maryland Department of the Environment. Clearly, the present system is lacking in this regard and the plan acknowledges the need to encourage developers to voluntarily exceed the existing SWM standards. Additional environmental laws are not needed to carry out the plan, however enforcement of existing laws should be given high priority so that urban growth can take place in close proximity to the Chesapeake Bay without causing environmental damage. The following principles should be observed in development within the Parole Growth Management Area:

1. Environmental factors are to be balanced with economic objectives when reviewing projects, controlling growth and issuing permits.
2. Water quantity should be managed so that the rate of runoff to the surrounding creeks does not substantially exceed existing conditions. Water quality should be superior to that of the stream into which it flows.
3. Reducing auto-dependency must be a high priority. Traffic congestion and related pollution of the surrounding creeks and air must be addressed at every phase of development and be consistent with the Clean Air Act.
4. Baseflows (groundwater recharge) into the surrounding watersheds and aquifers are of major significance to the health of the Chesapeake Bay. Every effort should be made to maintain and increase where possible the baseflows.
5. Sediment and erosion controls must be strictly enforced and the public should be encouraged to report infractions.
6. The handling and disposition of any hazardous materials should be in accordance with current technology and standards.
7. Best Management Practices (BMPs) must be incorporated during the design phase for a project and included as part of the general amenities. The plan recognizes that each development site is subject to its own special considerations and should not be limited by regulations that ignore topography. The appropriate BMP should not just be pulled from a manual, but should fit the particulars of the site in question. A combination of BMPs including Extended Detention Ponds, Wet Ponds, Stormwater Wetlands, Multiple Pond Systems, Infiltration Basins, Porous Pavement, Sand Filters, Water and Quality Inlets, and Oil Grit Separators should be utilized on a case by case basis to insure that the most

effective system is being used, subject to compliance with applicable County and State regulations. These and other methods involving innovation and alternative designs could also be explored.

8. Weems Creek and Saltworks Creek flow into the Severn River which has been designated as a State Scenic River. The Scenic Rivers Act mandates that the Severn be afforded special protection from environmental and aesthetic degradation. Future development should minimize future negative environmental impact to this fragile watershed.

9. The Department of Planning and Code Enforcement should investigate changes to development regulations, including parking and landscape design requirements, as well as alternatives for proven water quality and stormwater management techniques and methods, that will help in implementing the provisions of this chapter.

3. Setting and Buildings

The built and natural environment of Parole is a reference for new development. Ways must be sought by which old and new buildings can co-exist and contribute to diversity and a desirable mix. Attention to existing buildings, landform, and vegetation can lend continuity between the new and the old. If the positive aspects of the existing pattern are ignored, Parole will continue to be fragmented and incoherent. Proposed structures and uses should be compatible with the planned character of the area.

The functional plan for setting and buildings establishes the desired image for Parole by improving existing features and buildings, while conserving the existing landform and vegetation. It proposes that distinctive visual elements be considered and included in any redevelopment or new development. These elements are:

A. **Gateways**: In the urban design plan for Parole, gateways are conceptual locations that provide a sense of arrival, and at which one experiences a sense of destination. Keyed to the desired image for Parole, this functional plan distinguishes three kinds of gateways:

1. **Visual Gateways**: These are elevated locations which provide an overall view of Parole from major highways. Three visual gateways are designated in the plan, one at the MD Route 665/ Route 50 interchange, the second at the Route 2/ Route 50 interchange, and the third at the Route 2/ MD Route 665 interchange. In the event of new development, these locations are points at which a difference can be seen on the skyline of Parole.

2. **Parole Gateway**: These are entry points to the Parole Growth Management Area via arterials or roadways other than major highways.

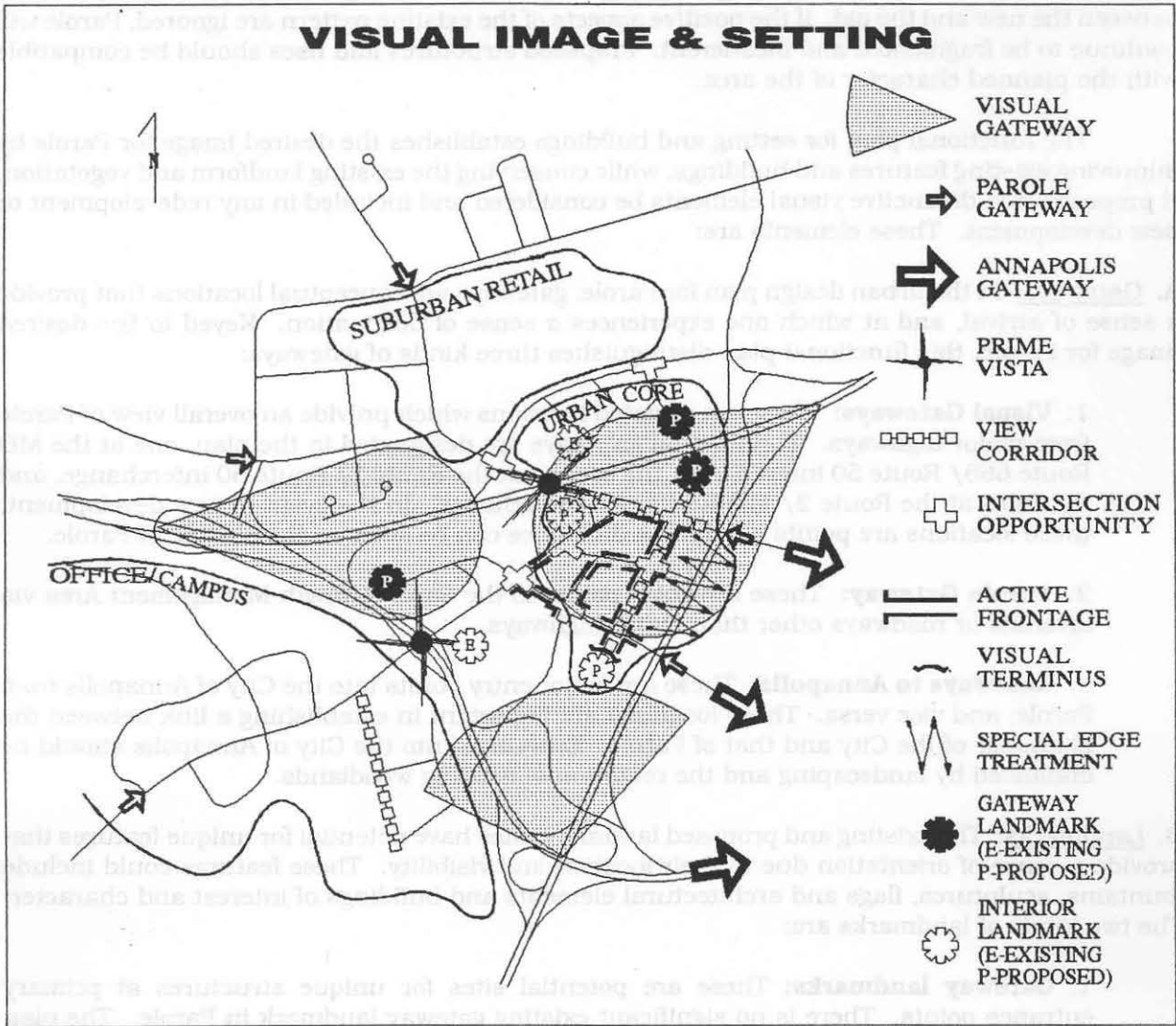
3. **Gateways to Annapolis**: These are major entry points into the City of Annapolis from Parole, and vice versa. These locations are important in establishing a link between the character of the City and that of Parole. Entrances into the City of Annapolis should be enhanced by landscaping and the retention of existing woodlands.

B. **Landmarks**: The existing and proposed landmark sites have potential for unique features that provide a sense of orientation due to their location and visibility. These features could include fountains, sculptures, flags and architectural elements and buildings of interest and character. The two kinds of landmarks are:

1. **Gateway landmarks**: These are potential sites for unique structures at primary entrance points. There is no significant existing gateway landmark in Parole. The plan proposes three potential sites for landmark features, one at the intersection of Patuxent Boulevard and Rt. 50, the second north of Rt. 50 at the Hospital site, and the third south of Rt. 50 at Holly Avenue.

2. **Internal landmarks**: These should be unique structures that serve as reference points within the Parole area. The two existing internal landmark structures are the Ramada Hotel in Restaurant Park and Claiborne Place at Riva Road. The two proposed potential sites for internal landmarks are at the intersection of Riva Road and West Street, on the west side, and at Forest Plaza.

VISUAL IMAGE & SETTING



proposes three potential sites for landmark features: one at the intersection of Highway 50 and Rt. 50, the second north of Rt. 50 at the Hospital one, and the third north of Rt. 50 at Holly Avenue.

Interior landmarks: These should be unique structures that serve as reference points within the Parole area. The two existing interior landmark structures are the Holiday Hotel in Restaurant Park and Charming Place at River Road. The two proposed potential sites for interior landmarks are at the intersection of River Road and West Street on the west side and at Forest Place.

C. Edge Treatment: This is proposed to foster the integration of physical links between Parole and the City of Annapolis, Parole and neighboring communities, and between sub-areas within the Parole Growth Management Area, while maintaining their desirable visual character. It is essential that the City of Annapolis and Parole have compatible character of development at all common edges, and the plan proposes special consideration to the edge along Rt. 2, between West Street and Forest Drive.

D. View Corridors: The desired image for Parole defines a view corridor as an attractive visual experience based on a linear pattern of development, with complementary setbacks and attractive facades, terminating in a feature that provides relief to the eye. The view corridors that are important to the Plan are:

1. Holly Ave. down the proposed North-South street through Parole Plaza, to Forest Plaza.
2. West Street from the intersection of Jennifer Road to Rt. 2.
3. Admiral Cochrane Drive.

E. Prime Vistas: These are locations within Parole from which one gets an expansive view of Parole. One of the prime vista locations in Parole is on Rt. 50, above the West Street underpass. At this point, an expansive view of Parole is available north and south of Rt. 50. The "white sails" of Annapolis Federal Bank stand out on the Parole Plaza side, and the expanse of Annapolis Mall is visible on the other. Another prime vista location is on Patuxent Boulevard, at the Patuxent/Riva diamond interchange. At this point, one can see Claiborne Place to the north and the ARINC complex to the south.

F. Intersection Opportunities: The intersections chosen in the plan have the potential for prime development with activity at all four corners. The plan proposes that any development at these locations should provide pedestrian-sensitive structures and architectural features.

G. Terminus of View Corridors: The proposed focal points that end view corridors are designated as special in the Plan. These features or landmarks should terminate the visual and physical line of the view corridors to provide interest, orientation and a sense of destination. The two potential terminus locations are at Forest Plaza and at Holly Avenue, south of Rt. 50.

H. Active Frontage/Hard Edges: These are areas where structures should be placed near the street to provide ground-level visual interest and inter-action with pedestrians.

I. Sub-area Image: The general appearance of the sub-areas differ in character and the plan proposes to reinforce the best attributes of each and improve the deficient ones.

North Parole: The plan proposes that the auto-oriented, suburban character of this sub-area should be improved by making it more pedestrian-friendly. New development should take into consideration the hiker-biker trail, pedestrian linkages, the proposed pocket parks (see Functional Plan, Pedestrians and Public Spaces), the provision of more vegetation.

Urban Center: The plan proposes that this area should be relatively urban, pedestrian-oriented, with active frontages, usable green spaces, with the orientation of buildings towards the street, and a mix of office, retail and residential uses. Retail uses can be provided at street level, with offices above. Residential uses can be located either above offices or in enclaves.

South Parole: The plan proposes that this area should stay campus-like, suburban, auto-oriented but pedestrian-friendly, green, and less intense. The office park environment of this area should be maintained, but enhanced with pedestrian links, sidewalks, pocket parks and cohesive planning and design.

DEVELOPMENT CONSIDERATIONS

Although the functional plan for Setting and Buildings recommends specific elements of urban design be addressed throughout the PGMA, when development occurs all properties should take into consideration qualitative factors such as articulation, building orientation, complexity, unity and harmony.

Setting

Proposed structures should be related harmoniously to the terrain, to adjacent buildings and nearby streets or roads to which they are exposed. This may involve enclosure of space in conjunction with other existing or proposed buildings, and alignment of facades to enhance streetscape, as well as creation of focal points with respect to avenues of approach, terrain, vegetation or special features.

Structures

The design of both contiguous or freestanding structures should consider the architectural character of adjacent buildings or the entire development within which they are located. Each facade should be viewed as both an individual design and as a collection of relatively standard parts which are arranged consistently. The basic facade composition consists of the wall, the structural "rhythm" if expressed, along with door and window openings. The ground floor facade should generally be differentiated from the upper floors, reflecting the different functions and activity within the building, and visually defining the base as an element. Tall buildings should be designed to minimize their sheer vertical mass and impact of shadows on adjacent uses. Also the effect on privacy must be considered in mixed use projects involving housing, and abutting neighborhoods.

Building orientation is important to a successful urban context. The preferred relationship between a building and the street is parallel, with structures sited to conceal or de-emphasize the parking to the extent possible. All projects should be evaluated according to the following principles:

Structures and related architectural features are to be located in such a manner as to enhance the ability of the general public to find their way into and around the building and open spaces. Functional and/or visual linkage among individual buildings should be provided to enhance the cohesiveness and overall development character.

Vehicular access to parking and service loading areas should be clearly identified, efficient and safely separated from pedestrian areas; building entrances and any outside activity areas should be enhanced by landscaping, adequate lighting, street furniture and other features attractive and convenient for pedestrians.

Uniform street setbacks should be used, especially for contiguous or closely spaced buildings, with most of their front elevation on the setback line. Blank walls should be avoided, with visible activity areas related to the street. Generally, off-street parking should not be located between the building facade and street right-of-way, but concealed between or behind buildings.

Corner buildings should relate to setback lines on both sides, where an urban streetscape is desired. Architectural variations in massing can occur at the corner to accommodate recesses and entry plazas.

On larger commercial sites in the Urban Core, a part of the building mass should abut the street perimeter, which together with substantial landscape treatment, reinforces and strengthens the streetscape, and helps to screen off-street parking areas.

Articulation in building design is important to provide for visual interest and architectural detail in an urban setting. Generally all sides of a structure should be consistent in design and material. Facade design should reflect the building's true character and its context in scale, proportion, fenestration, massing, and exterior materials. It can help define and enrich the street or public space on which it fronts. Other objectives are as follows:

Side and rear walls should be articulated with windows, recesses, chimneys, downspout, or other architectural features which provide contrast and shadow patterns on an otherwise plain facade.

Layered building facades involving coordinated projections and recesses help to enrich the architectural character and the overall environment. Variations in roof pitch, window and door treatment further enrich the facade design.

The primary entrance should be designed as one of the major architectural features so it is clearly identifiable, and offers a sense of arrival.

Parapet walls should be treated as an integral part of the building design and can be used to effectively screen rooftop mechanical equipment.

Multi-story or elongated structures should usually be articulated in some way to provide visual interest for large, flat building surfaces. Here again, windows and doors, columns, recesses, projections, and other design features may help to create depth, pattern and texture on the facade.

Complexity and unity are qualitative factors in building design especially important in the urban context. A single structure or building complex should be stylistically consistent. Architectural style, materials, colors, and form should all work together to express a single theme. However where multiple buildings are involved, some variety in design is encouraged to preclude excessive repetition, rigidity, uniformity, and monotony in the built environment. A design theme, or framework, may be established for an entire development or block; individual buildings within the development should complement and contribute to the overall character in terms of massing, height, roof line, exterior finish materials and color, level of design detail and other such aspects. Some basic principles are summarized below:

- Buildings should be produced that are well related visually in terms of light, air, height, shadow, spacing, bulk and scale. A sense of order and harmony will be sought by discouraging awkward contrasts of scale, form, material and style.

- The exterior building design should be consistent on all elevations with regard to architectural form and materials. It should achieve harmony and continuity within itself and its surroundings.
- Monotony of design in single or multiple building projects should be avoided. Variation of detail, form, and siting can be used to provide visual interest. Also differences in wall plane, roof line, materials and color may be used to prevent a monotonous appearance.
- Auxiliary structures should be architecturally consistent with the primary structures on the site in the use of color, material and detailing, if not form.
- Building materials and colors should be chosen not only for their effect on the design, but for compatibility within the block or neighborhood. Exterior colors should complement rather than contrast negatively with other buildings in the vicinity or the natural setting.
- Shadow patterns created by architectural elements such as overhangs, trellises, projections, and awnings should help contribute to the character of a building, and as an aid in climate control.

4. Streetscape

This functional plan proposes a classification system for the various Parole road corridors relative to their function and visual characteristics. The purpose of the classification system is not to depict an engineering level of detail, but to reflect in a general way the character of the roadway as proposed via this Plan. The primary intent of the typical sections accompanying the classification map is to depict in a graphic way the relationship between the roadway, abutting uses, buildings, the pedestrian sidewalk system, landscaping, etc. in order to enhance vehicular and pedestrian movement throughout the Growth Management Area, add definition to the circulation pattern, and aid in achieving a sense of place in the various sub-areas.

A strong streetscaping program is one of the key first steps in beginning a new Parole. Few activities have as large a physical impact as the simple addition of disciplined ranks of trees along a disordered roadway. They provide scale, shade, contrast, and the price is moderate. Along with sidewalks and the walls formed by buildings, a program of streetscaping can bring order, identity, and a softer edge to the experience of Parole.

This functional plan should remain a constant reference point for development and every opportunity, small and large, should be seized to bring it to fruition.

The roadways are categorized on the accompanying drawing and briefly discussed in the following comments. The elements addressed in each category include function, landscaping, building setbacks, and pedestrian features.

o Local Service Road or Loop -

A public or private, two or more lane roadway serving a local access or distribution function; lined with street trees for definition; accommodates pedestrian flow when providing a direct link between various uses served by the roadway; buildings generally well set back from the roadway with intervening parking facilities.

o Urban Grid Street -

A public, 2- to 4-lane roadway with on-street parking; active pedestrian frontage with buildings separated from roadway by at least a 10' wide sidewalk; street trees lining the roadway with some specialty planting areas, lighting and other pedestrian features; service and major parking areas located in the rear of the buildings.

o Urban Blvd -

A 4-lane divided roadway serving a sub-regional function; lined with street trees and specialty planting; sidewalks along both sides of the roadway, but separated by a grass strip; no on-street parking; turn lanes provided at controlled intersections; abutting properties intensely developed with moderately active frontage; buildings with moderate setback from the road right-of-way and well landscaped.

o Buffered Urban Arterial (West St)-

Four plus vehicular lanes serving an interregional function; no on-street parking; buffered from active pedestrian frontage by planting beds and street trees; buildings separated from roadway by planting bed and sidewalk; parking and service located to the rear of the buildings.

o Park Collector -

A 2- to 4-lane roadway serving a local collector function for light industrial or office development; abutting properties generally developed at low FAR and with at-grade parking; planting emphasis on industrial sites forming a park-type setting; parking usually located between buildings and roadway with ample setbacks; sidewalks well insulated from roadway with intervening grass strip planted with street trees.

o Suburban Boulevard -

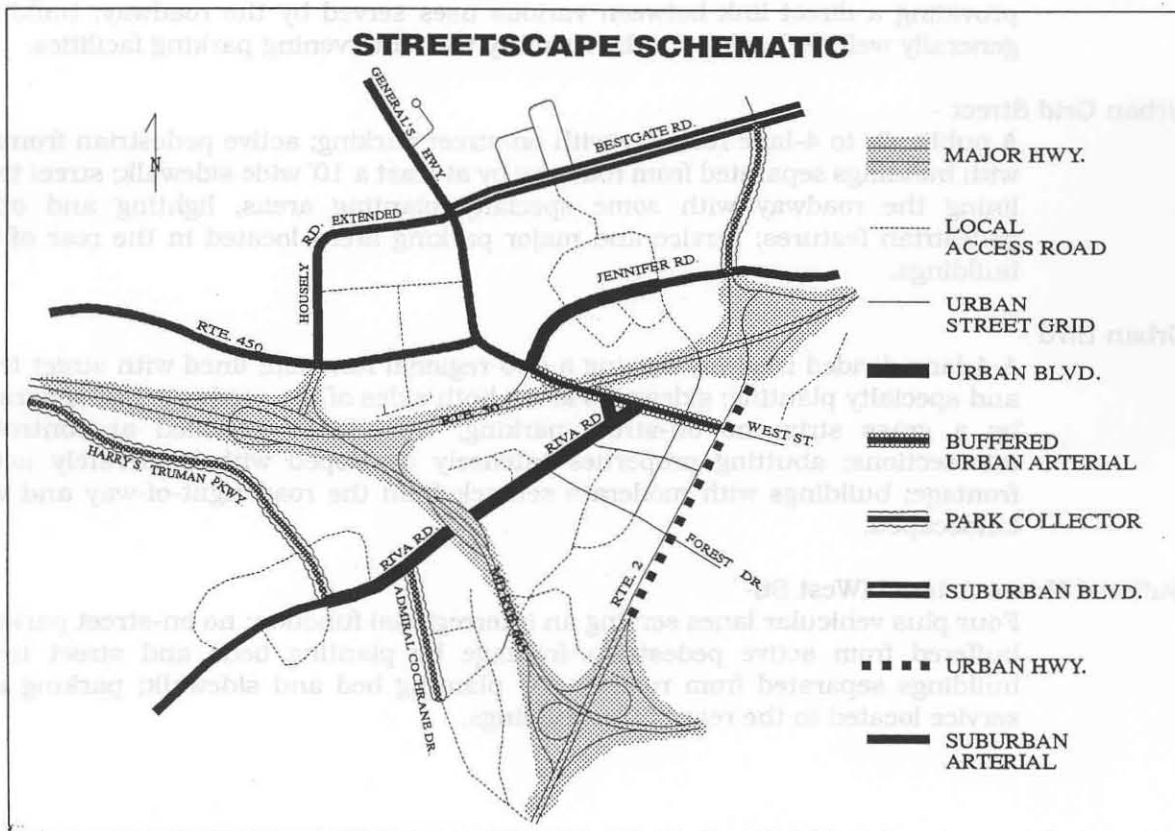
A 4-lane divided roadway serving a sub-regional function; no on-street parking; well-landscaped right-of-way, median, and abutting properties; abutting properties developed at a relatively low FAR and at-grade parking; building generally well setback from the roadway; sidewalk along both sides of roadway with street trees planted between roadbed and the sidewalk.

o Suburban Arterial-

A 2- to 4-lane roadway serving an interregional or sub-regional function while providing access to abutting properties of a suburban character; roadway lined with street trees separating roadbed from the sidewalk; buildings of low FAR well setback from roadbed with intervening parking screened in accordance with Code.

o Urban Highway (MD Route 2) -

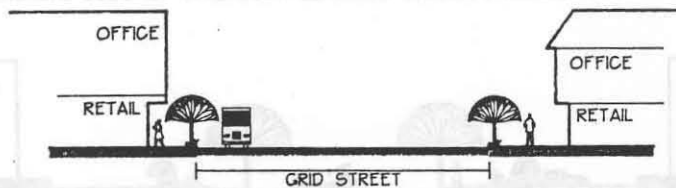
Four plus lanes, limited access highway with at-grade and grade separated intersections; roadway fenced and landscape with low maintenance highway planting; major buffers established between buildings and roadway; pedestrian access restricted except at controlled or grade separated crossings.





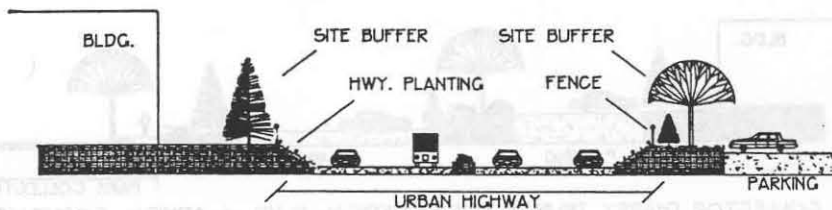
LOCAL SERVICE ROAD OR LOOP

TWO OR MORE LANE ROADWAY SERVING A LOCAL ACCESS OR DISTRIBUTION FUNCTION; GENERALLY LANDSCAPED IN A MANNER CONSISTANT WITH THE COMPLEX SERVED; CAN BE A PUBLIC OR PRIVATE ROADWAY.



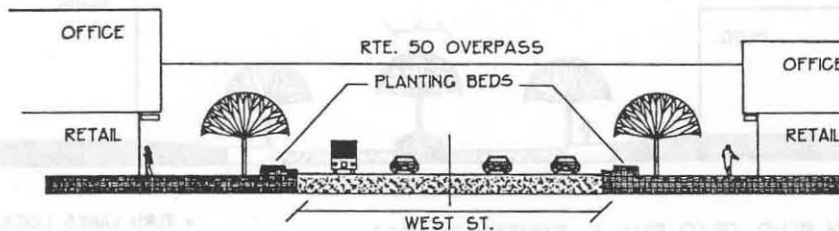
URBAN GRID STREET [OLD PAROLE]

TWO - FOUR LANES WITH ON STREET PARKING; ACTIVE PEDESTRIAN FRONTAGE; SERVICE + PRIMARY PARKING LOCATED IN THE REAR; LINED WITH STREET TREES + SPECIAL PAVING.



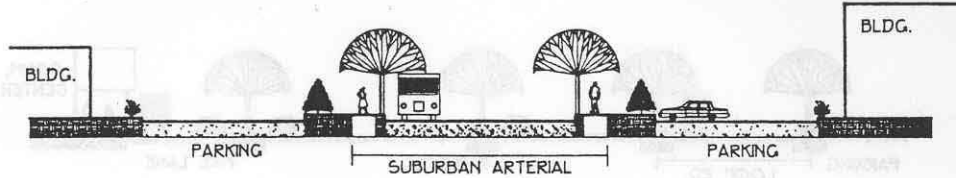
URBAN HIGHWAY [MD. RTE. 23]

FOUR PLUS LANES; LIMITED ACCESS HIGHWAY WITH AT GRADE + GRADE SEPARATED INTERSECTIONS; LOW MAINTENANCE HWY. PLANTING; ABUTTING USE BUFFERED FROM HIGHWAY; PEDESTRIAN RESTRICTED EXCEPT AT CONTROLLED CROSSINGS.



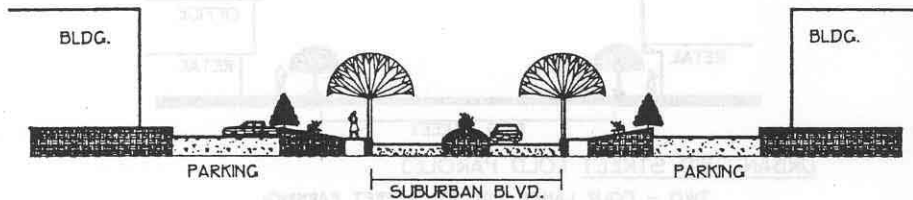
BUFFERED URBAN ARTERIAL [WEST ST.]

FOUR PLUS VEHICULAR LANES BUFFERED FROM ACTIVE PEDESTRIAN FRONTAGE BY RAISED PLANTING BED + TREES.



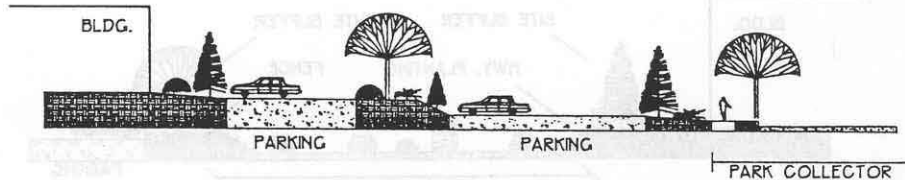
SUBURBAN ARTERIAL [GENERAL'S HWY.; RTE. 450; P/O JENNIFER RD. + HOUSLEY RD. EXTENDED]

TWO - FOUR LANE ROADWAY SERVING INTERREGIONAL FUNCTION WHILE PROVIDING ACCESS TO ABUTTING PROPERTIES OF A SUBURBAN CHARACTER; SIDEWALKS ISOLATED FROM ROADBED; STREET TREES LINING ROADWAY; PARKING SCREENED ACCORDING TO CODE STANDARDS.



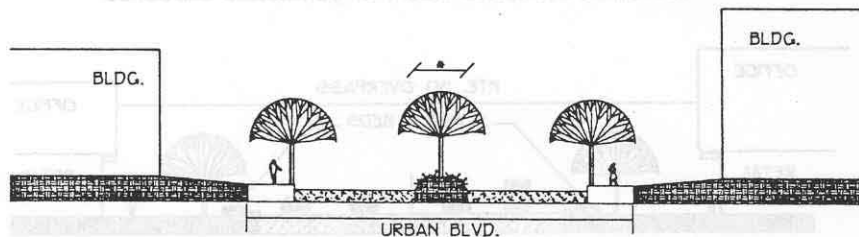
SUBURBAN BLVD. [NEW BESGATE ROAD + P/O RIVA RD.]

FOUR LANE DIVIDED ROADWAY; WELL LANDSCAPED; SIDEWALKS ALONG BOTH SIDES; ABUTTING PROPERTIES CONTAIN AT GRADE PARKING WITH RELATIVELY LOW F.A.R.



PARK COLLECTOR [HARRY TRUMAN PKWY.; MEDICAL BLVD. + ADMIRAL COCHRANE DR.]

TWO - FOUR LANE ROADWAY SERVING LIGHT INDUSTRIAL OR OFFICE DEVELOPMENT; ABUTTING DEVELOPMENT SERVED BY ATGRADE PARKING; BUILDINGS AT A RELATIVELY LOW F.A.R.; PLANTING EMPHASIS ON INDIVIDUAL SITE FORMING PARK-TYPE SETTING; SIDEWALKS WELL ISOLATED FROM ROADWAY.



URBAN BLVD. [P/O RIVA + JENNIFER ROADS]

FOUR LANE DIVIDED ROADWAY; WELL LANDSCAPED; CONTROLLED INTERSECTIONS; SIDEWALKS ALONG BOTH SIDES; ABUTTING PROPERTIES INTENSELY DEVELOPED WITH ACTIVE FRONTAGE.

• TURN LANES LOCATED AT CONTROLLED INTERSECTIONS

DEVELOPMENT CONSIDERATIONS

Building and Parking Orientation

Buildings in the Urban Core should be strongly oriented to the street frontage. This orientation, while not as strong in the outlying sub-areas, should downplay parking in the "front yard". Corner buildings should orient to both street frontages but angled corners to create corner plazas are not precluded. Building street frontages shall be visibly active; blank walls and loading areas should not be oriented toward the street. At-grade parking between the street and building is strongly discouraged. If done, the expanse of parking is to be minimized and well screened. On larger commercial sites such as shopping centers, orientation of the building toward the street is desirable. Such siting with disciplined landscaping reinforces and strengthens the streetscape and helps to break up large expanses of parking.

Street Furniture/Amenities

Outdoor furniture and amenities such as lighting fixtures, free-standing signs, raised planters, benches, trash receptacles, bus stop shelters, phone booths, fencing, etc. shall be integral elements of the streetscape and shall reflect and enhance the building architecture and landscape design. Such elements shall be shown on all site plans and landscape plans. Exterior vending machines are discouraged, however they may be enclosed within a special architectural feature.

Signs

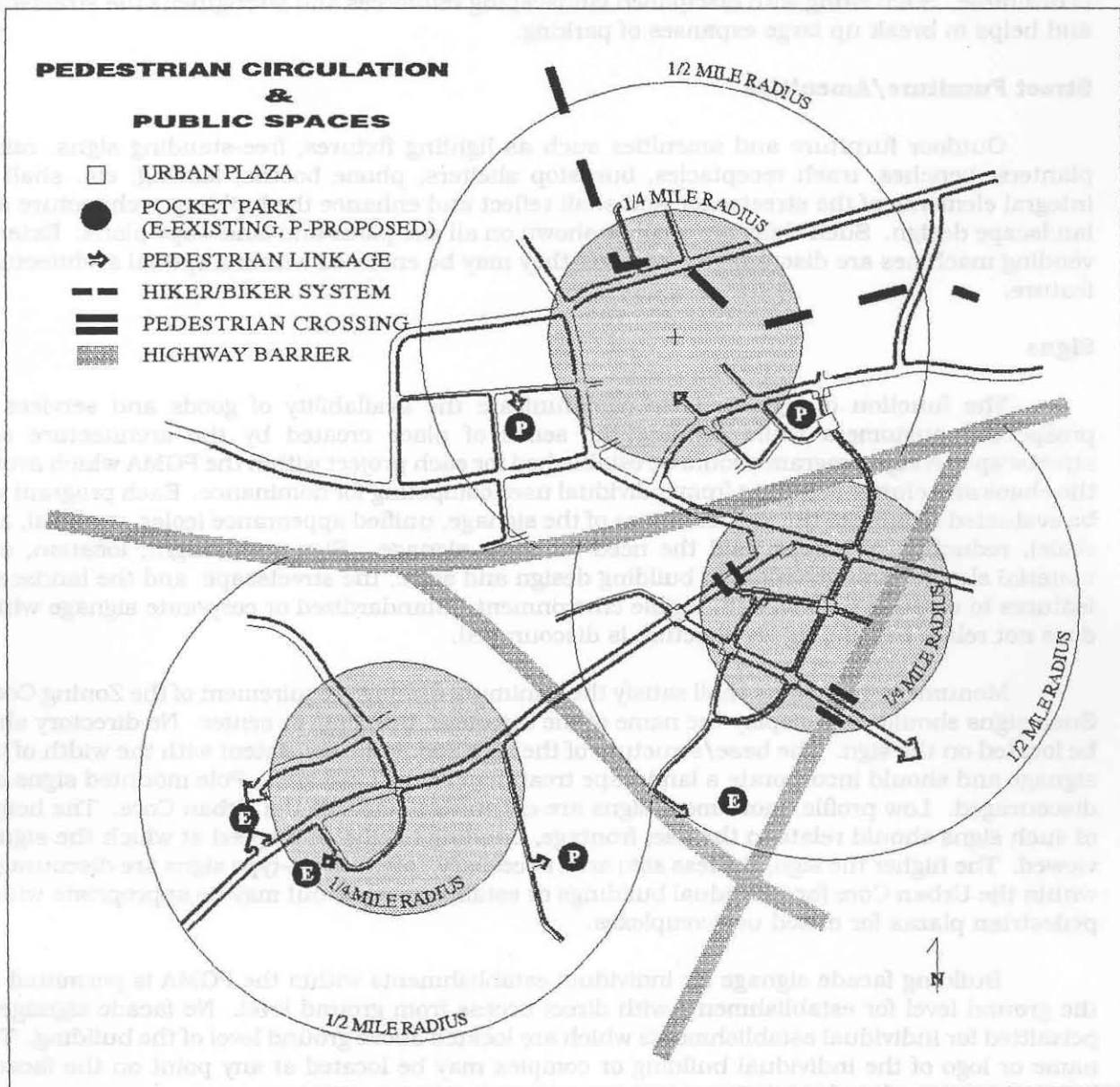
The function of signage is to communicate the availability of goods and services to prospective customers while defining the sense of place created by the architecture and streetscape. A sign program should be established for each project within the PGMA which avoids the chaos and clutter resulting from individual uses competing for dominance. Each program will be evaluated relative to the attractiveness of the signage, unified appearance (color, material, and scale), reduction of clutter, and the need for such signage. Sign size, height, location, and material should strongly relate to building design and scale, the streetscape, and the landscape features to create a coordinated, legible environment. Standardized or corporate signage which does not relate to building architecture is discouraged.

Monument-type signs shall satisfy the minimum frontage requirement of the Zoning Code. Such signs should only display the name of the business, building, or center. No directory shall be located on the sign. The base/structure of the sign should be consistent with the width of the signage and should incorporate a landscape treatment of the base area. Pole mounted signs are discouraged. Low profile, monument signs are encouraged outside the Urban Core. The height of such signs should relate to the use, frontage, building height, and speed at which the sign is viewed. The higher the sign, the less sign area necessary. Monument-type signs are discouraged within the Urban Core for individual buildings or establishments, but may be appropriate within pedestrian plazas for mixed use complexes.

Building facade signage for individual establishments within the PGMA is permitted on the ground level for establishments with direct access from ground level. No facade signage is permitted for individual establishments which are located above ground level of the building. The name or logo of the individual building or complex may be located at any point on the facade, below the point of roof contact.

**PEDESTRIAN CIRCULATION
&
PUBLIC SPACES**

- URBAN PLAZA
- POCKET PARK
(E-EXISTING, P-PROPOSED)
- ↔ PEDESTRIAN LINKAGE
- HIKER/BIKER SYSTEM
- ≡ PEDESTRIAN CROSSING
- ▨ HIGHWAY BARRIER



5. Pedestrians and Public Spaces

One of the primary objectives of this study is to influence the total automobile orientation of the area by providing small, walkable pedestrian systems within each sub-area and linking each sub-area in such a way as to permit one to traverse all of Parole on foot if desired.

The Plan proposes the provision of the following to make Parole more pedestrian-friendly.

1. Pedestrian Walking Distances

It is roughly 2 miles from one end of the PGMA to the other. While it is not expected that masses of pedestrians will walk that distance, it is expected that the roughly 1/4 mile span of most sub-areas would result in a significant increase in pedestrian movement. This increase relies on the establishment of pedestrian-friendly walkway and path systems with controlled or grade separated crossings of major roadways. For example, a major impediment to traversing Parole in the past has been the lack of walkways under Route 50. With the new bridge complete, it is now possible to walk safely under Route 50. The increased span allows introduction of natural light and some separation should be provided between the sidewalks and the roadbed for pedestrian safety and comfort.

2. Pedestrian Linkages

The pedestrian system should be provided at two levels.

a) Links between sub-areas: Pedestrian links along major roadways - Riva Road, Truman Parkway, Forest Drive, West Street, Route 450, Jennifer Road, New Bestgate Road, General's Highway, and the proposed Holly Road extended. For the most part, sidewalks and paths are to be separated from the roadway with planting strips containing street trees and other planting. West Street is a special situation in which the sidewalk is to be separated from the roadbed by means of a raised planting bed containing street trees and special planting.

b) Links within sub-areas: Pedestrian links within sub-areas should follow local roadways both public and private. It is not as critical for the sidewalks to be separated from the roadbed, but on-street parking is recommended whenever possible to provide a barrier between the pedestrians and moving traffic. The redevelopment of Old Parole is expected to generate the highest level of pedestrian flow. The plan recommends that its buildings orient toward the street and sidewalk system with parking in the rear. Retail uses are recommended at ground level with upper stories containing office and residential uses resulting in a streetscape of hard, active frontage very urban in nature.

3. Pedestrian Barriers

The overall pedestrian system is affected by three major highway barriers: Route 50, MD Route 665 and Route 2. Each can now handle limited pedestrian crossing at underpasses or controlled intersections. For the most part, the scheme to handle pedestrian flow is to improve upon these limited points of crossing by enhancing the movement and not to increase the number of crossing points on existing streets.

4. Pedestrian Crossings

Two major pedestrian crossings are recommended, with possible grade separation, one over Route 2 allowing access to the Core and a second at Riva Road between West Street and Forest Drive enhancing the linkages between Parole, the City of Annapolis, and between north and south Parole. At key intersections, special pavement texture and signage may be used to mark pedestrian crossings, instead of conventional striping.

5. Urban Courts/Plazas

Activity areas are depicted on the Pedestrian and Public Spaces Plan. These areas are to be pedestrian-oriented gathering points. In Central Parole, these points are to occur at intersections and in mid-block public courts.

6. Pocket Parks

The plan proposes "pocket parks" in each major area. Such areas are to contain special planting, public seating, and, perhaps, lighting, art and sculpture, or fountains. A few of these pedestrian spaces have been identified in existing projects such as Heritage Office Park, between buildings, and at Riva 400 and Harbour Center related to attractive stormwater management ponds. There are opportunities to create pocket parks in other employment centers, and serving retail areas in the vicinity of Annapolis Mall and Parole Plaza. Such facilities are proposed throughout the Growth Management Area, including the Housley Subarea and Northern Core, as well as in Central Parole subareas and the Riva/Admiral Cochrane Drive Subarea.

Hiker/Biker Trail and Recreational Paths

The plan proposes a hiker/biker trail behind Annapolis Mall, down the stream valley toward Admiral Drive crossing under Route 50 and following a smaller valley east of Hudson Street to link with the railroad right-of-way in the City of Annapolis. The northern end of this trail should ultimately link up to the B&A Trail, providing a complete hiker/biker connection between the City of Annapolis and North County. One other recreational path is proposed. It is located within the stream valley bisecting the Riva North/Government Park Sub-area.

DEVELOPMENT CONSIDERATIONS

Safety and Access

Safe and convenient pedestrian walkways and pathways that are part of a well conceived public environment should establish the basic connection framework within residential areas and between residential and commercial centers and between employment centers and supporting commercial uses.

Development proposed for the Parole Growth Management Area should create a high quality pedestrian-oriented environment, encouraging independence from the automobile by:

- Providing pedestrian systems and street crossings that encourage more trips on foot;
- Linking and extending planned or existing pedestrian pathways;

- Enhancing the sidewalk environment by means of appropriate materials, landscaping, lighting, graphics, street furniture, and layout.

Clearly defined and delineated access should be provided from the public sidewalk and/or bus stops to the primary building entrance. Larger projects should provide distinct pedestrian circulation, and people mover systems where feasible, through parking areas.

A pleasant, convenient pedestrian walk that coordinates through adjacent properties should be provided between any high concentration of uses.

Usability - Quality of Experience

A public space system should be provided within a large-scale commercial or mixed use development to offer a sense of place. The design of individual buildings as well as the public spaces should create an enjoyable environment for those who will be working, shopping, gathering, or living in the proposed development. All projects, however, will be analyzed for the degree to which they:

- Contain attractive and accessible places and spaces that accommodate and encourage a wide variety of public activities;
- Integrate the architectural forms and the open spaces around them to enhance the quality of the pedestrian environment, including such factors as sunlight, weather protection, noise, landscaping, street furniture, and artistic embellishments;
- Encourage pedestrian activity by providing shopping or entertainment opportunities along pedestrian ways, including the retention or relocation of existing retail uses.

1. Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other enclosed spaces.

2. The scale, size and shape of the public spaces, the circulation patterns, and the sequence of spatial experiences in these spaces should be sensitively designed to create a desirable environment for various activities.

3. The design of public spaces should consider the provision of sitting areas, landscaping, access to the sun, and protection from the wind, and the spaces should be readily accessible to potential users.

4. Building massing, height and orientation should be articulated to permit a generous amount of sunlight in the public space during hours of peak use.

5. Building frontage at the ground or street levels should offer interest and variety to the pedestrian through the use of glass, windows, openings, special pavings, and streetscape.

6. In zones permitting retail uses, such uses at the street level should be considered to encourage pedestrian activities.

C. Design Concepts for the Sub-areas

The Functional Plans described above reflect the overall planning concept for Parole. However for more detailed planning, the Growth Management Area has been broken down into eleven subareas. These were aggregated into three major areas, or "communities," as described in the Development Program Summary and Section III.A above. They are designated North Parole, Central Parole, and Riva, each containing between two and five subareas.

The eleven subareas are generally distinct geographical or functional areas, defined by principal land use or physical separation by major roads or topography. Listed below are the various subareas, grouped by major planning area, and shown on the overall PGMA map for reference.

North Parole

Bestgate Road
Housley Road
Route 450 South
Mall/ Annapolis Plaza
Jennifer Road/ Hospital

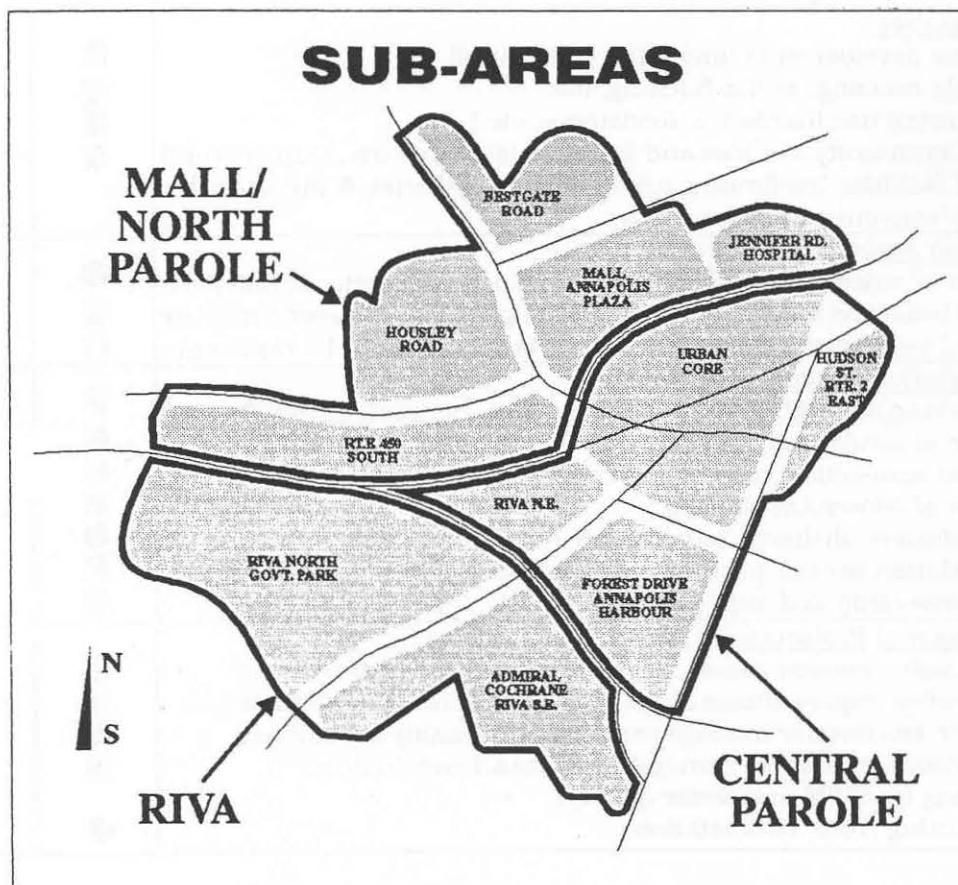
Central Parole

Urban Core*
Riva Road N.E.
Forest Dr./Annap.Harbour
Hudson Street/Route2 East

Riva

Riva North/ Gov't Park
Adm.Cochrane Dr./Riva SE

*Incl. area between Jennifer Rd. & Rte.50



Role of the Incentive Program

Land use and development in the Parole Town Center Growth Management Area is governed by current zoning regulations, as well as provisions of Bill 51-90, which addresses density, height, green area requirements, pedestrian circulation and special environmental concerns. In addition, an Incentive Program has been established "to achieve a mixture of desirable land uses, quality design, and public amenities that create a sense of a unified community and an enhanced quality of life in the Parole area." Relief may be granted by the Dept. of Planning and Code Enforcement for increased floor area ratio, height, and reduced green area if a proposed project would provide sufficient public benefit through exceptional site design, architectural features and streetscape improvements, as well as environmental sensitivity and enhancement of open space. Mixed use projects may also be considered through the Incentive Program, which would allow more flexibility in land use than permitted under current zoning.

In relation to the Design Development Criteria for each of the planning sub-areas, eligible proffers under the Incentive Program have been considered. Below are listed examples of special amenities or enhancements, which may be appropriate to the various sub-areas to qualify as tradeoffs for benefits related to the Incentive Program.

ELIGIBLE PROFFERS for the INCENTIVE PROGRAM	NORTH PAROLE	CENTRAL PAROLE	RIVA AREA
<u>Building Amenities</u>			
Innovative design for gateway features	●	●	●
Public art, special architectural treatment, sculpture, water features	●	●	
Urban spaces, ground floor retail & arcades, street furniture		●	
Landmark building or features		●	●
<u>Use Amenities</u>			
Mixed use developments (including residential)	●	●	●
Affordable housing, senior housing, etc.	●		
Desired retail use (hardware, foodstores, etc.)	●	●	
Public/Community services and facilities (activity ctrs., farmers'mkt)	●	●	
Cultural facilities (performing arts, cinemas, galleries & museums)		●	
Auxiliary convenience commercial			●
<u>Pedestrian Amenities</u>			
Provision of sidewalks, widening & thru-block connections, bikepath	●	●	●
Special landscape treatment, pedestrian lighting and street furniture	●	●	●
Sheltered walkways (canopies), multiple entrances, public restrooms	●	●	●
<u>Transportation Improvements</u>			
Joint parking arrangements, interconnection between sites (off-street)	●	●	
Provision of structured parking	●	●	
Loop road connection, major road construction, dedication of R.O.W.	●	●	●
Provision of commuter parking	●	●	●
Transit station, sheltered bus stops & related facilities	●	●	●
Transit station access, provision of transit shuttle service	●	●	●
TMA membership and support	●	●	●
<u>Environmental Protection</u>			
Wetland enhancement measures, restoration and mitigation	●	●	
Stream valley improvements, conservation easements or dedication	●	●	●
Innovative stormwater management & water quality techniques	●	●	●
Sub-regional stormwater management/ multi-use facilities	●	●	●
Retrofitting for SWM and water quality	●	●	
Transplanting trees, reforestation	●	●	●

CENTRAL PAROLE

1. Urban Core

CONCEPT

The Urban Core comprises the heart of Parole lying south of Route 50, the Restaurant Park area north of the highway, and the vacant property owned by Anne Arundel Health Care Systems, Inc. (AAHCS) between Jennifer Road and Rte. 50. At present, the West Street underpass is the only vehicular connection between the old Parole area and the Mall development to the north. Pedestrian linkages are extremely limited and unattractive. The Parole Plaza Shopping Center typifies the older suburban retail character of the area and highlights the competition problem among the retail establishments of old Parole and their younger competitors to the north and south.

The Restaurant Park complex, while not more than 10 years old, is essentially underdeveloped with a mixture of freestanding restaurant structures and at-grade parking. To reinforce the Route 50 underpass for pedestrian flow, the intensity of development at Restaurant Park should increase over time to provide a strong walking destination.

The land owned by the AAHCS, comprising about 30 acres between Jennifer Road South and Rt. 50, is also considered part of the Urban Core and recommended for mixed use. Unlike old Parole, this area is undeveloped and future development should relate to the mixed use patterns proposed for old Parole.

The area north of Rt. 50 is already predominantly developed with retail and could benefit from an increase in office, hotel, or related uses. The plan calls for an internal road system linking the retail, hotel and Restaurant Park area to the AAHCS property south of Jennifer Road for vehicular and pedestrian circulation. The suggested alignment would limit and control crossing points to the Mall/Annapolis Plaza sub-area. There is potential for linking the northern core to the southern core in a direct manner with construction of an overpass extending Holly Avenue. The plan also recommends the preservation of the existing wetlands in their natural state with maintenance of a wooded buffer oriented to the Route 2/Route 50 interchange.

The major deficiencies of the core area are:

- the lack of pedestrian circulation
- the lack of cohesive identity and sense of place
- traffic congestion, primarily on West Street and Riva Road
- the lack of a strong mix of interactive uses
- overabundance of at-grade parking and impervious surface

The concept plan for the core area proposes the reinforcement of the West Street/Route 50 underpass and the addition of a Holly Avenue overpass as the primary linkages between north and south Parole. Both links must function for vehicular and pedestrian flow. An Intermodal Transfer Center is proposed for the core in the vicinity of West Street and Holly Avenue. This facility would provide a transfer point for the users of various modes of transportation which could

include mass transit, shuttle bus, automobiles and people movers. In conjunction with parking structures, this facility could provide parking for visitors to the City of Annapolis who could utilize a dedicated shuttle or people mover system to the historic city's downtown. Lastly, this facility could also serve as a visitor's center whereby people could park, walk and shop in Parole and then shuttle into Annapolis to tour. It would be especially useful in peak visitor situations such as the boat shows and Navy football games. The plan proposes a change in old Parole from suburban to urban character with a grid street pattern, active building frontages, walkable streets, and a mix of uses sufficient to create a vibrant community.

The proposed grid street pattern contains new north-south and east-west movements. The new east-west movement connects Route 2 at Sommerville Road with Riva Road just south of the cemetery. The primary north-south movement connects Holly Avenue with Forest Drive at the entrance to Forest Plaza. A secondary north-south movement will connect the east-west movement and Forest Drive at the intersection of the service drive behind the Festival at Riva.

Buildings, rather than parking, are generally to be oriented toward abutting grid streets, creating an active, urban-type frontage. Major parking is to be located in structures within the block, while relatively small surface lots may be provided with effective screening between buildings or to the rear wherever possible. Limited at-grade parking is also proposed along the streets.

Buildings within each block are to be multi-story, ranging generally from two to six floors, with a maximum height of 8 stories. Through the Incentive Program up to 12 stories are permitted with key sites designated for higher "Landmark" structures. Lower floors would contain retail or service uses with the upper floors dedicated to office and residential uses. Multi-story retailing establishments are encouraged to help accommodate the rapidly expanding retail market. The majority of the ground floor shops are expected to be boutiques, restaurants, and other small retail/service establishments. Larger businesses may also be accommodated, but should be compatible within the pedestrian-oriented Town Center Core area.

A strong residential element is critical to the success of the Urban Core as a living day/night community. To facilitate residential development, it is recommended that within the core in mixed-use projects, the residential component is not counted in the project's FAR. In addition, it is recommended that the FAR be increased to 2.0 in the Core.

The streetscape is to be of an urban character with on-street parking, street trees, street lighting, controlled pedestrian street crossings, benches, bus stops, etc. Public and private courts and plazas shall open to the street right-of-way and serve as urban parks. Such areas are to be well planted and contain special paving for pedestrian circulation. Sidewalks along the streets shall be at least 15' wide to handle pedestrian flow. Formal and informal pedestrian spaces are to contain benches, kiosks, fountains, and public art.

Special features necessary to accommodate a full range of pedestrian circulation in this sub-area are:

- pedestrian crossings on Route 2 in the vicinity of Forest Drive and Riva Road near the cemetery. The crossings could be in the form of overpasses incorporated into major parking structures abutting the roadways.
- vehicular barriers and noise buffers could take the form of raised planting beds or heavily landscaped berms located along the West Street and Rt. 2 portion of the Core.

- the establishment of structural barriers, special lighting, and architectural treatment of the West Street/Route 50 underpass to better accommodate pedestrian flow.

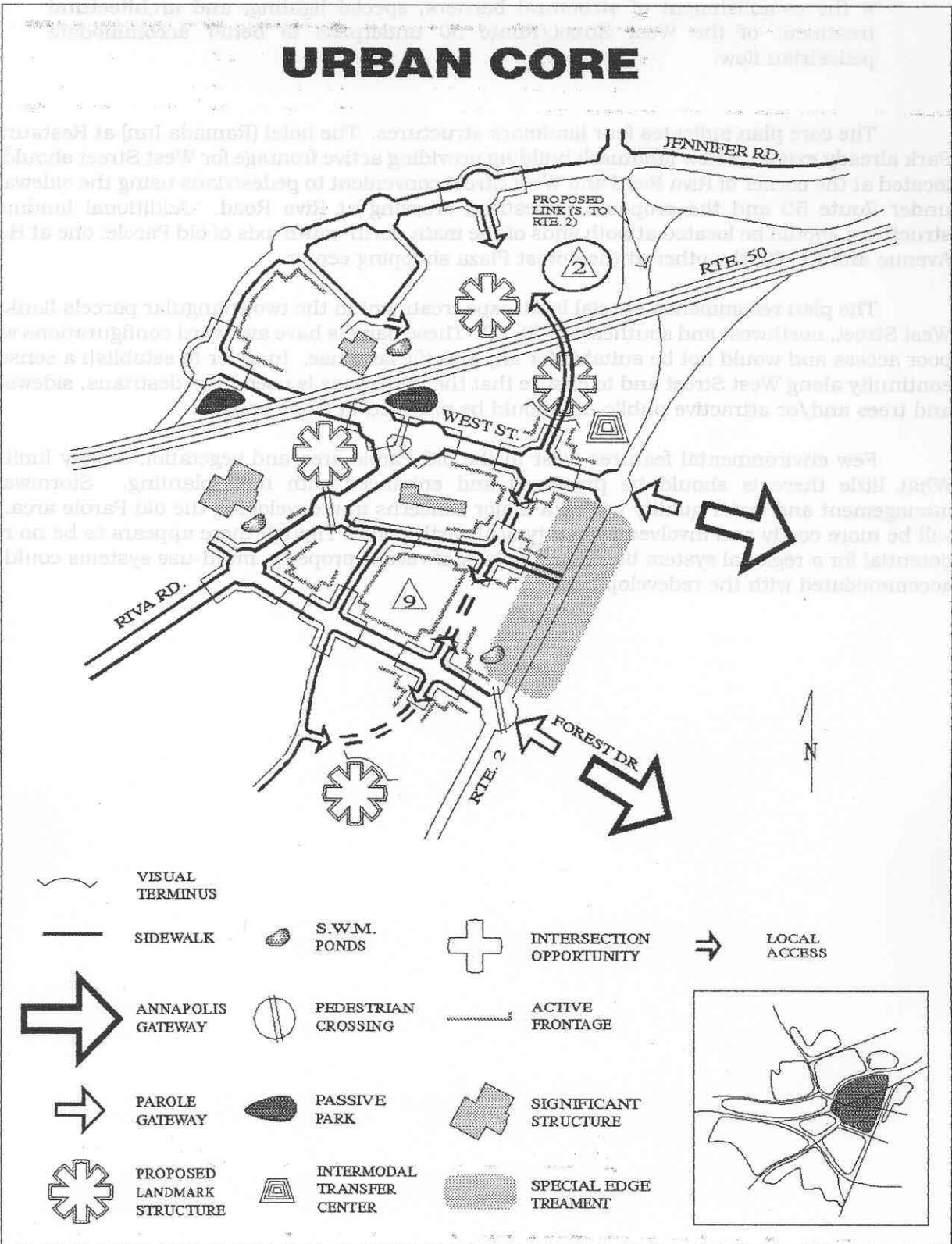
The core plan indicates four landmark structures. The hotel (Ramada Inn) at Restaurant Park already exists. A new landmark building providing active frontage for West Street should be located at the corner of Riva Road and West Street convenient to pedestrians using the sidewalks under Route 50 and the proposed pedestrian crossing at Riva Road. Additional landmark structures should be located at both ends of the main north-south axis of old Parole: one at Holly Avenue and Rt. 50, the other at the Forest Plaza shopping center.

The plan recommends special landscape treatment in the two triangular parcels flanking West Street, northwest and southeast of Rt. 50. These parcels have awkward configurations with poor access and would not be suitable for any specific land use. In order to establish a sense of continuity along West Street and to ensure that the underpass is used by pedestrians, sidewalks and trees and/or attractive public art should be provided in these parcels.

Few environmental features exist in the old Parole area and vegetation is very limited. What little there is should be preserved and enhanced with infill planting. Stormwater management and water quality will be a major concerns in redeveloping the old Parole area. It will be more costly and involved than a typical earth pond. Though there appears to be no real potential for a regional system based on the lack of vacant property, multi-use systems could be accommodated with the redevelopment.



URBAN CORE



URBAN CORE - CoreDESIGN DEVELOPMENT GUIDELINES

- FAR**
- 0.8 Max/Project; 1.2 Max/Project with incentives*
 - 2.0 Max/Project FAR for mixed use and redevelopment with incentives*
 - Mixed use residential component in conjunction with office use not subject to FAR standard; stand-alone residential not subject to FAR standard.
- COVERAGE**
- 85% Maximum for Building and parking*
 - 87.5% Max/Project with incentives*
 - 90% Max. for mixed use and redevelopment projects with incentives*
- HEIGHT**
- 8 Story Max. without incentives; 12 Story with incentives*
 - 16 Story as landmark structure* (20 acre minimum area required)
- SETBACK**
- No setbacks required from interior roadways within Core except as necessary to accommodate adequate sidewalk system.
- STREETSCAPE/
LANDSCAPING**
- West Street to receive special landscape treatment containing street trees 40' o.c. along with a planting bed buffering and protecting pedestrian movement from vehicular traffic.
 - Interior Urban grid streetscape to contain street trees planted 40' o.c.
 - Pedestrian features, benches, lighting, special paving in a consistent manner. Mid-block courts and intersection areas to also contain street furniture, sculpture, special planting beds and other pedestrian features. Riva Road should be buffered from the sidewalks with some additional planting.
 - Route 2 should be heavily screened with a mix of deciduous and evergreen trees in a cluster fashion with breaks or random intervals.
- SPECIAL
FEATURES**
- Intermodal Transfer Center should be provided in the vicinity of Holly Ave. & West St.
 - Landmark features are to be provided at north end of Holly Ave. and at the corner of West St. and Riva Rd. These may involve larger buildings, special treatment or use.
 - Intersections, specified pocket parks and mid-block courts are to contain special planting, paving and street furniture.
- PARKING/
CIRCULATION**
- Any development or redevelopment project is encouraged to handle required parking for the increment of FAR above 0.4 with at least 75% of the additional demand in garage structure(s). Sufficient parking should be provided at-grade to accommodate short-term needs for commercial uses and office visitors.
 - Parking structure(s) are to be provided in conjunction with Intermodal Transfer Center.
 - To facilitate development of the grid street pattern as envisioned in the Concept Plan, each project should provide for integral street construction and/or reserve easements or alignments for future phases.
 - Parking spaces should wherever possible be provided to the side or rear of structures, away from the street.
 - Mixed use residential component required to provide only 50% of the normal parking requirement (as a "secondary generator" under Sec. 7-106(d) of Zoning Ordinance)*
 - Parking for retail uses (except for restaurants) in excess of 5.0 cars/1000 sq.ft. of gross building area shall be accommodated in garage structure(s), or subject to review under the Incentive Program.
- ENVIRONMENTAL
PROTECTION**
- Tree preservation shall be in accordance with applicable State and local regulations.
 - Preserve the wetlands north and south of the Route 50 right-of-way.
 - Development shall set back 25-75' from the limit of the wetlands, depending on quality.*
 - 50' setback from steep slopes of greater than 25% and 15% where soils K-factor of greater than .35

* required or permitted under current regulations (incl. Bill 51-90 as amended)

2. Riva Road N.E.

CONCEPT

The Riva Road N.E. sub-area comprises a mix of commercial use including auto sales, office, transient lodging, and retail under its C4 and TC zoning. The character of the area is of a suburban commercial nature with buildings ranging from one to six stories in height. All access is from Riva Road. The properties are all developed with the exception of landlocked parcel of State property located at the interchange of Route 50 and MD Route 665.

The major deficiencies of the Riva N.E. sub-area are:

- traffic congestion which is exacerbated by the number of individual ingress and egress movements
- the lack of adequately controlled pedestrian crossing points
- the lack of access for the undeveloped State property
- the lack of development unity and random building pattern

In establishing the concept for this sub-area, it was felt that most of the existing uses would remain viable and productive during the life span of this plan with only minor deviation from the existing uses and some minor intensification of use.

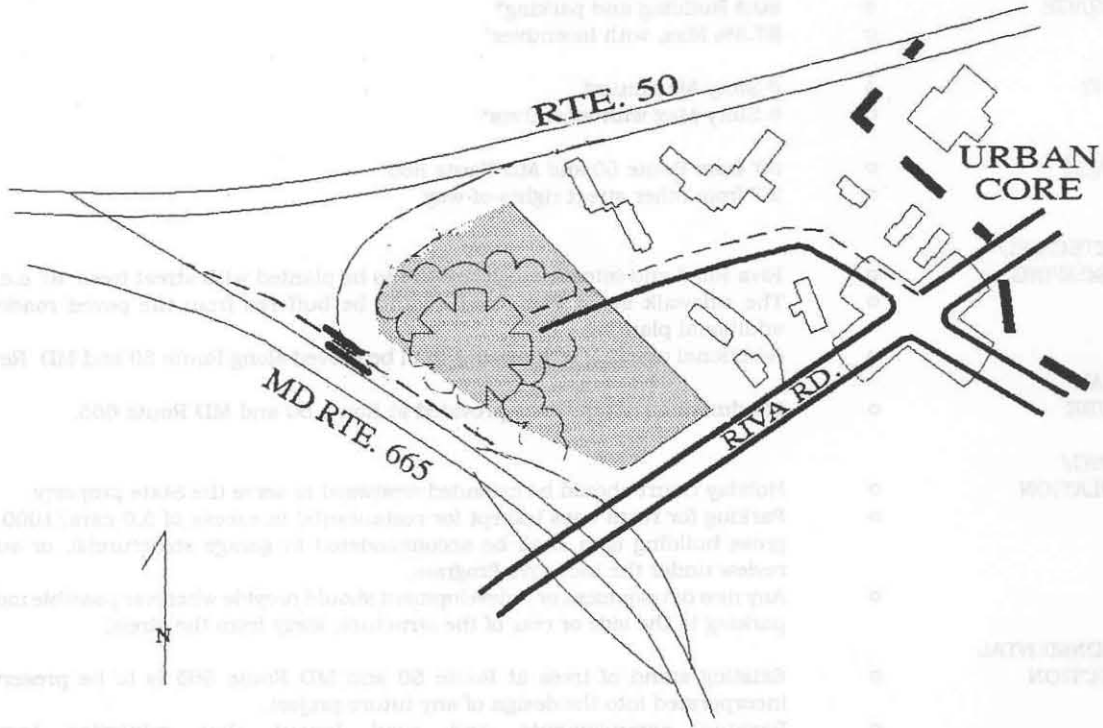
The only exceptions to the stable nature of this sub-area would be the potential redevelopment of the auto dealership on the southwest and the development of the State property. The auto dealership will more than likely be overtaken by land values and eventually be redeveloped. It was felt that the land value would increase to such an extent that it would not be economically feasible to continue to use the lot for the display and storage of automobiles. The State property, if access can be gained, could well be utilized in conjunction with the auto lot when such redevelopment does occur. To this end, the plan calls for the reclassification of these two properties to Town Center from Periphery and the change from C4 to TC. In addition, the plan calls for a landmark structure to be located at the corner of the two major highways, Route 50 and MD Route 665.

The plan's solution to the access problem calls for an extension of Holiday Court southward to serve the State property. Not only would this solve the current access problem, but it would enable all intervening properties to exit this sub-area at a controlled intersection. This could be accomplished by the construction of a public roadway or by private easements.

Though a sidewalk already exists along Riva Road, other streetscape improvements are necessary. Street trees, benches, and controlled pedestrian crossings are necessary to enhance and encourage pedestrian flow. As a transition to the park development on the south and the urban core to the north, any future development or redevelopment of this sub-area should orient the buildings towards Riva Road with parking in the rear to further enhance pedestrian movement.



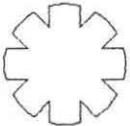

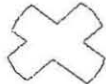

There are no significant environmental features in this sub-area. A small stand of trees exists on the State site. Most of the vegetation is to be preserved, buffering any use of the property from MD Route 665 and framing the proposed landmark structure.

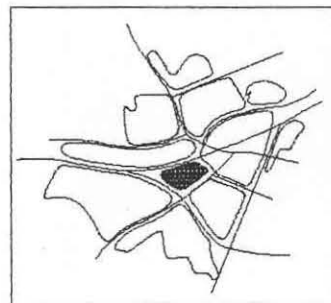
RIVA ROAD N.E.



**EXISTING C-4
RECOMMENDED
FOR T.C. USE
& INCLUDE IN
"CENTER" AREA
OF PGMA**

REVISED SEPT.1994 AS PER BILL 73-94

- | | | | |
|---|---------------------------------|---|------------------------------|
|  | SIDEWALK |  | PROPOSED OVERPASS |
|  | PROPOSED LANDMARK |  | EXISTING WOODLANDS |
|  | INTERSECTION OPPORTUNITY |  | PROPOSED ROAD OPTIONS |

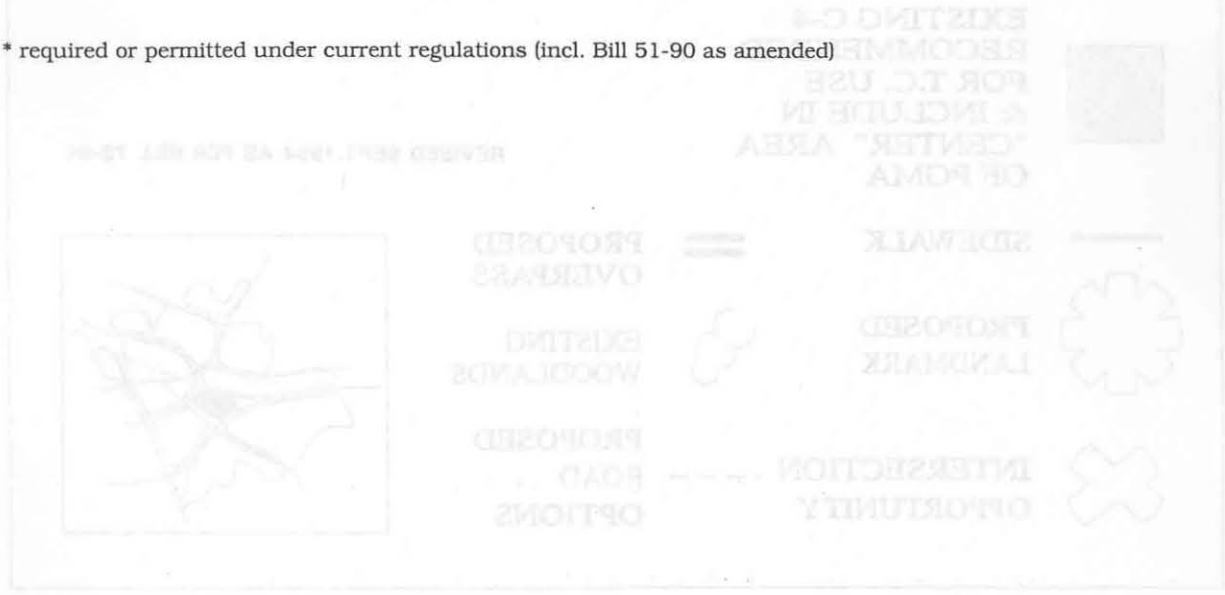


RIVA ROAD N.E. - Center

DESIGN DEVELOPMENT GUIDELINES

- FAR
 - o 0.6 Max/Project*
 - o 0.75 Max/Project with incentives*
- COVERAGE
 - o 80% Building and parking*
 - o 87.5% Max. with incentives*
- HEIGHT
 - o 6 Story Maximum*
 - o 8 Story Max with incentives*
- SETBACK
 - o 60' from Route 50 and MD Route 665*
 - o 20' from other street rights-of-way
- STREETSCAPE/
LANDSCAPING
 - o Riva Road and interior roadways are to be planted with street trees 40' o.c.
 - o The sidewalk along Riva Road should be buffered from the paved roadway with additional planting.
 - o Additional planting or buffering shall be provided along Route 50 and MD Route 665.
- SPECIAL
FEATURE
 - o Landmark structure to be provided at Route 50 and MD Route 665.
- PARKING/
CIRCULATION
 - o Holiday Court should be extended westward to serve the State property.
 - o Parking for retail uses (except for restaurants) in excess of 5.0 cars/1000 sq.ft. of gross building area shall be accommodated in garage structure(s), or subject to review under the Incentive Program.
 - o Any new development or redevelopment should provide wherever possible most of the parking to the side or rear of the structure, away from the street.
- ENVIRONMENTAL
PROTECTION
 - o Existing stand of trees at Route 50 and MD Route 665 is to be preserved and incorporated into the design of any future project.
 - o Parking arrangements and road layout that minimize impervious surface on the site are encouraged.

* required or permitted under current regulations (incl. Bill 51-90 as amended)



3. Forest Drive/Annapolis Harbour Center

CONCEPT

The Forest Drive/Annapolis Harbour sub-area is fundamentally suburban retail in character. Two recently constructed shopping centers, Festival at Riva and Annapolis Harbour, dominate the area and are unlikely to change significantly during the span of this plan. An older shopping center in the northeast corner of this sub-area, Forest Plaza, is somewhat outdated and underutilized. In the southwest corner of the sub-area is one of the few residential developments in Parole, West Woods. Abutting West Woods next to MD Route 665 is a five acre vacant parcel. The area is zoned TC in its entirety. A stream valley encompassing a floodplain runs west to east bisecting the area in north and south segments. The dominant stands of tree cover lie within this stream valley. The major deficiencies of this sub-area are:

- the lack of a pedestrian and vehicular circulation system linking the various retail centers
- traffic congestion coupled with conflicting traffic movement along Riva Road at Hearne Road and a heavily congested diamond interchange at Riva Road and MD Route 665
- lack of a strong mix of uses with office being the most deficient

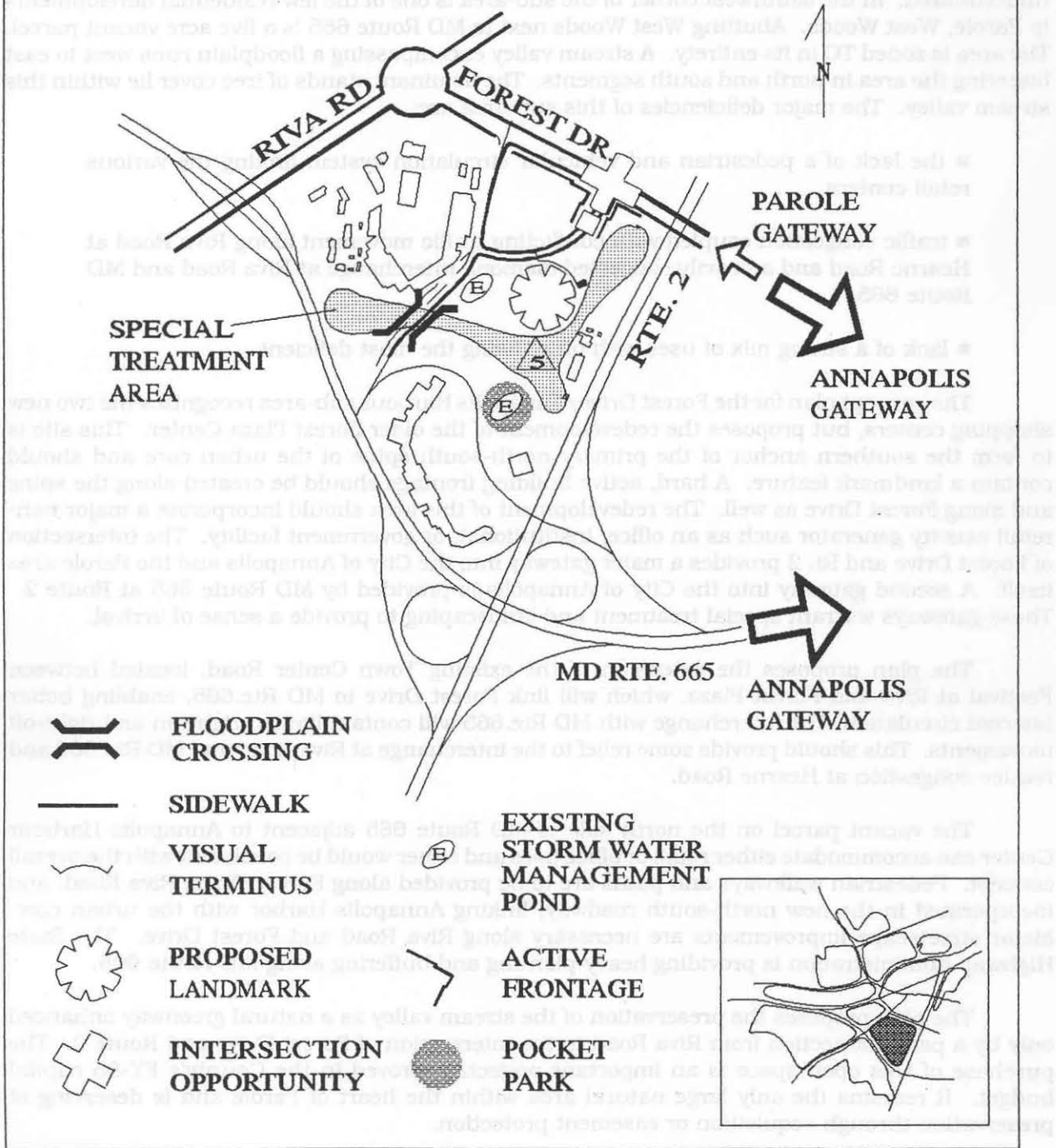
The concept plan for the Forest Drive/Annapolis Harbour sub-area recognizes the two new shopping centers, but proposes the redevelopment of the older Forest Plaza Center. This site is to form the southern anchor of the primary north-south spine of the urban core and should contain a landmark feature. A hard, active building frontage should be created along the spine and along Forest Drive as well. The redevelopment of this area should incorporate a major non-retail activity generator such as an office, institutional, or government facility. The intersection of Forest Drive and Rt. 2 provides a major gateway into the City of Annapolis and the Parole area itself. A second gateway into the City of Annapolis is provided by MD Route 665 at Route 2. These gateways warrant special treatment and landscaping to provide a sense of arrival.

The plan proposes the extension of the existing Town Center Road, located between Festival at Riva and Forest Plaza, which will link Forest Drive to MD Rte.665, enabling better internal circulation. The interchange with MD Rte.665 will contain limited right-on and right-off movements. This should provide some relief to the interchange at Riva Road and MD Rte.665 and reduce congestion at Hearne Road.

The vacant parcel on the north side of MD Route 665 adjacent to Annapolis Harbour Center can accommodate either retail or office uses and either would be consistent with the overall concept. Pedestrian walkways and paths are to be provided along Forest Drive, Riva Road, and incorporated in the new north-south roadway, linking Annapolis Harbor with the urban core. Major streetscape improvements are necessary along Riva Road and Forest Drive. The State Highway Administration is providing heavy planting and buffering along MD Route 665.

The plan proposes the preservation of the stream valley as a natural greenway enhanced only by a path connection from Riva Road to the intersection of Forest Drive and Route 2. The purchase of this open space is an important project, approved in the County's FY-95 capital budget. It remains the only large natural area within the heart of Parole and is deserving of preservation through acquisition or easement protection.

FOREST DR. - ANNAPOLIS HARBOUR



FLOODPLAIN CROSSING

SIDEWALK

VISUAL TERMINUS

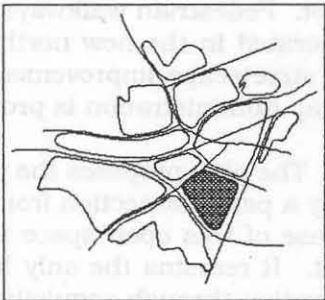
PROPOSED LANDMARK

INTERSECTION OPPORTUNITY

EXISTING STORM WATER MANAGEMENT POND

ACTIVE FRONTAGE

POCKET PARK



FOREST/ANNAPOLIS HARBOUR - Center**DESIGN DEVELOPMENT GUIDELINES**

FAR	<ul style="list-style-type: none"> ○ 0.6 Max/Project without incentives* ○ 0.75 Max/Project with incentives*
COVERAGE	<ul style="list-style-type: none"> ○ 80% Building and parking* ○ 87.5% Max with incentives*
HEIGHT	<ul style="list-style-type: none"> ○ 6 stories maximum* ○ 8 story maximum with incentives*
SETBACK	<ul style="list-style-type: none"> ○ 20' minimum from Forest Drive & Riva Rd. ○ 60' minimum from MD Route 665 & Route 2*
STREETSCAPE/ LANDSCAPING	<ul style="list-style-type: none"> ○ The streetscape along Forest Drive should be supplemented with street trees planted 40' o.c. Sidewalks shall be provided along all public roadways. ○ The streetscape should include street furniture and pedestrian lighting, sidewalks and lighting. ○ Heavy planting along MD Route 665 is necessary to act as a buffer. ○ Provide pedestrian connections between the three retail centers and stream valley open space. ○ The roadway proposed connecting Forest Drive and MD Route 665 should be well landscaped with appropriate pedestrian features.
SPECIAL FEATURES	<ul style="list-style-type: none"> ○ Special gateway features at MD Route 665 and Forest Drive entrances into Annapolis. ○ Special gateway features at Forest Drive entrance into Parole. ○ Enhance stream valley open space as a focal point for adjacent uses. Any redevelopment should have a double orientation towards the Urban Core and the stream valley open space. ○ Any development or major redevelopment of a complex should establish a pocket park with special planting as a gathering place for employees and customers.
PARKING/ CIRCULATION	<ul style="list-style-type: none"> ○ Parking for retail uses (except for restaurants) in excess of 5.0 cars/1000 sq.ft. of gross building area shall be accommodated in garage structure(s), or subject to review under the Incentive Program. ○ New development and redevelopment projects should provide interconnecting roadways which would allow interior movements without exiting onto main roads. ○ Access points should be minimized on the major roadways with shared access easements.
ENVIRONMENTAL PROTECTION	<ul style="list-style-type: none"> ○ The stream valley bisecting this sub-area shall be preserved as a greenway system ○ 50' setback from steep slopes of greater than 25% or 15% slopes with K-factor greater than .35 ○ Tree preservation shall be in accordance with State and local regulations. ○ Building layout and parking arrangements are encouraged to minimize impervious surface on the site.

* required or permitted under current regulations (incl. Bill 51-90 as amended)

4. Hudson Street/Route 2 East

CONCEPT

The Hudson Street/Route 2 East sub-area is dominated by light industrial uses. The County zoning breakdown consists of TC, C4, W2 and W3, and the zoning in the City of Annapolis portion is B3. A portion of the sub-area abutting the City of Annapolis has been included in the City's Outer West Street Sector Study, and would be considered under the program for a Business Enhancement Corridor for that area.

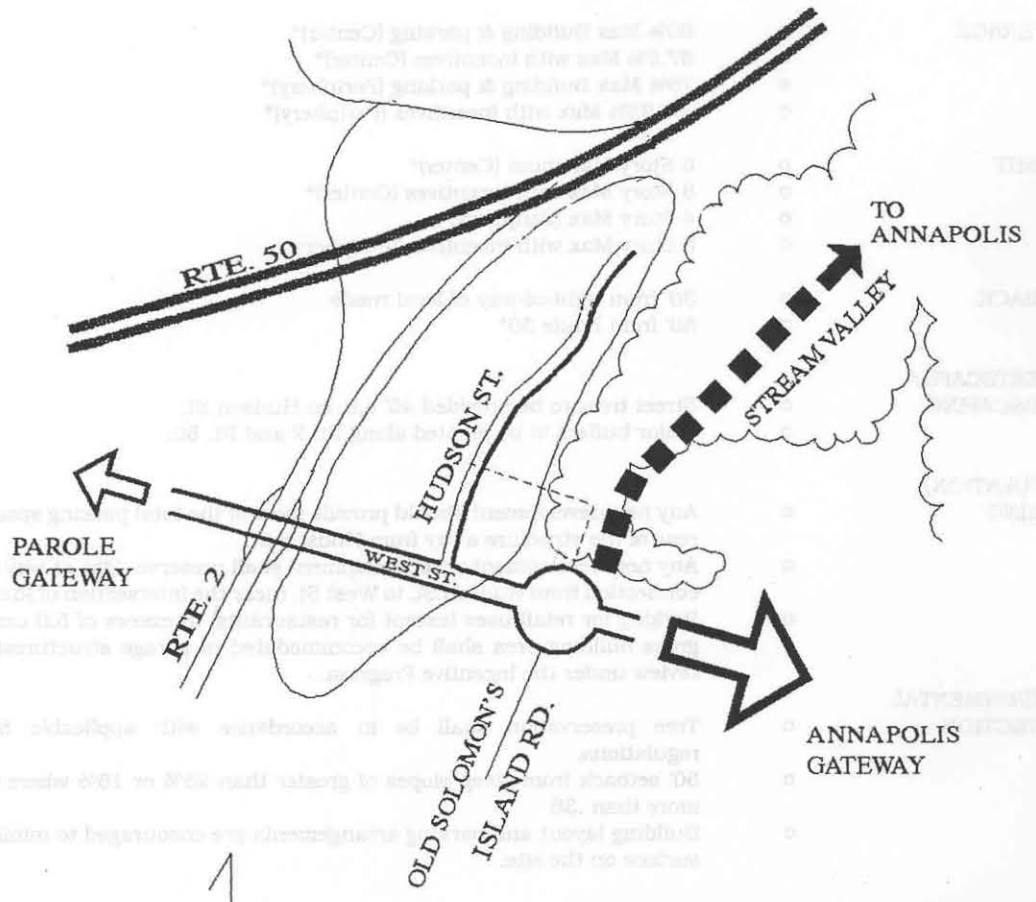
The major deficiencies of this sub-area are:

- o Inadequate buffer along Rt. 50
- o Lack of signalized access leading to traffic back-up on West Street
- o Lack of recognition and treatment of principal gateway into and from the City of Annapolis

The Concept Plan for this sub-area proposes the infill and upgrading of existing uses, and the provision of an effective buffer along Rt. 50 to enhance the approach to Parole and Annapolis. Special landmark treatment including signage, decorative lighting, public art sculpture should be provided on West Street to establish a sense of arrival into historic City of Annapolis and from the east, into Parole. Curb cuts along West Street should be minimized with cross easements. A proposed grade-separated intersection at Route 2 and West Street has been deleted from the SHA construction program for at least several years. The project would have extended Old Solomons Island Road across West St. to connect with Hudson St. north of its present entrance, effectively shifting access to Hudson Street eastward, away from the new interchange.

The Parole Growth Management Area has been extended eastward to include the C4 property that abuts Rt. 50 and ends at Admiral Drive. Since this property is an integral part of the Parole Gateway, modifications and redevelopment should be reviewed in the context of the Parole Plan.

HUDSON ST. - RTE. 2 EAST



PAROLE
GATEWAY

TO
ANNAPOLIS

STREAM VALLEY

HUDSON ST.

WEST ST.

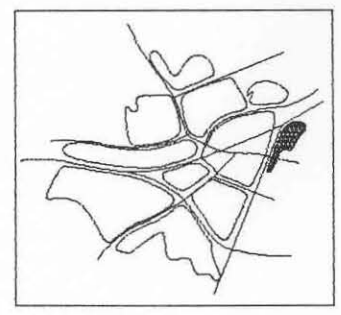
OLD SOLOMON'S
ISLAND RD.

ANNAPOLIS
GATEWAY



REVISED SEPT. 1994 AS PER BILL 73-94

- ■ HIKER/
BIKER PATH
- PROPOSED
ROADWAY
- ~~~~~ WOODLANDS
- SIDEWALK



HUDSON ST/ROUTE 2 EAST - Center/PeripheryDESIGN DEVELOPMENT GUIDELINES

FAR	<ul style="list-style-type: none"> ○ 0.6 Maximum (Center)* ○ 0.75 Max. with incentives (Center)* ○ 0.4 Max. (Periphery)* ○ 0.5 Max. with incentives (Periphery)*
COVERAGE	<ul style="list-style-type: none"> ○ 80% Max Building & parking (Center)* ○ 87.5% Max with incentives (Center)* ○ 75% Max Building & parking (Periphery)* ○ 81.25% Max with incentives (Periphery)*
HEIGHT	<ul style="list-style-type: none"> ○ 6 Story Maximum (Center)* ○ 8 Story Max with incentives (Center)* ○ 4 Story Max (Periphery)* ○ 6 Story Max with incentives (Periphery)*
SETBACK	<ul style="list-style-type: none"> ○ 30' from right-of-way of local roads ○ 60' from Route 50*
STREETSCAPE/ LANDSCAPING	<ul style="list-style-type: none"> ○ Street trees to be provided 40' o.c. on Hudson St. ○ Major buffers to be planted along Rt. 2 and Rt. 50.
CIRCULATION/ PARKING	<ul style="list-style-type: none"> ○ Any new development should provide most of the total parking spaces to the side or rear of the structure away from Hudson St. ○ Any new development or redevelopment shall preserve right-of-way for the proposed connection from Hudson St. to West St. (near the intersection of Rte. 2 and West St.) ○ Parking for retail uses (except for restaurants) in excess of 5.0 cars/1000 sq.ft. of gross building area shall be accommodated in garage structures(s) or subject to review under the Incentive Program.
ENVIRONMENTAL PROTECTION	<ul style="list-style-type: none"> ○ Tree preservation shall be in accordance with applicable State and local regulations. ○ 50' setback from steep slopes of greater than 25% or 15% where soils K-factor is more than .35 ○ Building layout and parking arrangements are encouraged to minimize impervious surface on the site.

* required or permitted under current regulations (incl. Bill 51-90 as amended)



NORTH PAROLE

5. Mall/Annapolis Plaza

CONCEPT

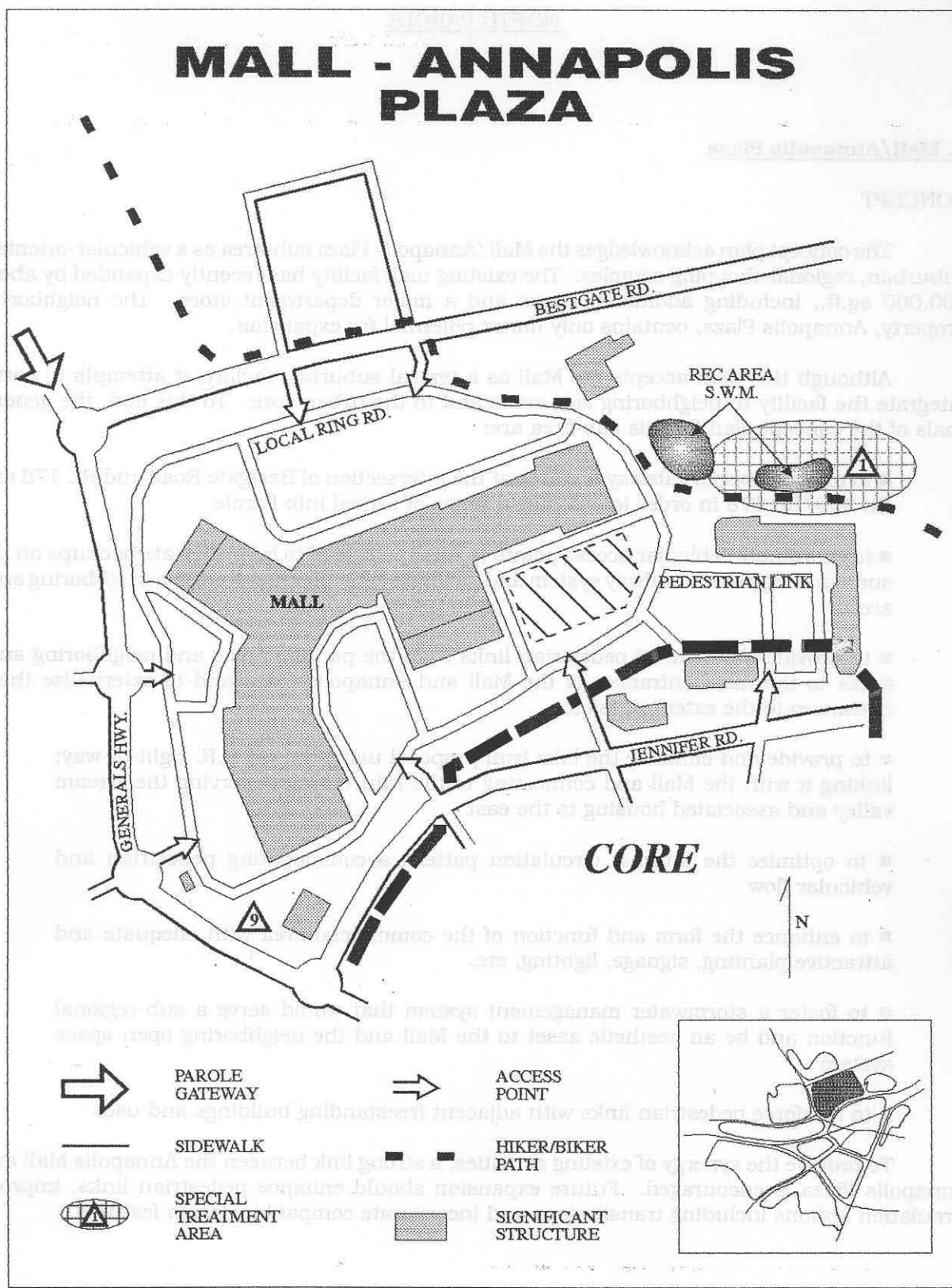
The concept plan acknowledges the Mall/Annapolis Plaza sub-area as a vehicular-oriented, suburban, regional shopping complex. The existing mall facility has recently expanded by about 300,000 sq.ft., including additional shops and a major department store. The neighboring property, Annapolis Plaza, contains only minor potential for expansion.

Although this plan accepts the Mall as a typical suburban facility, it attempts to better integrate the facility to neighboring sub-areas and to the urban core. To this end, the general goals of the concept plan for this sub-area are:

- to provide special gateway features at the intersection of Bestgate Road and Rt. 178 and Rt. 450/Rt. 178 in order to enhance a sense of arrival into Parole
- to coordinate vehicular access points to Annapolis Mall to help alleviate backups on the surrounding public roadway system and facilitate vehicular flow from the neighboring sub-areas
- to provide well-defined pedestrian links from the parking areas and neighboring sub-areas to the main entrances of the Mall and Annapolis Plaza and to externalize these entrances to the extent possible
- to provide and enhance the bike trail proposal using the old R.R. right-of-way; linking it with the Mall and connecting to the future system serving the stream valley and associated housing to the east
- to optimize the internal circulation pattern accommodating pedestrian and vehicular flow
- to enhance the form and function of the commercial area with adequate and attractive planting, signage, lighting, etc.
- to foster a stormwater management system that would serve a sub-regional function and be an aesthetic asset to the Mall and the neighboring open space system
- to reinforce pedestrian links with adjacent freestanding buildings and uses

To provide the synergy of existing activities, a strong link between the Annapolis Mall and Annapolis Plaza is encouraged. Future expansion should enhance pedestrian links, improve circulation options including transit stops and incorporate compatible design features.

MALL - ANNAPOLIS PLAZA



PAROLE GATEWAY



ACCESS POINT



SIDEWALK



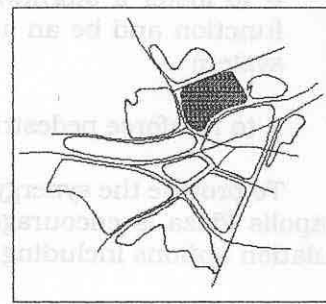
HIKER/BIKER PATH



SPECIAL TREATMENT AREA



SIGNIFICANT STRUCTURE



MALL/ANNAPOLIS PLAZA¹ - Core/CenterDESIGN DEVELOPMENT GUIDELINES

- | | |
|-----------------------------|--|
| FAR | <ul style="list-style-type: none"> ○ 0.8 Max/Project (Core)* ○ 1.2 Max/Project with incentives (Core)* ○ 2.0 Maximum for mixed use or redevelopment projects (Core)* ○ 0.6 Max/Project (Center)* ○ 0.75 Max/Project with incentives (Center)* |
| COVERAGE | <ul style="list-style-type: none"> ○ 80% Max Building and parking (Center)* ○ 87.5% Max with incentives (Center)* ○ 85% Maximum (Core)* ○ 87.5% Maximum with incentives (Core)* ○ 90% Max with incentives for mixed use or redevelopment projects (Core)* |
| HEIGHT | <ul style="list-style-type: none"> ○ 6 Story Max (Center)* ○ 8 Story Max with incentives (Center)* ○ 8 Story Max (in Core)* ○ 12 Story Max with incentives (Core)* ○ 16 Story for landmark structure in Core (20 acre minimum area required)* |
| SETBACK | <ul style="list-style-type: none"> ○ 20' from street rights-of-way for buildings and parking ○ 60' building setback from Bestgate Road* |
| STREETSCAPE/
LANDSCAPING | <ul style="list-style-type: none"> ○ Peripheral roadways should be well landscaped with street trees 40'o.c. where possible, with additional planting between parking lots and street. ○ Monumental entrances with special landscape treatment should be provided. ○ The internal ring road to be provided with consistent landscape treatment for definition. |
| SPECIAL
FEATURES | <ul style="list-style-type: none"> ○ Gateway entrance into Parole at Rt. 178/Bestgate Road and Rt. 450/Rt. 178 intersections should exhibit special features, i.e. enhanced landscaping, signage, public art, fountains and lighting to indicate a sense of arrival into Parole. |
| CIRCULATION/
PARKING | <ul style="list-style-type: none"> ○ Mall entrances should be aligned with existing and proposed roadways and access points in the periphery. ○ Pedestrian access should be provided at controlled intersections as part of the monumental entrance design. ○ Bike trail to be provided linking old railroad right-of-way with Mall, stream valley and housing to the east. ○ Bus pick-up and discharge spaces to be provided. ○ Pedestrian link shall be provided between the Mall and Annapolis Plaza. ○ Parking for retail uses (except for restaurants) in excess of 5.0 cars/1000 sq.ft. of gross building area shall be accommodated in garage structure(s), or subject to review under the Incentive Program. |
| ENVIRONMENTAL
PROTECTION | <ul style="list-style-type: none"> ○ Bike trail should maintain a 25 ft. buffer to the top of 25% slopes along the wooded area. Ample building setback must be also be provided. ○ Building layout and parking arrangements are encouraged to minimize impervious surface on the site. |

* required or permitted under current regulations (incl. Bill 51-90 as amended)

¹* All existing building improvements and those proposed with the Mall expansion are located in the Center.

6. Jennifer Road/Hospital

CONCEPT

The Jennifer Road sub-area lies east of the Mall, is zoned C2, Commercial Office District, and is largely vacant. The only development is institutional in nature containing medical offices and clinic operations.

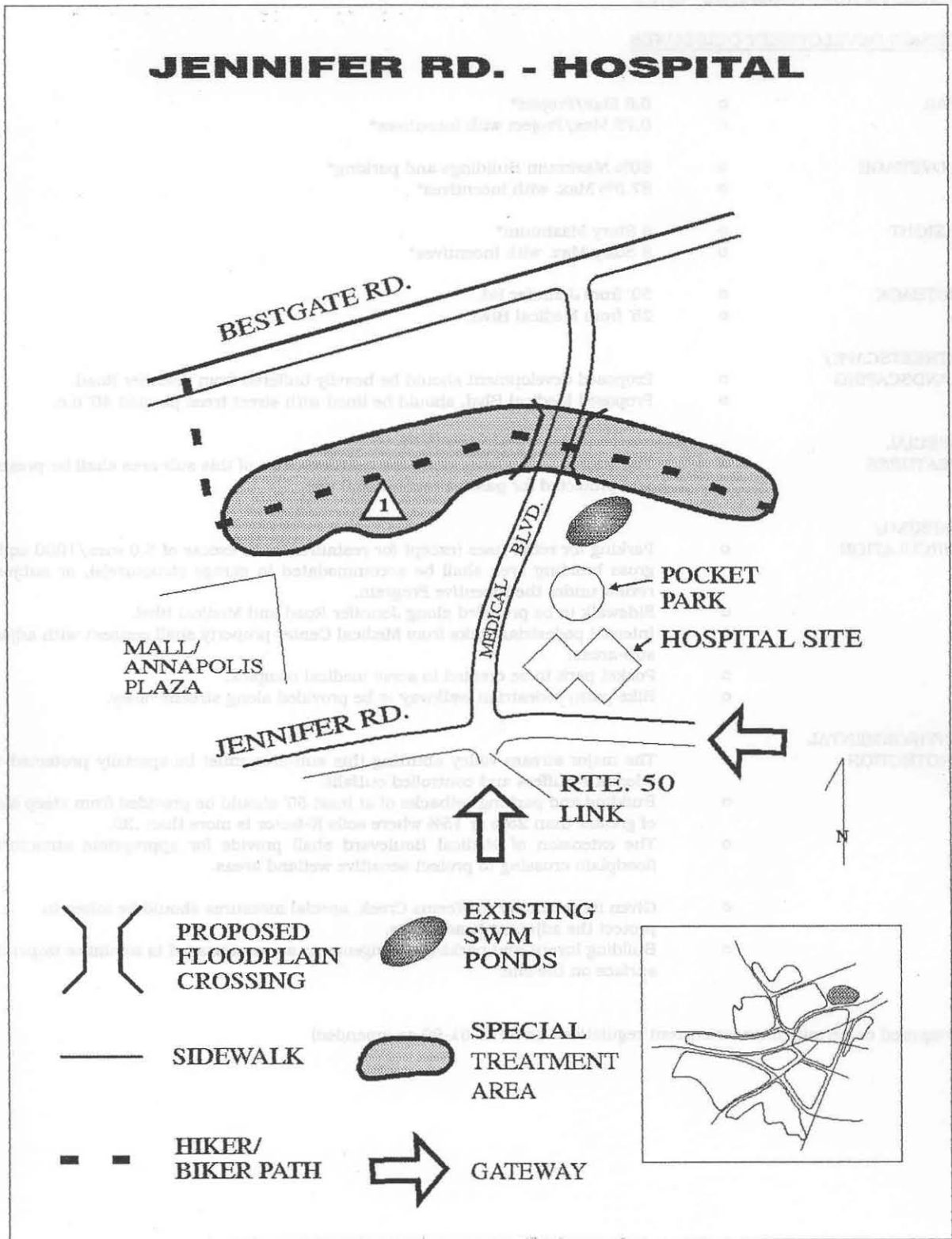
There is little that could be termed deficient in a largely vacant sub-area. The major objectives for future development are:

- to improve upon the linkage of this sub-area to Annapolis Mall and the Urban Core
- to coordinate vehicular and pedestrian circulation patterns with neighboring sub-areas
- to provide a vehicular connection from Jennifer Road to Bestgate Road
- to promote a mix of uses in any future development of the sub-area

The concept for this sub-area proposes no significant alteration to that permitted under the current zoning. The plan suggests the infusion of some multi-family housing for the elderly. Such housing is to take advantage of the natural features, the neighboring health-oriented facilities, and shopping. The extension of Medical Boulevard to Bestgate Road will require a floodplain crossing with bridge structure or culverts to preserve the head waters of Cowhide Creek, while allowing pedestrian and bicycle access along the stream valley where feasible. In addition, sidewalks are proposed along both sides of Medical Boulevard. The plan proposes a reclassification of this area from Periphery to Center to be compatible with adjacent uses and long range medical park planning.

* All existing building improvements and those proposed with this plan expansion are located in the Center.

JENNIFER RD. - HOSPITAL



MALL/
ANNAPOLIS
PLAZA

POCKET
PARK

HOSPITAL SITE

RTE. 50
LINK

PROPOSED
FLOODPLAIN
CROSSING

EXISTING
SWM
PONDS

SIDEWALK

SPECIAL
TREATMENT
AREA

HIKER/
BIKER PATH

GATEWAY

JENNIFER ROAD/HOSPITAL - Center

DESIGN DEVELOPMENT GUIDELINES

- FAR
 - o 0.6 Max/Project*
 - o 0.75 Max/Project with incentives*

- COVERAGE
 - o 80% Maximum Buildings and parking*
 - o 87.5% Max. with incentives*

- HEIGHT
 - o 6 Story Maximum*
 - o 8 Story Max. with incentives*

- SETBACK
 - o 50' from Jennifer Rd.
 - o 25' from Medical Blvd.

- STREETSCAPE/
LANDSCAPING
 - o Proposed development should be heavily buffered from Jennifer Road.
 - o Proposed Medical Blvd. should be lined with street trees planted 40' o.c.

- SPECIAL
FEATURES
 - o The stream valley lying along the northern edge of this sub-area shall be preserved and protected for passive recreational use.

- PARKING/
CIRCULATION
 - o Parking for retail uses (except for restaurants) in excess of 5.0 cars/1000 sq.ft. of gross building area shall be accommodated in garage structure(s), or subject to review under the Incentive Program.
 - o Sidewalk to be provided along Jennifer Road and Medical Blvd.
 - o Internal pedestrian links from Medical Center property shall connect with adjacent sub-areas.
 - o Pocket park to be created to serve medical complex.
 - o Bike path/pedestrian walkway to be provided along stream valley.

- ENVIRONMENTAL
PROTECTION
 - o The major stream valley abutting this sub-area must be specially protected with adequate buffers and controlled outfalls.
 - o Building and parking setbacks of at least 50' should be provided from steep slopes of greater than 25% or 15% where soils K-factor is more than .35.
 - o The extension of Medical Boulevard shall provide for appropriate structure at floodplain crossing to protect sensitive wetland areas.

 - o Given its proximity to Weems Creek, special measures should be taken to protect the adjacent headwaters.
 - o Building layout and parking arrangements are encouraged to minimize impervious surface on the site.

* required or permitted under current regulations (incl. Bill 51-90 as amended)

7. Bestgate Road

CONCEPT

The Bestgate industrial sub-area lying north of the Mall contains a mix of industrial/office uses under a mix of industrial zoning: W1, W2, and W3. The proximity of this sub-area to the major retailing establishments within Parole seems to have produced a higher percentage of office use than is typical in other industrial areas.

The major deficiencies of this sub-area are:

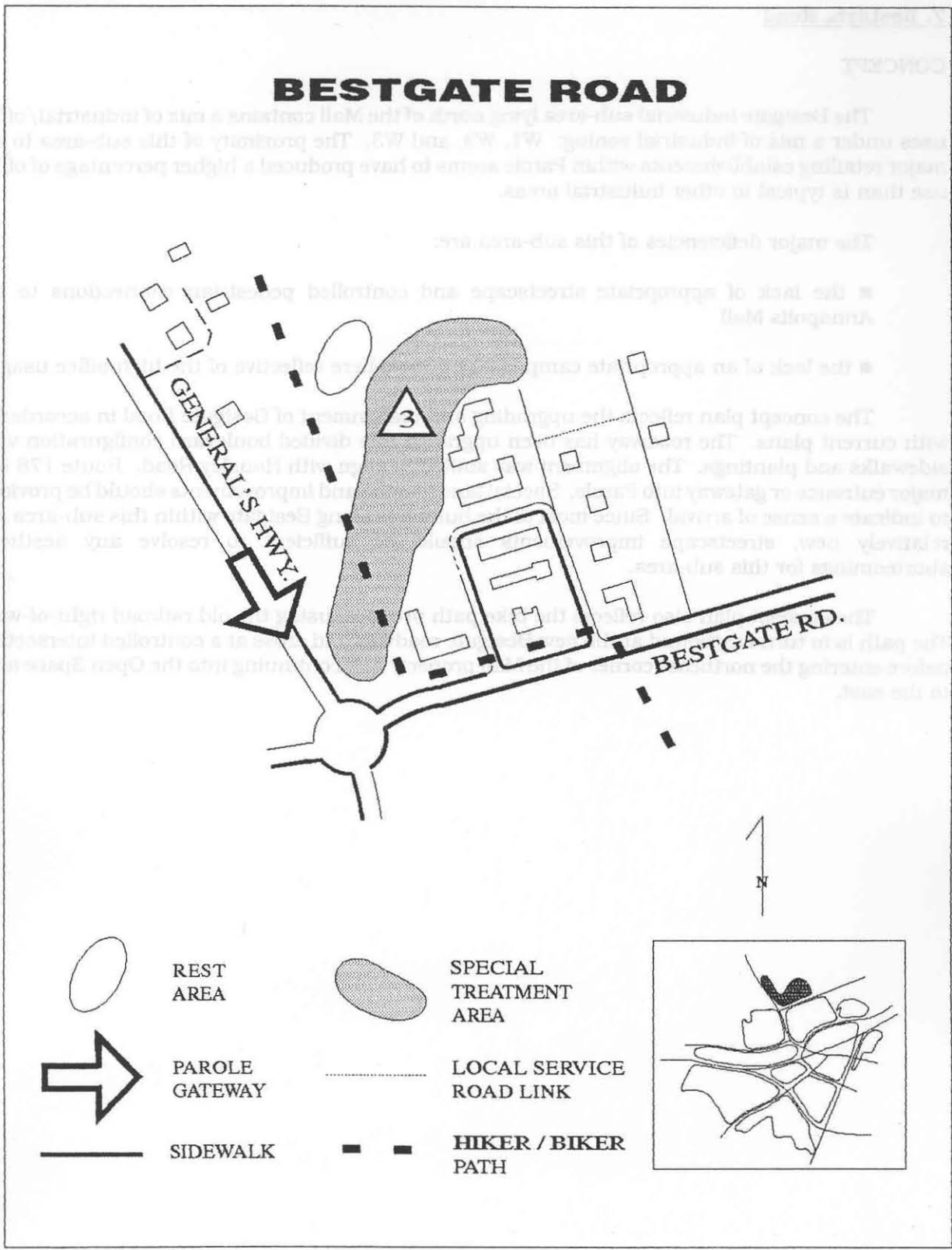
- the lack of appropriate streetscape and controlled pedestrian connections to the Annapolis Mall
- the lack of an appropriate campus-like atmosphere reflective of the high office usage

The concept plan reflects the upgrading and realignment of Bestgate Road in accordance with current plans. The roadway has been upgraded to a divided boulevard configuration with sidewalks and plantings. The alignment was shifted to align with Housley Road. Route 178 is a major entrance or gateway into Parole. Special landscaping and improvements should be provided to indicate a sense of arrival. Since most of the buildings along Bestgate within this sub-area are relatively new, streetscape improvements should be sufficient to resolve any aesthetic shortcomings for this sub-area.

The concept plan also reflects the bike path proposal using the old railroad right-of-way. The path is to turn eastbound at the new Bestgate roadway and cross at a controlled intersection before entering the northeast corner of the Mall property and continuing into the Open Space area to the east.



BESTGATE ROAD



BESTGATE ROAD - PeripheryDESIGN DEVELOPMENT GUIDELINES

FAR	<ul style="list-style-type: none"> ○ 0.4 Max/Project without incentives* ○ 0.5 Max/Project with incentives*
COVERAGE	<ul style="list-style-type: none"> ○ 75% Maximum Building and parking* ○ 81.25% Max. with incentives*
HEIGHT	<ul style="list-style-type: none"> ○ 4 Story Maximum* ○ 6 Story Max. with incentives* ○ 3 Story Max. when abutting single family residential*
SETBACKS	<ul style="list-style-type: none"> ○ Any new development or redevelopment should set back at least 50 ft. from the steep slopes of the stream valley to the rear of this sub-area.
STREETSCAPE/ LANDSCAPING	<ul style="list-style-type: none"> ○ Any major development or redevelopment within the sub-area shall upgrade interior streets with the provision of sidewalks.
SPECIAL FEATURES	<ul style="list-style-type: none"> ○ Special gateway treatment at the intersection of Bestgate Road and Generals Highway. ○ Controlled pedestrian crossings at proposed signals; ○ Bicycle path along the old railroad right-of-way and rest area on adjacent plateau. ○ Monumental entrance feature to building complex along Bestgate Road
PARKING/ CIRCULATION	<ul style="list-style-type: none"> ○ Interconnecting roadway between Research and Industrial Drives, and Commerce Park East should be provided by extending Commerce Road in both directions. ○ Parking for retail uses (except for restaurants) in excess of 5.0 cars/1000 sq.ft. of gross building area shall be accommodated in garage structure(s), or subject to review under the Incentive Program.
ENVIRONMENTAL PROTECTION	<ul style="list-style-type: none"> ○ The area east of the trail should be preserved & enhanced for passive recreation activities; ○ Any development in the upper area of the Saltworks Creek watershed should preserve and protect the valley and steep slope areas; ○ Any development or major redevelopment of a complex should establish a pocket park with special planting as a gathering place for employees and customers. ○ Building layout and parking arrangements are encouraged to minimize impervious surface on the site.

* required or permitted under current regulations (incl. Bill 51-90 as amended)

8. Housley Road

CONCEPT

The Housley sub-area is made up of a mix of C3 and C2 zoning and uses. The retailing uses are oriented along Generals Highway and the office uses are located to the rear along Route 450. The character of the area is one of suburban commercial, totally automobile oriented. Major deficiencies of this sub-area are the following:

- the lack of pedestrian circulation and controlled crossings of the major roadways, Route 450 and Generals Highway (Rte.178).
- traffic congestion and the inability to make multiple stops within the sub-area without exiting onto a major roadway.
- the lack of streetscape improvements, development unity and functional interaction.

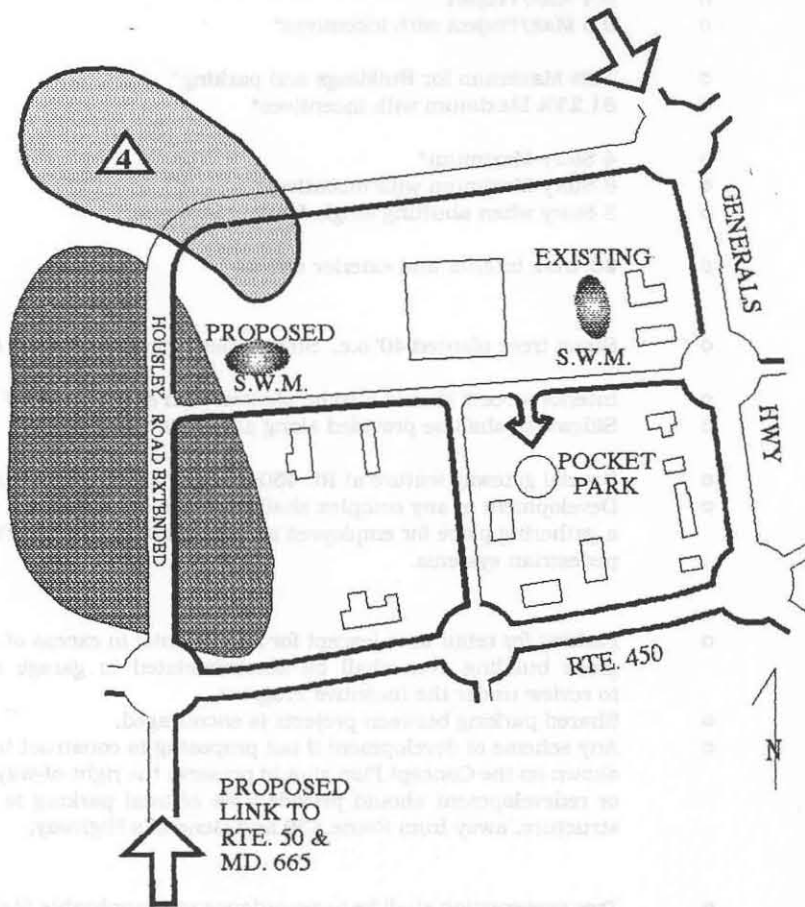
The design concept for this sub-area makes no major modification to the land use mix either existing or allowed under current zoning. Basically, the plan only attempts to improve upon the current trend of development.






The major physical modification proposed is the extension of Housley Road along the northern and western extremities of the sub-area linking Bestgate Road to the MD Route 665/Route 50 interchange. This link would create a continuous bypass relieving some of the intersections along the West Street corridor. In addition to this major road linkage a series of internal private road or drive-aisle linkages are proposed. One such linkage connects the new Housley Road extended to Generals Highway providing an interior east/west movement. A second movement provides for north/south flow linking Route 450 to the east/west movement. These private connections will allow for internal traffic movements to occur without exiting onto at least one of the major public roadways.

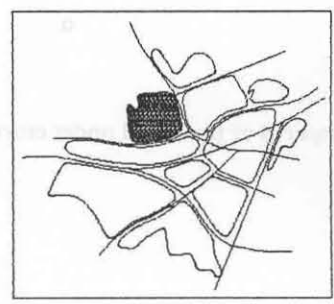
In addition to internalizing the sub-area's vehicular movements, a pedestrian circulation system following a similar pattern is proposed. Pedestrian linkages at controlled crossing points are proposed by the plan to link this sub-area to Annapolis Mall. At least one pocket park is proposed in the center of this sub-area for pedestrian activity. Streetscape improvements and landscaping are necessary to soften building impact and to define the various vehicular and pedestrian links. Special landscaping treatment should be provided at the proposed Housley Road/Rt. 450 interchange to establish a sense of arrival in Parole.

There are two pockets of single-family homes existing along Housley Road and Spruce Lane which will likely convert to office use with the passage of time. The Plan supports the consolidation of these sites to achieve redevelopment on larger parcels, consistent with the surrounding commercial character of the area. Through the Incentive Program, the vacant portion of the subarea currently zoned for C2 office use should be considered for mixed use development, allowing for greater flexibility in land use, to include some retailing and other commercial activity. This would complement the existing shopping and office area in that quadrant, served by two major State roads (Generals Hwy. and Rte.450) with potential access directly from Route 50/301. Also under a mixed use concept, some land would be allocated for medium to high density residential use to take advantage of the open space and natural amenity of the abutting Waterworks site, and pedestrian access to shopping and employment in the area.

HOUSLEY RD.



-  RECOMMENDED FOR MIXED USE DEVELOPMENT (COMMERCIAL & MED/HIGH DENSITY RESIDENTIAL)
-  PAROLE GATEWAY
-  SIDEWALK
-  SPECIAL TREATMENT AREA
-  STRUCTURE

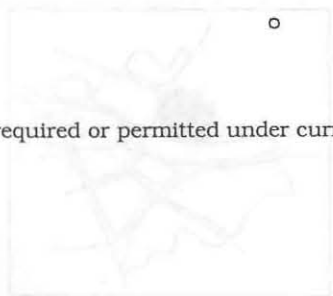


HOUSLEY - Periphery

DESIGN DEVELOPMENT GUIDELINES

- FAR
 - o 0.4 Max/Project*
 - o 0.5 Max/Project with incentives*
- COVERAGE
 - o 75% Maximum for Buildings and parking*
 - o 81.25% Maximum with incentives*
- HEIGHT
 - o 4 Story Maximum*
 - o 6 Story Maximum with incentives*
 - o 3 Story when abutting single family residential*
- SETBACK
 - o 20' from interior and exterior streets
- STREETSCAPE/
LANDSCAPING
 - o Street trees planted 40' o.c. Street trees complimentary to Annapolis Mall frontage.
- SPECIAL
FEATURES
 - o Interior streets should also be planted with street trees 40' o.c.
 - o Sidewalks shall be provided along all public roadways.
 - o Special gateway feature at Rt. 450 and Housley Road extended.
 - o Development of any complex shall establish a pocket park with special planting as a gathering place for employees and customers. Such parks shall be linked to the pedestrian systems.
- PARKING/
CIRCULATION
 - o Parking for retail uses (except for restaurants) in excess of 5.0 cars/1000 sq.ft. of gross building area shall be accommodated in garage structure(s), or subject to review under the Incentive Program.
 - o Shared parking between projects is encouraged.
 - o Any scheme of development if not proposing to construct the proposed roadway as shown on the Concept Plan should preserve the right-of-way. Any new development or redevelopment should provide 75% of total parking to the side or rear of the structure, away from Route 450 and General's Highway.
- ENVIRONMENTAL
PROTECTION
 - o Tree preservation shall be in accordance with applicable State and local regulations.
 - o Transplanting of existing plant materials is encouraged.
 - o There shall be an undisturbed buffer of 25-75' to wetland areas to the northwest, and impact of the Housley Road crossing should be minimized.
 - o Setback of 50' from steep slopes of greater than 25% or 15% where soils K-factor is more than .35
 - o Building layout and parking arrangements are encouraged to minimize impervious surface on the site.

* required or permitted under current regulations (incl. Bill 51-90 as amended)



9. Route 450 South

CONCEPT

The Route 450 South sub-area is, for the most part, made up of highway-oriented commercial uses. The major exception is the older residential area of Oak Court. The dominant zoning is C-4 with some W1 on the western edge. This sub-area is a long, narrow land mass averaging about 800 feet in depth lying between Route 50 and Route 450. From the west, Route 450 provides a gateway into Parole. Special treatment should be provided to establish a sense of arrival.

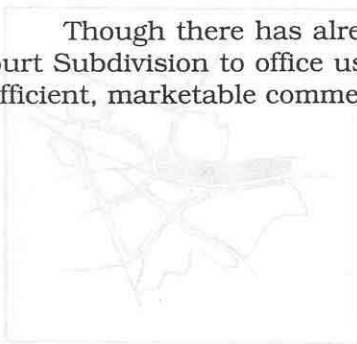
The objectives for this sub-area are:

- to improve upon the visual quality of development from Routes 50 and 450
- to provide a pedestrian access as part of a streetscape program along Route 50 and to coordinate a crossover movement at various locations along Route 450 and West Street
- coordinate vehicular access points along both sides of Route 450
- provide a connection from Housley Road extended to the Route 50/MD Route 665 interchange
- to preserve and protect the vegetation and natural features contained within this sub-area

The concept plan for this sub-area seeks to preserve its highway commercial orientation. No other area in Parole can accommodate the extent and types of uses that can be accommodated in this area. Otherwise, the plan attempts to address the objectives outlined.

The plan shows a connection of Housley Road extended to the Route 50/ MD Route 665 interchange. Although final feasibility and alignment has not been resolved an approximate location has been shown. Given the location of existing uses, there appear to be two potential areas for such an extension. One is west of the BG&E site as shown and one is to the east of the BG&E site. A minor realignment of Oak Court has also been shown to correspond with one of the internal roadways shown for the Housley sub-area.

Though there has already been some conversion of the single-family homes in the Oak Court Subdivision to office use, the plan supports the consolidation of these sites to achieve a sufficient, marketable commercial context.



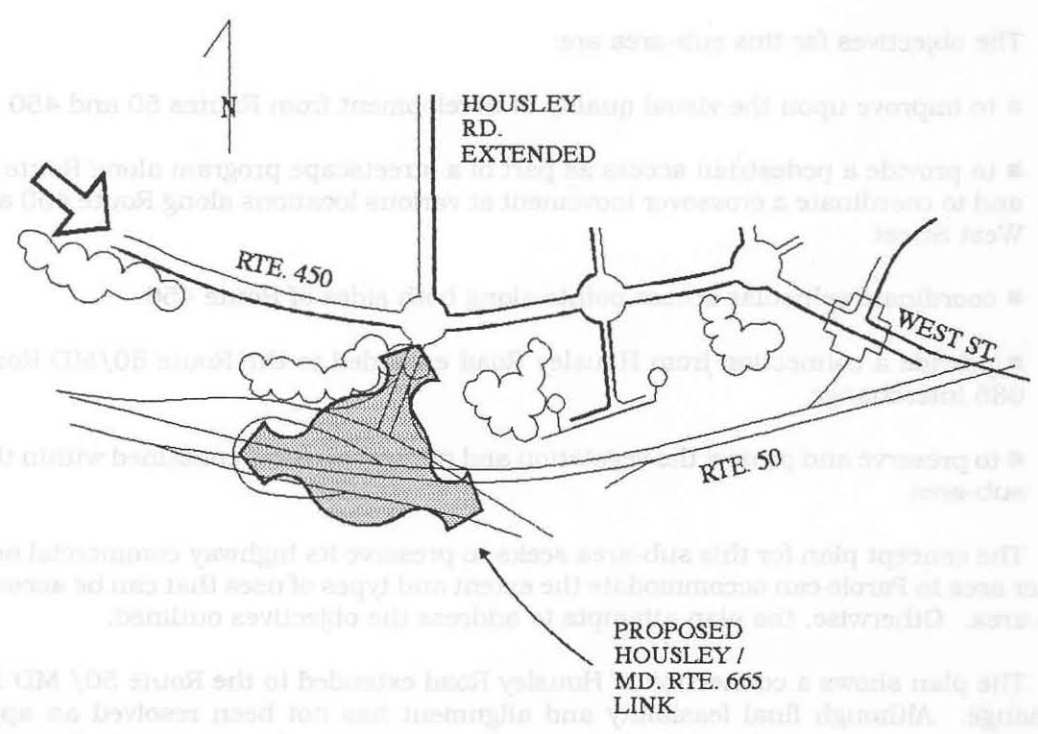
OPPORTUNITY
ENTERPRISE

WOODLAND

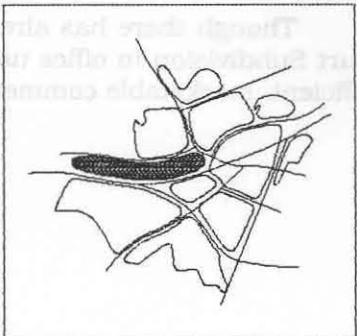
ELIABOHE

PAROLE
GATEWAY

RTE. 450 SOUTH



- SIDEWALKS
- ➔ PAROLE GATEWAY
- ⊕ INTERSECTION OPPORTUNITY
- ☁ WOODLANDS



ROUTE 450 SOUTH - Periphery**DESIGN DEVELOPMENT GUIDELINES**

FAR	<ul style="list-style-type: none"> o 0.4 Max/Project* o 0.5 Max/Project with incentives*
COVERAGE	<ul style="list-style-type: none"> o 75% Maximum Buildings and parking* o 81.25% Max with incentives*
HEIGHT	<ul style="list-style-type: none"> o 4 Story Maximum* o 6 Story Max with incentives* o 3 Story when abutting single-family residential*
SETBACKS	<ul style="list-style-type: none"> o 20' from street right-of-way (Rte.450 & local roads) o 60' from Route 50 (200' for W1 industrial district)*
STREETSCAPE/ LANDSCAPING	<ul style="list-style-type: none"> o Maintain natural vegetation along Route 450 and supplement with additional planting in an informal pattern. o Continue formal streetscape along Defense Highway opposite the Mall with street trees 40' o.c., consistent with Housley and Annapolis Mall sub-areas. o Visual buffer to be provided along Route 50 by maintaining existing vegetation and by providing additional screen planting.
PARKING/ CIRCULATION	<ul style="list-style-type: none"> o Parking for retail uses (except for restaurants) in excess of 5.0 cars/1000 sq.ft. of gross building area shall be accommodated in garage structure(s), or subject to review under the Incentive Program. o Consolidation of access points along Route 450 with joint entrance driveways and cross-easement agreements will be encouraged. o Any redevelopment of the B.G.& E. site should provide automobile and pedestrian linkage to Oak Court. o Any development shall preserve right-of-way for future Housley/MD Route 665 connection. o Any development or future redevelopment should provide 75% of total parking to the side or rear of the structure, away from Route 450.
ENVIRONMENTAL PROTECTION	<ul style="list-style-type: none"> o Tree preservation shall be in accordance with A.A. Co. Forest Conservation Program and A.A. Co. Code. o Preserve existing wetland and steep slope areas by maintaining a 50' setback. o Building layout and parking arrangements are encouraged to minimize impervious surface on the site.

* required or permitted under current regulations (incl. Bill 51-90 as amended)

RIVA AREA**10. Riva North/ Government Park**

CONCEPT

The Riva North/Government Park sub-area has an office park, suburban setting very much in character with the office setting on the south side of Riva Road. The zoning breakdown is fine-grained and contains a mixture of OS, C2, C4, W2, and R22. The uses comprise the Board of Education offices, government and private offices, a bottling plant, restaurants, a farm supply store, multi-family housing, and the State park-and-ride lot. The area is bisected by a large stream valley resulting in a portion of the existing development oriented to and served from Riva Road and another portion oriented to and served from Harry S. Truman Parkway. Existing development is of recent vintage and is of high quality.

The major deficiencies of this sub-area are:

- the lack of capacity to accommodate turning movements and cross-over traffic along Riva Road
- insufficient road access and interconnection between existing uses and potential future development
- the lack of a pedestrian circulation system with controlled street crossings
- a relatively narrow mix of uses that has excluded convenience commercial that could serve the mid-day demands of the office workers and residential needs that could also add market synergy and evening life to the area.

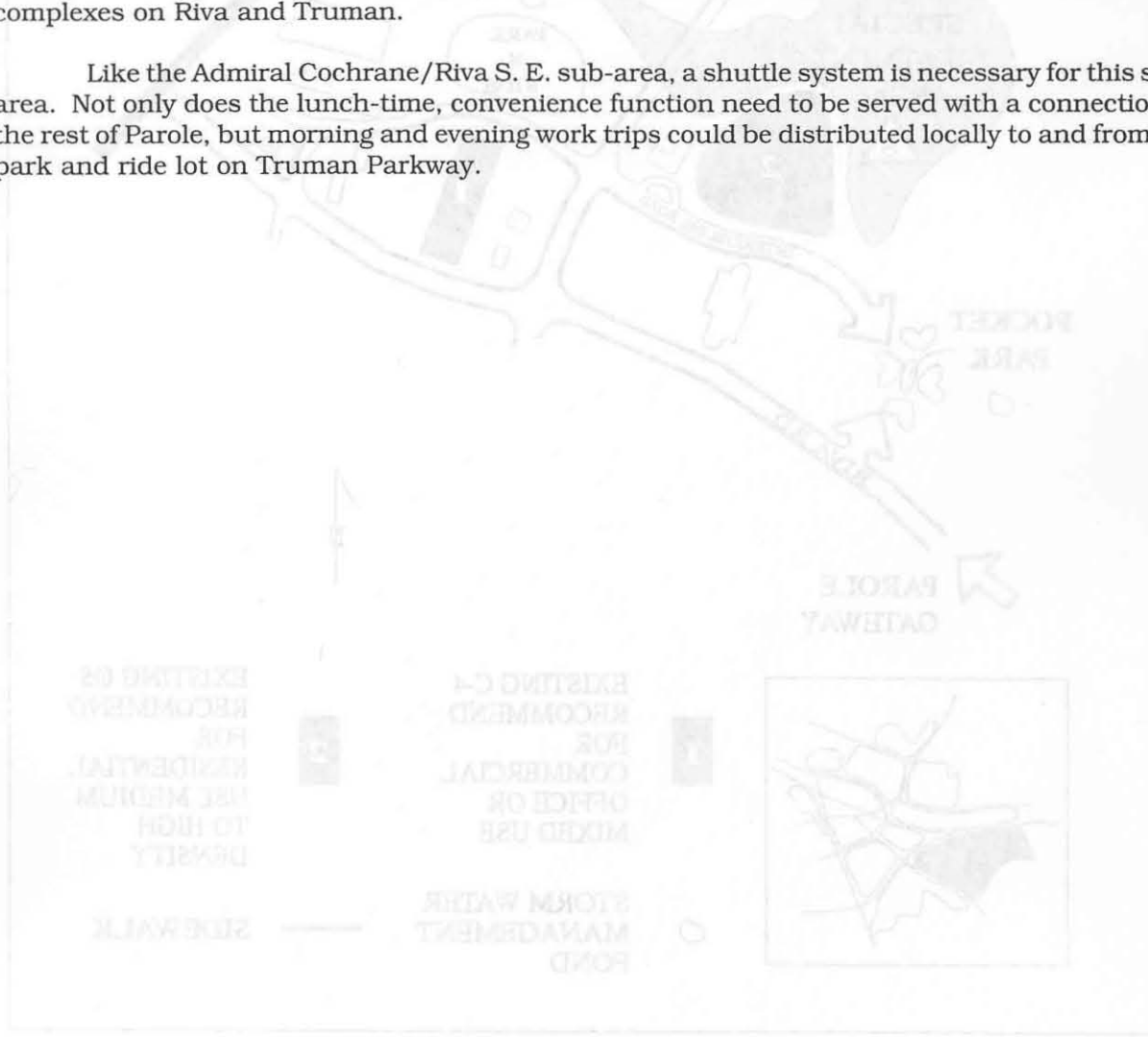
The concept plan for the Riva North/Government Park sub-area proposes few major changes to the overall character of the setting. For the most part, growth and development are expected to continue in a manner similar to that which has occurred over the past ten years. In land use, however, the plan calls for an exception to the trend. First, the sub-area should be supplemented with convenience retail and service uses to achieve a broader overall mix of uses. They should be located in the vicinity of the intersection of Harry S. Truman Parkway and Riva Road, either in this sub-area or the neighboring Admiral Cochrane/Riva S.E. sub-area. Regardless of the exact location, a commercial center is desirable to serve the lunch-time and convenience service needs of the office workers located in each sub-area.² Second, the location of some townhouse or multi-family housing could well fit within the campus-like setting of Riva. The life estate lying behind the Heritage Office Complex and backing on the wooded stream valley would be an ideal setting for the addition of a residential development and would satisfy one of the major objectives of the PGMA effort. However due to previous use of the property, this tract should be subject to study of potential environmental hazards which may affect its suitability for housing or other uses.

² Without a commercial node, convenience retail uses should be provided within the existing office developments.

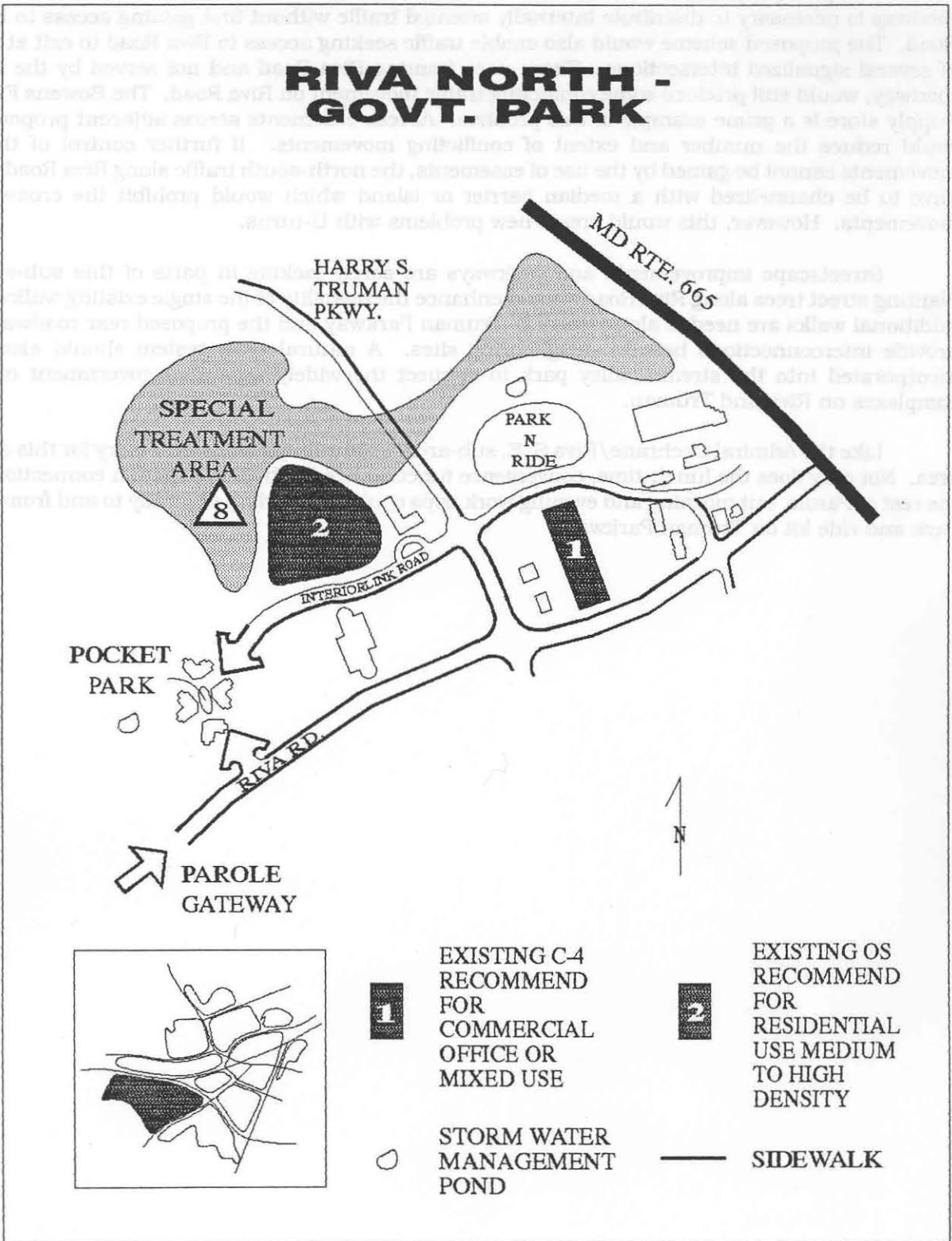
The plan proposes a road addition to the rear of the uses fronting on Riva Road. This roadway is necessary to distribute internally oriented traffic without first gaining access to Riva Road. The proposed scheme would also enable traffic seeking access to Riva Road to exit at one of several signalized intersections. Those uses fronting Riva Road and not served by the new roadway, would still produce some conflicting traffic movement on Riva Road. The Bowens Farm Supply store is a prime example of this problem. Access easements across adjacent properties could reduce the number and extent of conflicting movements. If further control of these movements cannot be gained by the use of easements, the north-south traffic along Riva Road will have to be channelized with a median barrier or island which would prohibit the crossover movements. However, this would create new problems with U-turns.

Streetscape improvements and walkways are sorely lacking in parts of this sub-area. Planting street trees along Riva Road should enhance the usability of the single existing walkway. Additional walks are needed along Harry S. Truman Parkway and the proposed rear roadway to provide interconnections between neighboring sites. A natural path system should also be incorporated into the stream valley park to connect the widely separated government office complexes on Riva and Truman.

Like the Admiral Cochrane/Riva S. E. sub-area, a shuttle system is necessary for this sub-area. Not only does the lunch-time, convenience function need to be served with a connection to the rest of Parole, but morning and evening work trips could be distributed locally to and from the park and ride lot on Truman Parkway.



RIVA NORTH - GOVT. PARK



RIVA NORTH/GOVERNMENT PARK - PeripheryDesign Development Guidelines

- | | |
|--|---|
| FAR | <ul style="list-style-type: none"> o 0.4 Max/Project* o 0.5 Max/Project with incentives* |
| COVERAGE | <ul style="list-style-type: none"> o 75% Maximum Building and parking* o 81.25% Max with incentives* |
| HEIGHT | <ul style="list-style-type: none"> o 4 Story Maximum* o 6 Story Max with incentives* o 3 Story when abutting residential (zoned R2 or R5)* |
| SETBACK
STREETSCAPE/
LANDSCAPING | <ul style="list-style-type: none"> o Front setback 30' o The streetscape along Riva Rd. should be supplemented with the planting of street trees 40' o.c. Portions of Harry S. Truman Pkwy. not abutted by woodland should also be lined with street trees 40' o.c. o Sidewalks shall be provided along Riva Road and other streets, consistent with the streetscape plan. o Project landscaping should reinforce the campus/park like setting of the subarea and should respond to the architectural and site design of the project as well as the neighboring developments. Planting to be used to accent focal points and entries, contrast and reinforce structural designs, soften harsh features and define on-site circulation. o Existing landscape elements should be incorporated into the plan of development. Mature trees and tree groupings should be considered as design elements and are to be saved. o Streetscape plans shall provide for pedestrian movement along major roadways along with connecting links to adjacent developments and stream valley path system. |
| SPECIAL
FEATURES | <ul style="list-style-type: none"> o Special gateway features at Riva Road entrance into Parole. o Building complexes should provide common open space or plazas for public use. o Uses abutting stream valley parks shall utilize their natural amenity in site design. |
| PARKING &
CIRCULATION | <ul style="list-style-type: none"> o Parking for retail uses (except for restaurants) in excess of 5.0 cars/1000 sq.ft. gross building area shall be accommodated in garage structure(s), or subject to review under the Incentive Program. o New development and redevelopment projects should provide interconnecting access which would allow internal movements without exiting onto main roads. Access points should be minimized on the major roadways with shared access easements. |
| ENVIRONMENTAL
PROTECTION | <ul style="list-style-type: none"> o The major stream valley swale bisecting this sub-area shall be preserved as open space and green system. o 50' setback from steep slopes greater than 25%, or 15% where soils K-factor exceeds .35 o Tree preservation shall be in accordance with State and County regulations. |

* required or permitted under current regulations (incl. Bill-51-90 as amended)

11. Admiral Cochrane/Riva S.E.

CONCEPT

The Admiral Cochrane/Riva S.E. sub-area has a suburban, office/research, park-type character. The effective zoning is a mix of W1, C2, and R2. The residential zoning is east of the Annapolis Science Center and oriented toward Route 2. Buildings range from one- to six-stories with predominantly at-grade parking. Parcels generally display substantial building setbacks and landscaping. The existing, developed properties are stable and are not expected to change significantly during the life span of this plan. It is likely that only minor intensification and expansion will occur. There are, however, three pockets within this sub-area which are undeveloped or underutilized. These areas are:

- the land mass opposite Harry S. Truman Parkway along the east side of Riva Road lying between Riva 400 Office Park and the Marriott Courtyards Hotel
- the vacant land lying between MD Route 665 and the Annapolis Science Center
- the vacant residential land east of the Science Center adjacent to Route 2

The major deficiencies of this sub-area are:

- the lack of an appropriate pedestrian circulation system with adequately controlled pedestrian street crossings
- the lack of an appropriate mix of uses, notably that of convenience commercial to serve the lunch-time needs of the office workers
- the general lack of vehicular access options and the conflicting traffic movements caused by the number of site access points fronting on Riva Road just south of the Patuxent Boulevard interchange
- access is derived only from Riva Road severely overloading the diamond interchange at Riva Road and Patuxent Boulevard and the intersection of Admiral Cochrane Drive

The concept plan for the Admiral Cochrane/Riva S.E. sub-area calls for the provision of auxiliary convenience retail uses in the vicinity of Harry S. Truman Parkway and Riva Road. Ideally, these uses would be part of a mixed use development. These uses could be located on either side of Riva Road, but should be accessible to office workers throughout the larger area southwest of MD Route 665.

In addition to the convenience commercial uses, the concept calls for the formation of a shuttle system for the Parole area. There is need for a mid-day shuttle to get the government and office workers to the restaurants and shopping facilities of the Mall and Old Parole sub-areas more efficiently.

To aid in the relief of the Riva Road traffic problems, the plan calls for several new or extended roadways to increase the number of access options to the Annapolis Science Center. In addition to the existing Riva Road/Admiral Cochrane Drive point of access, the plan investigates several options for access from MD Route 665, and the extension of Admiral Cochrane Drive or

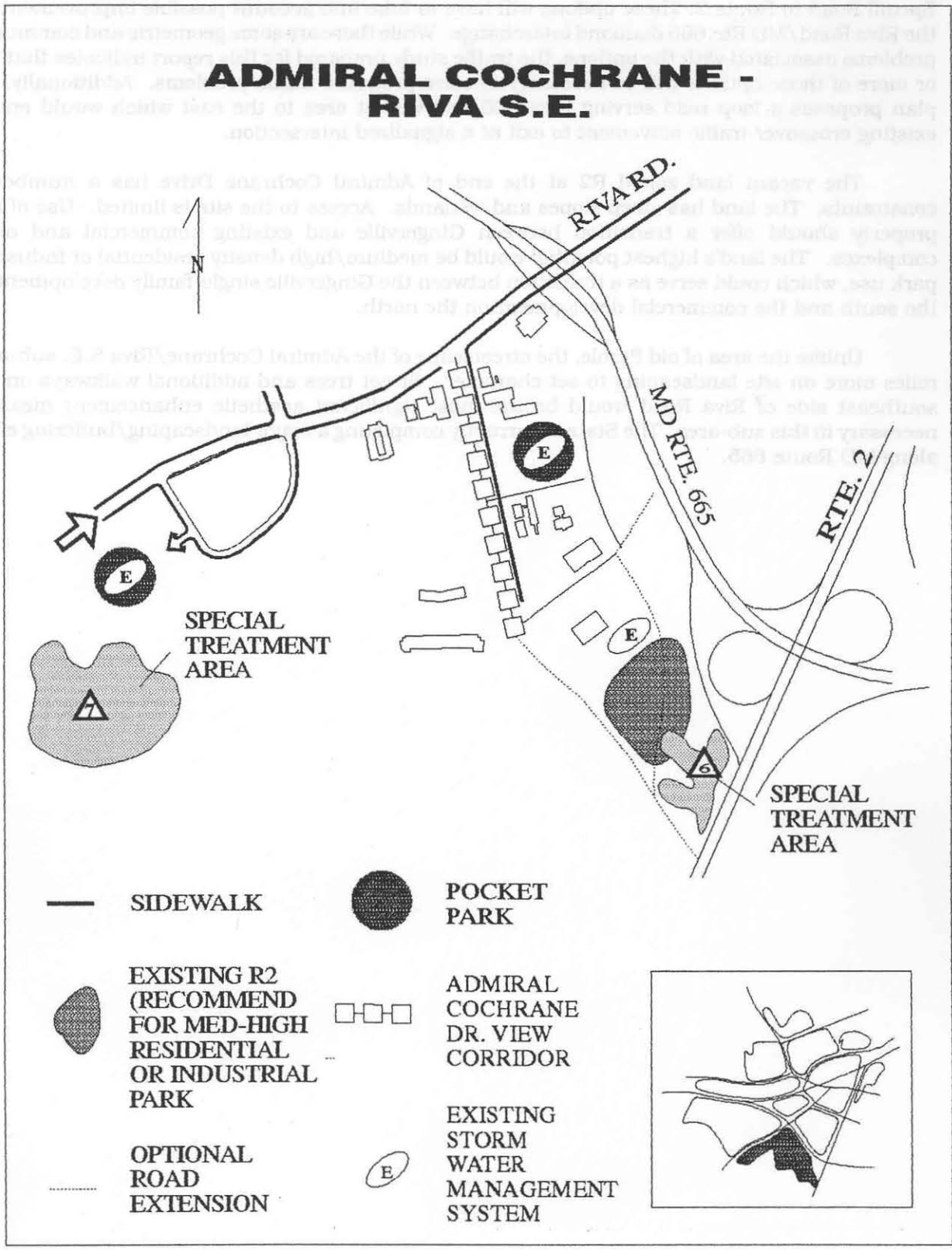
Spruill Road to Route 2. These options will have to take into account possible improvements to the Riva Road/MD Rte.665 diamond interchange. While there are some geometric and community problems associated with the options, the traffic study prepared for this report indicates that one or more of those options will be necessary to solve projected traffic problems. Additionally, the plan proposes a loop road serving Riva 400 and vacant area to the east which would enable existing crossover traffic movement to exit at a signalized intersection.

The vacant land zoned R2 at the end of Admiral Cochrane Drive has a number of constraints. The land has steep slopes and wetlands. Access to the site is limited. Use of this property should offer a transition between Gingerville and existing commercial and office complexes. The land's highest potential would be medium/high density residential or industrial park use, which could serve as a transition between the Gingerville single-family development on the south and the commercial development on the north.

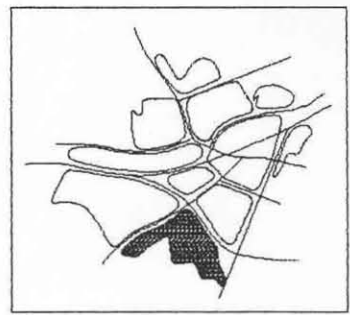
Unlike the area of old Parole, the streetscape of the Admiral Cochrane/Riva S.E. sub-area relies more on site landscaping to set character. Street trees and additional walkways on the southeast side of Riva Road would be the most significant aesthetic enhancement measure necessary in this sub-area. The State is currently completing a major landscaping/buffering effort along MD Route 665.



ADMIRAL COCHRANE - RIVA S.E.



- SIDEWALK
- POCKET PARK
- ◻ ADMIRAL COCHRANE DR. VIEW CORRIDOR
- ◻ EXISTING STORM WATER MANAGEMENT SYSTEM
- ◻ EXISTING R2 (RECOMMEND FOR MED-HIGH RESIDENTIAL OR INDUSTRIAL PARK)
- ◻ OPTIONAL ROAD EXTENSION



ADMIRAL COCHRANE/RIVA S.E. - PeripheryDESIGN DEVELOPMENT GUIDELINES

- | | |
|-----------------------------|--|
| FAR | <ul style="list-style-type: none"> ○ 0.4 Max/Project* ○ 0.5 Max/Project with incentives* |
| COVERAGE | <ul style="list-style-type: none"> ○ 75% Maximum Building & parking* ○ 81.25% Max. with incentives* |
| HEIGHT | <ul style="list-style-type: none"> ○ 4 Story Maximum* ○ 6 Story Max with incentives* ○ 3 Story Max when abutting single family residential* |
| SETBACK | <ul style="list-style-type: none"> ○ 30' front setback minimum |
| STREETSCAPE/
LANDSCAPING | <ul style="list-style-type: none"> ○ The streetscape along Riva Rd. should be supplemented with the planting of street trees 40' o.c. ○ Sidewalks shall be provided along all public roadways consistent with the streetscape plan. |
| SPECIAL
FEATURES | <ul style="list-style-type: none"> ○ Building complexes should provide common open space or plazas for public/employee use. |
| PARKING/
CIRCULATION | <ul style="list-style-type: none"> ○ Parking for retail uses (except for restaurants) in excess of 5.0 cars/1000 sq.ft. of gross building area shall be accommodated in garage structure(s), or subject to review under the Incentive Program. ○ New development and redevelopment projects should provide interconnecting roadways and circulation which would allow interior movements without exiting onto main roads. Access points should be minimized on the major roadways with shared access easements. ○ Encourage parking to disperse onto small heavily landscaped lots preferably located at the side or rear of the buildings. |
| ENVIRONMENTAL
PROTECTION | <ul style="list-style-type: none"> ○ There shall be an undisturbed buffer of 25 to 75 feet surrounding the wetlands south of MD Route 665.* ○ 50' setback from steep slopes of greater than 25% or 15% where soils K-factor of greater than .35 ○ Tree preservation shall be in accordance with State and local regulations. |

*required or permitted under current regulations (incl.Bill 51-90 as amended)

IV. PHASING AND IMPLEMENTATION

Introduction - Overall Objectives

The purpose of the Parole Urban Design Plan is to translate the goals of the Parole Growth Area Management Group study into a framework for the future development and redevelopment of Parole. The overall objectives of the Plan are as follows:

1. To create a high quality system of new streets and public spaces friendly to pedestrians and linking north and south Parole;
2. To provide for increased enhancement of pedestrian and vehicular circulation and flow;
3. To promote land uses which complement commerce and support twenty-four hour activities;
4. To promote quality and compatibility of design;
5. To foster a harmonious and orderly development pattern;
6. To coordinate and distribute development so as to achieve a community focus in balance with present and future transportation facilities;
7. To manage growth more consistently with the intent and policies of the General Development Plan;
8. To preserve natural areas and water quality as part of an open space system within the overall pedestrian-oriented development scheme; and
9. To respect and enhance the natural and built environs.

Any plan of this nature, geared both to creating significant changes in a complex physical environment and to preserving positive features of that environment, can not be self-implementing.

Both the public sector and the private sector must be enlisted to undertake actions supportive of the plan. Once the Parole Plan is adopted by Anne Arundel County, moreover, the public sector has a regulatory responsibility to ensure that new private development and redevelopment proceeds within the plan's guidelines.

This chapter spells out the implementation mechanisms and process needed to support the plan for Parole.

A. Land Use

The implementation of the Parole Plan is dependent on the existing land use, that allowed by the overlay zone, land cost and market demands and trends. The first part of this section addresses land cost and market issues which are important in determining the feasibility and phasing projections of the plan. The provision of housing in Parole, addressed below, is a goal articulated in Bill 51-90 and is vital to creation of a living community. Office and Mixed-Use Development are also discussed as components related both to market forces and land use allowable under zoning provisions. Land use adjustments are then addressed, where rezoning may be necessary to preclude uses that are inconsistent with those proposed by the Parole Plan.

1. Land Values and Market Issues

Recent land sales in the vicinity of the Annapolis Mall indicate values of between \$10 and \$25 per square foot, and typical assessments in the area average about \$20-25 per square foot with improvements. This amounts to \$800,000 to \$1,000,000 per acre, with vacant land assessed for about half as much.

Market value of vacant and improved land is sometimes higher than assessed values. Vacant land is available in North Parole and Riva. Although there are few vacant sites in Central Parole, many existing parcels are underutilized. As land values increase, it is anticipated that more infill development will occur with multi-story buildings served with structured parking. Thereby greater short-term demand for retail uses can be accommodated while providing the physical capacity for future office uses, and subsequently housing, when the market improves.

2. Housing

While some residential development in the periphery of the PGMA may occur through "mixed use/incentive proposals" as currently regulated, it is unlikely that much residential development can be achieved within the Urban Core without reinforcement of the "Incentive Program". Land values in the Core are simply too high to support such development. Under the existing provisions of the Parole Bill, #51-90, it is possible to obtain some limited benefit from providing a residential component under the "mixed use" program. However, the benefit really only exists for properties in the periphery without a full range of uses permitted as a matter-of-right. The Town Center zoning of the Core permits residential, retail and office use as a matter-of-right, and does not benefit from the program. For residential development to occur in the Urban Core, one would have to overcome the high cost of the land and the lack of amenity. A mix of retail with a strong office component is also advisable in the Core.

3. Office and Mixed-Use

The underlying Town Center zoning is not conducive to office and mixed use development due to the strength of the retail market in Parole. Historically retail development has paid the highest prices for land in the Town Center area resulting in a proliferation of one-story retail structures with significant amounts of at grade parking. Consequently, opportunities for office development have been pushed out to the peripheral areas in Parole. The Town Center zoning has generated a retail center with practically no mixed use/office Town Center character. The non-retail uses will return to Town Center zoning as market needs change, but these uses are important for a viable core area and should not be excluded by excess growth of the retail component.

4. Land Use Adjustments

Various adjustments in land use may be necessary to assure compatibility with the Parole Plan. In several areas current zoning is considered inconsistent with the desired concept and should be revised during the implementation phase of the plan. The recommended adjustments are listed as follows:

1. The life estate property in Government Park (Tax Map 51, p.32) should be considered for change from Open Space to medium/ high density residential use for that portion of the property east of the floodplain and related steep slopes.
2. The vacant Bowen property, zoned C4 and located just north of Riva Road, should be changed to commercial/office use.
3. Vacant residential land abutting Annapolis Science Center should be considered for higher density housing, or for expansion of the industrial park with ample buffers to the existing community and wetland areas.
4. The SHA property at the intersection of MD Route 665 and Rt. 50 along with the adjacent auto dealership should be changed from C4 (highway commercial) to Town Center in order to accommodate a possible landmark structure and more compatible uses. It is also proposed that this site be reclassified from the Periphery to Center.

1. North Parole - Short Term

Expansion of the Annapolis Mall will be the most significant development activity in the PDMA within the 10 year short term plan of the Parole Plan. The proposed 600,000 sq. ft. addition will accommodate 2 new anchor stores and 50-100 small retail shops. Aspects of the Parole Plan that will be implemented through the Mall project include the upgrading of Bestgate Road through participation in the County's Bestgate Road capital project, construction of a multi-use stormwater management facility that has been designed as a aesthetic recreational amenity, extension of the County's bike path system through the site, improved circulation through the addition of access points and an improved bicycle loop road, and improved pedestrian circulation through the provision of special walkways, landscaping and lighting with signage to orient the

B. Phasing of Urban Design Plan

Unlike phasing of a development project on vacant land, phasing of a redevelopment project driven by market factors is more difficult and must be much more flexible. North Parole will probably continue to develop and redevelop over the next 10 years reflective of short term market conditions. South Parole lying between Rt. 50 and MD Route 665 requires a major overhaul which will probably take the life of the plan to occur. The nature of Parole Plaza will have to change to compete with the North Parole and the Riva area. Development at the Riva Road area south of MD Route 665 will probably proceed at an even, deliberate pace over the next several years, along the lines of the existing development.

The overall County strategy for short term implementation of the plan should be a combination of proactive and reactive measures. Proactive measures should focus on consensus building and establishment of a strong constituency for the future of a "planned" Parole. Business owners, employees and residents of the Parole Growth Management Area and surrounding neighborhoods should participate in the planning process and become advocates for a Parole Plan that they believe in. With community support, Parole can become a well designed viable Town Center which will relieve growth pressure on the surrounding areas.

Reactive measures come into play when development or redevelopment is proposed. At the earliest, developer proposals should be reviewed in the overall context of the Parole Plan and for consistency with sub-area development criteria. To facilitate implementation of the adopted Urban Design Concept Plan, future road rights-of-way or access easements should be identified and incorporated into project plans wherever possible; streetscape improvements and sidewalks, stormwater management devices, pedestrian and vehicular connections should also be provided. Certain parcels could be reserved for office and/or housing. With amenities in place and the office market strengthening by the year 2000, the County should strive to ensure that every new project will put in place a piece of the Plan.

The long term strategy for the plan thus assumes certain incremental achievements. With redevelopment beginning to occur in Central Parole and continued development in North Parole parking structures will become economically viable, due to rising land values. Establishment of a parking authority will assist in achieving the redevelopment of the Core area at the planned densities with the appropriate mix of uses. Government and institutional funding for capital projects will be needed to build planned circulation improvements including upgrading of interchanges and construction of new roads and bridges. Ultimately transit improvements could include light rail, HOV lanes or express commuter bus into Parole linking with local circulation in an Intermodal Transfer Center. These improvements would be consistent with the Clean Air Act of 1990.

1. North Parole - Short Term

Expansion of the Annapolis Mall will be the most significant development activity in the PGMA within the 10 year (or short term) first phase of the Parole Plan. The proposed 660,000 sq.ft. addition will accommodate 2 new anchor stores and from 80-100 small retail shops. Aspects of the Parole Plan that will be implemented through the Mall project include the upgrading of Bestgate Road through participating in the County's Bestgate Road capital project, construction of a multi-use stormwater management facility that has been designed as a aesthetic recreational amenity, extension of the County's bike path system through the site, improved circulation through the addition of access points and an improved interior loop road, and improved pedestrian circulation through the provision of special walkways, landscaping and lighting with linkage to amenities.

It is expected that the mall expansion will have a positive effect on the surrounding sub-areas by stimulating retail development and upgrading overall design quality.

Other significant activity in North Parole will occur in the short term as AAHCS continues its development program for medical facilities on Jennifer Road. The new Women's Hospital Center (103,000 sq.ft.) and a small addition to the existing ambulatory surgery center are under construction. The two main aspects of the Parole Plan that will be addressed through the Medical Center development are extension of the hiker-biker trail from the Annapolis Mall through the stream valley to Admiral Drive in the City of Annapolis and the linking of Bestgate and Jennifer Roads by the completion of Medical Boulevard. This would include provision of a bridge structure or major box culverts at the floodplain crossing, thus accommodating pathways through the stream valley.

It is also assumed that the Housley Road extension to Rt.450 will be completed in the short term time frame. This roadway should be located in such a manner so that it effectively serves both residential and commercial uses in the sub-area, and has minimal impact on wetlands to the northwest.

Because of the Mall and Hospital activity it is anticipated that redevelopment of underutilized properties will continue to occur over the next ten years.

In addition, streetscape improvements (including sidewalks) will be provided through the County Capital Improvement Program, the Incentive Program and developer initiatives.

2. Central Parole - Short Term

Since there is little vacant land in this area change may occur very slowly. However a major redevelopment project such as Parole Plaza may partially transform the area within five or ten years, which would stimulate improvements on adjacent blocks. Otherwise, minor redevelopment efforts and cosmetic improvements to existing properties might be anticipated in the short run, without achieving the principal objectives of the Parole Plan. The short term demand for retail will be accommodated by reconfiguring existing facilities. The foundation for attaining the objectives of the PGMA will be provided by establishing the block pattern and continuity of the street grid, with related streetscape and sidewalk improvements to be required when development takes place. The initial phase of the redevelopment of Old Parole will begin this process.

3. Riva - Short Term

Within the short term a mixed use development on the south side of Riva Road will probably be built with office, retail and housing components. This project could provide the needed convenience commercial for the employment in this area or it may occur as redevelopment in some of the existing office centers. The mixed use project would provide the local service road that would improve circulation from the office park to the hotel and the mixed uses in between. In addition, the local service road connecting County facilities would be provided in this time frame. The effect of these two local roads in conjunction with the provision of convenience retail in this area would be to reduce significantly traffic on Riva Road, particularly in the noon time period.

In addition, redevelopment on underutilized properties is anticipated. When development occurs, provision of streetscape, sidewalks and pedestrian paths will be required consistent with the Plan.

Transportation improvements in the short term would include provision of a dedicated right-turn lane from Riva Road onto MD Route 665, and possibly the modification of the existing on-ramp to connect with Womack Drive and Spruill Road, allowing for direct egress from the Annapolis Science Center for eastbound traffic. These projects would alleviate some of the peak hour congestion, both morning and evening. Also under consideration is a new slip ramp from MD Route 665 onto Spruill Road, thence to Admiral Cochrane Drive, providing morning peak hour relief to Riva Road. An additional outlet from Adm. Cochrane Drive to the east via the extension of Spruill Road, or some viable alternative is also recommended in the short term.

4. North Parole - Long Term

The most significant long term activity in North Parole will be development of the AAHCS landmark site south of Jennifer Road. This 28 acre parcel is part of the Core area. The property should be developed as a mixed use project to accommodate offices, shopping and community facilities, along with some specialized housing. It is important for this site to relate to the Urban Core south of Route 50, linking to Old Parole via Holly Avenue, once the recommended overpass is built to supplement the West Street connection.

5. Central Parole - Long Term

The core area of Central Parole is targeted for the most significant character change in the Parole Plan. Parole Plaza, the oldest shopping center in the area, is expected to redevelop as an urban core with a grid system of streets, pedestrian plazas and courts and mixed use, multi-story buildings with retail on the first floor and offices and housing above. Ultimately a vibrant 24 hour environment is envisioned that would accommodate the future market needs for office, retail and housing, thus concentrating densities in the center of Parole away from the peripheral areas. Realization of an urban core would require parking structures and on-street parking with very limited at-grade parking lots allowed. In addition, landmark structures would be constructed at the terminus of a north/south axis which would be Parole's new main street. The northern landmark building could be combined with an Intermodal Transfer Center that would provide a direct transit link to the City of Annapolis. With parking accommodated in structures at the landmark building, visitors to downtown Annapolis would be able to access the city without burdening the historic area with additional traffic.

6. Riva - Long Term

It is assumed that vacant parcels in these sub-areas will develop during the life of the Plan. With eventual strengthening of office demand, the Riva area will build out according to the campus concept. It is anticipated that some multi-family residential development will occur in this area prior to the year 2000, with more in the following years.

In addition, transportation improvements to MD Route 665 and Riva Road will occur as funding becomes available.

C. Role of Incentive Program and Legislative Actions

1. Overall Incentive Program Objectives

The Incentive Program introduced in Bill 51-90 is a potentially important regulatory tool that can induce the development community to provide the elements in the Parole Urban Design Plan. Within each sub-area there are various opportunities through the Incentive Program which would help to achieve Plan objectives. These include the following:

- Enhanced pedestrian circulation and public spaces
- Transportation improvements
- Environmental protection
- Provision of community amenities, e.g. public art, sculpture, design features

a. Housing

In recognizing the difficulty of providing housing in the Urban Core which is predominantly retail today, further incentives are necessary to promote residential uses. The Plan recommends the following amendments be made to Bill 51-90.

- Stand-alone residential development in the Core would not be subject to FAR standards, but will be limited by height and green area provisions.
- The FAR associated with residential development when proposed in conjunction with office development would not be counted against the project total.
- In addition, when residential development is proposed with office development, the parking standard for the residential portion is to be 1/2 of the Code requirement, as provided under Title 7 of the Zoning Ordinance.

b. Mixed Use

- As indicated above, the F.A.R. associated with residential development when proposed as part of a mixed use project will not be counted against the project total.

- Since the underlying zoning in the Core allows residential, office and retail by right as stand-alone uses, true mixed use development has no incentive to occur. In order to achieve the synergy found in mixed use projects the Plan recommends that the green area provision for mixed use development in the Core be reduced to 10% when the components of the mixed use project are integrated and easily walkable with primary access points for each use no greater than 500 feet apart. However, such reduction would only be permitted if the additional coverage is used for building, not for at-grade parking.

2. Legislative Action (Amendments to Bill 51-90)

a. Text changes

In order to achieve the elements of the Parole Plan and the objectives outlined by the PAMG in Bill 51-90, the following text changes should be made to the Bill:

1) Modification of Performance Standards:

a) Green Area: Currently, the minimum green area requirement in the core is 25% for projects that do not go through the Incentive Program, and 12.5% for those that do. In order to provide added impetus for mixed use projects and redevelopment, it is recommended that in the Core, green area requirements be reduced to 15% by right, and 10% through the Incentive Program, and in the Center to 20% by right, with a minimum of 12.5% through the Incentive Program. This should only be permitted when the reduction in green area is needed for buildings or structured parking.

b) F.A.R.: The allowed F.A.R. in the Core of the PGMA is currently 0.8 by right and 1.2 through the incentive program. To promote mixed use and redevelopment in the core, it is recommended that for mixed use and redevelopment projects, the allowed F.A.R. be raised to 2.0.

2) Clarification of the Review Process: In the review of recent projects, it has been found that the stages outlined in Bill 51-90, the informal, incentive program, formal and final tend to overlap and do not mesh well with the existing subdivision and building permit process. In order to streamline the process, it is recommended that the process be cut back to two basic steps; the Concept Plan, approving the general layout and design approach, and the Final Plan, dealing with the details of development.

3) Incremental Expansion: For projects that are subject to Bill 51-90 but are not new development, legislative provisions should be added to address the extent of compliance, i.e. whether the entire project is subject to full Code requirements or only the increment.

4) Incentive Program: Under proposed legislative amendments, it should be specified in which stage of the review process the Incentive Program falls. For achievement of the Plan, it is recommended that this should take place during the Concept Plan stage so that Final Plans and permits may proceed without question.

Amendments to existing regulations should be considered to allow the use of trade-offs for performance standards to encourage innovative approaches to improve stormwater management and water quality.

b. Reclassifications

The overlay zone map should be adjusted as follows:

- 1) The SHA property at the intersection of Patuxent Boulevard and Rt. 50 and the adjacent property currently utilized as an automobile dealership should be reclassified from Periphery to Center.
- 2) The Anne Arundel Health Care Systems property north of Jennifer Road should be reclassified from Periphery to Center.
- 3) The boundary of the PGMA should be extended at its northeastern extremity to include the adjacent commercial property at the end of Hudson Street abutting Rt. 50 and the City of Annapolis. This area should be included in the Periphery.

c. Suggested Land Use Adjustments

- 1) Riva North/Government Park - Bausum life estate from OS to medium/high density residential
- 2) Riva North/Government Park - the vacant Bowen (C4) property to office use
- 3) Admiral Cochrane Drive/Riva S.E. - the Furman property (R2) to medium/high density residential or industrial park use
- 4) Riva N.E. - SHA property and adjacent auto lot from C4 to Town Center

D. Development Criteria by Sub-area and Design Manual

The eleven sub-areas contain specific design development guidelines needed to help implement the Parole Urban Design Plan. These are to be applied as design criteria in the review of development projects in the respective areas. They should be confirmed and codified as appropriate, then incorporated in a design manual for the Parole Growth Management Area. As a reference for development process and formal requirements, Bill 51-90 will be amended to address and clarify various aspects. However, many specific terms are defined in the Zoning Ordinance, and others may need clarification in relation to project review and implementation of the Parole Urban Design Concept Plan.

In addition to the development criteria found in the sub-areas, the Development Considerations found in each of the 5 Functional Plans should be included in a Parole development handbook to serve as general design guidelines for project proposals. The handbook should also include clarification of processing procedures and review stages.

E. Functional Plans

1. Implementation

a. Image and Setting

- o Most elements are the responsibility of developers pursuing projects in the area, such as landmark buildings, intersection opportunities, etc.
- o The County and City should cooperate on edge planning and gateway issues.

b. Pedestrian Circulation and Public Spaces

- o Sidewalks, paths and public spaces should be provided through Incentive Program and Capital Projects. Due to their relatively low cost, sidewalks and pedestrian links should be aggressively pursued as initial actions throughout the subareas.
- o City and County should investigate extension of bike trail into City path system.

c. Environmental Protection

- o Multi-use stormwater management facilities should be encouraged through the Incentive Program.
- o The County will collect monthly grab samples for the five creeks in the study area, given budget limitations. Automated storm event samples will be collected for Church and Weems Creek only, until an additional station can be purchased and others installed in the Broad, Gingerville and Salt Works Creeks. The data collected should be computerized and used to prepare an annual water quality report.

o Plan review will require special treatment areas and sensitive areas to be addressed. Innovative design solutions that preserve and protect environmental features will be encouraged.

o The County's Watershed Management Plan will inventory the potential for regional SWM facilities in the Parole Growth Management Area.

d. Streetscape

The provision of enhanced plantings and streetscape improvements will be required for all projects consistent with the functional plan for Streetscape.

e. Circulation

- o Traffic Impact Study guidelines will be amended to account for cumulative levels of through traffic on key corridors such as Riva Road and Route 2.

- All development undertaken in the PGMA must provide the necessary right-of-way consistent with the functional plan for Circulation, either through subdivision or as a condition of Final Plan approval.

2. Funding and Financial Initiatives

a. Image and Setting

Although the Incentive Program can supplement private efforts, the design review process is the primary method of implementation.

b. Pedestrian Circulation and Public Spaces

- Incentive Program to supplement private initiatives.
- Sidewalks should be provided through Capital Projects in the area related to transportation.
- Application of the Tree Bill in Parole should require a significant portion of replanting and/or funding to be utilized for development or enhancement of pocket parks in the Growth Management Area.

c. Environmental Protection

- The County should fund the purchase of one additional automated monitoring station in Parole, for full compliance with Bill 51-90. An intensive sampling effort with associated laboratory fees and staff for data collection and management would also be required for full compliance.
- In addition, developer funding through the Incentive Program should be considered for preservation of sensitive areas and water quality monitoring.
- In addition to these items, implementation of the functional plan for Environmental Protection will occur through site plan review and application of design standards.

d. Streetscape

Developer contributions through the Incentive Program will be utilized through the Parole Capital Projects to help implement the Streetscape Plan. These funds may be supplemented by direct appropriation of County funds to expedite the project.

e. Circulation

- Contributions through adequacy of facilities provisions in Bill 51-90 when accepted, will be utilized to fund the Parole Transportation Capital Project for road improvements throughout the study area.

- o The Medical Boulevard and Housley Road Capital Projects will be jointly funded by developer and County contributions.
- o 50% of any contributions for increased FAR through the Incentive Program should be used to fund the Parole Transportation Capital Project.

F. Institutional Initiatives -- The County's Role

Beyond administration of the incentive program and the zoning, environmental, and land use control systems to guide private investment, Anne Arundel County can offer considerable public support to the Parole development process. A range of options is possible.

1. Recognition of Parole in the Capital Improvement Program

Anne Arundel County can recognize the special position of Parole by providing a section of the planning area in each annual presentation of the five-year Capital Improvement Program.

The Parole Plan identifies a broad range of public improvements -- road projects, environmental protection measures, pedestrian circulation, parks and open space, etc. -- needed over the life of the plan. The cumulative effects of these improvements will be a balanced infrastructure to support the plan's objectives.

Some improvements, such as the streetscape project, are being initiated now. Others may not happen for some years as new development comes on line and as the County's funding prospects improve. Costing and staging these improvements will occur over time. Continued coordination of these investments will be essential, however, along with periodic evaluation of their effectiveness in meeting the goals of the Parole Plan.

A special section on Parole in each CIP would identify which public improvements will be planned and undertaken during the period, their justification, and their source of funding (which may involve both private and public contributions). This will aid County government in guiding and monitoring the implementation process. It will also provide assurance to the private sector of the County's long-term commitment to coordinated reconstruction and enhancement of the planning area.

2. A Parking Authority

In coordination with the Annapolis Regional Transportation Management Association (ARTMA), Anne Arundel County could create a public Parking Authority whose charge would be to address the single most inefficient land use in Parole, parking. It is not that too little or too much parking exists. Rather, the proliferation of surface parking lots (particularly in Old Parole), many of which stand underused, has led to a wasteful land pattern and contributes to the negative visual image of the area. A Parking Authority, which would be in a position to operate county-wide as well as in Parole, could rationalize this situation and, working with private developers, help provide adequate parking when and where needed. By developing parking structures which could serve multiple users,

action by the authority could help release underutilized land for more productive redevelopment.

A highly-effective model for such an authority exists in Prince George's County. That authority is empowered to issue bonds for individual projects, supported by revenues from those projects.

An Anne Arundel County Parking Authority could, in Parole, also develop park and ride facilities to support both the regional transit system and a transportation management program. These could be terminal locations for internal Parole shuttles and transfer points for connections to downtown Annapolis and residential areas within the County.

Whether the County can create such an authority under its present home rule powers, or would need special state legislation, is a matter for investigation.

3. Support to the Annapolis Regional Transportation Management Association (ARTMA)

Reduction in traffic demand, as well as rationalization of the parking supply, are among the key transportation issues in Parole. Under the auspices of the Greater Annapolis Chamber of Commerce, and the support of the County's Department of Planning and Code Enforcement, ARTMA has been created to promote the use of transit and car pooling among area firms and public agencies, disseminate information on transportation services, and establish public-private partnership arrangements that can reduce the cost of commuting by means other than the private automobile. Anne Arundel County will continue to be an important supporter of this organization in Parole.

One example is the present county-assisted Annapolis/Parole transportation study which is seeking ways to improve transit service in the area. Beyond the improvement of transit services, however, there will also be the issue of transit cost -- i.e. reducing the differential attraction between the free parking available to most area firms and businesses and the cash outlay required to utilize transit. One approach to this issue would be to create a system of joint county/employer transit subsidies, where the County would match dollar for dollar fare subsidies which an employer would grant to employees, up to the amount allowed under federal law.

4. Creation of an Urban Taxing District for Parole

While the incentive program is a mechanism for individual developers to provide public benefits to Parole in return for greater densities and other flexibility in the regulatory system, all property owners and businesses in Parole will benefit from an improved physical setting. A longer-term prospect for County intervention may well be creation of a special taxing district, within the Parole Planning Area boundaries. That district would be responsible for providing special services and facilities that directly benefit the entire area. Its responsibilities could range from implementing later phases of the streetscape program, to promoting Parole as a regional business center. It would be financed by a special property tax based on land values and assessments.

One model for such a district may be found in Montgomery County which established special taxing and service mechanisms in its main business centers some years ago. Relevant language from the County's legislation could well apply to Parole:

Certain areas of Montgomery County have become, or may in the future become, intensely developed communities containing diversified commercial, institutional, and residential development. In order to maintain and enhance these areas as prosperous, livable urban centers, and to avoid blight, the County should:

- 1) *Increase the maintenance of the streetscape and its amenities;*
- 2) *Provide additional public amenities such as plantings, seating, shelters, and works of art;*
- 3) *Promote the commercial and residential interest of these areas; and*
- 4) *Program cultural and community activities.*

Urban districts are created to provide an administrative, and financial framework through which to accomplish these goals.

Urban districts in Montgomery County operate with appointed citizen advisory boards and county collection of the tax and performance of services.

We utilize the term "longer-term prospect" for this concept in relation to Parole because the key ingredient in its creation and effectiveness is a private sector constituency within the business area itself. It can not be created without a demand from local employers and retail firms, symbolized by their willingness to pay the tax. It can not be sustained without continuing private sector support.

Parole does not currently afford such a constituency. there is not yet a strong organization of or cooperative desire within the Parole business community to serve as an impetus for a special taxing district. By adoption of the Parole Plan, however, by increasing effectiveness of the transportation management program, by initiation of Parole-based institutions such as a Parking Authority, Anne Arundel County can incrementally build the basis for a constituency.

G. City/County Cooperative Efforts

Although a jurisdictional boundary line separates Parole from the City of Annapolis, the land use and transportation pattern of one flows into the other. A traveler from elsewhere would not know where one began and the other ended. Parole is a gateway to Annapolis. Parole absorbs many of the business and government functions, intimately dependent on the state capital, which could not possibly locate within the historic area.

For all of these factual reasons, close cooperation between the City of Annapolis and Anne Arundel County on a continuing basis is a necessity if effective implementation of the Parole Plan is to occur. The jointly-funded Annapolis/Parole Area transit study is an excellent example. The outcome of this work should provide an opportunity for close meshing -- and possible joint financing -- of transit services, fringe area parking, and continuing transportation planning, particularly to assess and to channel the impacts of further reconstruction on Route 50.

Land use planning, for Parole and the West Street corridor, merits joint review on a periodic basis. Annapolis is considering formation of a Parking Authority to provide relief for its downtown congestion along with fringe facilities to link with transit. If the Parking Authority concept receives serious consideration in Anne Arundel County as well, exploration could be made of creating a joint county-city institution rather than two

separate mechanisms. As environmental concerns in both communities draw increasing attention, continuing issues of air and water quality and storm water runoff where the borders of the city meet Parole also warrant cooperative effort.

H. Creating a Constituency

As we have indicated above, one of the stumbling blocks to creating an effective implementation program for the Parole Plan is the lack of a constituency for such an effort in the private business and residential community. There are many developer/county relationships established through the project review process, but there is no group of citizens yet pulled together to promote and support the vision expressed in the Parole Plan. The County can not do the job alone. It could, however, working with area wide institutions begin to create the basis for such a constituency. Some examples:

1. A Citizen Advisory Board

Certainly a start has been made in the County's appointment of a representative business/citizen body as the Parole Area Management Group, which was later reconvened as the "Parole Growth Management Committee." That group provided the impetus for this plan, although its charge and tenure were limited. The County could re-institute this task force or create a new committee to serve as an advisory body to the Department of Planning and Code Enforcement on plan implementation. It could also act as an "early warning" mechanism to bring operational issues (traffic, security, lighting) in the area to the County's attention.

2. A Parole Promotional Group

Working with the Greater Annapolis Chamber of Commerce, the County could encourage the Chamber to establish a Parole area group from among its members. Focus of the group would be promotion, and it would concentrate on events and publicity to help build a special identity for Parole.

3. A Broadened TMA

The ARTMA could consider broadening its functions, in Parole, to include identity-building promotional activity. It may be particularly well-suited to do so, since it is an association of employers who are concerned with strengthening the area's attractiveness and ease of access for their employees. A similar evolution has occurred in Tyson's Corner, Virginia where the employer-based transportation advocacy group (TYTRANS) has now become the spokesman for area businesses and the principal force for improvements in the area.

4. A Public Design Review

The Parole Design Charrette was a very successful event in which ideas for the future of Parole were discussed in detail with no boundaries to creative thought. This concept could be continued in an annual Public Design Review which would bring together City/County representatives with design professionals, citizens and the business community to reassess the Plan's progress.

I. Monitoring and Evaluation

The real value of the Parole Urban Design Plan can only be discerned in the future. As incremental objectives are achieved through development and redevelopment, it will be necessary to reassess progress toward the overall goals of the Plan.

Particular areas of focus should be formalized to guarantee a continuing evaluation and adjustment to the Plan.

1. Traffic Modelling and Transportation Issues

Overall the planning process shows that construction of the planned network is necessary to relieve existing network deficiencies as the proposed improvements are needed to accommodate future growth. However, as diversions from recently constructed road projects become recognized along with the traffic impact of future growth, the need to widen existing roads and/or build proposed roads earlier than expected may be identified. Therefore, several phases of the process must be continuously reviewed to ensure effective and timely implementation of all elements of the plan. Actual traffic counts and traffic impact studies will be monitored periodically. 1990 Census data will be used to verify variables used in the traffic model. Finally, transportation demand management strategies will be reviewed. All of these steps are needed to verify projections, substantiate the need and timing of additional road improvements, as well as to identify new deficiencies.

2. Water Quality Monitoring

It is important to continue to collect data on water quality so that baseline parameters can be established. Only after current conditions in all creeks have been fully characterized can specific sources of pollutants be identified. Due to natural variability in conditions, the characterization process will take several years. Only after this is accomplished will the County be able to require documented polluters to take remedial action to protect receiving stream water quality and living resources. Adequate funding over the life of the Plan will be necessary to implement the law.

3. Development Review

Each individual project will be specifically reviewed relative to the Parole Plan, the development criteria and design guidelines. Projects will be designed in accordance with the goals and objectives of the Plan viewing more than just the individual site. The review process will specifically consider the proposal relative to its ability to blend and complement the development on neighboring properties.

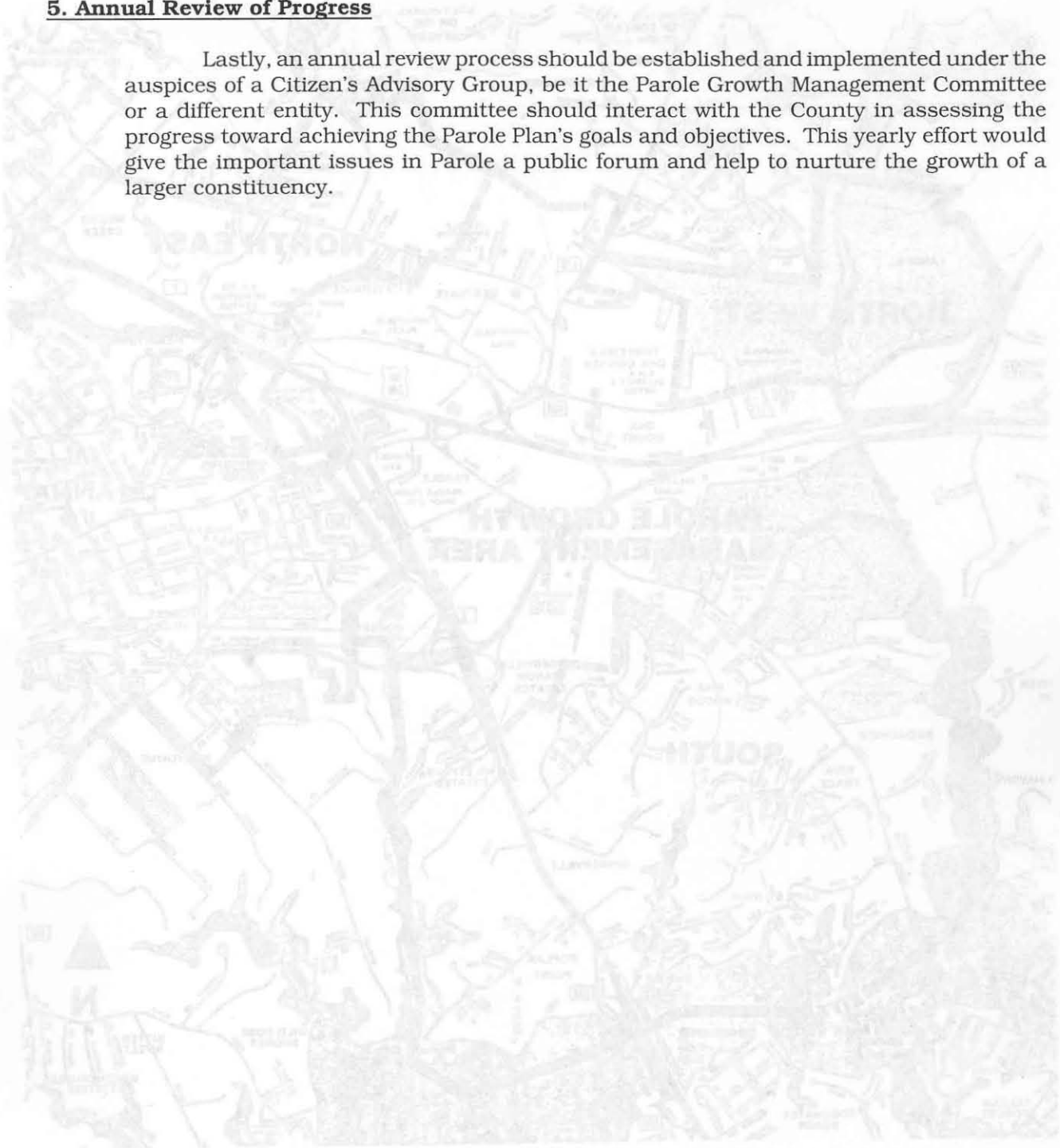
4. Capital Improvement Program

It is important that the County capital projects planning process incorporate the recommendations of the Parole Plan. Revenues derived from the Incentive Program are primarily intended for such capital projects in the PGMA. Various projects related to the Parole area Transportation Improvement Plan are to be incorporated in the current capital budget. It is expected, with ongoing development, that these general capital projects will

be complemented with more specific ones, similar to Medical Boulevard, Housley Road extended, Town Center connector, and Government Park connector.

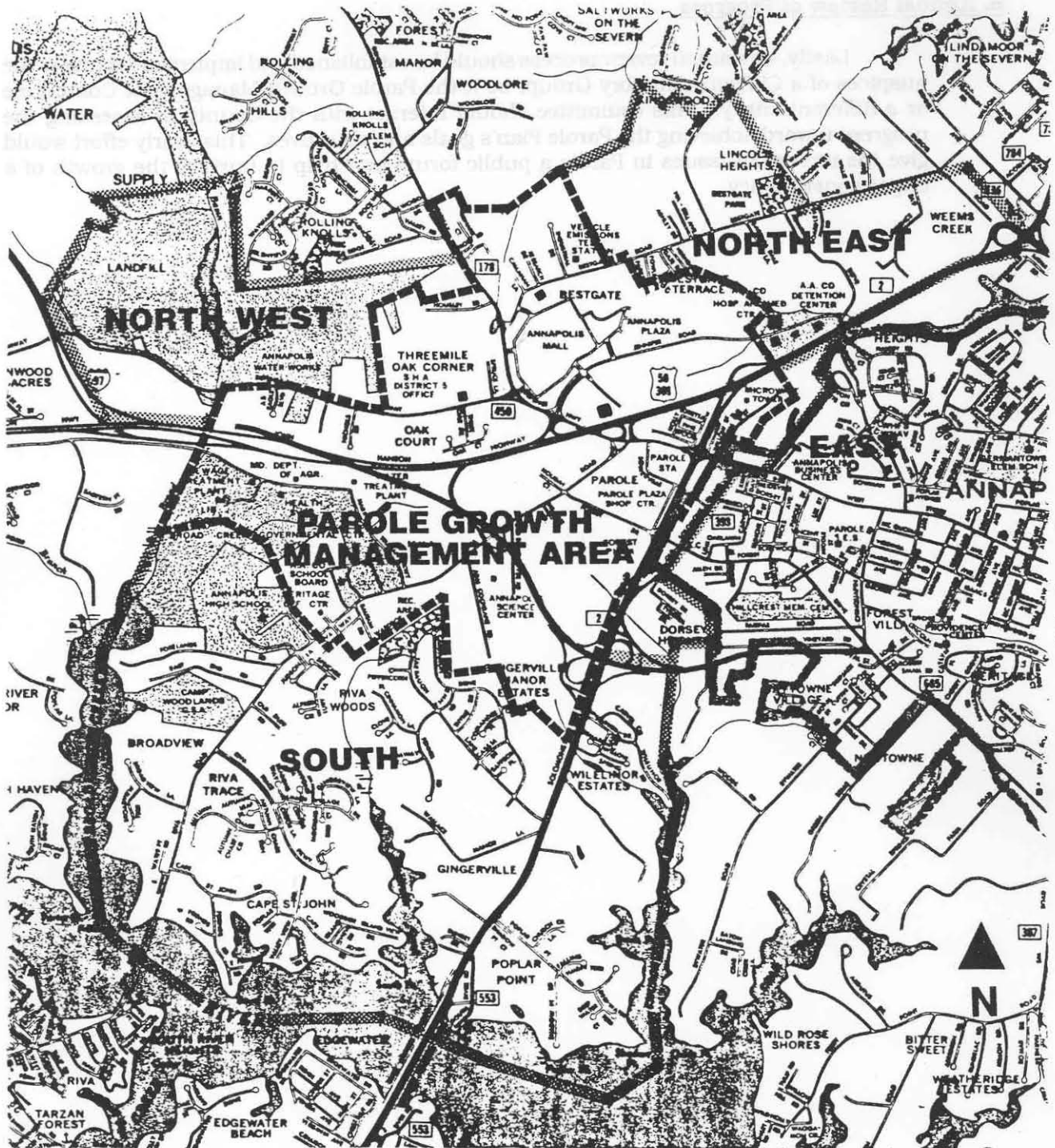
5. Annual Review of Progress

Lastly, an annual review process should be established and implemented under the auspices of a Citizen's Advisory Group, be it the Parole Growth Management Committee or a different entity. This committee should interact with the County in assessing the progress toward achieving the Parole Plan's goals and objectives. This yearly effort would give the important issues in Parole a public forum and help to nurture the growth of a larger constituency.



PAROLE GROWTH MANAGEMENT AREA

Map of Parole Growth Impact Areas



PAROLE GROWTH IMPACT SUBAREAS

V. BEYOND THE PGMA

A. Parole Growth Impact Area

Focusing on the PGMA during this study, it became obvious that the surrounding area could be significantly impacted by any development activity in the PGMA. The edges of the PGMA are not physical barriers that separate the adjacent areas. Parole is not a walled city. The properties contiguous to Parole will be affected by growth in the PGMA. Therefore a larger Parole Growth Impact Area (PGIA) has been delineated, as shown on the map below. Particular attention should be paid to such issues as:

1. vehicular and pedestrian circulation,
2. aesthetics,
3. compatibility of development along the edges,
4. functional relationship, and
5. other quality of life factors.

While the PGMA is currently subject to design standards and criteria currently under Bill 51-90, it is necessary to recognize the impact of development in the PGMA on adjacent properties in the sub-region. It is not proposed that the PGIA be subject to Bill 51-90 legislation, but that development in both the PGMA and PGIA be evaluated and coordinated to achieve the goals and objectives of the Parole Urban Design Plan. The focus of growth should be in the PGMA to ensure that the integrity and character of the surrounding neighborhoods is not violated. The Parole Growth Impact Area is divided into 4 sub-areas as follows:

Area South of PGMA (S)

This area generally lies south of the PGMA and is comprised of medium density, single-family residential development. The goals for PGIA South are:

1. preserve residential character;
2. reduce traffic impact;
3. prevent any intrusion of commercial uses;
4. protect and enhance environmental features;
5. where desirable, augment pedestrian linkages.

Area East of PGMA (E)

This area lies east of the Urban Core in the PGMA and is comprised of existing commercial development within the City of Annapolis. The study area should extend into Annapolis Neck to include the Forest Drive corridor eastward to Spa Road for traffic monitoring purposes. In addition, because of potential adverse impact on the PGMA, it is recommended that the MD Route 665/Forest Drive corridor be studied within the parameters of preserving its long-term adequacy to serve Parole, the Annapolis Neck, and the City of Annapolis. The goals for PGIA East are:

1. enhance edge compatibility;
2. enhance vehicular and pedestrian connections;
3. improve gateway approaches;
4. aesthetic compatibility with PGMA and surrounding area within the City;
5. consider mixed use to relate to Old Solomons Island Road development.

Area Northeast of PGMA (NE)

This area generally lies northeast of the PGMA, served by new Bestgate Road. It contains some single family development, with townhouses and multi-family housing, planned and currently under construction. The goals for PGIA Northeast are:

1. preserve residential character;
2. enhance pedestrian and aesthetic connections to commercial areas;
3. prevent any intrusion of commercial areas;
4. protect and enhance environmental features;
5. coordinate design review for future development of the Detention Center site with criteria and procedures applicable within the abutting PGMA sub-area.

Area Northwest of PGIA (NW)

This area lies northwest of the PGMA and is comprised of open space and land zoned for light industrial uses. Properties include the City of Annapolis landfill and waterworks holdings. The goals for PGIA Northwest are:

1. enhance aesthetic compatibility;
2. preserve and protect environmental features;
3. development in the PGMA should maximize use of environmental amenities;
4. for industrially zoned parcels, minimize impact on environmentally sensitive areas;
5. encourage active and passive recreational activities where possible.

CONCLUSION: A Growth Management Plan such as the PGMA can generate development pressures beyond its boundaries, or conversely, can be negatively impacted and unable to achieve its desired potential by unwarranted zoning within its region. Overall regional balance will be necessary for the PGMA and for long-term benefits to the local natural environment.

RECOMMENDATIONS FOR THE GROWTH IMPACT AREA

In order to achieve the goals for these sub-areas all development proposals within the County portion of the PGIA should be reviewed in relation to the above objectives. Procedures should be established to evaluate development proposals in the designated area and identify potential problems prior to subdivision approval or issuance of permits. In addition, the County and the City of Annapolis should coordinate review of development plans where the proposed activity is to be located where mutual boundaries exist. This should be done in the context of cooperative edge planning as stated earlier in the report. Planning coordination within the Annapolis Neck should be established as an on-going process adopted and supported by the County and the City of Annapolis. Those chosen to implement such planning would be responsible for:

1. The overview of balanced land use planning and the emerging necessity of growth management policies within the Annapolis Neck.
2. Transportation planning overview and coordination of the special needs of the Annapolis Neck within the regional Metropolitan Planning Organization and future ISTEA initiatives.
3. Resolving previous areas of divided jurisdictional responsibilities that have usually created illogical traffic patterns and vehicular congestion.
4. Liaison with the State and Naval Academy.

B. A Greenbelt Concept

Parole is a significant growth center for Anne Arundel County. Although not functioning as a true Town Center, it none the less supports a significant retail and employment base with new residential pockets proposed as a part of this plan. In addition, the plan encourages higher intensity development, including housing, to reduce development pressures in the area outside the PGMA. The Parole Growth Management Area and its Impact Area are somewhat confined from future expansion to the east where the City of Annapolis lies and to the south where the South River separates Annapolis Neck from Edgewater and South County. It is still essentially rural in nature and is comprised of farmland and small development enclaves in close proximity to the Chesapeake Bay. This sparsely developed area stretches all the way to Calvert County. To the west and north there are significant stretches of open land with major environmental features relating to the South River headwaters. Most of this area is zoned for extremely low density residential development with shoreline communities providing the majority of homesites. The almost rural character of this area actually stretches beyond Route 3/1 97 into the Gambrills area where the Naval Academy Dairy Farm, Jabez Branch and the Severn Run are located east of Odenton.

The generally undeveloped areas to the north, south and west of the PGMA serve as a de facto **greenbelt**, which is defined as: an area with natural features that is targeted for rural and low density development and has limited planned public infrastructure.

This expanse of land is consistent in general character except for a single aberration: the State complex at Crownsville, including the hospital and government offices. With recent office development occurring and more planned, the Crownsville State complex functions as an active employment center.

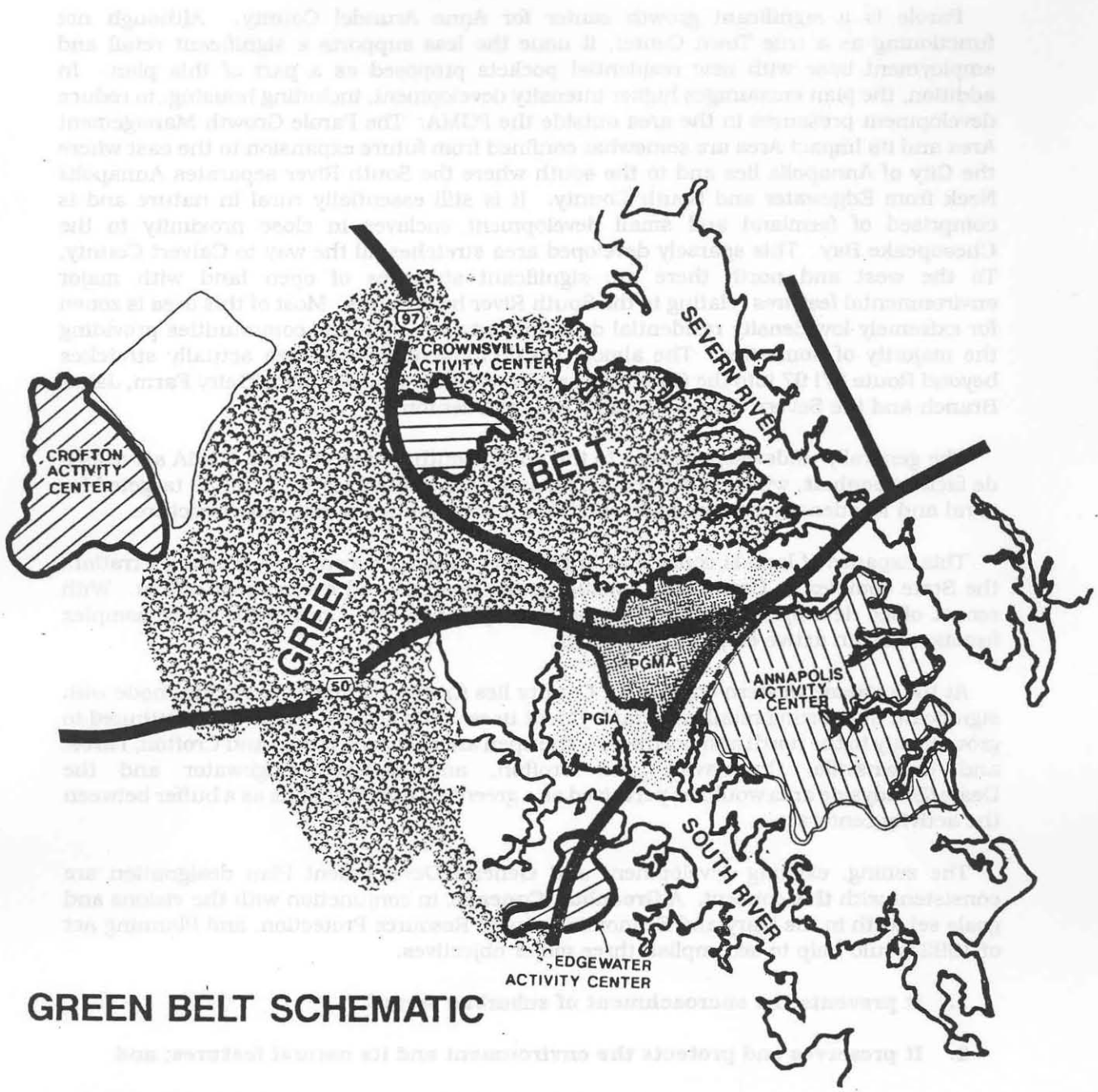
At the extreme western edge of the County lies Crofton, a major residential node with significant supporting retail and employment uses. This activity center has continued to grow mostly to the north and northeast. The open area between Parole and Crofton, Parole and Crownsville, Crownsville and Crofton, and between Edgewater and the Deale/Shadyside area would be perceived as a greenbelt that functions as a buffer between the activity centers.

The zoning, existing development and General Development Plan designation are consistent with this concept. A **Greenbelt Concept**, in conjunction with the visions and goals set forth in the Maryland Economic Growth, Resource Protection, and Planning Act of 1992 would help to accomplish three major objectives:

1. **It prevents the encroachment of suburban sprawl;**
2. **It preserves and protects the environment and its natural features; and**
3. **It requires the acknowledgement of activity centers as the receiving areas for growth.**

In order for a greenbelt to be effective as a buffer between activity centers, new land use controls would probably be necessary. The following policy recommendations are suggested as examples of types of administrative and legislative measures that should be considered when discussing implementation of a greenbelt around Parole.

Green Belt Schematic



GREEN BELT SCHEMATIC

It is a significant growth center for Anne Arundel County. Although not functioning as a true Green Belt, it does the same purpose - to direct growth and employment away from the central urban core. In fact, the plan is to be a part of the plan. In addition, the plan encourages future growth outside the Green Belt. The Plan's Growth Management development program in the area outside the Green Belt. The Plan's Growth Management Area and the largest area are contained within the future expansion to the east where the City of Annapolis lies to the south where the South River separates Annapolis from Edgewater and is still essentially rural in nature and is composed of scattered development and is not a true Green Belt. The plan is to be a part of the plan. In addition, the plan encourages future growth outside the Green Belt. The Plan's Growth Management Area and the largest area are contained within the future expansion to the east where the City of Annapolis lies to the south where the South River separates Annapolis from Edgewater and is still essentially rural in nature and is composed of scattered development and is not a true Green Belt.

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PROPOSED GREENBELT CONCEPT RECOMMENDATIONS

1. The Maryland Economic Growth, Resource Protection, and Planning Act of 1992 should be considered as a part of an overall growth management strategy. The limiting of sprawl will only succeed if growth is channeled to activity centers where development and redevelopment are provided significant incentives. These incentives must work in a way that brings planned, quality development of higher intensity into the growth centers, while allowing the existing greenbelt areas to maintain their low density character.
2. Discourage and/or prohibit upgrades in density via rezonings and special exceptions, c.a. reclassifications and growth allocation.
3. New commercial activity in the greenbelt would be discouraged.
4. In the greenbelt where active farming is not the principal use, RA zoned land should generally comply with RLD performance standards for:
 1. yards and setbacks
 2. landscaping and screening
 3. coverage
 4. slope development
 5. preservation of woodland and natural vegetation
 6. preservation of wetlands and flood plains
5. Commercial nonconforming uses in the greenbelt would be discouraged from expanding.
6. Capital projects proposed within the greenbelt would be evaluated for consistency with the greenbelt guidelines and density provisions.
7. Conventional public water and sewer facilities would be discouraged in the greenbelt; where public health reasons require utility solutions, innovative sewer treatment systems would be considered.
8. Greenway systems should connect to existing parks and future stream valley trails. These greenways should also connect to activity centers in the greenbelt.
9. Pathways, linkages, and other amenities located in the PGMA should relate to existing and future parks, activity centers and community facilities outside the PGMA.
10. Reforestation easements and land grants in the greenbelt area should be encouraged.

C. A Balanced Approach to Growth Management

The Parole Urban Design Plan was born out of a need to answer the concerns of an area that was developing rapidly without much planning. While the purpose of Bill 51-90 for the Parole Growth Management Area is to establish a framework to permit mixed use development, enhancement of the environs, consistency with the General Development Plan, improvement of pedestrian and vehicular circulation, and better quality of design, it is not an effective tool for achieving these goals. In fact, the performance standards contained in Bill 51-90 are much more stringent than zoning regulations county-wide. For example, in Bill 51-90, C-2 districts, which are found only in the periphery, are capped at four stories of height by right, with a maximum of six stories under the incentive program. C-2 districts outside of Parole (and the Odenton Growth Management Area) have no height limitation. With respect to F.A.R., the same C-2 districts in Parole's periphery have an F.A.R. ceiling of 0.5 via the incentive program. Elsewhere, C-2 allows an F.A.R. of 2.0. Also, the requirement for green area of 25% specified in Bill 51-90 throughout the Growth Management Area is generally more restrictive than current zoning, which allows for much greater coverage in Town Center and commercial districts (e.g. 80-85% in C2, C3, or C4). Only W-1 Industrial districts limit coverage to 75%.

It would appear that Bill 51-90, as originally adopted, would inhibit development rather than providing the impetus necessary for achieving a viable growth center. Therefore, through "Legislative Action" proposed in Section IV(C)(2) of this report, the current performance standards have been adjusted to facilitate more efficient growth patterns and densities in the PGMA. Higher F.A.R. is suggested for mixed use and redevelopment projects in the Urban Core and lower green area requirements would apply in both the Center and Core areas.

A balanced approach to growth management should encourage true incentives for development and redevelopment in growth centers, while relieving the pressures of sprawl on the edges of the development envelope. A successful growth center would attract development activity and allow the maintaining of low density/rural character in the surrounding areas.

APPENDIX A: The Citizen Committee

In early 1990 the County Council passed emergency legislation which set severe limits on development in Parole for 90 days. The County Executive then appointed a committee who were charged with writing a report within the 90 day time period that would be the basis for permanent legislation. The Parole Area Management Group was made up of interested citizens, environmentalists and representatives of the Parole business community. After many hours of intensive discussion the committee delivered their report on time and, in June, Bill 51-90 was introduced at the County Council. The original committee's work provided the fundamental basis and direction for this plan. In the spring of 1993, the citizen's group was reconvened as the Parole Growth Management Committee with several new members appointed. They concluded their work in July and submitted a final report and recommendations to the County Executive. This included input from various subcommittees dealing with market analysis, transportation, the environment, and subregional context. Their concerns have been addressed in the Parole Urban Design Concept Plan, as revised, and specific recommendations were incorporated in this report. The Committee's dedication and insight were greatly appreciated in the planning process.

The Parole Growth Management Committee

Stephen Carr* - Citizen
 Daniel Colton/Nishan Topjian
 Colton Communities
 Scott Eden - Citizen
 John Fischer - Citizen
 John Flood* - Citizen
 Eileen Fogarty/ Teresa Dowd
 City of Annapolis
 Carl Freedman* - Parole Plaza
 Rod Haynes/ Elizabeth Link/ Timothy Lowe
 Annapolis Mall
 Jay Irwin - Citizen
 Marc Jartman*
 UNC, Annapolis Science Center
 Edward Kotok* - Citizen
 Richard Kravet* - Citizen
 Florence Beck Kurdle
 Constellation Real Estate Group, Inc.
 Charles Lamb - Citizen
 Helen Ann Laurie - Citizen
 Bart McGarry - Citizen
 Dan McNew
 Anne Arundel Health Care Services, Inc.
 Elizabeth McWethy - Citizen
 A. Scott Mobley - Citizen
 Andrew Powell* - Citizen
 Gary Pyles/ Evelyn Bergalia
 Annapolis Development Corporation
 Steven Schilling*
 Nationwide Insurance Company
 Chris Swatta - Citizen
 Lina Vlavianos - Citizen
 Red Waldron, Chairman (PAMG)- Citizen

Membership of Subcommittees

Environment:

John Flood, Steve Carr, Liz McWethy, Lina Vlavianos, Red Waldron, Tim Lowe, Carl Freedman, Nishan Topjian and Steve Kissell of Centermark Properties

Transportation:

Nishan Topjian, Chris Swatta, Charlie Lamb, Scott Mobley, John Fischer and Andrew Powell

Beyond the PGMA:

Steve Carr, Teresa Dowd, Jay Irwin, Richard Kravet and Charlie Lamb

Executive Summary:

Red Waldron, Scott Mobley, Charlie Lamb, and Teresa Dowd

* New members appointed Spring 1993

APPENDIX B: Parole Charrette (November 15-17, 1991)

In November of 1991, the Office of Planning and Zoning held a Design Charrette for Parole which was cosponsored by the Chesapeake Bay Chapter of the American Institute of Architects. The May Centers donated the second floor of the vacant Garfinkel's department store at the Annapolis Mall for workspace. Held over a weekend the event was an unqualified success with seven different teams participating. Many of the teams' ideas are reflected in this report. The Office of Planning and Zoning is greatly appreciative of the charrette participants' contribution.

List of Teams

#1 The Metropolitan Collaborative

Jay Graham
 Pearse O'Doherty
 Rhonda Martin
 Chris Schein
 Graham Landscape Architecture
 Michael Dowling
 Michael Justin Dowling, Architect
 Mark Cameron
 Trageser/Cameron, Architecture
 and Landscape
 Michael E. Hickok
 Hickok-Warner, Architects
 Jay Huyett
 Studio 3 Architects
 Neal Payton, Architect
 The Catholic University of America
 Katherine Willson-Ostberg
 Architectural Design
 C. Richard Keller
 Kellerc
 Ken Trionfo
 Morgan State University

#2 The November Revolution -

George Washington University
 Victor Burbank, Architect
 Eric Blamphin
 Marilyn Lucas
 Gay L. Ludington, Esquire
 Robert MacMahon
 Theresa Park
 Jordan Rosenfeld
 Linda Smith
 Jane Wright

#3 My Word

Steve Callahan, AICP
 Anne Arundel County
 Office of Planning and Zoning
 Cathy Cherry, AIA
 Hammond Associates
 Charley Corley, AIA
 Beck Powell and Parsons
 Alexander D. Speer, AICP
 Anne Arundel County
 Office of Planning and Zoning

#4 The 12:25 AM

Nejim Alkhatib
 Peter Fillat
 RTKL Architects
 Zlatko Barovie (Yugoslavia - Zagrad)
 Johns Hopkins University
 Craig Purcell
 Schwarz Purcell
 Randy Sovich, Architect

#5 Parole Common

David Barnes
 David Barnes, ASLA
 William A. Cooper
 WAC Construction, Drafting Services
 Patricia Faux
 The Edge City
 Brian Kane
 EDAW, Inc.
 Richard S. Kravet
 Tony K. Cheung
 Becker/Morgan Architects, Inc.
 Amer Al-Sufhi
 Annapolis CADD

#6 Bike Path

Jack Pickwood
 McCrone, Inc.

#7 The Visionary Pragmatists

Bob d'Aiso
 Landtech
 David Blaha
 John E. Harms, Jr. & Assoc.
 Philip Clayton
 Maryland Chapter, APA
 Nancy Randall
 The Traffic Group
 Christopher Raphael
 Christopher Raphael Architects
 Laura Simpson, Consultant
 Aspen Systems Corporation
 Nancy E. Scozzari

APPENDIX C: Adopted Regulations, Article 28, Anne Arundel County Code
(Incorporating Bill 51-90 and Bill 73-94 in the Zoning Ordinance)

§ 1B-102. Purpose.

The purpose of the Parole Town Center Growth Management Area is to establish a framework to permit mixed use development including commercial, office, and residential uses while preserving significant open space and providing for orderly development, enhancement of environment, consistency with the General Development Plan, improvement of pedestrian and vehicular circulation, and better quality of design.

§ 1B-103. General criteria.

(a) Within the Parole Town Center Growth Management Area, land use classifications are shown on the maps adopted by the County Council in Bill No. 51-90, as revised by Bill No. 73-94, and are divided into the following areas:

TITLE 1B. PAROLE TOWN CENTER GROWTH MANAGEMENT AREA

§ 1B-101. Scope.

- (a) The provisions of this title apply to all:
- (1) major subdivisions;
 - (2) minor subdivisions;
 - (3) planned commercial complexes;
 - (4) grading permits;
 - (5) building permits for shell structures;
 - (6) building permits for major renovations of existing structures that are to be converted to a more intensive use; and
 - (7) resubdivisions.

(b) The provisions of this subtitle do not apply to building permits for building additions that are less than 1,000 square feet or for tenant improvements if:

(1) the permit is consistent with the purpose set forth in § 1B-102 of this title; and

(2) the Office of Planning and Zoning is satisfied that the proposed use is substantially similar to the existing use on the site.

(Bill No. 51-90, § 1; Bill No. 73-94, § 3)

§ 1B-102. Purpose.

The purpose of the Parole Town Center Growth Management Area is to establish a framework to permit mixed use development combining commercial, office, and residential uses while preserving significant open space and providing for orderly development, enhancement of environs, consistency with the General Development Plan, improvement of pedestrian and vehicular circulation, and better quality of design.

(Bill No. 51-90, § 1)

§ 1B-103. General criteria.

(a) Within the Parole Town Center Growth Management Area, land use classifications are shown on the maps adopted by the County Council in Bill No. 51-90, as revised by Bill No. 73-94, and are divided into the following areas:

(1) periphery;

(2) center; and

(3) core.

(b) Development in the Parole Town Center Growth Management Area is permitted only in accordance with the requirements for the specific land use classification in which the property is located.

(c) Unless otherwise restricted by this title or the regulations adopted in accordance with Bill No. 51-90 uses permitted by existing zoning classifications are permitted uses in the periphery, center, and core areas of the Parole Town Center Growth Management Area.

(d) In the event of a conflict between the provisions of this title and any other title in this article, the provisions of this title shall take precedence.

(e) Except for development under the provisions of § 1B-104 of this title and a public utility essential service, development within the Parole Town Center Growth Management Area shall be undertaken only in accordance with the following:

(1) The maximum permitted floor area ration (FAR) of any structure is:

(i) 0.4 in the periphery;

(ii) 0.6 in the center; and

(iii) 0.8 in the core.

(b) Incentives over and above the normal requirements such as increased FAR, height, or reduced green areas may be granted by the Planning and Zoning Officer when an applicant proves that an equitable relationship exists between the applicant's gain and the public benefit within the Parole Town Center Growth Management Area.

(Bill No. 51-90, § 1)

§ 1B-105. Same—Purpose.

The purpose of the incentive program is to achieve a mixture of desirable land uses, quality design, and public amenities that create the sense of a unified community and an enhanced quality of life in the Parole area.

(Bill No. 51-90, § 1)

§ 1B-106. Same—Application; criteria.

(a) An application for the use of incentives shall be made by a property owner and shall include a description of the proposed project that reflects exceptional design quality, architectural features, and environmental sensitivity. The description must also reflect land and streetscaping improvements and enhancement of open space that exceed the standards set forth in the Landscape Manual. The application must also include a study showing the feasibility, need, and benefit to the community, and a site plan as required by Title 15 of this article.

(b) The Office of Planning and Zoning shall evaluate the application based on the following criteria:

- (1) public access to uses and amenities;
- (2) community benefit;
- (3) consistency with the purpose of this title;
- (4) conformance with the General Development Plan;
- (5) consistency with the current County Capital Program;
- (6) compatibility and quality of design;
- (7) pedestrian and vehicular access and circulation; and
- (8) environmental enhancement and mitigation.

(c) Within each land use classification, FARs and building heights may be increased and green areas may be decreased from those required by § 1B-103(e) of this title, subject to the following limits:

- (1) in the periphery, the maximum FAR shall be 0.5, the maximum height shall be six stories, and the minimum green area shall be 18.75% of a site;
- (2) in the center, the maximum FAR shall be 0.75, the maximum height shall be eight stories, and the minimum green area shall be 12.5% of a site; and

- (2) The maximum permitted height of any structure is:
- (i) in the periphery, three stories if adjacent to residentially zoned land when developed with residential uses of a density of not more than five units per acre, and four stories if adjacent to any other use;
 - (ii) in the center, six stories; and
 - (iii) in the core, eight stories.
- (3) The minimum required green area for each land use classification is:
- (i) 25% in the periphery;
 - (ii) 20% in the center; and
 - (iii) 15% in the core.
- (4) The uses listed for R22 Districts are permitted uses in C2, C3, C4, W1, W2, and W3 Districts, provided that the FAR does not exceed .75.
- (5) The uses listed for R44 Districts are permitted in the center and core areas provided that the FAR does not exceed 1.0 except as permitted by § 1B-106(c)(3) of this title.
- (6) Auxiliary retail and service uses listed in § 3-204(a)(2) and (8) through (12) and § 3-303(a) of this article are permitted up to 25% of the floor area, but not to exceed 25,000 square feet, provided that for each use listed in § 3-303(a), the Planning and Zoning Officer shall find that the proposed use is:
- (i) similar to a use listed in § 3-204(a)(2) and (8) through (12); and
 - (ii) consistent with the design development criteria for the Parole Town Center Growth Management Area.
- (7) Mixed use developments shall be undertaken in accordance with § 1B-106(d)(8) of this title.
- (f) Development in the Parole Town Center Growth Management Area shall be undertaken only:
- (1) in accordance with the Parole Urban Design Concept Plan; and
 - (2) after the Department of Planning and Code Enforcement grants concept plan approval in accordance with § 15-104A of this article.
- (g) If concept plan approval is granted solely for the construction of infrastructure improvements on a property, the plat shall contain a note to indicate that further concept plan approval is required before any development is undertaken on the property.
(Bill No. 51-90, § 1; Bill No. 73-94, § 2)

§ 1B-104. Incentive program.

- (a) There is an incentive program for the Parole Town Center Growth Management Area administered by the Office of Planning and Zoning.

(3) in the core, the maximum FAR shall be 1.2, the maximum height shall be 12 stories, except that landmark buildings may be built to a height of 16 stories as provided in subsection (f) of this section, and the minimum green area shall be 12.5% of a site, except as follows:

(i) the minimum green area may be 10% and the maximum FAR may be 2.0 for a mixed use or redevelopment of an existing developed site;

(ii) the FAR for a residential use by itself or in conjunction with an office or other mixed use development may not be counted toward the total FAR for the development.

(d) Incentives to be considered may include the following:

(1) quasi-public and institutional uses such as child or senior care centers and post offices provided as part of the project and available to the public;

(2) structured parking or contribution toward the construction of structured parking;

(3) public transportation such as shuttle buses to a park-and-ride lot if not required by § 1B-108 of this title;

(4) additional green areas;

(5) regional stormwater management or regional water quality improvements;

(6) addition of public art to the project;

(7) residential developments, provided;

(i) that in the periphery the R44 uses are permitted if the FAR does not exceed 1.0; and

(ii) 25% of the additional units allowed beyond those permitted in § 1B-103(e)(4) of this title are affordable housing units as defined by the Maryland Department of Housing and Community Development;

(8) mixed use developments, provided:

(i) there are residential uses proposed as part of the project;

(ii) in the periphery the average FAR for the project does not exceed 0.75;

(iii) in the center the average FAR for the project does not exceed 1.0;

(iv) the uses permitted are only those uses permitted in C2, C3, R10, R15, R22 and R44 Zoning Districts; and

(v) the Planning and Zoning Officer finds that the proposed uses are consistent with the criteria set forth in subsection (b) of this section and the design development criteria for the Parole Town Center Growth Management Area; and

(9) preservation of naturally vegetated areas by dedication or easement in order to further protect the environmental integrity of receiving surface waters, including but not limited to Church Creek, Weems Creek, Broad Creek, Saltworks Creek, and Gingerville Creek.

(e) Any incentive in the core may be approved and undertaken only in accordance with the Urban Design Concept Plan.

(f) Maximum incentives to allow structures of up to 16 stories in the core may be allowed only for landmark buildings that comply with the following:

(1) The project shall provide a public purpose as described in paragraph (d)(1) of this section and the applicant shall make a financial commitment for the support of public institutions such as child care centers, senior care centers, hospital and medical clinics, drug treatment centers and programs, social services centers, post offices, libraries, public schools, or other institutional uses;

(2) the project site shall be at least 20 acres in size;

(3) the project shall exhibit exemplary quality of design and architecture;

(4) the project shall establish a positive image as a gateway to the City of Annapolis;

(5) the project shall be shown to be in harmony with an overall design concept for the core area; and

(6) in addition to paragraph (1) of this subsection, the incentive proposal shall include significant transportation and environmental enhancements.

(Bill No. 51-90, § 1; Bill No. 73-94, § 2; Bill No. 70-96, § 3)

§ 1B-107. Interior spaces; green areas.

(a) interior public spaces may not be used to meet minimum green area requirements except that, if a site has interior pedestrian areas for public use that exceed 10,000 square feet, one-half of the floor area devoted to pedestrian use may be credited toward the minimum green area requirements.

(b) All green areas shall be designed and improved to enhance pedestrian circulation areas and to provide effective buffers and visual relief between roadways, parking, and buildings.

(c) (1) Pedestrian walkways shall be provided:

(i) within green areas;

(ii) within the right-of-way of a road or the abutting green areas when required by the Office of Planning and Zoning;

(iii) along internal major driveways leading from public roadways to on-site uses, structures, or plazas; and

(iv) for access between parking areas and structures or uses on the site and to adjoining properties.

(2) Pedestrian walkways shall be designed and constructed in accordance with the Anne Arundel County Standard Specifications for Construction and Standard Details for Construction.

(d) As part of the site plan review, the Office of Planning and Zoning shall review and approve:

(1) the layout and distribution of all green areas; and

(2) paving materials, landscaping, lighting, and signage provided for each green area.

(Bill No. 51-90, § 1)

§ 1B-108. Traffic circulation; roadway standards.

(a) The following standards shall apply for traffic circulation with regard to a proposed development:

(1) each intersection from site access points to and including the first arterial intersection shall operate with a peak hour critical lane volume of less than 1450 except that, at the discretion of the Planning and Zoning Officer, intersections in the core may operate with a peak hour critical lane volume of less than 1600; and

(2) key intersections as identified by the County shall operate with peak hour critical lane volume of less than 1450 except that, at the discretion of the Planning and Zoning Officer, intersections located in the core may operate with a peak hour critical lane volume of less than 1600.

(b) A determination as to whether traffic generated meets the criteria set forth in subsection (a) of this section shall be made by an analysis undertaken in accordance with the traffic impact analysis guidelines issued by the Department of Public Works and shall consider:

(1) existing traffic;

(2) traffic to be generated within the Parole Town Center Growth Management Area as a result of:

(i) building permits that have been issued and are expected to generate more than 250 vehicle trips per day;

(ii) pending building permits expected to generate more than 250 vehicle trips per day that have had a traffic impact analysis approved by the Department of Public Works; and

(iii) approved subdivisions;

(3) traffic to be generated outside the Parole Town Center Growth Management Area that will impact intersections that are required to be studied under the provisions of this section, and that is the result of:

(i) the issuance of all building permits expected to generate more than 250 vehicle trips per day; and

(ii) approved subdivisions; and

(4) traffic projected to be generated from the proposed development.

(d) If the traffic generated to or from a site fails to meet the standards set forth in this section, as determined by an approved traffic impact analysis, a site may not be developed unless an applicant agrees to undertake one or more of the following as directed by the Department of Planning and Code Enforcement:

(1) improvements to each substandard intersection that bring the intersection's critical lane movements to an acceptable level;

(2) construction of one or more roads that will have a positive effect on the substandard intersection and will aid in bringing the intersection's critical lane movements to an acceptable level;

(3) contributions to a County capital project for road improvements and construction in the Parole Town Center Growth Management Area;

(4) a significant capital improvement that will improve the County's ability to provide public transportation in the Parole Town Center Growth Management Area; or

(5) an acceptable paratransit operation or ridesharing program to mitigate traffic impact.

(Bill No. 51-90, § 1; Bill No. 73-94, § 2)

§ 1B-109. Environmental protection—Purpose.

There are environmental protection requirements for the Parole Town Center Growth Management Area in order to minimize or prevent negative impacts on the environment, air quality, water quality, noise levels, forested areas, and wildlife habitat.

(Bill No. 51-90, § 1)

§ 1B-110. Same—Requirements.

(a) The following minimum requirements shall apply to all development in the Parole Town Center Growth Management Area:

(1) there shall be an undisturbed buffer of 25 to 75 feet surrounding all nontidal wetlands, with a greater buffer provided for natural wetlands that are high in quality and function;

(2) a grading permit is required for any disturbance of 5,000 square feet or more;

(3) stormwater management shall be provided in accordance with Article 21, Title 3 of this Code;

(4) notwithstanding the provisions of Article 21, Title 3 of this Code, water quality enhancement shall be provided by management of the first one-half inch of runoff from impervious surfaces;

(5) existing trees and vegetation shall be retained on slopes of 25% or greater and slopes of 15% or greater with a soil K value greater than 0.35, including the slopes of ravines or other natural depressions unless:

(i) all proposed site plans showing the extent of clearing have been approved by the Office of Planning and Zoning;

(ii) the project is the only effective means to maintain or improve the stability of the slope; or

(iii) roadway or utility access across the slope is necessary or disturbance to the slope is required to located public utility essential services;

(6) existing trees and natural vegetation shall be maintained in their current state to the extent possible; and

(7) all building sites shall:

(i) be tested for glauconite and pyrite to establish the frequency of occurrence; and

(ii) have plans submitted to show the preclusion of any:

1. exposure of surface areas of these soil elements; and

2. erosion or surface runoff over any exposed soils containing these elements.

(b) (1) In order to ensure that the water quality of stormwater runoff is of a quality superior to that of the body of water into which it flows, the County shall periodically monitor the water quality of stormwater runoff and the receiving creeks in order to determine if there has been any increase in pollutants or siltation that may result in a diminution in water quality; and

(2) If the Planning and Zoning Officer determines that there has been a diminution, each property owner, developer, or person controlling the property shall install retrofit improvements in the drainage or subdrainage area that will improve water quality caused by stormwater runoff from the property, as directed by the Office of Planning and Zoning. (Ord. No. 51-90, § 1)

§ 1B-111. Public notice and participation.

(a) On receipt of an application for use of the incentive program, the Office of Planning and Zoning shall schedule a meeting to review the application, to occur within 60 days of receipt of the application.

(b) Within seven working days after an application for the use of the incentive program is filed, the applicant shall post the property with signs provided by the Office of Planning and Zoning and pay a fee of \$15 to the County for each sign. The Office of Planning and Zoning shall specify the number and location of the signs.

(c) Each sign shall be erected not more than 10 feet from the boundary of a property that abuts a public road and shall be clearly visible from the road. If the property does not abut a public road, signs shall be posted in a location clearly visible to the public.

(d) Within the seven-day period specified in subsection (b) of this section, the applicant shall submit a certification with readable photographic evidence to verify the placement of the signs. If the certification is not submitted within the seven-day period, the scheduled meeting shall be canceled and rescheduled for no earlier than 10 working days and no later than 30 working days after the date of the originally scheduled meeting.

(e) Within seven working days after receipt of an acceptable application, the Office of Planning and Zoning shall notify the Office of Community Affairs of receipt of the application and provide that office with the following information:

- (1) the nature of the request;
- (2) the project name and number, if applicable;
- (3) the assessment district;
- (4) the general location and the nearest intersecting roadway;
- (5) the type and number of units;
- (6) the size of the tract; and
- (7) the date of the scheduled review meeting.

(f) At least 21 calendar days before the review meeting, the Office of Community Affairs shall send a notice of application for participation in the incentive program to each community association in the Greater Annapolis area, including Arnold, Edgewater, Crownsville, and Broadneck, listed in its records, containing:

- (1) the information set forth in subsection (d) of this section;
- (2) the address and telephone number of the Office of Planning and Zoning;
- (3) a statement that information about the proposed project may be obtained through the Office of Planning and Zoning; and
- (4) a statement that members of the public wishing to attend the review meeting shall notify the Office of Planning and Zoning at least two working days before the meeting.

(g) Persons other than the applicant, the applicant's engineer, surveyor, or agent, and members of the review agencies shall notify the Office of Planning and Zoning at least two working days in advance if they wish to attend the review meeting.

(h) The review meeting:

- (1) is not a public hearing intended for the expression of support for or opposition to the proposed project; and
- (2) shall be limited to a technical review and discussion of the proposed project's compliance with this article.

(Bill No. 51-90, § 1)

TITLE 15. SITE PLANS**§ 15-101. Required; compliance with site plan required.**

(a) Site plan approval is required for:

- (1) development in a Deferred Development District;
- (2) development in an Open Space District;
- (3) development in a Town Center District;
- (4) development in an Industrial Park District;
- (5) a use permitted as a special exception;
- (6) except as provided in subsection (b) of this section, development in a Maritime Group District;
- (7) reconstruction of nonconforming uses otherwise permitted under § 14-108(c) of this article that alter the location of the structure or facility;
- (8) development in the Parole Town Center Growth Management Area;
- (9) development in the Odenton Town Center Growth Management Area; and
- (10) development of a suburban community center.

(b) (1) In a Maritime Group District a proposed expansion, rearrangement, change in lawful use of facility, or deviation from an approved site plan is subject to the provisions of this article only as they apply to the expansion, rearrangement, use change, or plan deviation.

(2) In a Maritime Group District, site plan approval is not required for maintenance, repair, or replacement of an existing facility that does not change the size, location, general configuration, or use of the facility.

(c) For development in a Deferred Development District, Open Space District, Town Center District, Industrial Park District, Maritime Group District, the Parole Town Center Growth Management Area, or the Odenton Town Center Growth Management Area, the site plan shall be submitted to the Office of Planning and Zoning for its approval.

(d) For a use permitted as a special exception, the site plan shall be submitted to the Department for its recommendation to the Administrative Hearing Officer.

(e) Rezoning may be granted, building permits may be issued, and buildings or uses may be permitted only in conformance with the site plan as finally approved. A site layout and the overall appearance of each building in the proposed development shall harmonize with existing or permitted development of contiguous land and of adjacent neighborhoods, and may not have a material, adverse effect on the desirability of adjacent neighborhoods for the residential or commercial uses contemplated by the comprehensive zoning plan.

(f) A site for which site plan approval has been obtained shall be used only in accordance with the approved site plan. Deviation from an approved site plan shall rescind the approval of the site plan. Continued conformance with the approved site plan shall be a prerequisite for the issuance of a certificate of use.

(g) The site plan shall incorporate the criteria for the property's land use category for any development within the critical area.

(Code 1967, § 13-344(a)—(c); Bill No. 49-88, § 1; Bill No. 51-90, § 1; Bill No. 70-90, § 1; Bill No. 36-96, § 2)

§ 15-102. Required information, number of copies, etc.

(a) Each site plan shall include the following:

(1) a map drawn at a scale of 200 feet to one inch showing:

(i) each parcel of property located within 500 feet of the applicant's property;

(ii) the uses, subdivisions, streets, and easements of each parcel of property located within 500 feet of the applicant's property; and

(iii) the topography of the property noted at five-foot contour intervals and water depth contours shown at two-foot intervals at mean low water taken by soundings, unless otherwise specified by the Office of Planning and Zoning;

(2) the existing and proposed regarded surface of the land;

(3) the location of natural features, such as streams, rock out-crops, existing vegetative communities, wetlands, habitat protection areas, and trees measuring six or more inches in diameter at four feet above ground level to be retained;

(4) land within the 100-year floodplain and limits for the hurricane flood area;

(5) each slope of 15% or more;

(6) a detailed plan showing:

(i) the location, proposed use, and height of each building;

(ii) the location of parking and truck loading areas, with the location of all access and egress drives;

(iii) the location of any outdoor storage;

(iv) the location and type of each recreational facility;

(v) the location of each existing or proposed site improvement, including each storm drain, culvert, retaining wall, fence, areas to be disturbed and proposed contours, and critical area boundaries;

(vi) a description of water supply and sewerage disposal facilities, including method and location;

(vii) the location and proposed development of any required buffer areas and landscaping;

- (viii) the location, design, and type of all lighting facilities;
 - (ix) the location, size, and type of all signs;
 - (x) the location, size, and type of open space;
 - (xi) the mean high- and mean low-water lines;
 - (xii) any existing or proposed piers, buoys, launching ramps, and shore protection structures, and any existing deterrents or aids to navigation;
 - (xiii) the dimensions and material for any piers, pilings, and shoreline protection structures, including groins, jetties, and bulkheads;
 - (xiv) the location and dimensions of each area to be dredged, including present and proposed depths;
 - (xv) the volume of dredge spoil to be removed, the type of material, and the location and dimensions of each disposal area, including each dike;
 - (xvi) the location and dimension of each outdoor, dry storage, maintenance, and repair facility;
 - (xvii) the location and capacity of each travel lift, railway, hoist, or other device for launching or removal of watercraft;
 - (xviii) the location and dimension of each boat launching ramp;
 - (xix) the location and dimension of each boat slip and mooring buoy;
 - (xx) the location of each fuel dock and gasoline storage tank; and
 - (xxi) the phasing and timing of development, including clearing, grading, dredging, pier and shoreline protection construction, building construction, surfacing, planting, and completion;
- (7) a detailed computation of:
- (i) total lot area;
 - (ii) building floor area for each type of proposed use;
 - (iii) building ground coverage;
 - (iv) roads;
 - (v) number of parking spaces;

- (vi) open space area; and
- (vii) number and size of dwelling unit by type;
- (8) if commercial or manufacturing uses are proposed:
 - (i) special uses proposed;
 - (ii) the number of employees for which buildings are designed;
 - (iii) the type of power to be used for any manufacturing process;
 - (iv) the type of waste or by-product to be produced by each manufacturing process; and
 - (v) the proposed method of disposal of wastes or by-products from any manufacturing process.
- (9) the name and address of the owner or developer of the property;
- (10) the assessment district in which the property is located;
- (11) the north point;
- (12) the date of the site plan;
- (13) the scale of the drawing;
- (14) the number of sheets of the site plan;
- (15) if a conference retreat is proposed:
 - (i) architectural renderings;
 - (ii) adjacent uses within 100 feet of all property lines, including their relationship to the facility, whether existing or planned;
 - (iii) elevations of the proposed facility; and
 - (iv) an architectural concept plan;
- (16) hydric soils and highly erodible soils;
- (17) a sediment control plan for all forest or woodland disturbance of 5,000 square feet or more in the critical area;
- (18) a buffer management plan for any disturbance in the buffer in the critical area;
- (19) a replanting plan for any disturbance in the buffer;
- (20) a replanting plan for any disturbance in the limited and resource conservation area categories; and
- (21) a critical area report and habitat assessment for all sites located in the critical area.

(b) Site plans for PUD-Planned Unit Developments and TC-Town Center Developments shall comply with the forest conservation provisions of Article 26, Title 2 of this Code.

(c) A blank space three inches wide and five inches high shall be reserved in the upper right-hand corner of the site plan for use of the approving authority.

(d) Ten clearly legible blue or black line copies of the site plan shall be submitted.

(e) Each sheet of the site plan shall be 24 inches wide by 36 inches long, and shall have a 1¼-inch margin for binding along the left edge. If the site plan is composed of more than one sheet, match lines shall clearly indicate where the sheets join.

(f) The site plan shall be prepared and certified by an engineer, architect, landscape architect, or land surveyor registered to practice in the State.

(Code 1967, §§ 13-344.1, 13-344.2; Bill No. 92-86, § 1; Bill No. 49-88, § 1; Bill No. 13-90, §§ 1, 2; Bill No. 71-94, § 3)

§ 15-103. Processing.

(a) On receipt, the Office of Planning and Zoning shall route copies of the application and site plan to all appropriate departments, agencies, or officials.

(b) A decision shall be made on a application and site plan within 45 working days after the filing of the application and site plan. Failure of the Office of Planning and Zoning to render a decision within the prescribed time results in a presumption of approval.

(Code 1967, § 13-344.3)

§ 15-104. Evaluation of Maritime Group District plans.

(a) In evaluating a proposed site plan for a development in a Maritime Group District, the applicant shall evaluate the anticipated effect of the location, construction, and operation of each Maritime Group District use on the environment of the site and the adjacent area. All federal, State, and local laws and regulations applicable to Maritime Group District uses shall be considered with the following factors being given primary consideration:

- (1) maintenance of State water quality standards;
- (2) preservation of the integrity of the natural shoreline, including marsh areas, by minimizing dredging and the steepness of dredged slopes;
- (3) reduction of storm water runoff and erosion by minimizing use of impervious surfacing;
- (4) maintenance of the flow and volume of the natural drainage system;
- (5) maintenance of natural groundwater flows;
- (6) location and maintenance of marina uses, including dry storage areas in such a manner that least detrimentally impacts adjacent residential properties;
- (7) compatibility of the features of the site with the natural features of adjacent areas;

(8) location of marinas to avoid interference with the flow of traffic on and the operation and maintenance of existing bridges;

(9) achievement of maximum flushing through the dimensions and location of channels in the marina basin;

(10) avoiding turbidity and bottom disturbance by designing slips that are two feet deeper at mean low water than the lowest projection of the boats that will be moored in them;

(11) preservation of natural circulation patterns, tidal flow patterns, salinity, and distribution of nutrients in the water;

(12) preservation of rooted submerged aquatic vegetation of value to fish, shellfish, and wildlife;

(13) preservation of wetlands;

(14) preservation of fish spawning areas;

(15) preservation of shellfish beds;

(16) preservation of waterfowl nesting areas;

(17) maintenance of the pattern and volume of littoral drift past the site;

(18) minimization of adverse impacts to water quality that may occur as a result of these activities, such as non-point-source runoff or sewage discharge from land activities or vessels or from boat cleaning and maintenance operations;

(19) not placing dredged spoil in an area within the critical area that has been designated as a habitat protection area except if necessary for:

(i) backfill for permitted shore erosion protection measures;

(ii) use in approved vegetated shore erosion projects;

(iii) placement on previously approved channel maintenance spoil disposal areas;

and

(iv) beach nourishment; and

(20) minimizing interference with the natural transport of sand.

(b) As part of the site plan for a development in a maritime group district, a study shall be provided that demonstrates that there are adequate flushing characteristics at the proposed site.

(Code 1967, § 13-344.1A; Bill No. 49-88, § 1)

§ 15-104A. Evaluation of plans in the Parole Town Center Growth Management Area.

(a) In preparing a proposed site plan for development in the Parole Town Center Growth Management Area, the applicant shall address the anticipated effect of the location, construc-

tion, and operation of each proposed use on the environment of the site and the adjacent area. All federal, State, and local laws and regulations applicable to uses in the area shall be considered.

(b) (1) Before final approval of any development, a site plan shall be reviewed in accordance with the design development criteria for the Parole Town Center Growth Management Area and the provisions of this subsection.

(2) (i) A concept plan shall be submitted to the Department of Planning and Code Enforcement that outlines general uses and key concept elements, and includes:

1. pedestrian and vehicular access;
2. all elements of any proposed use incentives;
3. identification of environmentally sensitive areas;
4. stormwater management;
5. a statement as to the availability of water and wastewater capacity; and
6. any other requirements determined by the Department of Planning and Code Enforcement to be necessary for its review.

(ii) If the applicant wishes to participate in the incentive program set forth in § 1B-104 of this article, an application for the use of incentives shall be submitted to the Department of Planning and Code Enforcement.

(3) After review of the concept plan, the Director of Planning and Code Enforcement shall notify the applicant that:

- (i) the concept plan has been approved and state any conditions placed on the approval; or
- (ii) the concept plan has been disapproved, and give the reasons for the disapproval.

(4) After approval of a concept plan, a final development plan shall be submitted to and approved by the Department of Planning and Code Enforcement to ensure compliance with this article and all other applicable provisions of law. The final development plan shall include:

- (i) the site plan or a final subdivision plat;
- (ii) a traffic study; and
- (iii) if required, a water and wastewater study.

(5) An application for final development plan approval may be submitted in the form and detail required for building permit or grading permit approval.

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 1998, Legislative Day No. 36

Bill No. 117-98

Introduced by Mrs. Samorajczyk

By the County Council, December 21, 1998

Introduced and first read on December 21, 1998
Public Hearing set for and held on January 19, 1999

By Order: Judy C. Holmes, Administrative Officer

A BILL ENTITLED

1 AN ORDINANCE concerning: Parole Growth Management Area
 2
 3 FOR the purpose of amending the Parole Urban Design Concept Plan to restore the original
 4 boundaries of the Parole Town Center Growth Management Area on Bestgate Road
 5
 6 BY repealing and reenacting, with amendments: Article 24, §1-102(5)
 7 Anne Arundel County Code (1985, as amended)
 8

9 SECTION 1. *Be it enacted by the County Council of Anne Arundel County, Maryland,*
10 That Section(s) of the Anne Arundel County Code (1985, as amended) read as follows:

11
12 ARTICLE 24 PLANNING AND DEVELOPMENT
13 Title 1. General Provisions
14

15 1-102. Planning and future development.

16
17 The following documents shall be used as a guide in the future development of land in
18 and the location of public services and facilities by the County:
19

20 (5) the "Parole Urban Design Concept Plan", as adopted by Bill No. 73-94, as
21 amended by Bill No. 87-97, AND FURTHER AMENDED BY BILL NO. 117-98.
22

23 SECTION 2. *And be it further enacted,* That the "Parole Urban Design Concept Plan"
24 is hereby amended as follows:
25

26 1. Strike page 7 in its entirety and substitute new page 7, a copy of which is
27 attached hereto as Exhibit 1.
28

29 2. Strike page 29 in its entirety and substitute new page 29, a copy of which is
30 attached hereto as Exhibit 2.
31

32 3. Strike page 30 in its entirety and substitute new page 30, a copy of which is
33 attached hereto as Exhibit 3.
34

35 SECTION 3. *And be it further enacted,* That the "Parole Town Center Growth
36 Management Area" maps entitled "Sheet Nos. T22, T23, U22, and U23 are hereby
37 repealed.

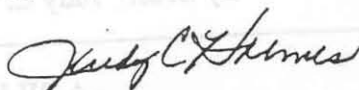
1 SECTION 4. *And be it further enacted*, That the "Parole Town Center Growth
2 Management Area" maps entitled "Sheet Nos. T22, T23, U22, and U23, dated
3 _____, are hereby adopted.
4

5 SECTION 5. *And be it further enacted*, That a certified copy of the revised "Sheet Nos.
6 T22, T23, U22, and U23" shall be permanently kept on file in the Office of the
7 Administrative Officer to the County Council and in the Department of Planning and Code
8 Enforcement.
9

10 SECTION 6. *And be it further enacted*, That this Ordinance shall take effect 45 days
11 from the date it becomes law.

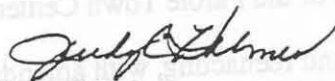
READ AND PASSED this 16th day of February, 1999

By Order:



Judy C. Holmes
Administrative Officer

PRESENTED to the County Executive for her approval this 17th day of February, 1999



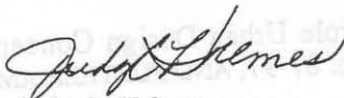
Judy C. Holmes
Administrative Officer

APPROVED AND ENACTED this 23 day of February, 1999

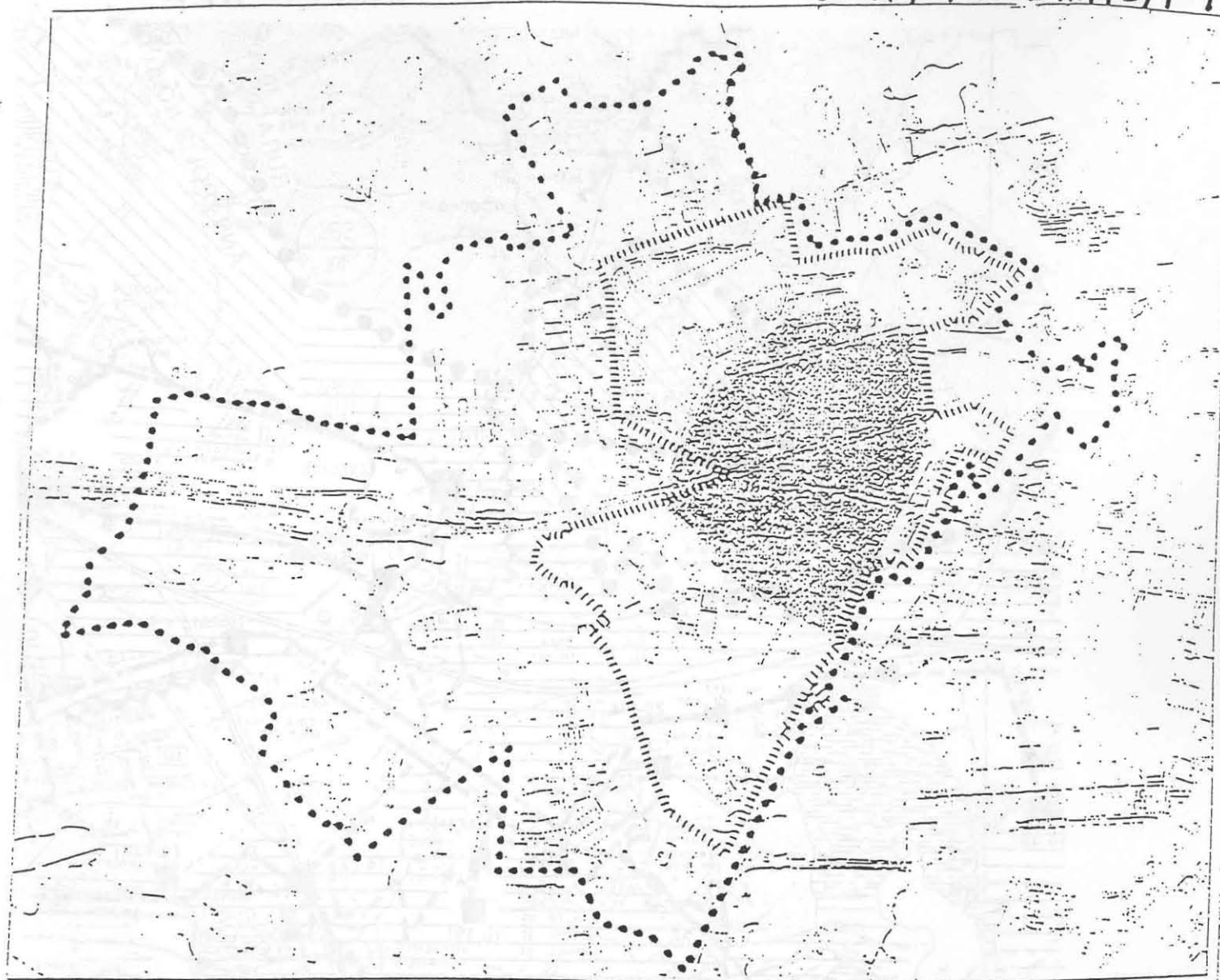


Janet S. Owens
County Executive

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF BILL NO.
117-98, THE ORIGINAL OF WHICH IS RETAINED IN THE FILES OF THE
COUNTY COUNCIL.



Judy C. Holmes
Administrative Officer







PAROLE TOWN CENTER
GROWTH MANAGEMENT AREA

AREA CLASSIFICATIONS

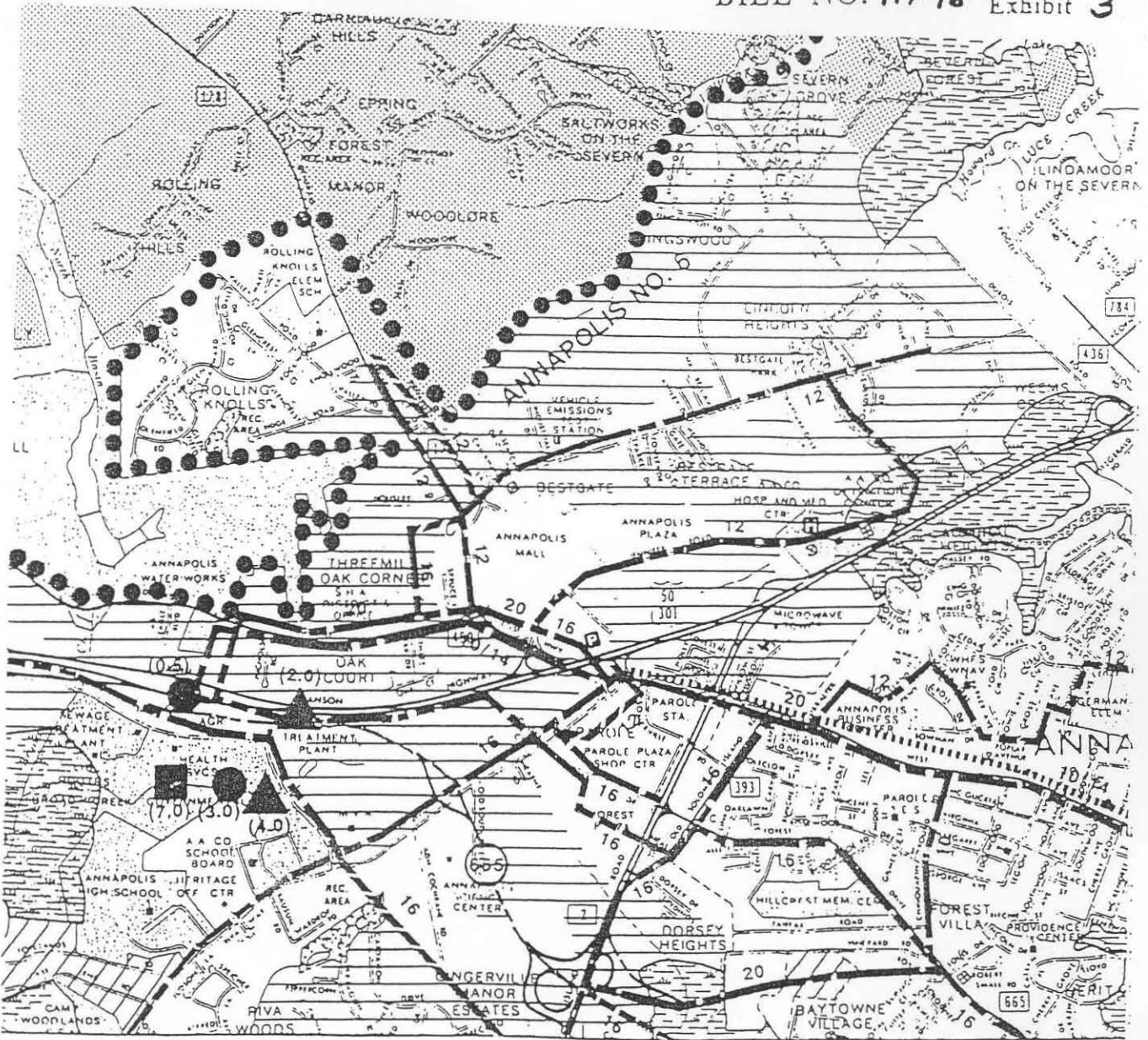
MAX. HEIGHT

MAX. F.A.R.

	CORE AREA	8 - 12* FLOORS	.8 - 1.2* - 2.0**
	CENTER	6 - 8* FLOORS	.6 - .75*
	PERIPHERY	3 - 4 FLOORS	.4 - .5*
	PGMA BOUNDARY		

* FLOOR AREA RATIO UNDER INCENTIVE PROGRAM

** MIXED USE OR REDEVELOPMENT PROJECT



PAROLE TOWN CENTER GROWTH MANAGEMENT AREA

WATER

Facilities				Service				Multi - Use Facilities		
Designation	Existing	Capital Facilities	Planned Service	Future Service	Existing	Planned Service	Capital Facilities	Future Service	Institutional	Service Area Limits
Transmission or Feeder Main	—	- - -	—		—	≡	□	□	⌈	⬢
Storage Tank	●	◐	◑	○	—	≡	□	□	⌈	⬢
Pumping Station	■	◼	◽	□	No Public Service	Other	Park	Resource Conservation	⌈	⬢
Treatment Plant	▲	◀	▶	△	⋯	⋯	⋯	⋯	⌈	⬢