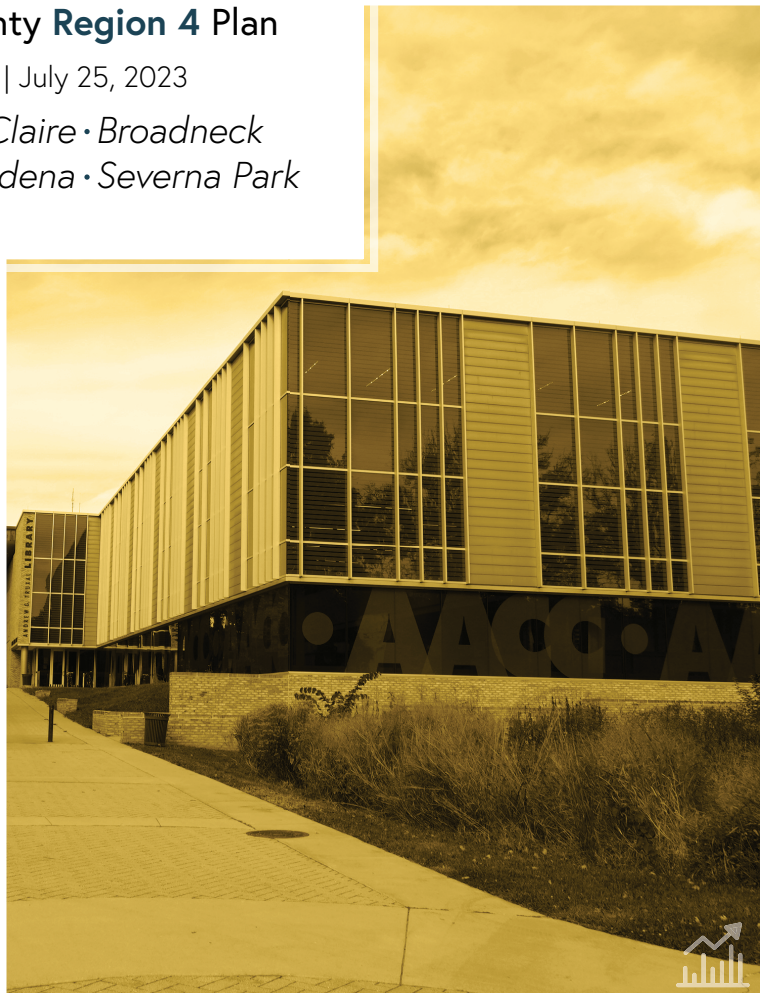


R4

Anne Arundel County **Region 4** Plan

Preliminary Draft | July 25, 2023

*Arnold • Cape St. Claire • Broadneck
Gibson Island • Pasadena • Severna Park*



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Special thanks to all of the residents and stakeholders who participated in meetings, completed surveys, and provided the County with input to create this plan.

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Overview

The Anne Arundel County Region Plans are community-driven land use documents that build on the work of Plan2040—the Countywide General Development Plan—in smaller areas. The Region 4 Plan (Plan) evaluates community assets and needs, presents a shared vision for the next 20 years, and makes specific recommendations about planned land use, zoning, environmental protection, transportation improvements, public facilities, and community design. The Plan will be used as a reference for informing future requests that directly affect areas such as modifying zoning, private development plans, and the capital budget and improvement program.

The Region 4 planning process began in June 2021 following the adoption of Plan2040, and started with a community needs and existing conditions analysis to produce background data on the Region. Throughout the spring of 2021, the Office of Planning and Zoning (OPZ) solicited applications for the Stakeholder Advisory Committee (SAC) to develop a committee of 15 individuals representing a variety of interest groups to provide further insights on their communities and the Region as a whole. The SAC first met in December 2021 and held over 20 public meetings throughout the process to learn about various County initiatives from department staff, exchange ideas, examine documents created by OPZ staff, and build consensus on ideas that will shape the future of Region 4.

The Plan also draws on public and stakeholder engagement to provide regional strategies and zoning recommendations to address community concerns and opportunities while implementing the goals and policies of Plan2040. To better promote the region planning process and solicit additional community feedback, County staff attended several public events, including National Night Out in Severna Park, hosted drop-in sessions at each of the Region's libraries, met with seniors, students, other stakeholders in Region 4, and conducted other outreach efforts. A more detailed list of outreach efforts can be found in Appendix 8.2 Public Involvement & Planning Process.

Plan Purpose

The Region 4 Plan provides regional and community scale perspectives from Arnold, Broadneck, Cape St. Claire, Gibson Island, Pasadena, and Severna Park to implement and enhance the goals, policies, and strategies of Plan2040. This data and perspective is intended to inform a shared vision for the next 20 years and identify specific recommendations about land use, zoning, environmental protection, transportation improvements, public facilities, and community design throughout Region 4. Ultimately, the goal of the Plan is to enhance the quality of life of residents and visitors in Region 4 by working towards the shared vision for the Region.

The other key component of the Region Planning process is the comprehensive zoning process. The Region Planning process is the County's fifth comprehensive zoning process and proposes consistency changes to make the Zoning Map more closely aligned with actual development on the ground and the Plan2040 Planned Land Use Map. County staff conducted an analysis of land use and zoning as part of Plan2040 and the Region Plans, and identified key issues that should be addressed to make Plan2040 and zoning more effective development management tools.

Vision Statement

Managing future growth, preserving the natural environment, and achieving a healthy, safe, and livable community for all, with a multimodal transportation network that improves traffic, is the goal for a better tomorrow. The character of Region 4 is seen through the Region's abundant waterfront, high quality schools, employment opportunities, superb parks, trails, natural features, and other recreational sites. Striving to continually improve the quality of life and equity for all residents, visitors, and workers of Region 4 is the foundation for the future.

Developing the Vision

The Region 4 planning process involved a series of public meetings, questionnaires, outreach events, and public engagement that shed light on the community's thoughts on and desires for the future of Region 4. The Region 4 Stakeholder Advisory Committee (SAC) drew from these conversations, informational meetings from County departments, and the SAC's own experiences to develop a shared vision for the future of Region 4. The vision statement is reflected throughout the content of this Master Plan, and will be used as guidance in implementation of the Region 4 strategies.

Organization of the Plan

The Plan provides an introduction to pertinent data that illustrates where there are gaps in infrastructure and amenities, inequities for residents and visitors, and imbalances in policies that facilitate where the Region should grow based on public engagement. This data sets the foundation for understanding the issues that face Region 4. Community descriptions help illustrate each area's assets and special qualities, key needs, and desired character for the future.

The issues identified through an analysis of the data are grouped into four major themes:

- Natural Environment 
- Built Environment 
- Healthy Communities 
- Healthy Economy 

These chapters include contextual information and data that help illustrate the challenges and opportunities of Region 4. Given that this Plan builds on the work of Plan2040, the goals and policies identified in Plan2040 are referenced to provide a brief overview of the priorities in the Region. Goals represent the desired outcome of a future condition; the end state toward which we aim. Goals tend to be general and broad. Policies are statements of intent upon which County decisions are evaluated.

The challenges and opportunities set the stage for the specific strategies. Strategies, also called Implementation Strategies, are specific actions for further study and consideration by the County to accomplish the Plan's goals and policies, address the challenges, and leverage the opportunities. These strategies are listed in the Implementation Matrix found in Chapter 7. In order to facilitate the implementation of this Plan, each strategy includes a performance measure, an implementation mechanism, and a responsible agency so progress can be tracked.

It should be noted that some strategies may refer to other topics. In these situations, some topics, such as housing and jobs, are referenced in multiple goals and policies.

Relationship to Plan 2040 and other plans

The Region Plan is intended for use as a guide for County policies and decisions. In accordance with the State's Land Use Article, policies and implementation actions are required to be consistent with or have consistency with Plan2040. The Region 4 Plan furthers the implementation of Plan2040 by providing Region specific recommendations and policies that are consistent with Plan2040. The elected officials and County staff will use the plan to:

- Provide a framework and common goals for all County plans
- Guide policy decisions
- Inform changes to County regulations
- Inform the County's resource and budgeting decisions
- Evaluate and measure progress toward achieving Countywide goals

Plan2040 covers a broad range of interconnected topics related to land use. Some topics are addressed through policies in multiple chapters, while others receive more detailed treatment in complementary functional and strategic master plans developed by County departments, including the Department of Recreation and Parks, Anne Arundel County Public Schools, and the Office of Transportation. In this way, Plan2040 connects and coordinates the plans and work of all County programs related to land management. For a brief description of the relevant plans, please see Appendix 8.5.

Equity in Region 4

Public policy, including policy related to land use, housing, public infrastructure, and public services, has contributed to inequality across the County. Following the recommendations of the Planning for Equity Policy Guide prepared by the American Planning Association (APA), Anne Arundel County has tried to consider equity in all policies.

The APA guide defines equity as "just and fair inclusion into a society in which all can participate, prosper, and reach their full potential."

Unlike equality, which connotes sameness, equity recognizes difference. Equitable policies actively mitigate the disproportionate harm faced by certain communities. In an equitable society, a person's access to basic resources such as education, employment, housing, clean air, clean water, and recreation and parks is not strongly linked to a person's race, ethnicity, or economic class. Region 4 has the opportunity to provide additional access to better schools, employment, transportation alternatives, safe neighborhoods and public amenities. The goals, policies, and strategies by themselves will not resolve all the inequities in the County, but they help establish a commitment to pursuing social and racial equity, with accountable equitable policy to overcome history as the working goal.

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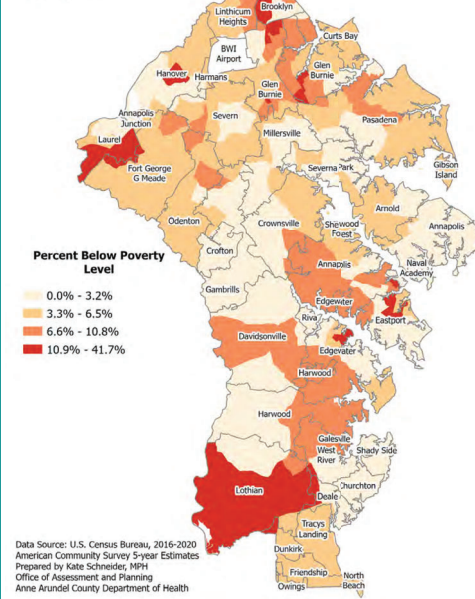


Health Equity and Social Determinants of Health

Individuals Below Poverty Level

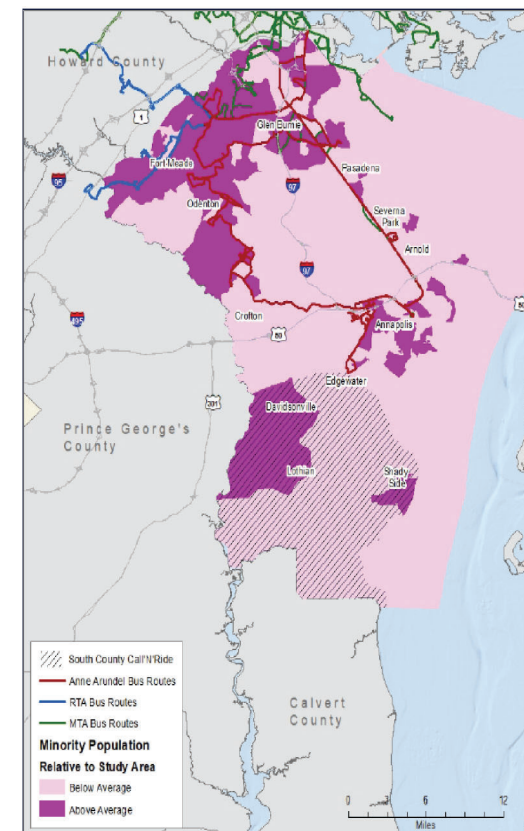
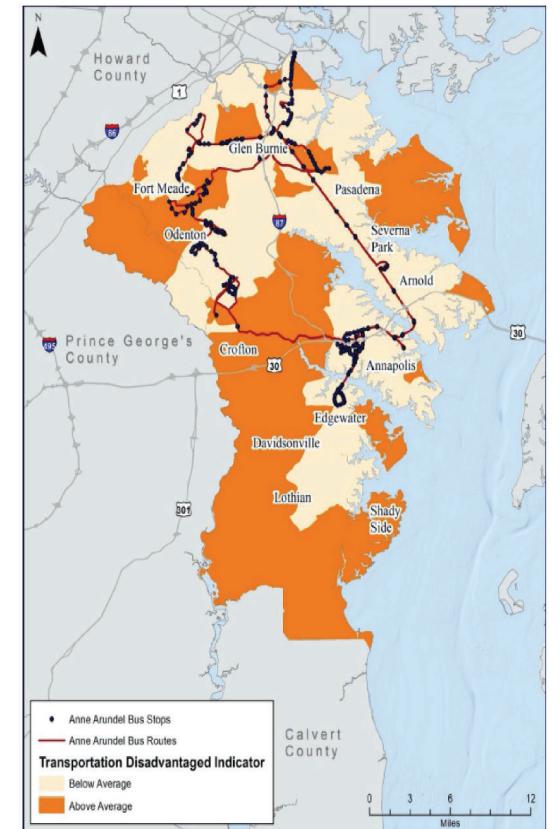
Areas of higher poverty are shown in darker red. There are pockets of higher poverty areas throughout the county but they are mostly clustered in the north and south of the county.

Percent of Population with Income Below Poverty Level, Anne Arundel County, 2020

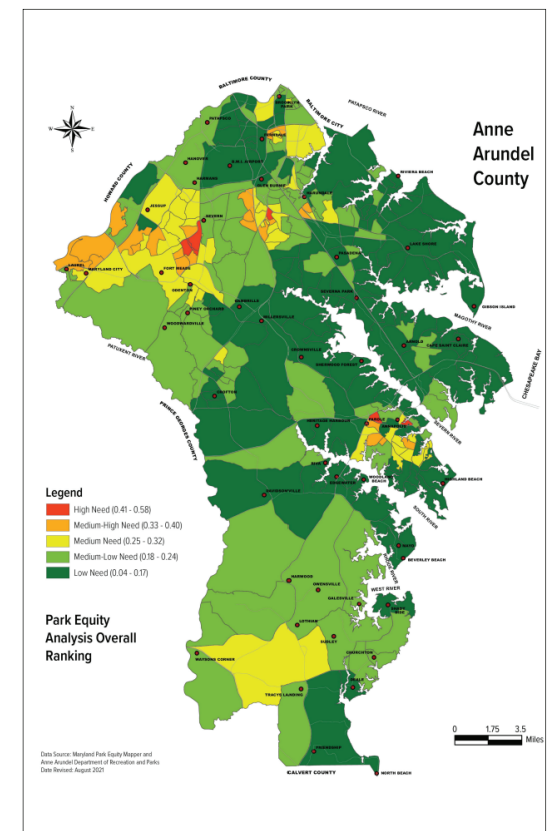


Data Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-year Estimates Prepared by Kate Schneider, Vice Office of Assessment and Planning Anne Arundel County Department of Health

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American Community Survey (ACS) 5 Year Sample - 2018 to 2022



Region at a Glance

As one of the largest planning regions in the County, Region 4 spans approximately 46,000 acres and contains approximately 200 miles of the County's shoreline.

Region 4 is home to over 142,000 people who live in the communities of Arnold, Broadneck, Cape St. Claire, Gibson Island, Pasadena, or Severna Park.

Demographics

The two largest employers in Region 4 are Anne Arundel County Public Schools, with a workforce over 2,500 people, and Anne Arundel Community College who employs just under 2,000 individuals. People who live, work, and visit Region 4 rely on the major thoroughfares of US 50, Mountain Road (MD 177), Fort Smallwood Road (MD 173), Ritchie Highway (MD 2), Benfield Road, and College Parkway for their daily transportation needs.

The area also has multimodal transportation options through the County-run Gold Line Extension bus route (service between the Annapolis Mall and the Cromwell Light Rail Station via MD 2),

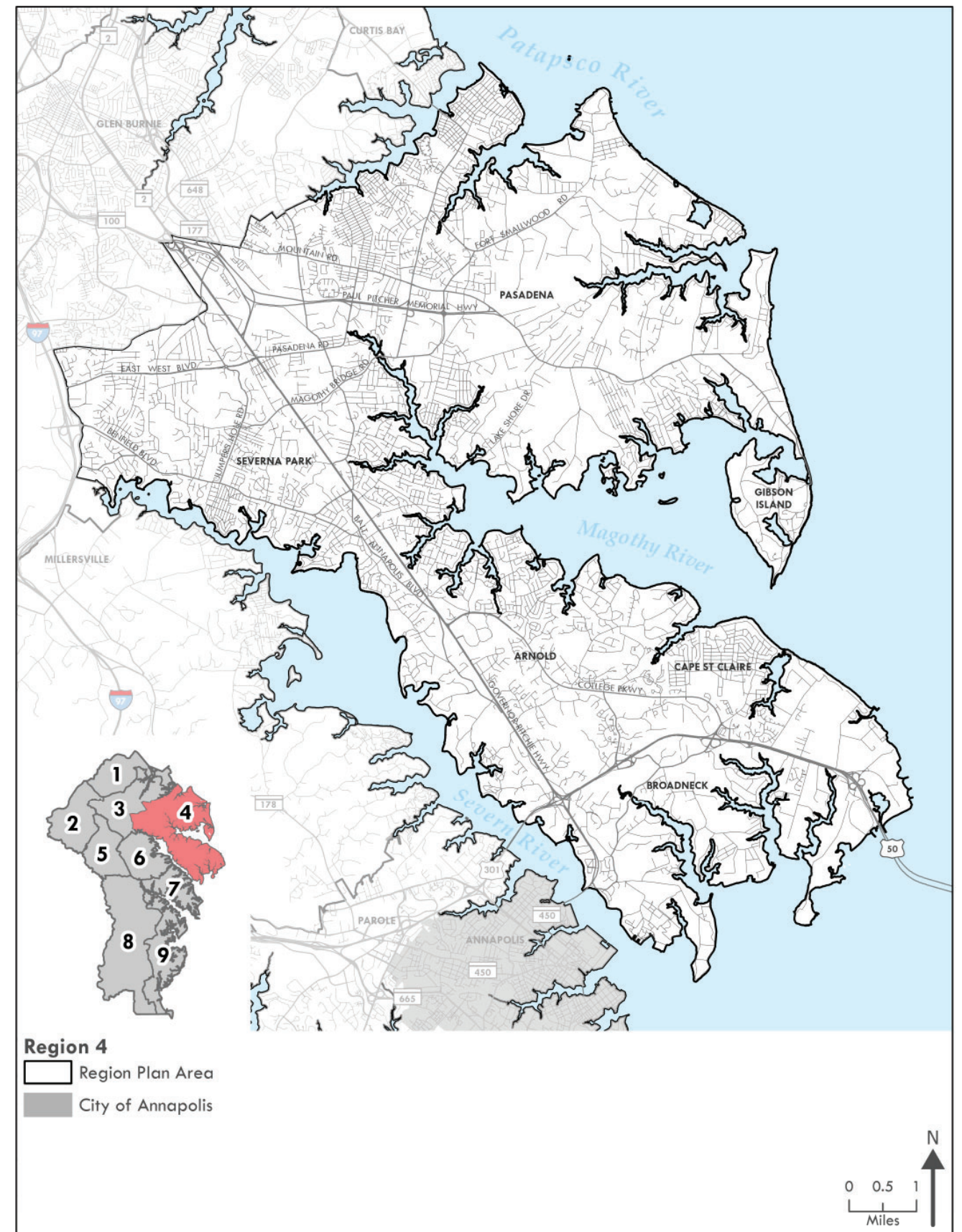
the B&A trail, and the Broadneck trail, which is currently in construction.

Much of Region 4 is developed with residential communities that are served by commercial shopping centers. Some of the major commercial nodes are located in Severna Park along Ritchie Highway as well as Mountain Road and Fort Smallwood Road in Pasadena. Region 4 is also widely known for quality parks and schools. Residents and visitors of Region 4 have abundant access to different parks, with over 40 County Parks and almost 30 school parks.

Many neighborhoods, specifically those located in the Peninsula Policy Areas, have resulted in sprawled development. While peninsulas provide strong connections to the maritime industry through jobs and local marina services, there are opportunities to improve neighborhood compatibility between uses. Additionally, there are opportunities in Region 4 to improve overall quality of life by addressing the transportation network, environmental protection, and a focus on redevelopment rather than new construction.

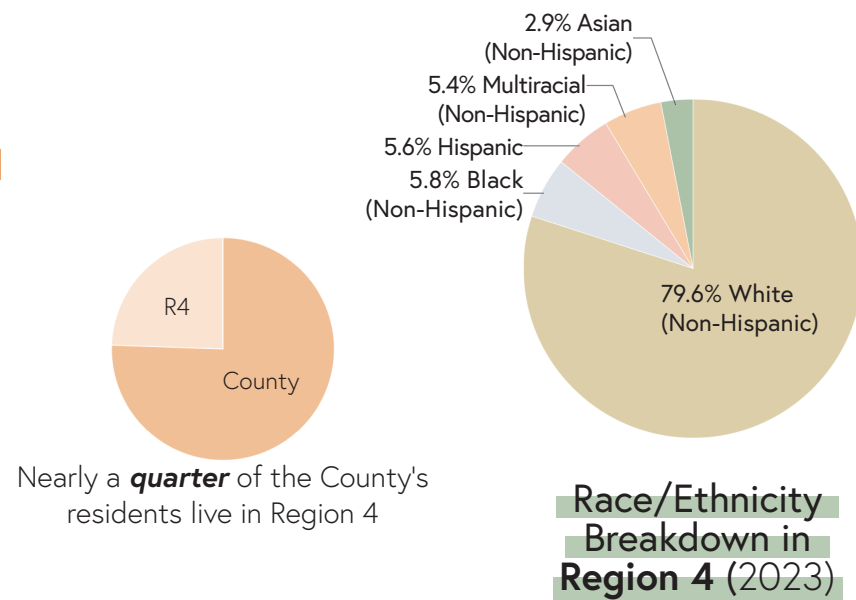


Figure 1: Region 4



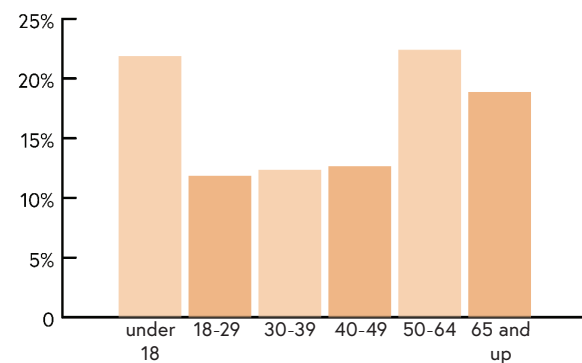


Population
590,154
 Anne Arundel County
142,838
 Region 4

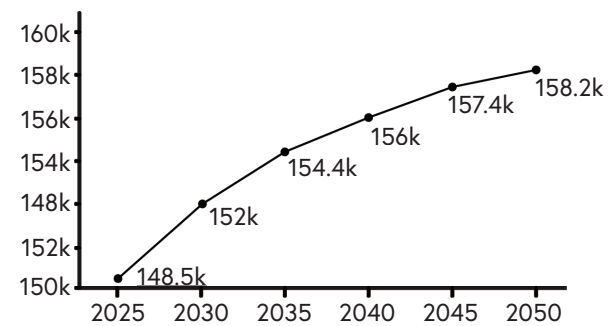


Nearly a **quarter** of the County's residents live in Region 4

Age of Population (2023)



Population Growth Forecast



Economics

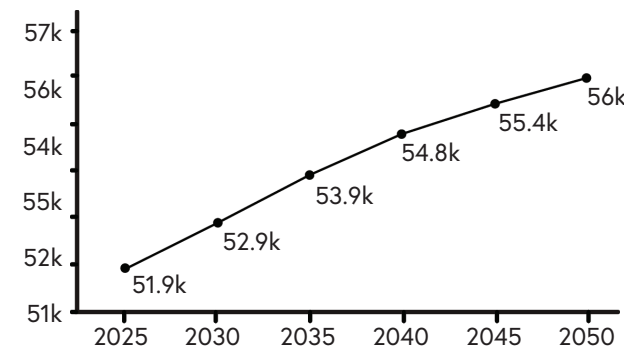
Median Household Income (2023)
\$131,536

Unemployment Rate (2023)
3%

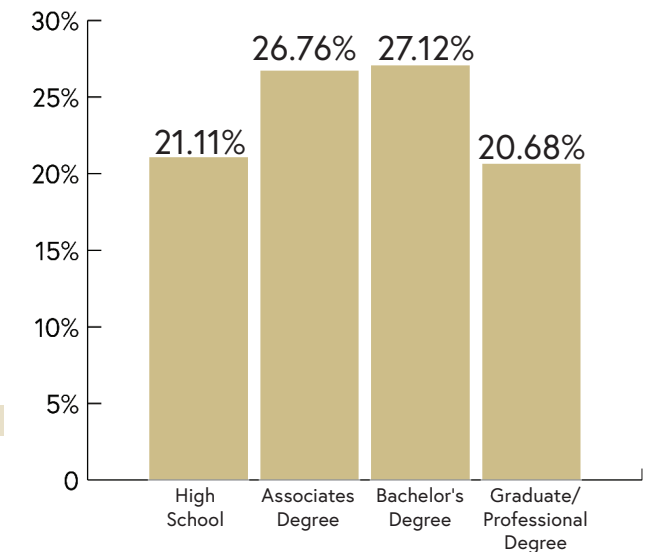
Median Home Value (2021)
\$450,680

87% Own homes
13% Rent

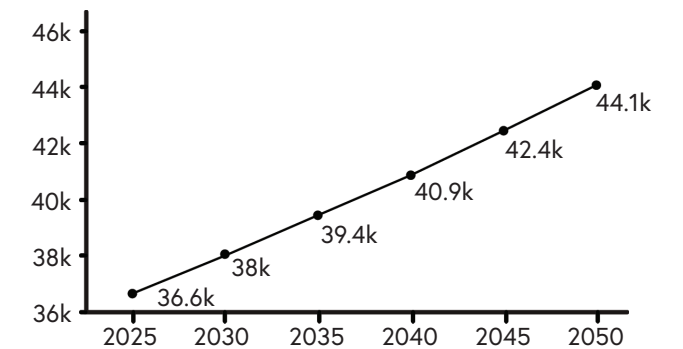
Households Forecast



Education Attainment (2023)



Employment Forecast

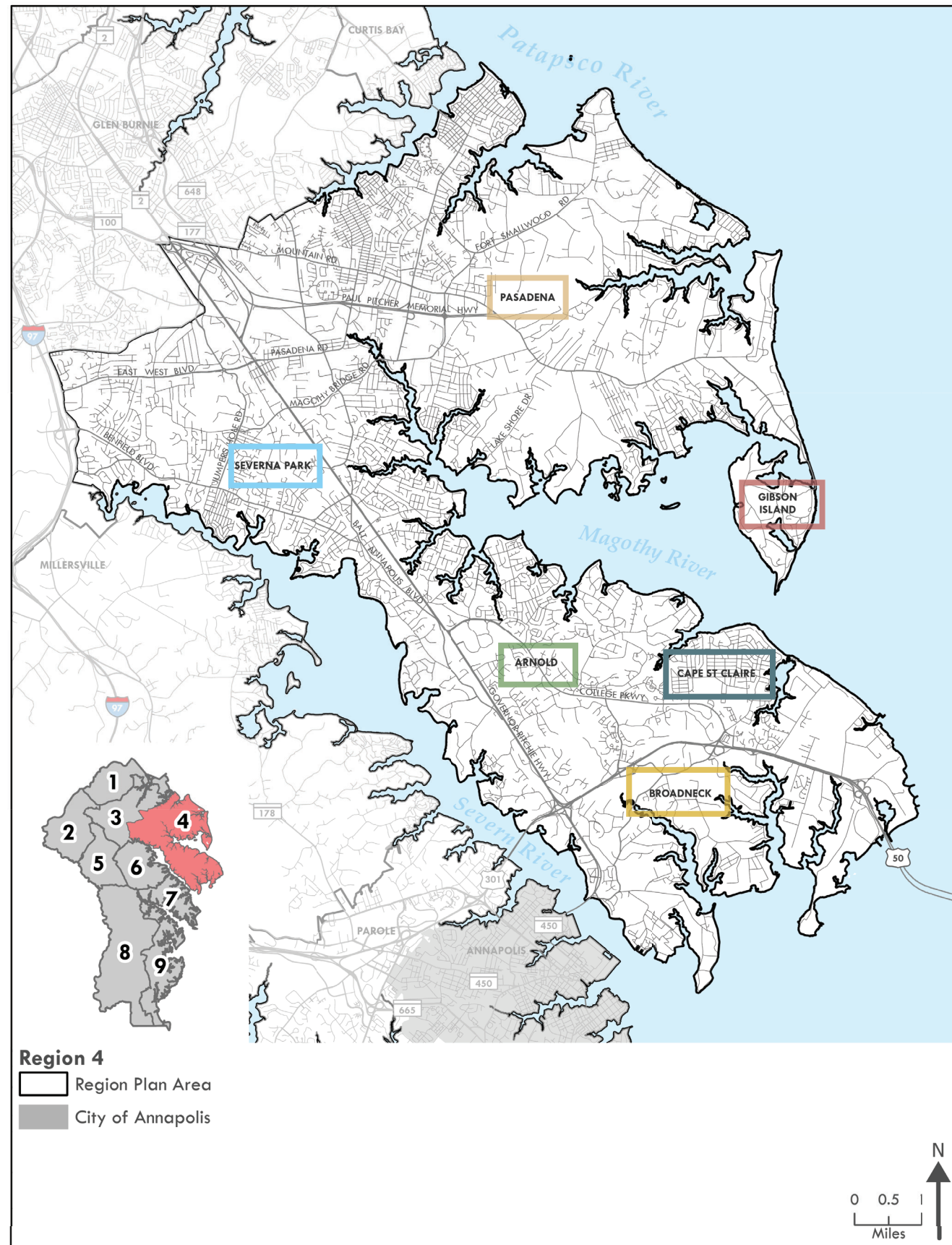


Top Employers

Employers	Employees
Anne Arundel County Public Schools	2,540
Anne Arundel Community College	1,916
Anne Arundel County Government	923
Northrup Grumman	623
Walmart	210

Produced by: Anne Arundel County Office of Planning and Zoning, Research & GIS.

Source: 2023 ESRI Enrichment data, 2020 Decennial Census Data, 2010 Decennial Census Data, unless otherwise noted. Esri develops annual demographic estimates using a variety of sources, beginning with the latest U.S. Census five-year American Community Survey base, then adding a mixture of administrative records and private sources to capture changes Taz Round 10 Forecasts is considered draft until Baltimore Metropolitan Council adopts it.



Region 4 Communities

Arnold

Located in the middle of the Broadneck Peninsula, Arnold is primarily connected to the surrounding areas by Ritchie Highway (MD 2), Baltimore Annapolis Boulevard (MD 648), and College Parkway. The B&A trail and the Broadneck trail provide bicycle and pedestrian facilities throughout the community.

Early European settlement in Arnold often was comprised of farmsteads, and one of the oldest structures in Arnold is Spriggs Farmhouse at Spriggs Farm Park (Maryland Inventory of Historic Properties AA-304) constructed in 1890. In addition to now being a recreational outdoor space for the public, Spriggs Farm Park is utilized for on-site environmental educational opportunities for local school systems. Archaeological excavations as a result of a current shoreline restoration project indicate a long history on the property, dating back to pre-contact times. To date, however, the cultural history of the site is not interpreted.

Over time, the development of the

Baltimore Annapolis Short Line Railroad, and eventually MD 2, led to Arnold being a popular, mostly residential community, especially given its proximity to Annapolis while maintaining its residential character. The development of the main campus of Anne Arundel Community College (AACC), which was founded in 1961 and moved to the current campus in 1967, is an attraction for many students and lifelong learners. Today, AACC includes 12 academic buildings, a gymnasium, a performing arts center, library, and an athletic field, among other facilities. AACC offers associate degrees in over 90 programs and credit certificates in over 70 programs at the Arnold campus, online, and at satellite locations throughout the County.

While amenities in Arnold also include the Arnold Senior Center and other neighborhood parks, the proximity to major thoroughfares and a designated village center provide opportunities for future development and redevelopment of both residential and commercial uses.

Broadneck

At the southern end of the Broadneck Peninsula, is the Broadneck community. This community with a rich history of mostly residential uses is bisected by US 50 from the Severn River to the western end of the Chesapeake Bay Bridge. On the south side of US 50, there are few services and commercial hubs due to the limited access to neighborhoods.

European settlement in the Broadneck began in the mid-1600s, and included

a number of plantations established as tobacco farms. One of the most well-known plantation sites is Whitehall, a 1,000 acre estate established in the 1760s. Much of the plantation landscape is still intact, including the house and over 135 acres, and is recognized as a National Historic Landmark and is listed on the Maryland Inventory of Historic Properties (AA-325). The site contains an unmarked cemetery of those who were enslaved, and several descendants live nearby on St. Margarets peninsula. Recent archaeology at Whitehall

shows tremendous promise to shed light on the history of 18th-19th century enslaved populations.

Despite the historic roots of the Broadneck community, there are a few roads that have unique character, landscapes, and viewsheds as they were developed before modern transportation standards were established. These scenic and historic roads are subject to regulations and protections listed in the County Code. Many scenic and historic roads require safety and transportation improvements, but these must be done carefully to preserve the historic integrity of the road. Collaboration between the Office of Transportation and the Office of Planning and Zoning provides safety improvements while preserving historic integrity, as seen in recent improvements on Pleasant Plains Road and Saint Margaret's Road.

The most popular amenities in Broadneck are the parks and recreational areas. There are three County parks in this area including

Bay Head Park, Broadneck Park, and Jonas and Anne Catherine Green Park, which provides water access for fishing and car top boat launch onto the Severn River. The most widely known park in this area is the Sandy Point State Park, providing 786 acres for swimming, fishing, hiking, boating, picnicking, and wildlife viewing. Once the Broadneck Trail is complete, the southeastern end will be at Sandy Point.

The Arnold Senior Center and other neighborhood parks, the proximity to major thoroughfares and a designated village center provide opportunities for future development and redevelopment of both residential and commercial uses.

Due to the geographic nature of the Broadneck community and the limited access to neighborhoods south of US 50, there is potential for new development and redevelopment of commercial uses on some properties along US 50. In addition there is opportunity for revitalization of older housing stock in the area.

Gibson Island

The approximately 1,000-acre Gibson Island community is at the south-east end of Mountain Road (MD 177) between the Magothy River and the western shore of the Chesapeake Bay. This 200-home community is private and maintained by the Gibson Island Corporation, and has abundant natural resources including tidal wetlands, bird sanctuaries, and a lake. While the Island is mainly residentially developed, there is also a marina, a golf club, and a museum.

Gibson Island is on the Maryland Inventory of Historic Places (AA-936), recognizing

the formal landscape plan designed in 1921 by the Olmsted Brothers and the early 20th century architectural style of many of the homes, including a "Cottage-style" that evoked rural cottages of Old Europe, as well as the French Eclectic, Spanish Eclectic, and Tudor Revival architecture. The Island was developed as a private summer community for recreational activities, and was often frequented by Baltimorean businessmen, socialites, and politicians. As the island is maintained by the Gibson Island Corporation, in addition to the history of the community, little physical change is expected in the following decades.

Cape St. Claire

The Cape St. Claire community is surrounded almost entirely by water, with the exception of College Parkway acting as the southern border. This community includes the Broadneck Library and Cape St. Claire Village Center. When the Broadneck trail is complete, the entire southern edge of Cape St. Claire will be along a pedestrian and bicycle trail connecting Anne Arundel Community College to Sandy Point State Park. Cape St. Claire is part of a Special Community Benefits District in which the County collects a tax from property owners and turns it over to the Cape St. Claire Improvement Association for improvements and maintenance of community assets. These assets currently include over 30 acres of community parks, beaches, club houses, and marinas.

Cape St. Claire was largely developed in the 20th century as a beach community for Baltimoreans looking to escape the city for waterfront on the Bay. The economic effects of World War II and the construction of the Chesapeake Bay Bridge in 1952 caused the decline of the beach resort industry, and the summer resorts ultimately became bedroom communities for Baltimore and D.C. commuters. Communities like Cape St. Claire are among the most threatened cultural resources in Region 4 due to their lack of documentation, proximity to coastal hazards, and prime waterfront locations causing increased pressure to demolish older smaller structures for new development.

One of the earliest settlements in Cape St. Claire is the historic Goshen Farm and farmhouse, built in approximately 1790. The property is on the Maryland Inventory

of Historic Properties (AA-339) and is owned by the Anne Arundel County Board of Education. In 2006, the Goshen Farm Preservation Society was established with the mission to safeguard and restore the house and property for use as an educational center and cultural resource.

While this community is primarily residential, it does offer some light commercial services at the Cape St. Claire Village Center. The completion of the Broadneck Trail will aid in accessing amenities in neighboring communities, but there is currently no transit route connecting this community, or any communities east of Anne Arundel Community College, to the surrounding area.

The future of this community could include further study of multimodal transportation to connect Cape St. Claire to transit routes on Ritchie Highway. These additional transportation options will aid in alleviating traffic concerns and provide alternative transportation for community members and those who work and play in Cape St. Claire but live outside of the community. In addition, there may be some opportunity for future development of new and redevelopment of older structures, however, new commercial and residential density in this community is anticipated to be minimal in the upcoming years.



Pasadena

The northernmost portion of Region 4 contains the largest community, Pasadena. The area includes Riviera Beach, the Lake Shore Peninsula, communities along Ritchie Highway (MD 2) north of Severna Park, and everything in between. With Fort Smallwood Road (MD 173) and Mountain Road (MD 177) connecting residential neighborhoods to the rest of the Region, it is no wonder these thoroughfares contain the two designated village centers in the area.

Historically, Pasadena has seen a fair mix of both residential and commercial uses connected by major roadways. Mountain Road is one of the most historic roads in Anne Arundel County, existing as a stretch of dirt road long before it was paved for automobile use in the 20th century. Some of the earliest commercial and community structures in Pasadena - dating more than 150 years ago - still stand on stretches of the road, but the original character of this historic commercial center has been lost due to the growing commercial development along the road.

There are a couple of key historic areas in Pasadena. One of which is Freetown, a mid-19th century safe haven for the black community in the face of racial persecution during slavery and the largest population

of free blacks outside of Annapolis before and during the Civil War. This community was along Mountain Road covering almost 1,000 acres between Marley and Stoney Creeks. While this historic community is recognized on the MIHP (AA-722), the integrity of the structures within the historic district has been compromised by development and the historic character is no longer discernible. The historic Freetown Rosenwald School (MIHP AA-2369, listed on the National Register of Historic Places) built in the 1920s still survives as the heart of the community, acting as a present-day community center.

Other amenities in Pasadena include two public libraries, a public golf course, and the Pasadena Senior Center.

Pasadena is not easily accessible by public transit, nor is there a strong bicycle or pedestrian network in this community. While some roadways, for example Mountain Road, would be difficult to improve the multi-modal transportation infrastructure, opportunities exist for transportation improvements in Pasadena. Additionally, future development and redevelopment of commercial and residential uses are favorable to Pasadena. Revitalization efforts for the designated village centers are strongly encouraged.



Severna Park

Severna Park extends from the top of the Broadneck Peninsula and to the west of Pasadena. This community has historically been home to many residential lots as well as providing access to many different commercial uses by Ritchie Highway (MD 2), Baltimore Annapolis Boulevard (MD 648), Jumpers Hole Road, Benfield Boulevard, and the B&A trail. With access to many arterial and collector roadways, Severna Park includes several different Village Centers and commercial nodes, including the Severna Park Marketplace.

Severna Park is a community that was historically developed because of its proximity to the Baltimore & Annapolis Short Line Railroad, founded in 1887, and the historic route of the Baltimore-Annapolis Boulevard, first established in 1910 and straightened in the 1930s as MD 2. Passenger trains were active until the 1950s and freight trains until 1968. In the 1970s, a large part of the track was converted to the pedestrian B&A Trail. Additionally, there are still historic properties in the area related to this time period. One example is the almost century-old Corwell's Country Store located at the intersection of Earleigh Heights Rd and Baltimore-Annapolis Blvd. Originally constructed in the 1920s and outfitted with a gas pump, this building is an intact example of roadside commercial architecture from the early 20th-century, and the owner is working to restore the building and have it added to the Maryland Inventory of Historic Places.

This community also has a history of large farm settlements that began with early settlement and continued into the 20th-century. This is represented at Kinder Farm Park, a County park that preserves part

of a historic 20th-century farm landscape. The Kinders, a German immigrant family, first began their truck farm business in 1898 and grew their agribusiness into a major cattle farm. The old Kinder Farm House (constructed in 1905) stood next to the current Kinder Farm Park Visitor's Center until very recently. Elements of the house reflected German building traditions. Ultimately the house suffered numerous problems, including repairs with modern materials after partial fire damage in its upper story, and a termite infestation, which resulted in loss of historic integrity and demolition for safety reasons.

Other amenities in Severna Park include a library, one regional park, and several community parks. Additionally, the County run Gold Route Extension Bus Line runs along Ritchie Highway, which bisects Severna Park. While the Gold Route has three stops in Severna Park, the area of Severna Park west of Ritchie Highway has limited multimodal transportation options.

There are opportunities to improve the transportation network within Severna Park through safer connections along major thoroughfares and by providing a reliable and efficient public transportation system. Additionally, areas along Ritchie Highway, each of the designated village centers, and other commercial hubs along the B&A Trail, Severna Park has a prime opportunity for new commercial and housing development.



Introduction

As Region 4 includes coastal creeks and rivers, diverse wildlife, a vast amount of shoreline, and approximately 25% of the County's parks¹, it is no surprise many of the residents are passionate about the natural resources and environment. During SAC meetings, public outreach events and other community feedback opportunities, ideas, opinions, and suggestions about preserving the natural environment were consistently brought forward by different members of the public. The following points are some of the most frequently mentioned comments from the public on the natural environment of Region 4:

- Enforce environmental protections and regulations
- Protect shorelines for environmental and community purposes
- Improve local and regional water quality for streams and rivers
- Enhance stormwater management to reduce pollution
- Maintain forested areas for habitat and wildlife protection
- Expand public water access

Given the region's natural resources, a core environmental principle for the Region is protecting the natural environment to assist with the guidance of future growth and development in the coming years. This includes water and sewer infrastructure, as well as natural resource protection. Region 4's natural resources and relationship to the environment are key for a successful future.

This chapter will focus on sensitive areas including streams and their buffers, the 100-year floodplain, wetlands and steep slopes; forests; land conservation; water quality; and public water and sewer.

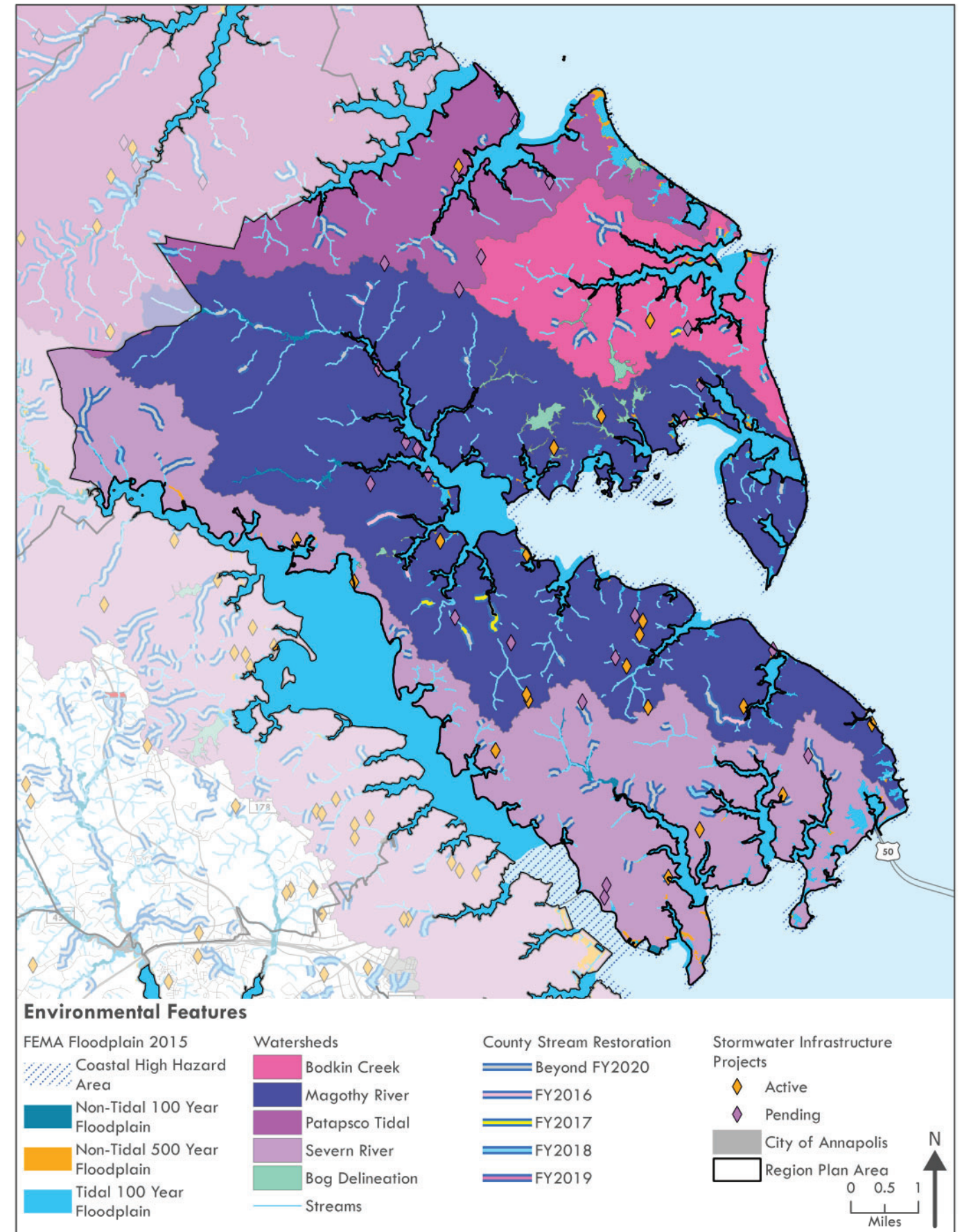
¹ According to the Department of Recreation and Parks presentation to the Region 4 SAC on August 22, 2022

Relevant goals from Plan2040:

- **Goal NE1:** Preserve, enhance, and restore sensitive areas, including habitats of rare, threatened, and endangered species, streams, floodplains, tidal and non-tidal wetlands, bogs, shorelines, steep slopes, and all applicable buffers.
- **Goal NE2:** Improve and protect surface water quality by reducing impacts from stormwater runoff, wastewater discharge, and septic systems.
- **Goal NE3:** Retain existing forest cover, increase forest replanting efforts and increase urban tree canopy.
- **Goal NE4:** Expand, enhance and continue to protect the County's greenways, open space, rural areas and the Priority Preservation Area.
- **Goal NE5:** Ensure the safe and adequate supply of groundwater resources and wastewater treatment services for current and future generations.
- **Goal NE6:** Create resilient, environmentally-sound and sustainable communities.



Figure 2: Environmental Features



Sensitive Areas

As the second largest Region in the County, Region 4 contains approximately 46,000 acres of land, includes two peninsulas, approximately 200 miles of shoreline, and is within four watersheds: the Magothy River, Severn River, Bodkin Creek, and Patapsco Tidal. Table 1 below provides additional information on each watershed.

Protection of the Region's streams and their associated buffers, floodplains, wetlands and steep slopes are important in providing aquatic and wildlife habitat, stormwater management, filtration, flood and erosion control, and storage capacity for high rain flows; protecting surface and ground water quality; reducing nutrients from runoff; and recharging groundwater.

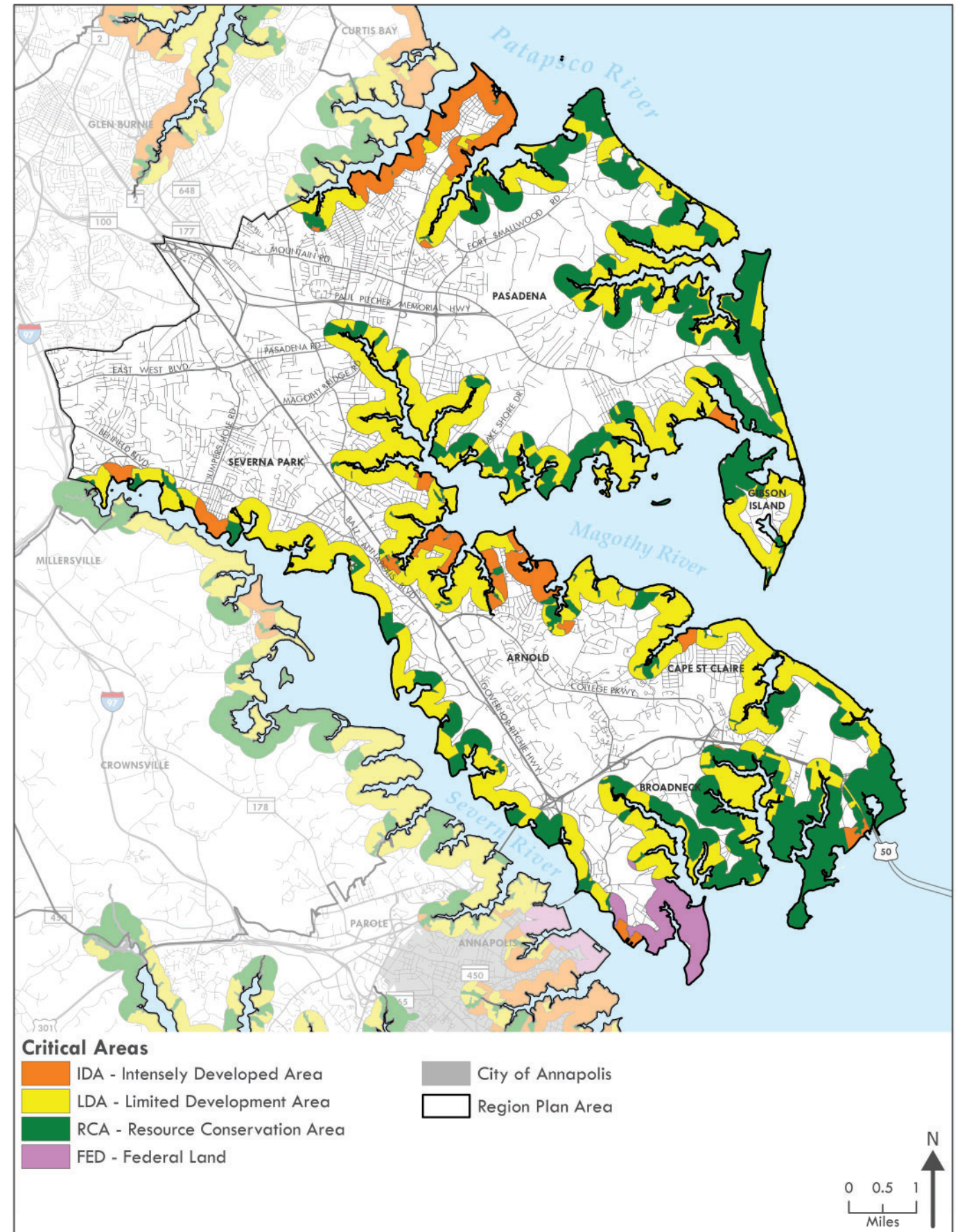
The County protects its natural resources through a series of development regulations, which are outlined in Table 1 below. Despite these regulations. While there are thousands of acres of sensitive environmental features that are protected through the Critical Area program (see Figure 3 below to see the Critical Area in Region 4) and development regulations for streams and floodplains, there is still runoff that travels downstream to the Chesapeake Bay. Much of this runoff comes from the large number of sites that were developed before modern stormwater management practices. Additionally, private septic systems contribute approximately eight times more nitrogen per gallon of wastewater than public sewer systems, much of which ends up in runoff.

Table 1: Watersheds

Name	Acres in Region	% of Watershed in Region
Magothy River	22,325	98%
Severn River	12,364	28%
Bodkin Creek	5,034	100%
Patapsco Tidal	6,046	20%



Figure 3: Critical Areas



Water Quality

Water quality does not meet federal Clean Water Act standards in each of the four major rivers. The primary water quality impacts are from excessive inputs of nutrients (nitrogen and phosphorus) and sediments¹. Nutrients in the rivers contribute to large algae blooms that decrease clarity of the water and lead to low dissolved oxygen levels when they die off and decompose. The major sources of nutrients are from stormwater runoff, septic systems, and wastewater treatment plants.

To address these challenges, the County's Phase III Watershed Implementation Plan (WIP) tracks the nutrient and sediment load reductions allocated to the County by the State for achieving the Chesapeake Bay Total Maximum Daily Load (TMDL). The Phase III WIP provides a road map for the numeric and programmatic commitments of the County so that all practices are in place by 2025 to achieve the Bay's dissolved oxygen, water clarity/submerged aquatic vegetation, and chlorophyll-a standards. The County's approach to meeting these commitments involves stormwater management, stream restoration, upgrades to wastewater treatment systems, and conversion of septic systems. Additionally, the County's General Development Plan (Plan2040)

¹ *Magothy River Watershed Assessment. Anne Arundel County. May 2010, Severn River Watershed Management Master Plan, Anne Arundel County, February 2006, Patapsco Tidal and Bodkin Creek Watershed Assessment, Anne Arundel County, August 2012.*

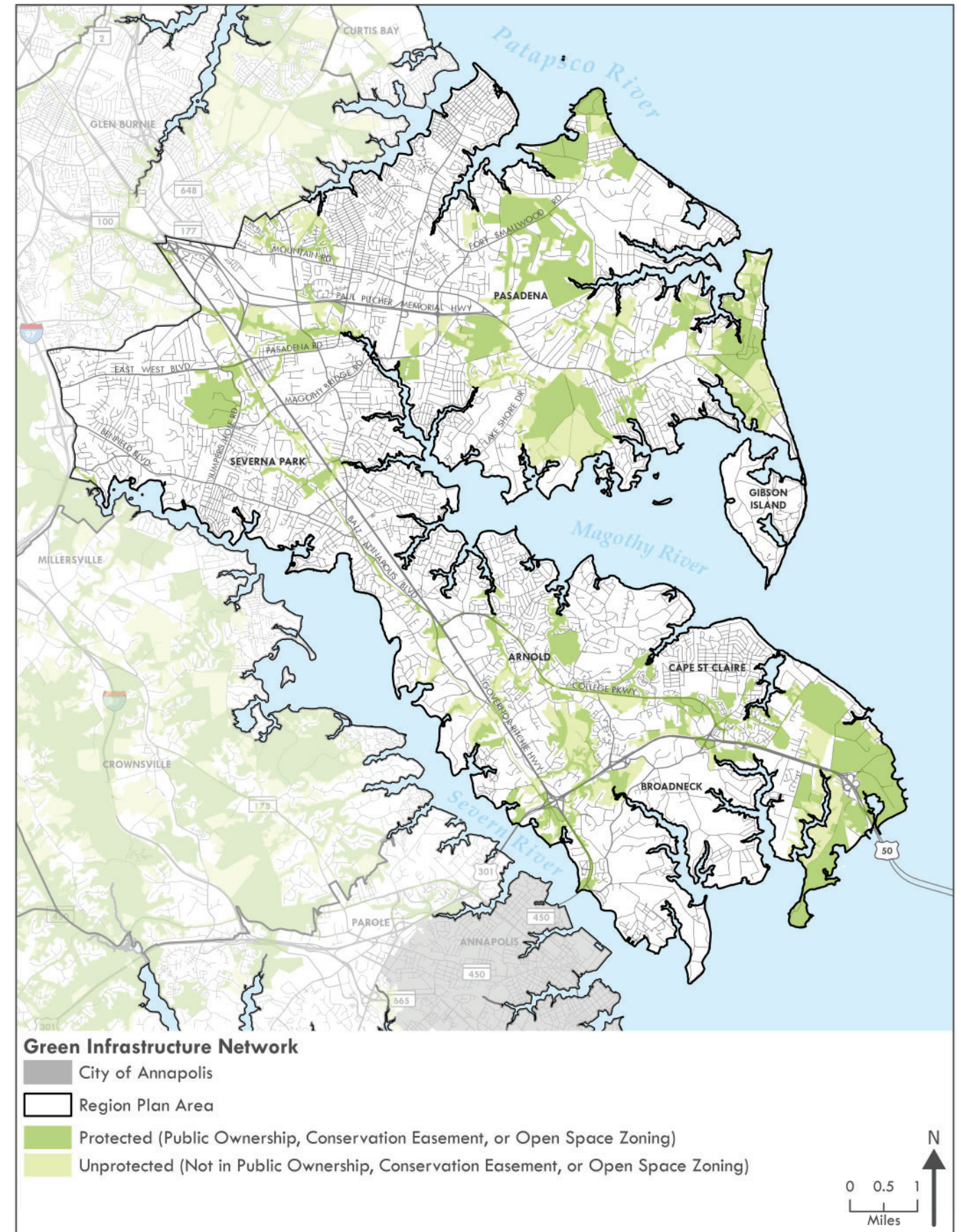
established goals and policies to address water quality Countywide. Goal NE4 focused on improving and protecting water quality by reducing impacts from stormwater runoff, wastewater discharge, and septic systems. There are also specific policies and strategies within Plan2040 to implement that goal.

Forest and Land Conservation Resources

In addition to the water resources, Region 4 includes large areas of forest and wetlands that support plant and wildlife communities. Approximately 4,400 acres of forest that meets the size criteria of potential habitat for Forest Interior Dwelling Species (FIDS) remain in Region 4. There are also several bog wetlands that serve as a filter to improve water quality and provide habitat for rare, threatened and endangered plants and wildlife. Many of these areas are part of the County's Green Infrastructure Network, a connected network of the largest, contiguous natural areas in the County and are protected through County ownership.

Did you know? Private landowners, non-profit organizations (including the Magothy River Land Trust, Scenic Rivers Land Trust, and Chesapeake Bay Foundation), as well as Federal, State and County agencies are all engaged in efforts to conserve natural lands in the Region.

Figure 4: Green Infrastructure Network



Current Environmental Regulations

The Anne Arundel County Code contains regulations on natural features including streams, wetlands, floodplains and forests that apply across the County. The following table lists some, but not all, key natural features regulations.

Table 2: Summary of Key Natural Features Regulations in County Code

Feature	Regulations	County Code Reference
Critical Area	Land within 1,000 feet of tidal waters regulated by Critical Area provisions in County Code and State law and regulations. Regulations vary between three designated zones (Intensive Development Area, Limited Development Area, and Resource Conservation Area). Includes limits on impervious cover, protection of 100-foot upland buffer from tidal wetlands and waterways, and habitat protection areas (including waterfowl staging and concentration areas, colonial waterbird nesting sites, threatened and endangered species, and anadromous fish spawning areas).	17-8 & 18-13; and Code of Maryland Regulations, Title 27
Steep Slopes	Development prohibited on slopes that are 25% or greater (or 15% in Critical Area) that meet the area and height thresholds.	17-6-403
Forests	Forest conservation regulations establish a process and requirements for subdivision and development projects. Requirements include, but are not limited to, forest stand delineation, thresholds for forest clearing, and protections for Priority Forest Retention Areas, including prohibition of clearing forests over 75 acres in size.	17-6-301 - 17-6-309
Nontidal wetlands	Development prohibited in wetlands and 25-foot wide buffer.	17-6-401
Streams	Development prohibited in 100-foot wide buffer for perennial and intermittent streams.	17-6-402
Bogs	Multiple provisions including development prohibition in bog and contributing streams. Development limitations within 100-foot buffer, 300-foot buffer (limited activity area) and the contributing drainage area.	17-9
Floodplains	Development limited, including requirements for easement or dedication of floodplain areas to the County through the subdivision process.	16-2, 17-3-701
Stormwater Management	State law and County code requires new development to implement Environmental Site Design to the Maximum Extent Practicable. This standard requires site planning and stormwater management techniques that conserve natural features and drainage patterns and minimize impervious surfaces.	16-4 and Code of Maryland Regulations 26.17.02.08

Water and Sewer Service

Over 80% of Region 4 is served or planned to be served with public water within the Broadneck, Glen Burnie Low, Glen Burnie High or Gibson Island Water Pressure Zones. Approximately 28% of the Region has no existing or planned public water service, mostly in the Lake Shore area, and is served by private well systems. The 2022 Water and Sewer Master Plan shows there is enough capacity to meet the projected growth demands in the Region.

A portion of the Region lies within an area where elevated radium has been detected in groundwater. New and replacement wells in this area are required to be installed to a minimum well depth and meet drinking water standards for radium. Owners of existing private wells are encouraged to test for gross alpha particles. Where levels are found above the drinking water standards, a water treatment unit or a replacement well in a deeper aquifer is recommended.

Over 60% of Region 4 is served or planned to be served with public sewer within the Broadneck or Cox Creek Sewer Service Areas. Approximately 29% of the Region has no existing or planned sewer service, mostly in the Lake Shore and Whitehall areas. The 2022 Water and Sewer Master Plan shows there is enough capacity to meet the projected growth demands in the Region.

Areas around Chelsea Beach and Lake Shore have been identified by the Department of Health as on-site wastewater management problem areas where there is increased risk for septic system failure that could lead to poor groundwater quality and public health risks. These areas have problems such as small lot size, impermeable soils or excessive slopes. The Department of Health will monitor these areas and if petitions are submitted for service within the areas, action will be taken accordingly.

The effects of climate change go beyond the natural environment and pose risks to human health, the built environment, and the economy. One example of the far reaching impacts of climate change is Fort Smallwood in Pasadena. Fort Smallwood is on the Maryland Inventory of Historic Places as AA-898 because it began as a military installation in 1896 and was maintained as a military naval defense until 1927. In 1929, it became a recreational beach, and today, Fort Smallwood functions as one of the County's regional parks. Much of Fort Smallwood is situated in the coastal floodplain, and since 1987, four of the historic buildings have been lost due to damage from coastal flooding and hurricanes. Check out the Built Environment chapter to learn more about climate change and sea level rise in Region 4.

Challenges and Opportunities for the Natural Environment



The following challenges and opportunities summarize the Region's key natural environment issues, but provide direction for this Plan's recommendations:

Challenges

- Impaired water quality in Magothy and Severn Rivers: The high number of septic systems and developments that predate modern stormwater management requirements leads to pollution from groundwater and runoff.
- Extensive shoreline armoring: Previous shoreline armoring to manage erosion leads to loss of intertidal habitat.
- Sea level rise: Sea level rise impacts natural areas, transportation, public and private water, sewer, and septic systems, historical resources, and the built environment.
- Habitat and wildlife protection : Many community members are concerned about maintenance of forested areas for wildlife and community benefits
- Public water Access: There are relatively few areas providing public water access for swimming, cartop boat launches, and trailerable boat launches.

Opportunities

- Improved stormwater management: Implement stormwater management and stream restoration projects that improve water quality and habitat, and provide public education and recreational benefits.
- Community collaboration: Increase community education and engagement on environmental issues. Continue to build partnerships among community groups and non-profit organizations (such as Magothy River Association, Severn River Association, and Watershed Stewards), schools, and the County to achieve environmental goals.
- Environmental site design: Promote redevelopment of aging properties over greenfield development to meet housing and economic needs while minimizing environmental impacts
- Enhanced Shoreline protections: Enhance community engagement opportunities relating to education and projects to enhance living shorelines and provide greater protection for communities adjacent to tidal waters.

Introduction

Region 4's physical characteristics, both natural and built, make the area a one-of-a-kind place in Anne Arundel County. There are few places that offer an extensive amount of natural resources ranging from rivers, wildlife, and an abundance of shoreline while also containing high quality schools and commercial corridors surrounded by major thoroughfares and unique residential communities, each with their own history and character.

This chapter focuses on housing, land use, zoning, transportation, climate change and sea-level rise; and cultural resources within Region 4. Throughout the planning process, members of the public and the Region 4 SAC discussed multiple aspects of the built environment. The most common statements from the public on Region 4's built environment are as follows:

- Limit future development in the peninsula areas
- Ensure housing is affordable for diverse incomes
- Discourage high-density residential development in single-family residential communities
- Promote redevelopment of existing structures rather than new development
- Mitigate traffic congestion
- Provide safe connection points for pedestrians and cyclists
- Incorporate design guidelines to ensure neighborhood compatibility
- Protect historic structures and the region's cultural heritage

Relevant goals from Plan2040:

- **Goal BE1:** Align development regulations and review practices with Plan2040, that recognizes the importance of the County's environmental features; limitations on infrastructure; and the desire to focus development, redevelopment and revitalization in the Targeted Development, Redevelopment and Revitalization Policy Areas; enhance quality of life; and protect and enhance neighborhoods.
- **Goal BE3:** Preserve and strengthen the County's existing and historic communities by encouraging resident-participation in planning processes, with particular emphasis on involvement of historically underrepresented and marginalized communities
- **Goal BE4:** Support quality of life and economic vitality in County Peninsula Policy Areas, while preserving environmentally sensitive areas.
- **Goal BE8:** Encourage hubs of limited commercial and community services in rural or suburban area residents in locations where such uses exist or have traditionally existed.
- **Goal BE11:** Provide for a variety of housing types and designs to allow all residents housing choices at different stages of life and at all income levels.
- **Goal BE12:** Ensure the County's workforce, elderly and other vulnerable populations have access to an adequate supply of housing in a variety of neighborhoods that is affordable for a range of income levels. Particular attention should be given to meeting the needs of renter households earning 60% and below of the Area Median Income (AMI) and homebuyer households earning below 120% AMI.

- **Goal BE14:** Protect and preserve the significant historic and archaeological resources and cultural heritage of the County; and promote public awareness of the County's history and the stewardship of historic assets.
- **Goal BE15:** Provide a well-maintained multimodal transportation network that is safe, efficient, environmentally sensitive, and provides practical and reliable transportation choices and connections for all users.
- **Goal BE16:** Increase the County's resilience to future changes in climate and reduce emissions of greenhouse gasses.

values have likely appreciated in recent years given national housing trends, decreasing amounts of undeveloped land, and increasing construction costs.

While Region 4 is mainly a residential community, there is a lack of diverse housing options. As shown in Figure 6, most of the housing stock in Region 4 was built prior to 1990, with a large portion built before 1970⁷. Most of the housing stock (82.6%) is single-family detached units, and there are relatively few townhomes (12.6%), or apartments (4.1%)⁸ as shown in Figure 7. There is a high homeownership rate in Region 4, with 87% of families owning their home and 13% renting, which is higher than the Countywide homeownership rate of 75%. Homes in Region 4 are also generally more expensive than the County as a whole, and many of the homes priced at or below \$300,000 have structural or code deficiencies⁹. While there is adequate housing in Region 4, the lack of diverse housing choices make it difficult for those looking to rent, those of low-to-moderate means, and those looking for smaller dwellings to find housing in Region 4. Public input during the Region Plan process urged the County to pursue policies to help address housing affordability, as well as policies for more housing opportunities for people of all income levels and life stages. There is also support for facilitating more diverse housing forms, coupled with a desire that these new forms be compatible with existing neighborhoods¹⁰.

Housing

Region 4 is a desirable community to live in given its proximity to rivers and natural resources, access to parks and open spaces, and high quality schools. In 2021, there were 53,555 housing units in Region 4¹. The 2021 vacancy rate for both owner occupied and renter occupied units was 5%², which is lower than the County average of 6.4%³. Due to the desirability of the community, Region 4 is expected to add 5,000 new households in the next 30 years as families continue to move into the Region⁴.

Home values in Region 4 are generally higher than the County overall⁵. The 2021 median home value in Region 4 was \$450,680 (see Figure 5) and the 2019 average monthly rent was \$1,782⁶. These

1 Research & GIS, Anne Arundel County Office of Planning and Zoning. 2021 ESRI Enrichment data, 2020 Decennial Census Data, 2010 Decennial Census Data. (Region 4 Website)
 2 Research & GIS, Anne Arundel County Office of Planning and Zoning. 2021 ESRI Enrichment data, 2020 Decennial Census Data, 2010 Decennial Census Data. (Region 4 Website)
 3 Plan2040
 4 Baltimore Metropolitan Council, 2022 (Visual Vocab)
 5 2020 ESRI Enrichment data, American Community Survey 2014-2018 (visual vocab)
 6 Research & GIS, Anne Arundel County Office of Planning and Zoning. 2021 ESRI Enrichment data, 2020 Decennial

Census Data, 2010 Decennial Census Data. (Region 4 Website)
 7 2020 ESRI Enrichment data, American Community Survey 2014-2018 (Visual Vocab)
 8 Research & GIS, Anne Arundel County Office of Planning and Zoning. (Visual Vocab)
 9 MD Property Value Sales Data File June 2019, CAMA data January 2014 completed by Real Property Research Group, Inc. (ACDS Presentation)
 10 Region 4 Visioning Questionnaire: https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/region-plans/Region4/R4_Visioning_Responses.pdf

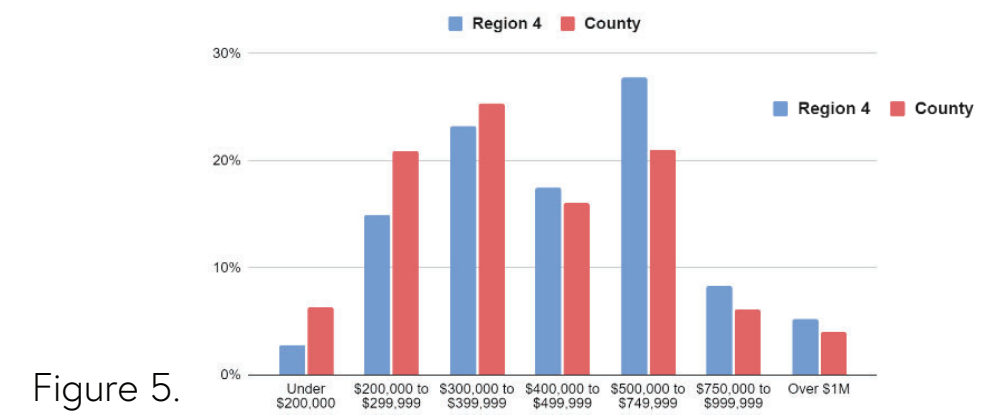
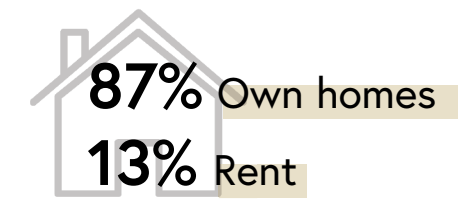


Figure 5.

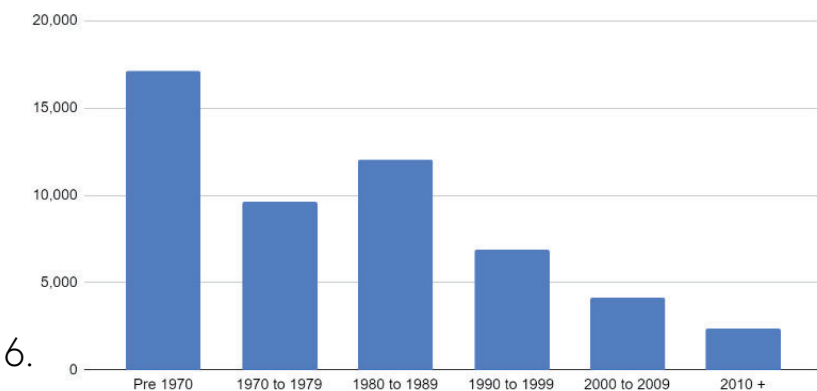


Figure 6.

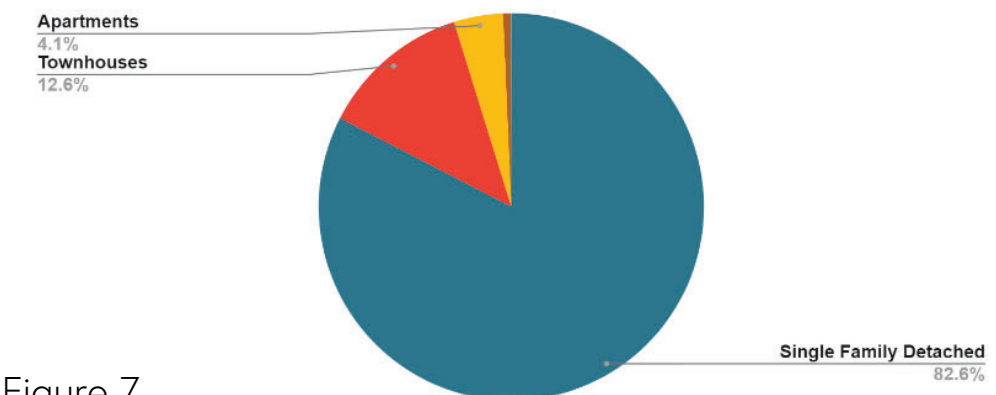


Figure 7.

Housing Diversity and the "Missing Middle"

To address the lack of housing choices, planners and designers Nationwide are analyzing the benefits of what is commonly known as missing middle housing types.

Missing Middle provides a variety of housing types that range in scale from duplexes and fourplexes to small, two- to three-story apartment buildings in walkable neighborhoods. While some of these housing types were commonly seen throughout the United States before World War II, they are currently not developed as often due to zoning and financial restraints. Many missing middle dwellings, such as duplexes or cottages on a green, are compatible in appearance and design with detached single-family homes and provide a great transition between single-

family homes and neighborhood-serving commercial uses.

Many of these dwellings, such as duplexes, triplexes, quadplexes, and cottages on a green, provide the benefit of being compatible in appearance and design with detached single-family homes, but are also able to accommodate a moderately higher number of residents than large lot dwellings. In doing so, they enable better access to daily services for more people. Missing middle housing also provides a great transition between single-family homes and more urban buildings and uses, such as commercial stores, since they provide a buffer without segregating lots or installing barriers.



Accessory Dwelling Unit



Cottage Court



Multiplex Medium



Figure 8¹: Missing Middle Housing

1 Opticos Design Inc <https://missingmiddlehousing.com/>

Affordable Housing

Housing, particularly housing affordability, has been cited as a key concern among a sizeable number of residents, both Countywide¹ and within Region 4. Housing is generally considered affordable when a household does not pay more than 30% of their income on housing related expenses. When someone pays more than 30% of their income on housing expenses they are considered cost burdened. Workforce and affordable housing programs are typically geared toward those making 50-100% of area median income (AMI). Workforce and affordable housing program income numbers for the county are based on AMI at the Baltimore MSA level, where the median income for a family of four is \$116,100. Thus, to qualify for various workforce and affordable housing programs, a family of four would need to have an annual household income between \$58,050 and \$116,100. As an example, housing affordable in the County for a family of four in this income range would have a maximum

monthly cost between \$1,451 and \$2,903 for a 3 bedroom unit. Median rent for a 3 bedroom unit countywide is \$2,027².

The need for affordable housing, particularly for rental units, is acute. In the County, there is a deficit of approximately 9,000 housing units for households making 50 percent of AMI. Nearly half of all renters are cost burdened in the County, and housing units at an affordable cost to low and moderate income renters often have major structural deficiencies. Countywide, 42% of renter households are cost burdened, or pay more than 30% of their income for housing, and the waiting list for households seeking program assistance from the County's Housing Commission is over 28,000. Within Region 4 there is a shortfall of at least 2,700³ affordable housing rental units for current needs, without accounting for growth projections.

2 2021 ACS data

3 2021 ACS data

1 AACO Center for the Study of Local Issues: <https://www2.aacc.edu/csl/AACC-Community-Survey-Spring-2023-Press-Release.pdf>



Holding Capacity

A residential Holding Capacity Analysis¹ was conducted in 2021 to provide an estimate of the additional housing units that could be built under the existing, adopted zoning, subdivision and development Code.

The analysis considered zoning, subdivision and development regulations, regulated natural features, and land values to provide an estimated number of residential units that could be achieved under the current adopted zoning. Because many factors contribute to determining if and how a property is developed, including market changes, finances, private agreements and leases, and personal preferences of property owners, the Holding Capacity Analysis is not a parcel-specific feasibility study or a guarantee that development would occur.

Key steps in the Holding Capacity Analysis include:

- Identifying parcels with development or redevelopment potential,
- Calculating the actual yield of recent development in each zone,
- Applying density to developable parcels, and
- Comparing results with growth forecasts and infrastructure capacity.

The result is an estimate of the number of potential units that can be built if all of the available land, excluding natural features, is developed. Plan2040 provides an in-depth description of each step in this process (page 111).

The results of the Region 4 Holding Capacity analysis are shown in Table X. Growth projections anticipate that Region

¹ Source: 2021 Holding Capacity Analysis and Round 10 BMC Forecast

4 will steadily add approximately 3,700 new households over the next 20 years. The Holding Capacity analysis indicates that there is sufficient capacity under the Region's adopted zoning to accommodate this projected household growth for the Region on both vacant and re-developable land.

In Region 4, there are three Communities of Opportunity located in Pasadena, Severna Park, and Arnold. Communities of Opportunity are areas within the County's Priority Funding Area that can support affordable housing development with strong schools, employment opportunities, and access to multimodal transportation and public amenities. Though not limited to Communities of Opportunity, accommodating future growth in these areas will offer opportunities to access better schools, employment, transportation alternatives, safe neighborhoods, public amenities and a stable housing stock.

Introducing more diverse housing stock in Region 4 through infill and redevelopment can help people of all ages and abilities to remain in their community. For example, seniors and single adults may be interested in smaller housing units and units with lower maintenance responsibilities. A variety of housing types can also lead to greater diversity of home values, which can make homes more affordable to a diverse population.

A strong community will meet the needs of current and future residents at all stages of life, including young people, families, and older adults. A factor in meeting people's needs is providing affordable, safe, and quality housing. Through the help of County departments and partner agencies, such as Arundel Community Development Services,

Region 4 will promote vibrant communities where people of all ages can live comfortably.

Table 3: Forecast and Holding Capacity

	Countywide	Region 4
Household Forecast (Change from 2020 to 2040)	31612	3714
Holding Capacity Residential Zoning Districts	13215	3256
Holding Capacity Non-residential Zoning Districts	27572	4563
Total Estimated Holding Capacity	40787	7819
Difference	9175	4105

These statistics are estimates, not growth targets.

Challenges and Opportunities for Housing

Addressing the following challenges and opportunities will be critical to addressing the needs of the Region's housing supply and diversity:



Challenges

- Region 4 is predominantly comprised of single-family residential neighborhoods with limited housing diversity
- The zoning code does not currently allow for many "missing middle" housing types such as triplexes, quadplexes, or small neighborhood-scale multifamily buildings in many residential zoning categories.
- An older housing stock can have challenges such as water and energy efficiency
- The expense of developing new housing makes affordable housing developments less competitive than market-rate development

Opportunities

- Many communities are connected to each other and provide commercial nodes along key transportation routes
- Missing Middle housing allows for housing to blend seamlessly among communities
- Holding capacity analysis shows additional units could be added on both vacant and re-developable land
- The zoning code can be reformed to reduce parking requirements and other regulations that discourage diverse housing development

Land Use and Zoning

Plan2040 provides a Countywide policy framework for managing and guiding growth and development, primarily through the Development Policy Areas map and the Planned Land Use map.

The Development Policy Area map identifies areas where development and redevelopment are encouraged, as well as areas where preservation of lower density, suburban character and natural features are prioritized. The Region is predominantly within the Neighborhood Preservation Policy Area which aims to limit development to infill and the addition of accessory dwelling units; and redevelopment that is compatible with the existing neighborhood character. The Region also has Peninsula Policy Areas that recognizes the communities that are nearly surrounded by water and are served by a single primary road corridor for access and egress. On the peninsulas, there are policies to limit development to infill and ensure that redevelopment is compatible with the existing character of the neighborhood. Region 4 has seven designated Village Centers to provide an opportunity for walkable, pedestrian-oriented, mixed-use areas that are compatible with the underlying Policy Area and surrounding community; encourage development and redevelopment that is oriented toward the community and enhances community heritage.

Plan2040's Planned Land Use map guides development patterns based on the Plan2040 vision, goals, and policies, as well as the Development Policy Areas map. The map provides general guidance in the density, character and location of various land uses, and is implemented primarily through the tools of Zoning regulations

and the Subdivision and Development provisions of the County Code. Plan2040, in outlining the Region Planning process, provided for the Region 4 Plan to include recommendations for land use that would amend the Plan2040 Planned Land Use map, and comprehensive zoning map in Region 4 that would update the zoning to be consistent with the Planned Land Use map.

As part of the Region Plan process, each Village Center designated on the Development Policy Area Map was discussed by members of the SAC to better understand each area as it exists today, but also to understand the vision for the future. The SAC discussed the importance of mixed-use in certain areas, but came to a consensus that the current Mixed-Use Zoning regulations allowed too much intensity for these village areas. Plan2040 strategy BE1.1.5 recommends reviewing and revising the requirements for Mixed-Use Districts, including those for provision of a combination of uses, consideration of distance to uses, scale, design guidelines and connectivity between uses. A revision to the mixed-use requirements would help realize the communities desires for these Village Centers.

To assist with future Zoning Code changes to the Mixed-Use designations, design guidelines, capital projects, and other implementation mechanisms, the following descriptions capture a brief snapshot of the village area as well as what the SAC and members of the community would like to see in the future.

Figure 9: Development Policy Areas

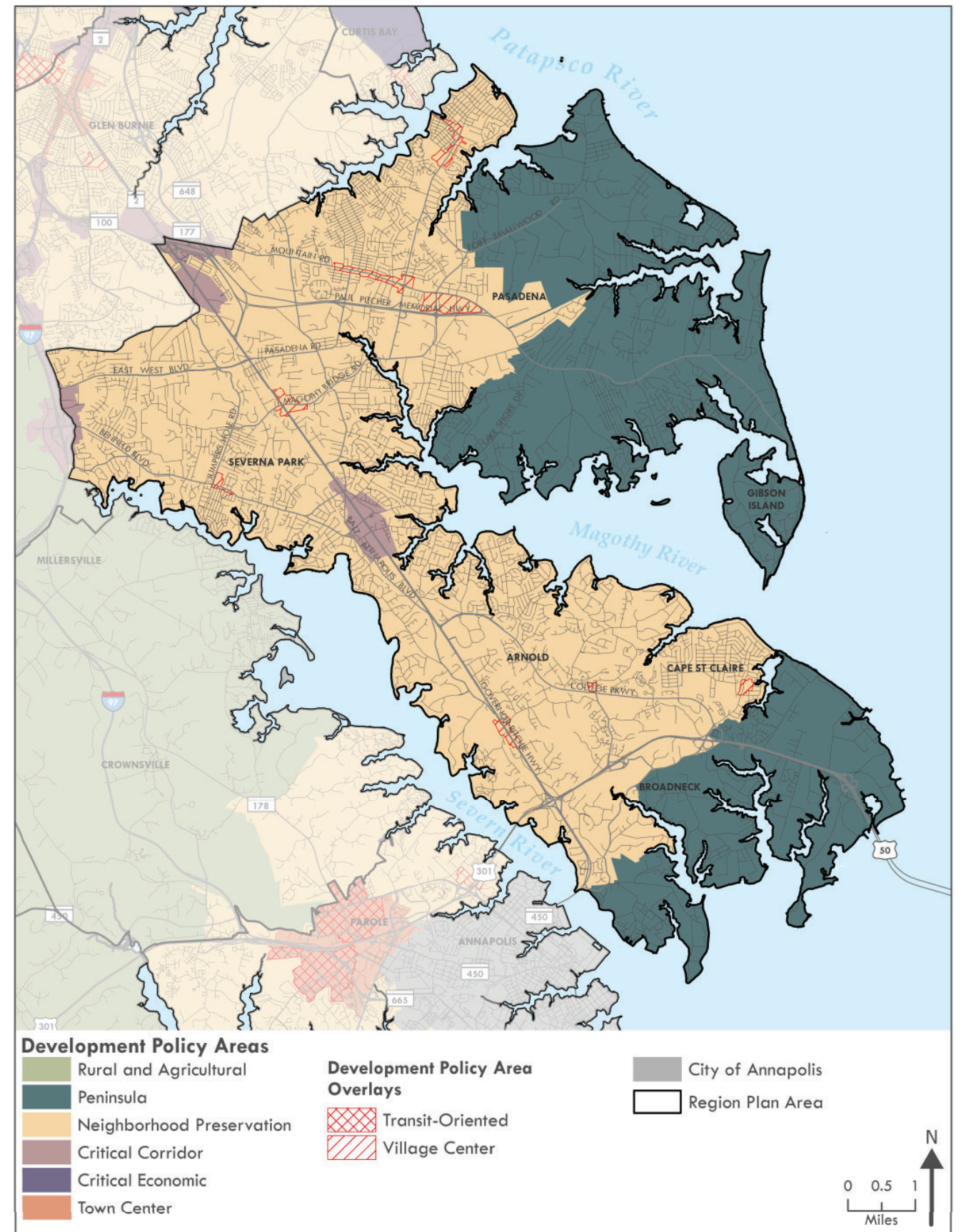
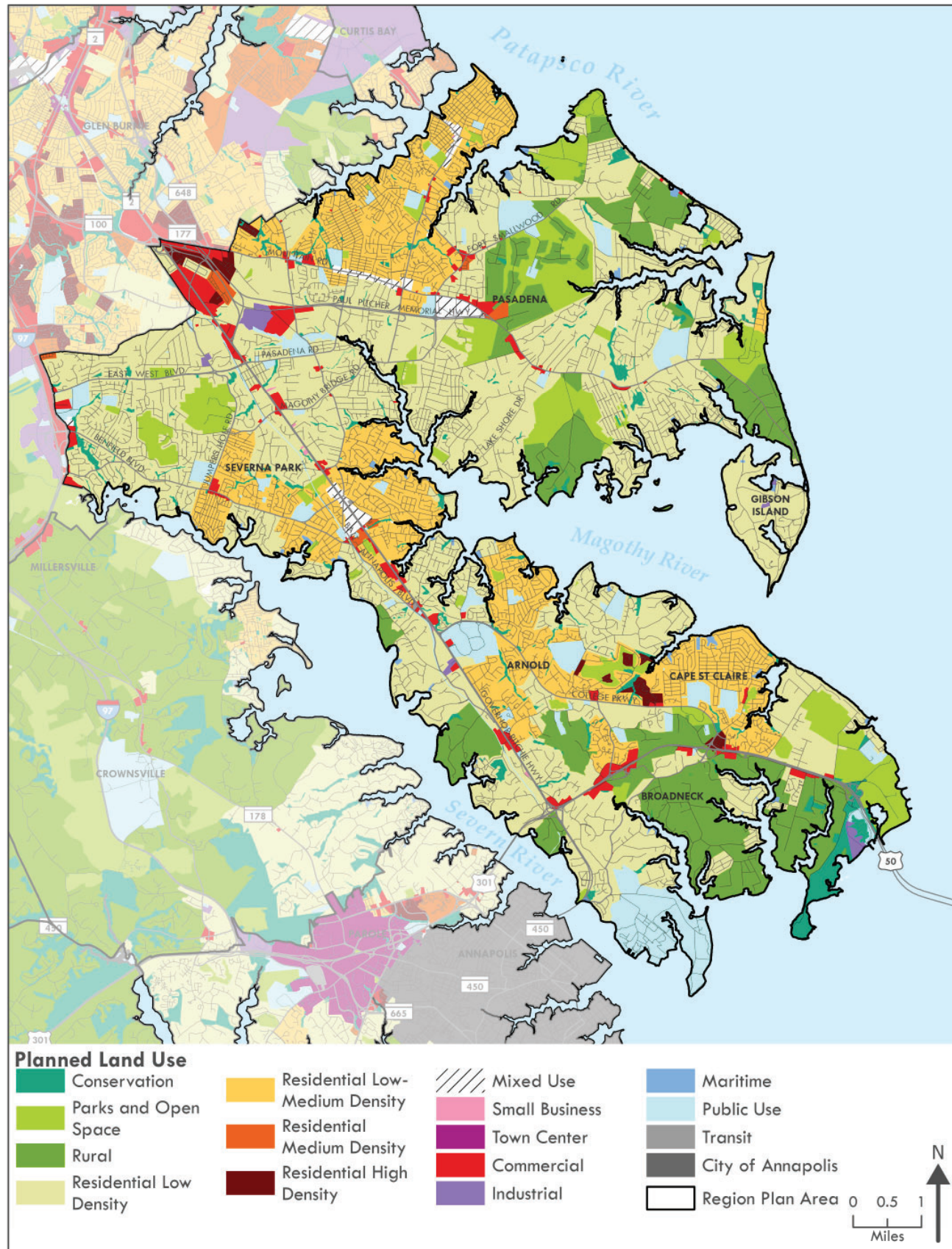


Figure 10: Planned Land Use



Arnold Village Center

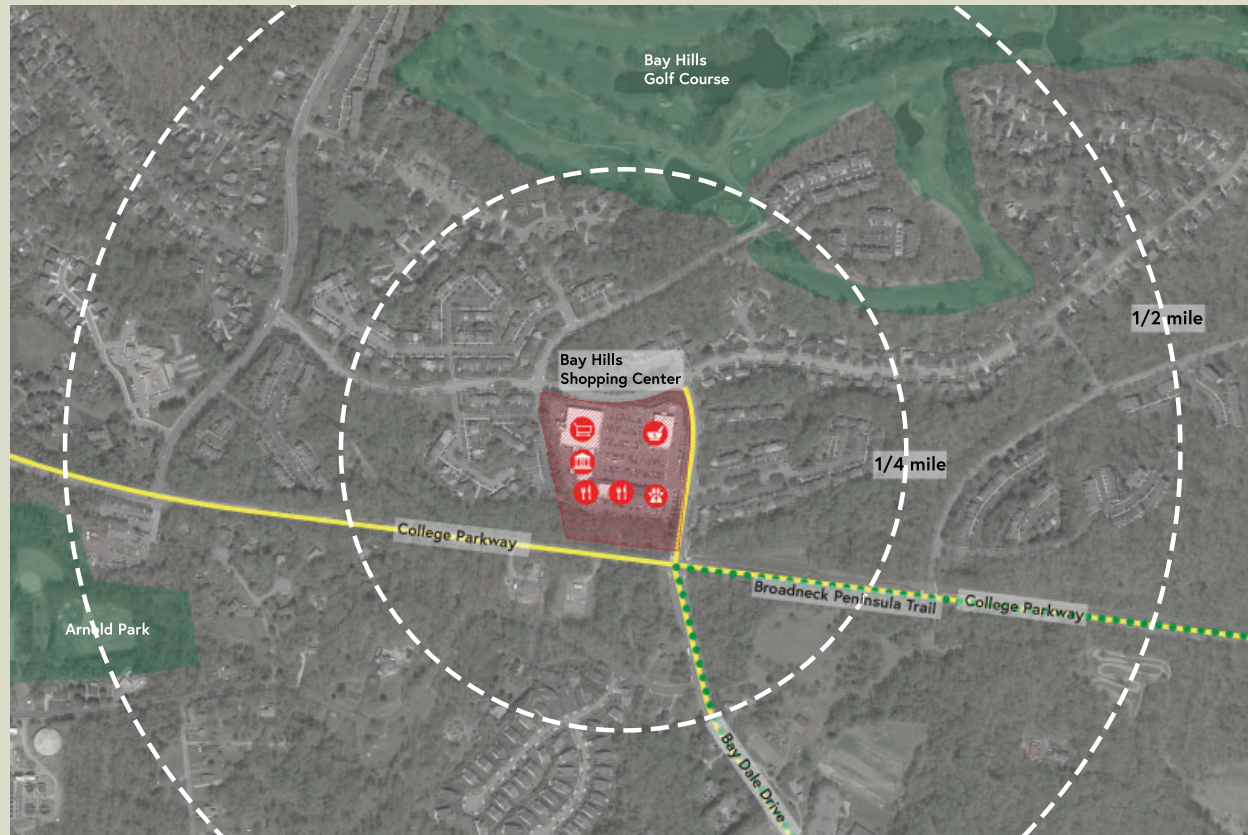
Along both sides of Ritchie Highway (MD 2), from the intersection with Old Frederick Road and Baltimore Annapolis Boulevard (MD 648) to the intersection with Admirals Ridge Drive, is the Arnold Village Center. This Village Center is within a Community of Opportunity and includes single-family houses, one- to two-story shopping centers, and stand alone businesses that offer a mix of commercial uses. Within the Arnold Village Center, there is a fire station, shopping, dining, self-storage, a post office, and the Arnold Senior Center, which is located in a historic building (MIHP AA-1048). This Village Center is supported by multimodal transportation, with a bus stop for the County-operated Gold Route Extension Bus Line in the Village Center and the B&A trail running adjacent to the western portion of the Village Center.

Although the Arnold Village Center is adjacent to the B&A trail, it can be difficult to access from the trail. Areas on the west side of Ritchie Highway are connected to the B&A trail via streets that may not have sidewalks or safe bicycle and pedestrian infrastructure. The only crosswalk to access areas on the east side of Ritchie Highway is at the intersection with Arnold Road, and during peak traffic crossing this intersection on

foot or bike can be dangerous due to traffic volume and turning vehicles. Additionally, the time allotted to cross the intersection on foot may not be sufficient for many community members including older adults and people with disabilities.

Since the Arnold Village Center has multiple property owners and the properties were developed individually, there are multiple entrances and exits from parking lots on both sides of Ritchie Highway. This creates traffic congestion concerns as the right and left lanes can back up with people queuing to turn, especially during peak travel hours.

When discussing the future design and layout of the Arnold Village Center, traffic and safety concerns are often mentioned. The SAC recommends that the County work with the State Highway Administration (SHA) to coordinate a traffic study that considers improvements for consolidated access to properties within the Village Center. Safe pedestrian and bicyclist connection points to the surrounding communities and B&A Trail are other key desired improvements. Additionally, the height of the village center should be similar to the height of existing buildings in the surrounding area to ensure neighborhood compatibility.



Bay Dale Village Center

The Bay Dale Village Center, located at the southwest corner of the intersection of Bay Green Drive and Bay Dale Drive, has buildings that range from one- to two-stories. Within this Village Center, there is shopping, dining, and other commercial businesses to support the surrounding neighborhoods, and within a three-quarter-mile radius of the Village Center there is Arnold Park and the Bay Hills Golf Course. Once completed, the Broadneck Trail will run approximately 300 feet south of the Village Center, and will span from the connection with the B&A trail at the intersection of College Parkway and Ritchie Highway (MD 2), along College Parkway to Sandy Point State Park. The Bay Dale Village Center is within a Community of Opportunity.

While this Village Center is designed to provide amenities to the surrounding community, there are improvements that can make it easier for the community to access this area without a car. Installing pedestrian and bicycle improvements in the surrounding community will aid walkers and cyclists in accessing the Village Center and the neighboring Broadneck Trail. Additionally, it is recommended that the County study the potential of adding a transit route to connect the Bay Dale area with the surrounding Region. Adding a bus stop in close proximity to the Broadneck Trail will aid in alleviating traffic concerns and provide alternative transportation for commuting into and out of the Bay Dale area.



Cape St. Claire Village Center

The Cape St. Claire Village Center is nestled within roughly a quarter-mile from Little Magothy View to approximately 365 feet south of Lido Drive and extends on both sides of Cape St. Claire Road. It includes Cape St. Claire Park, shopping, dining, and a grocery store. The commercial businesses in this Village Center are primarily in a one-story shopping center with parking in-front of the stores. This Village Center is within a Community of Opportunity, and within a three-quarter mile radius there is an elementary school, a high school, a fire station, the Little Magothy River, Broadneck Park, and the Broadneck Trail.

High speed traffic can occur on this section of Cape St. Claire Road, which is particularly dangerous as community members frequently cross the road to access the shops and the park. While there is a crosswalk at the southern intersection of Little Magothy View and Cape St. Claire Road, there are no sidewalks or crosswalks along the main stretch of the Village Center. The future of the Cape St. Claire Village Center could include a sidewalk to provide greater connectivity with the surrounding community as well as sidewalk access to the Broadneck Trail. Traffic calming measures can be installed along Cape St. Claire road to slow traffic, and additional crosswalks can be installed for safe crossing between the shopping center and the park.

Riviera Beach Village Center

Along both sides of Fort Smallwood Road (MD 173) from Sunset Park to the Stoney Creek drawbridge is the Riviera Beach Village Center. This Village Center has a mix of housing and commercial uses, including shopping, dining, and doctor's offices, that generally are one- to two-stories. The commercial businesses in this Village Center include stand alone stores, drive throughs, and shopping centers, and the housing is primarily single-family residences. This Village Center is within a Community of Opportunity and a Commercial Revitalization Area. Within a three-quarter mile radius of the Riviera Beach Village Center there are two elementary schools, three parks, a volunteer fire station, a new stand alone library, and numerous neighborhoods.

The structures within the Village Center are in varying conditions. While many of the newer or refurbished buildings have landscaping features and sidewalks, some of the older buildings look dilapidated and lack sidewalks. Additionally, many of the storefronts have frequent turnover and some stores can remain vacant for extended periods of time.

The Region 4 Plan recommends a Planned Land Use of Mixed-Use for the Riviera Beach Village Center to accommodate a future mix of services including retail, office, residential, and public uses. The Region 4 Plan recommends that the County pursue revisions to the Mixed-Use Zoning Districts of the Code to levels of intensity rather than uses. A neighborhood-scale mixed use zone would be more consistent in scale with the existing development in



Riviera Beach Center than what the Code presently allows. Uses could include two-story office buildings, live-work buildings with commercial space on the first floor and residential units on the second floor, or potentially commercial space on the first floor and doctor's offices on the second floor. Having slightly taller buildings along Fort Smallwood Road would allow for a transition to the residential communities behind these developments.

Additionally, new or renovated developments should provide sidewalks to better connect the establishments in the Village Center and to provide connectivity to the surrounding neighborhoods. The Region 4 Plan recommends that design guidelines be established to allow for diversity of development while promoting specific qualities that are unique to Riviera Beach.

Mountain Road Village Center

The Mountain Road Village Center in Pasadena includes two areas that are less than a quarter mile apart. The easternmost portion of the Village Center is along the southside of Mountain Road (MD 177) and the north side of MD 100 from the intersection of these roads to 900 feet west of Magothy Bridge Road (MD 607). The western portion of the Village Center is approximately 1.25 miles long on both sides of Mountain Road from Mayer Avenue to approximately 600 feet east of Edwin Raynor Boulevard. Both areas of the Village Center are within Communities of Opportunity, though only the western portion is in a Commercial Revitalization District.

The primary use within this Village Center is commercial with a mix of shopping centers

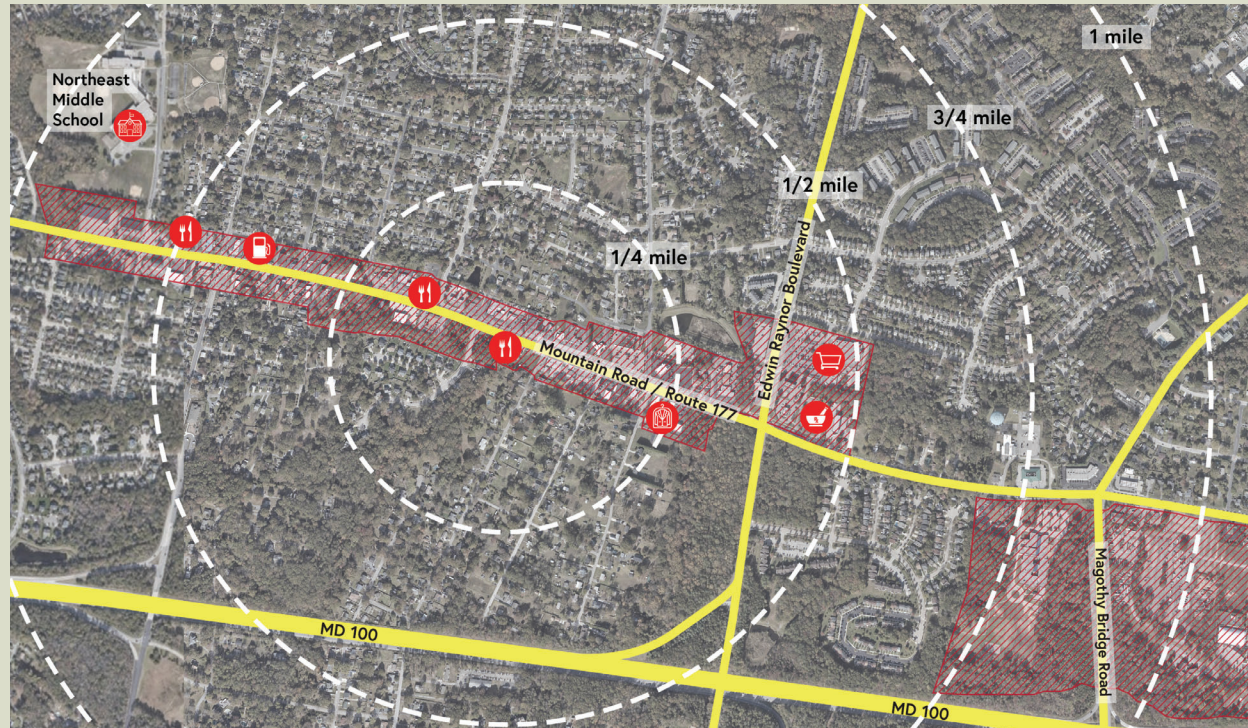
and standalone businesses that vary in height from one- to two-stories. Public facilities and amenities within the Village Center include Jacobsville Elementary School, a post office, and the Magothy Health Center, as well as shops, restaurants, and grocery stores. Within a 0.75-mile radius of the Village Center there is George Fox Middle School, Havenwood Park, Jacobsville Park, two fire stations, and the Lakeshore Athletic Complex. Additionally, there are a number of historic sites within the Village Center including historic churches and cemeteries as well as the Magothy Rosenwald School, a progressive school for African American Children constructed in the early 1920s.

Many community members are concerned about the traffic congestion associated with visiting the amenities and traveling in and out of Pasadena. Additionally, there are inconsistent sidewalks and a lack of crosswalks, making it difficult to get around the area without a vehicle. The area also has minimal landscaping or public open spaces to encourage community members to walk around the area.

The Region 4 Plan recommends a Planned Land Use of Mixed-Use for the Mountain Road Village Center to accommodate a future mix of services including retail, office, residential, and public uses. Similarly to the Riviera Beach Village Center, the current mixed-use zoning districts have regulations which are not suitable for this area. The Region 4 Plan recommends that the County pursue revisions to the Mixed-Use Zoning Code that will be more consistent in scale with the development on Mountain Road.

In the future, this Village Center could include improved bicycle and pedestrian connectivity within the Village Center

and to surrounding areas of interest such as the B&A trail, Lake Shore Athletic Complex, Beachwood Park, and Lake Waterford Park. Consideration for opportunities should be given for public open space within the Village Center, such as a pocket park with green space, pollinator gardens, or a playground structure. Potential redevelopment could include one- to two-story buildings with a mix of commercial and residential uses.



Earleigh Heights Village Center

At the intersection of Magothy Bridge Road, Earleigh Heights Road, and Ritchie Highway (MD 2) is the Earleigh Heights Village Center, with two shopping centers, the Earleigh Heights Volunteer Fire Station, and an office building. This Village Center is regularly a popular destination for shopping, dining, visiting the doctor, and on special occasions, the Fire Station hosts events like National Night Out, the Carnival, and Food Truck Tuesdays. Within a 0.75-mile radius outside of the Village Center, there is Kinder Farm Park and a post office. The Earleigh Heights Village Center is also accessible by multimodal transportation as there is a bus stop on the County-operated Gold Route Extension Bus Line and a park-and-ride facility within the Village Center; and the B&A trail is less than a quarter mile to the west, with the B&A ranger station at the intersection of the trail and Earleigh Heights Road. This Village Center is within a Community of Opportunity.

Although the Earleigh Heights Village Center is close to the B&A trail, there is not a consistent sidewalk along Earleigh Heights Road to connect the trail to the Village Center. While there are crosswalks within the Village Center, crossing this intersection on foot or bike during peak traffic hours can be dangerous due to traffic volume and turning vehicles. Additionally, the time allotted to cross the intersection on foot may not be sufficient for many community members including older adults and people with disabilities.

There is significant traffic congestion at this intersection during peak travel hours and during community events. The high traffic volume coupled with pedestrians stranded in the median creates unsafe conditions that leave drivers and pedestrians uneasy when moving through this intersection. The Region 4 Plan recommends that the County work with the State Highway Administration (SHA) to coordinate a traffic

study to consider bicycle and pedestrian improvements as well as traffic safety improvements.

When discussing this Village Center, the Stakeholder Advisory Committee deliberated on the Earleigh Heights Volunteer Fire Station and heard comments from neighbors. Many SAC members support facility improvements for the Earleigh Heights Volunteer Fire Station, but they expressed concern at introducing more commercial businesses to this intersection. Any development and redevelopment in this area should be examined and studied to ensure proper traffic and safety measures are met. Additionally, it is important to include the local community in any outreach efforts pertaining to this site.

Benfield Village Center

The Benfield Village Center runs from the south side of Benfield Road from the intersection with East Drive to the intersection with Jumpers Hole Road where it spans the east side of Jumpers Hole Road for approximately 950 feet. This Village Center is in a Community of Opportunity and includes multifamily housing, shopping

centers, stand alone businesses, and multi-story office space. Within three-quarters of a mile from the Village Center there are a few schools. There are consistent sidewalks throughout this Village Center area, and they are often used to access the commercial areas; however there are limited crosswalks in this area.

Many community members travel through the Village Center to get home from work, pick up children from school, and run errands. Often there is afternoon traffic congestion due to the high number of vehicles on the road and turning to access the amenities in the Village Center. During this peak travel time, students from the local middle school often walk to the Village Center, and they sometimes cross the street in areas that are not marked with crosswalks. The high traffic volume, coupled with pedestrians frequently crossing the road in unmarked areas, leads to unsafe conditions that leave drivers and pedestrians uneasy when moving through this Village Center. The Region 4 Plan recommends that the County consider traffic and pedestrian safety improvements in this area.



The Regions Plans are the fifth time Anne Arundel County has conducted comprehensive zoning since the first zoning map was introduced in 1952. Comprehensive zoning is typically conducted after a major planning process where the land use, development activity, and holding capacity have been analyzed for changes and can accommodate forecasted growth. It provides an opportunity for updating the zoning map and recommending updates to the zoning code to help achieve the goals of the plan. The comprehensive zoning process also provides an opportunity to more closely align zoning with on-the-ground development; to allow property owners or persons that have a financial, contractual, or proprietary interest in a property to apply for a zoning change; and to ensure that zoning is consistent with Planned Land Use as required by the Maryland Land Use Code (§ 1-303).

Staff have proposed consistency changes to more closely align zoning with the adopted Plan2040 Development Policy Areas Map and the adopted Planned Land Use Map. Consistency changes include updates to align the zoning with the actual development of built communities to protect the physical character of an area and better predict infrastructure needs. Additionally, consistency changes include updates so that the OS zoning district applies to public parks and privately owned areas that provide active and passive recreational amenities, platted floodplains, conservation easements and other preservation areas that are primarily used for floodplains, natural areas, public open spaces, and public parks and recreation facilities. Other OPZ-recommended zoning changes are made after analysis of requests by community members through public comments, zoning change applications by property owners or their agents, or to address challenges and opportunities throughout Region 4.



Challenges and Opportunities for Land Use and Zoning



The following are the key challenges and opportunities in the area of land use and zoning within Region 4:

Challenges

- Current marina regulations are not suitable for some marinas located within communities.
- Mixed-use regulations do not allow for smaller, less intense development in communities that want mixed-use without large scale development
- Transportation improvements, including vehicle and multi-modal, are needed to better connect people to places

Opportunities

- The Region is home to several Village Centers which provide economic opportunities
- Redevelopment and revitalization potential in many areas of the Region
- Ensure new development and redevelopment complement the existing community's character

A few topics related to zoning were consistently brought up by members of the public and discussed with the SAC. The first being that the maritime zoning district Code language should be updated to provide a light commercial maritime zoning designation that is more consistent with established neighborhoods. Currently, the Code permits restaurants and banquet halls in all commercial maritime zoning districts (MA2, MA3, MB, and MC). Many people expressed concern that commercial marinas most consistent with MA2 or

MA3 zoning and located within existing neighborhoods should be allowed to continue their operations while limiting uses that can disturb a neighborhood, such as operating a bar or restaurant into the night. The SAC determined when the zoning code is updated to include a neighborhood-appropriate marina, the county should revisit the zoning of marinas in Region 4 including, but not limited to, the 7938 Shipley Drive and 1132 Pasadena Yacht Yard Road.

Many comments received throughout the process show that community members are interested in potential redevelopment and revitalization while preserving the established community. In short, community members are interested in design guidelines, standards for architecture and site design that allow for diversity of development while promoting specific qualities that are unique to a given neighborhood or community. These guidelines can help ensure neighborhood compatibility by requiring future development to adhere to the style and overall feel of the neighborhood without jeopardizing the needs and uses of the site.

Other comments noted the need for a reform to the mixed-use zoning districts of the Code to focus on regulating levels of intensity rather than uses. Currently, the mixed-use designations require a minimum of 10 acres for optimal method of development and allow building heights of up to 150 feet. Many community members agree that sites along major transportation routes may be a great location for a two- to -four-story development with first floor commercial or office space and residences above, but the broad definition of mixed-use as currently listed in the Code makes them completely unwilling to support

mixed-use zoning. Additionally, the lot size requirements can be prohibitive, especially in developed areas with smaller lot sizes that could be revitalized with mixed-use development.

Transportation

Plan2040 sets a Countywide framework for transportation that calls for multimodal options, emphasizes safety and reliability, and calls for the transportation system to be well-maintained, environmentally sensitive and resilient. Move Anne Arundel!, the County's Transportation Functional Master Plan, contains various recommendations for making the County's communities more walkable, better connected for bicycle mobility, better served by transit and key upgrades to several Region 4 corridors.



Many people rely on Region 4's transportation network on a regular basis. The Region has 19 elementary schools, 5 middle schools, 4 high schools, Anne Arundel Community College (AACC) with a headcount of almost 16,000 students, and almost 27,000 primary jobs. Of the primary jobs in Region 4, 18,544 workers commute into Region 4 but live outside of the region (70%) while only 8,204 workers both live and work in Region 4 (30%). Additionally, 54,846 workers live in Region 4, but work outside of Region 4. Each of these workers and institutions depend on a functioning transportation system to effectively get to and from work or school.

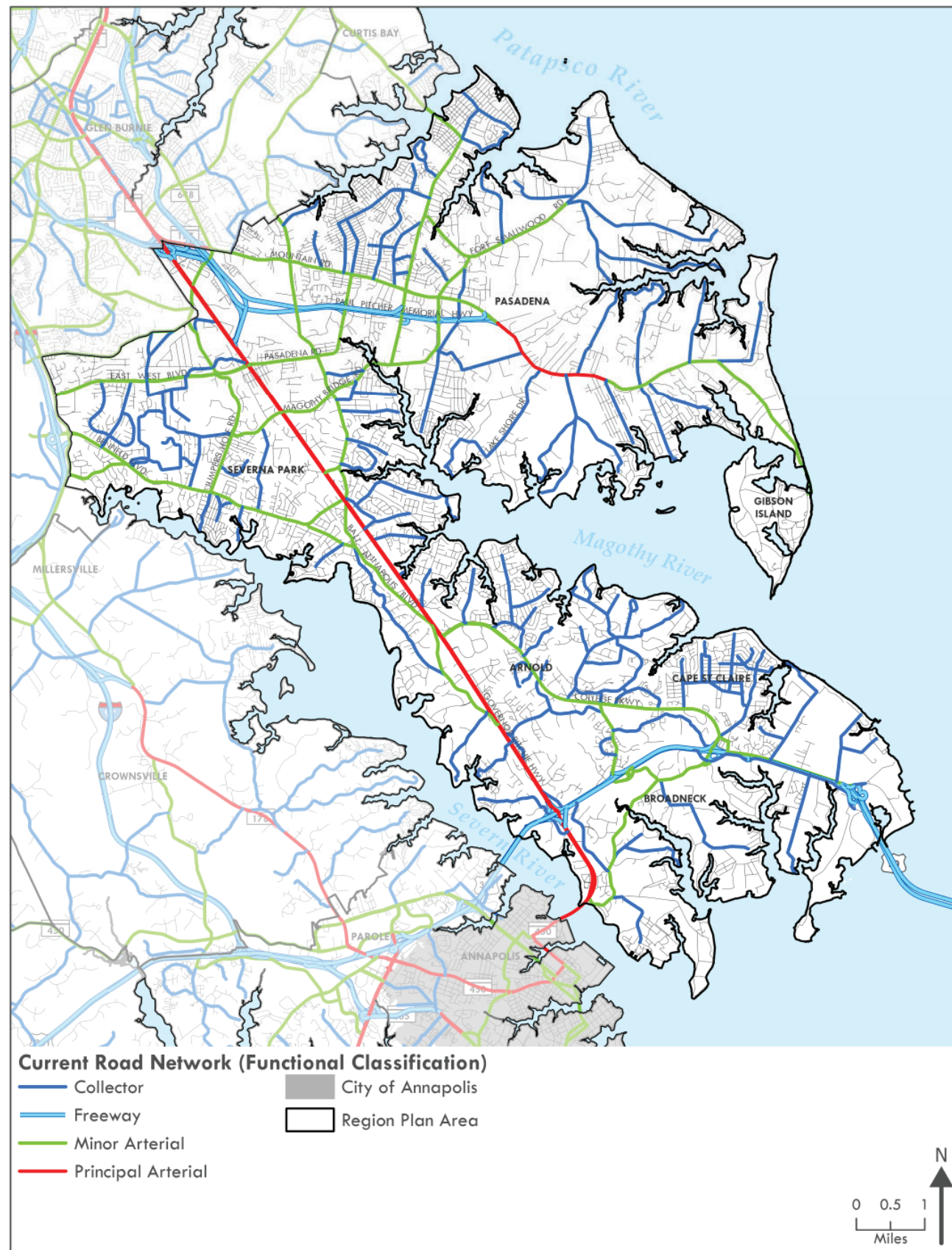
Transportation in Region 4, like most of Anne Arundel County, can be summarized as "car-centric". Historically, development patterns for this area have primarily focused on automobile transit over other multi-modal options. Throughout the process, members of the SAC and public have expressed a desire to reduce traffic congestion, encourage more people to use public transportation, increase safe walking and bicycling infrastructure, and provide education on the benefits of public transit.

With a strong emphasis on the automobile, there are opportunities to improve the transportation network of Region 4. In order to better understand the challenges and opportunities related to transportation, a look at the current transportation network is needed.

Road Network

Ritchie Highway (MD 2) and Mountain Road (MD 177) provide access to many of the commercial corridors in the Region. Ritchie Highway runs northwest to southeast along the entirety of Region 4, connecting

Figure 11: Current Road Network



with US 50/301, linking travelers to most neighborhoods in the area, and providing access to the Baltimore Metropolitan Area. Additionally, US 50 and 301 connect Anne Arundel County to much of the State and Washington D.C. Mountain Road serves as the primary east-west connector between North County and the Pasadena area, and is the only roadway from Gibson Island to the mainland via the Gibson Island Causeway.

Many roads branch off of Ritchie Highway and Mountain Road, such as Fort Smallwood Road (MD 173) and College Parkway, to connect neighborhoods to commercial corridors and major transportation thoroughfares. Fort Smallwood Road connects to I-695 and destinations north of Baltimore. College Parkway provides internal circulation for the residents of the Broadneck Peninsula and also connects to US 50/301.

Given that Ritchie Highway and Mountain Road are the main connectors between many residential communities in Region 4 to other parts of the County, a major concern for Region 4 community members is traffic congestion, especially during peak travel times and during the summer when there is increased travel to the Eastern Shore.

Bicycle and Pedestrian Network

The transportation network in Region 4 also includes sidewalks and bicycle infrastructure in addition to roadways. One of the most popular and well known multi-modal paths is the B&A trail, running parallel to Ritchie Highway and stretching from Boulters Way in Annapolis to Dorsey Road in Glen Burnie. Along the trail there are many public and commercial destinations, such

as the Earleigh Heights Ranger Station in Severna Park with parking available on the premises.

The Broadneck Peninsula Trail along College Parkway is still in development, and is expected to have a mainline length of nine miles, ultimately connecting the B&A Trail to Sandy Point State Park.

Community members also expressed interest in improved bicycle and pedestrian facilities along Mountain Road, especially near the village center and providing connections with the B&A trail. While this is difficult due to the lack of right-of-way between developments and the street, Walk and Roll! provides recommendations for various studies and improvements along this corridor to provide a low stress bicycle and pedestrian network.

There are a number of other communities in Region 4 that lack adequate bicycle and pedestrian infrastructure that can provide active transportation and alleviate traffic concerns. While these connections are important for the future of Region 4, there is also a need for Safe Routes to Schools investments, as noted in the Move Anne Arundel!. Working with parents of students, the County and Anne Arundel County Public Schools have an opportunity to listen to the challenges impacting local students who walk or bike to school. Providing students and faculty opportunities to travel to their school without depending on an automobile may help with traffic congestion and bottlenecks along the roadway network during peak times. It also provides a starting point for introducing walking and bicycling paths to established communities.

Figure 12: Existing Bicycle/Pedestrian Network

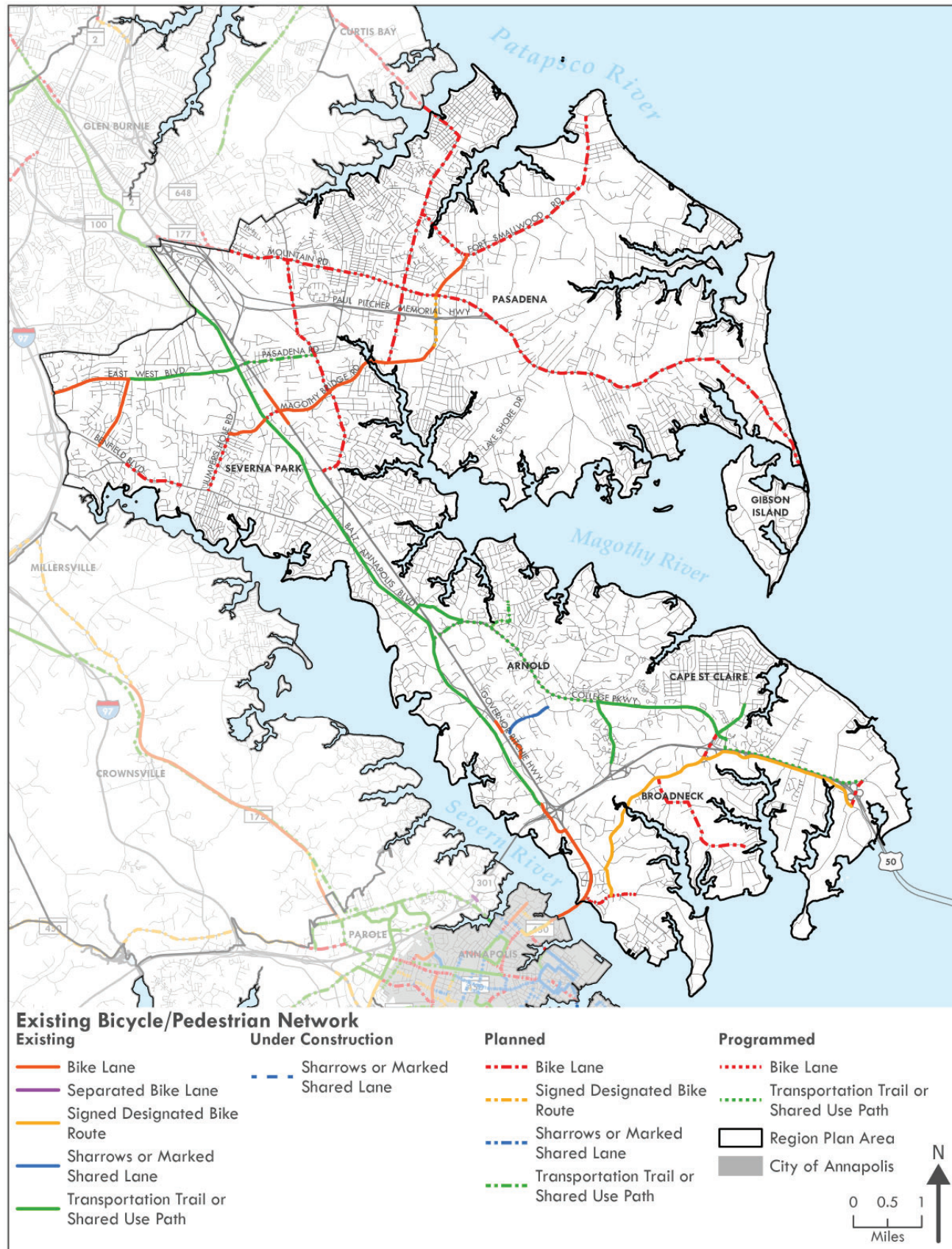
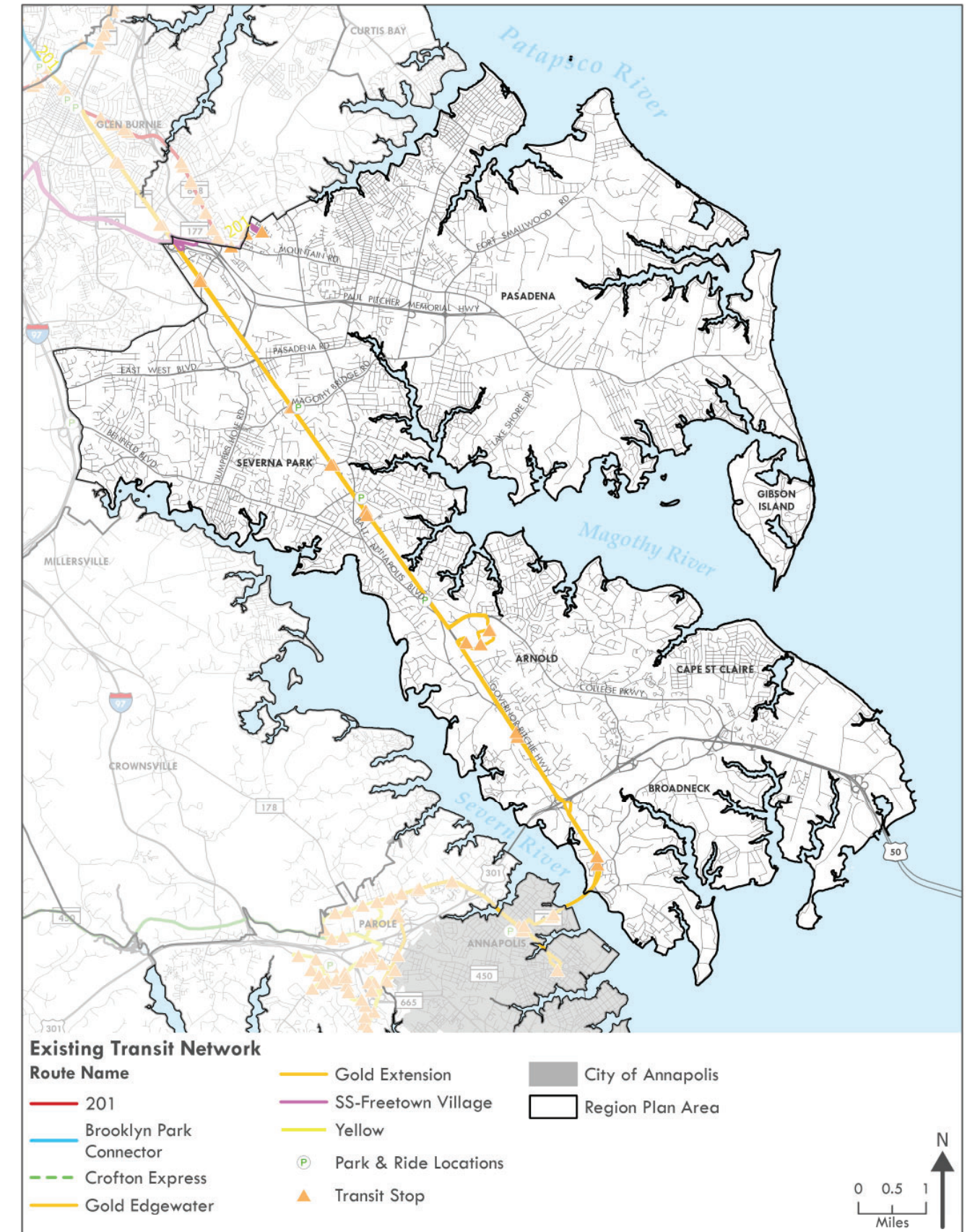


Figure 13: Existing Transit Network



Other Transportation Options in Region 4

Public transportation in Region 4 is currently limited to bus services that primarily runs along Ritchie Highway. The County run Gold Line Extension Route provides bus access between Annapolis and the Cromwell Light Rail Station in Glen Burnie, with multiple stops throughout Region 4. There is also a commuter bus service from the Arnold Farmer's Market Park and Ride to Washington DC. While there is a Maryland Transit Administration bus line that runs from Kent Island to Washington DC along US 50, this line does not stop in Region 4 nor in Annapolis. Additional transit connections, including "one-seat rides", should be studied to provide access for neighborhoods that are distant from Ritchie Highway, especially at commercial hubs and village centers to aid in alleviating traffic and assist in multimodal access to highly trafficked areas.

The Region 4 SAC recommends members of the Transportation Commission, as well as elected officials and County employees, complete at least one round-trip on public transportation to better understand the needs, opportunities, and challenges facing public transportation.

Challenges and Opportunities for Transportation

The following summarizes the Region's key transportation challenges and opportunities which provide direction for this Plan's strategies found in the implementation matrix:

Challenges

- Limited reliable public transit options and routes
- Access to and from the Region depends mostly on a couple of major roadways
- There are a number of areas with incomplete and/or missing bicycle and pedestrian infrastructure
- It can be difficult to find funding sources to increase multimodal infrastructure
- Bicycle and pedestrian crossings of major roadways in the Region are lacking.

Opportunities

- Provide education on alternative transportation options
- Coordinate between parents and the school system to better address problems facing commutes to school
- Study public transit options to assist with the large commuter workforce both in and out of the Region

Climate Change and Sea-Level Rise

The impacts of climate change are becoming more and more apparent in Anne Arundel County, with increasing temperatures, more frequent heat waves and extreme weather events, coastal flooding exacerbated by sea-level rise, and inland flooding related to heavier precipitation events. In 2018, the Maryland Commission on Climate Change updated sea-level projections for the State, showing that Region 4 is at risk of inundation from sea level rise along the shoreline, especially in Lake Shore and the eastern tip of the Broadneck Peninsula near Sandy Point State Park. Previous shoreline stabilization practices heavily relied on shoreline armoring through seawalls and riprap to prevent shoreline erosion, but these can lead to loss of marine habitat. Modern best management practices promote living shorelines with native vegetation alone or in combination with low rock sills to preserve habitat and decrease erosion.

In 2021, Anne Arundel County and the City of Annapolis established a

joint Resilience Authority to provide a mechanism to manage and fund projects to increase the County's resilience to climate change. The powers of the Resilience Authority are outlined in the Section § 3-8A-110 of the County Code.

Additionally, Anne Arundel County produced a Sea-Level Rise Strategic Plan in 2011¹. The plan included an assessment of the County's vulnerability to sea level rise under multiple scenarios and a set of recommended actions to manage risks.

Plan2040 is the first General Development Plan for Anne Arundel County to address sea level rise. Goal NE6 broadly calls for strategies to create resilient, environmentally-sound and sustainable communities, while Goal BE16 calls for increasing the County's resilience to climate changes. Several other individual strategies focus on addressing and/or adapting to sea level rise, including in Maritime use requirements (BE4.2c), in adopted plans (BE16.1c), and in targeting at-risk properties for easement or acquisition (NE3.1e).

Table 5: Projected Sea-Level Rise Estimates above 2000 levels for Maryland

Year	Emissions Scenario	Likely Range (67% Probability)	Central Estimate (50% probability)	1 in 20 chance (5% probability)
2025		0.8 - 1.6 ft.	1.2 ft.	2 ft.
2100	Growing	2.0 - 4.2 ft.	3.0 ft.	5.2 ft.
	Stabilized	1.6 - 3.4 ft.	2.4 ft.	4.2 ft.
	Paris Agreement	1.2 - 3.0 ft.	2.0 ft.	3.7 ft.

¹ https://dnr.maryland.gov/ccs/Publication/AASLRStrategicPlan_final.pdf

Cultural Resources

The history of Region 4 begins with early Native American activity at areas such as the Magothy Quartzite Quarry, part of a major trade network from which stone was extracted for making tools. Over time, settlement in Region 4 was driven by the area's ample waterway access, and in the mid-1600s the Severn River was an early center of European settlement with a number of domestic lots established as tobacco farms, such as the Whitehall Plantation. Many 18th-19th century farms in Region 4 were cultivated by enslaved African laborers and some of their descendants still live in the area. In Pasadena, Freetown was established in the mid-19th century for the Black community as a safe haven in the face of racial persecution during slavery. After the Civil War, land records show several African American landowners of large properties along Mountain Road, covering almost 1000 acres, who donated land for schools and churches.

In the 20th-century, large truck farms, such as the Kinder Farm (today a County Park), continued to define Region 4. Major transportation networks on water and on land connected farms which "trucked" produce and foodstuffs to the cities of Baltimore and Annapolis.

The founding of the Annapolis & Baltimore Short Line Railroad in 1887 and the historic route of the Baltimore-Annapolis Boulevard (first established in 1910, straightened in the 1930s as MD 2) ultimately define the character of Region 4's landscape today. This enhanced transportation network increased an interest in travel to the rural shorelines of Region 4, spurring development of summer beach

resort communities in the late 19th-early 20th century. While many of these early 20th-century homes were large country retreats for the wealthy, over time many communities were developed with small lots, often a half acre or less, typically containing small bungalows. These new platted communities represent some of the earliest suburban style development in the County, and they broadened access for less wealthy folk, who could have a small slice of land to enjoy the Bay and its tributaries.

In the end, the economic effects of World War II and the construction of the Chesapeake Bay Bridge in 1952 caused the decline of the beach resort industry. The summer cottage communities ultimately became suburban bedroom communities for Baltimore and D.C. commuters. Today, these early 20th-century communities are among the most threatened cultural resources in Region 4 due to their lack of documentation, proximity to coastal hazards, and prime waterfront locations causing increased pressure to demolish for new development.

The Cultural Resources Section (CRS) of OPZ administers the County Code provisions to protect archeological sites, historic buildings, cemeteries and scenic and historic roads whenever development is proposed. This work is important to safeguard the County's heritage, which in turn stabilizes and improves property values, fosters civic pride, protects and enhances the County's resources for citizens and visitors, serves as a stimulus to economic development, and ultimately strengthens the economy of the County. CRS staff also administer the County's Historic Preservation Tax Credit Program and Easement Program, provide technical guidance and support to citizens and nonprofits, conduct outreach and education

programs, manage volunteer efforts in preservation, and manage archival and archeological collections through the Archeology Lab and Curation Facilities.

The Cultural Resources Section maintains the County's Historic Resources Inventory, which documents the value and significance of historic buildings and sites using an established framework of the following broad heritage themes:

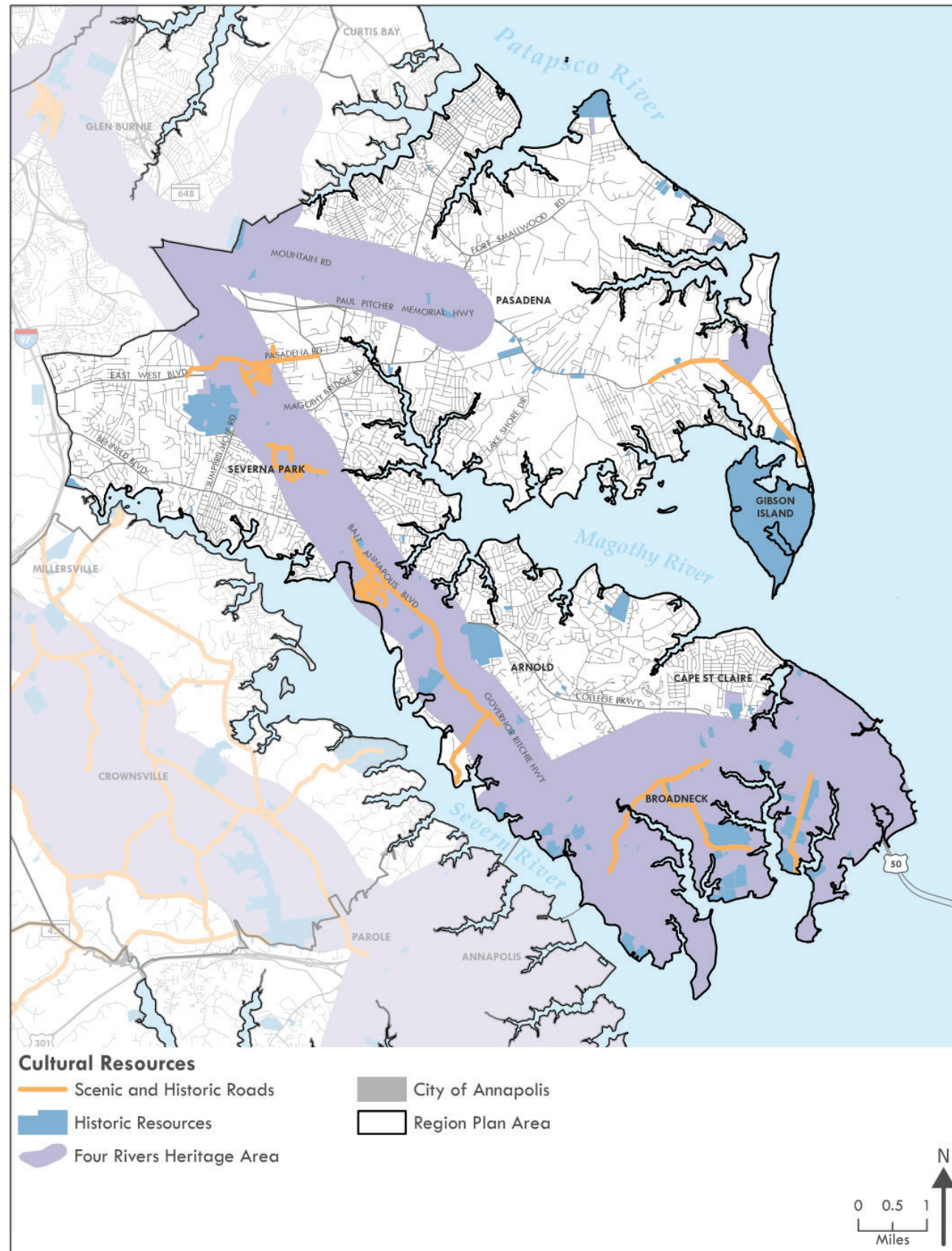
- Growing a County: Agricultural Heritage in Anne Arundel;
- Economic History: Commerce, Trade, & Industry
- Government, Politics, & the Military Presence in AACo
- The Basis for a Community: Social, Religious, & Civic Life
- A Landscape Evolves: Settlement & Development Patterns in AACo
- Gone but not Forgotten: Archaeology, Cemeteries, & Lost Places
- Horses, Boats, Trains, Cars, & Planes: Transportation in AACo
- A Diverse Melting Pot: Immigration & Migration

Table 6: Historic Resources in Region 4

Historic/Cultural Resource Type (Region)	Number of Resources in Region 4
Historic Buildings	204
Archaelology	253
Cemeteries	99
Scenic & Historic Roads	32 (23.38 miles /9.87% of entire inventory)
Preservation Easements	12(*)

(*) One is for an historic structure; 11 are for archaeological or cemetery resources

Figure 14: Cultural Resources



Challenges and Opportunities

The following are the key challenges and opportunities facing the preservation of the remaining cultural resources in Region 4:

Challenges

- Limited protections in County Code adversely impact Historic Resources with loss of historic integrity or destruction.
- The County Inventory of Historic Resources lacks diversity and is not inclusive of all populations who have contributed to the development of our local heritage.
- The Code is outdated, inconsistent and inadequate in the designation and protection of scenic and historic roads.
- Historic cemeteries are neglected, in disrepair, and being actively vandalized amid a lack of legal protections.

Opportunities

- Improved preservation of historic resources to maintain and promote ties to the Region's history.
- Expanded representation in the Historic Inventory of the contributions of traditionally underrepresented communities and groups to the Region.
- Reformed and enhanced Code provisions and regulatory tools to improve protection of the full range of historic resources.

Introduction

The quality of community services provided by the County, and residents' access to those services, is critical to the quality of life in Region 4. Most of these services are planned and provided for at a Countywide scale, and Plan2040 outlines ten broad healthy communities goals that relate to land use:

- **Goal HC1:** The County's community facilities and services will meet the needs of all residents.
- **Goal HC2:** Provide the highest quality education for all County residents and strive for equity among all schools
- **Goal HC3:** All County residents will have access to high-quality, lifelong learning opportunities that transform lives to ensure an engaged and inclusive society.
- **Goal HC4:** Transform library facilities and services to maximize benefits (outcomes and effectiveness) for the County's communities.
- **Goal HC5:** Provide services and opportunities for older adults, individuals with disabilities, caregivers and anyone wishing to plan for the future to lead healthy, independent and fulfilling lifestyles.
- **Goal HC6:** Enhance accessibility of all programs, services, and activities offered by Anne Arundel County Government.
- **Goal HC7:** Support diverse, flexible food models that provide healthy, culturally-relevant and sustainable food in every community.
- **Goal HC8:** Support diverse, flexible food models that provide healthy, culturally-relevant and sustainable food in every community.
- **Goal HC9:** Efficiently manage, reduce and recycle residential solid waste.

- **Goal HC10:** Provide a high-level of emergency medical care, fire protection, police protection, emergency management and an all hazards response to all residents and visitors of the County, including a comprehensive evacuation plan with adequate evacuation shelters.

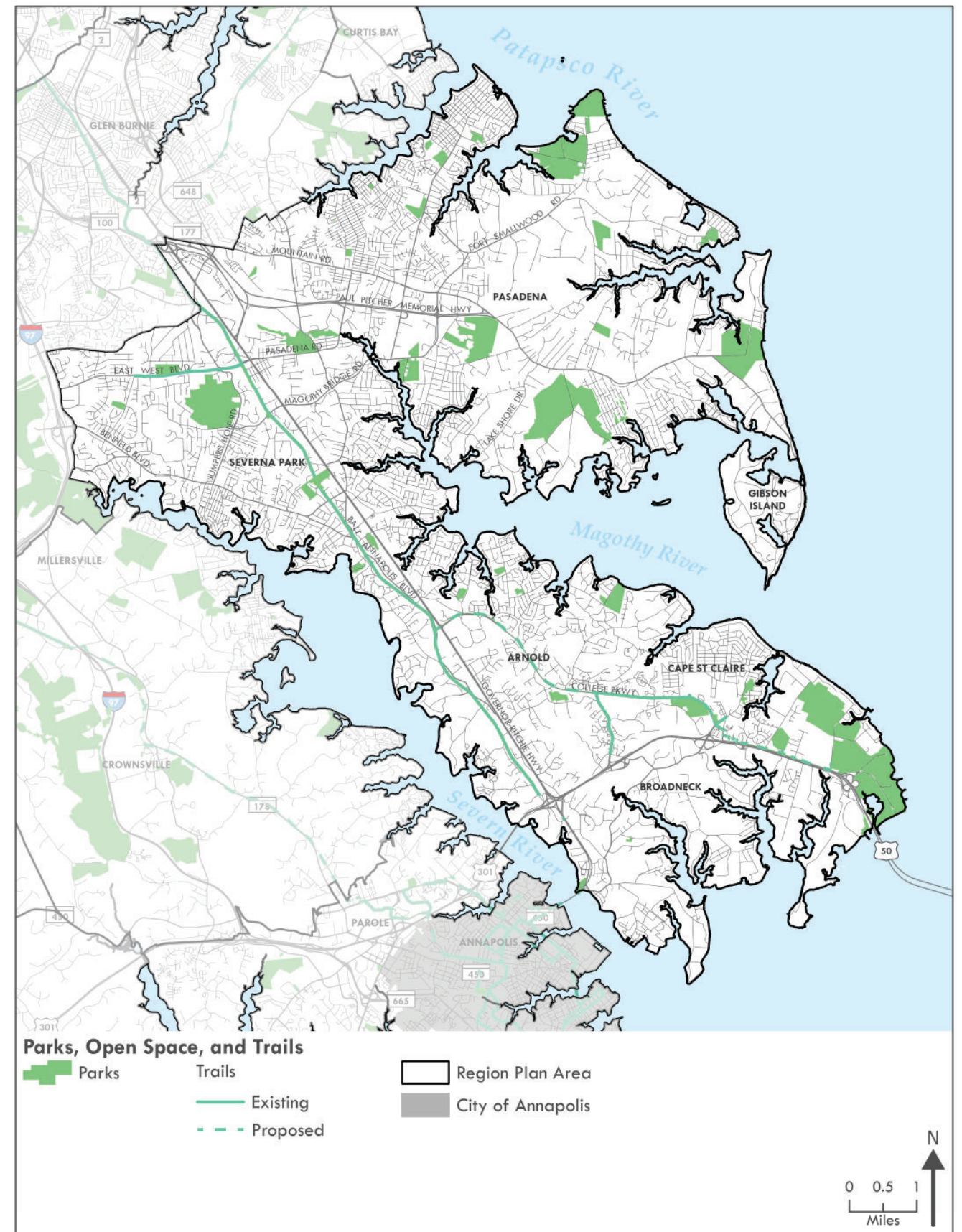
There are a number of facilities and services provided throughout Region 4 that contribute to the health and wellbeing of community members, including but not limited to senior centers, farmers markets, and fire and police stations. Many of these services and facilities are the reason community members choose to live in Region 4 over neighboring areas.

Throughout the Region 4 planning process, staff received the following comments on ways to improve community health:

- Locate public facilities so they are easily accessible for multiple modes of transportation and near other services that community members frequent
- Provide more non-park public gathering spaces
- Expand the number of low or no cost after school childcare programs
- Increase public water access
- Maintain existing parks
- Improve public safety

This chapter focuses on the following services and facilities: parks and recreation; health, aging and disabilities; public schools, libraries, police, fire and emergency management.

Figure 15: Parks, Open Space, and Trails



Recreation and Park Facilities

When compared to other areas of the County, Region 4 immediately stands out as a top performer in providing a great number and variety of amenities. This includes 44 County parks, nearly a quarter of the County total, 28 school parks, and one public golf course.

All of the planned improvements for the Region are included in the recently adopted 2022 Land Preservation, Parks, and Recreation Plan, which is a five-year master plan to support capital facilities and program development. Through the LPPRP process, the Department of Recreation and Parks (DRP) learned that Region 4 residents are interested in more community gathering spaces, more water access to both rivers and

pools, more dog parks, and more adventure sports, among other needs.

The LPPRP proximity analysis, Figure 16, shows that Region 4 residents are mostly within approximately five miles of every type of County park amenity. The LPPRP equity analysis uses the Maryland Park Equity Mapping Tool, developed by the Maryland Department of Natural Resources in partnership with the University of Maryland School of Public Health, which tracks eight factors to determine if there is equitable public access to parks. The results can be seen below in Figure 16 and show that Region 4 is determined as mostly "Low Need" with some areas having "Medium-Low Need". These two designations cover the entire region, with the exception of an area bordering Region 3 along Mountain Road which has the designation of "Medium Need".

Some key investments the County is pursuing include the acquisition of land for a boat ramp to the Magothy River. There are also a few Countywide needs that could potentially be developed in Region 4, including additional green space, a tennis center, an indoor sports center, and a water park.

There are a number of rehabilitation projects for facility lighting, shoreline restoration, facility irrigation, and trail resurfacing currently included in the Capital Budget and Program. Additionally, DRP is undertaking a major effort to include ADA compliance at amenities throughout the County.

Community feedback during the Region 4 planning process also identified improving the safety of crossing of MD 2, using either a pedestrian bridge or a similar off-grade structural improvement. This would be a big step forward towards improving access to the two major paths that cross the region, the B&A Trail and the Broadneck Trail.

Health, Aging and Disability Services

Good health of Anne Arundel County residents, regardless of age, income and background is paramount to the overall wellbeing of the Region's community. Differences in the social determinants of health, such as economic stability, the physical environment, food access, education, and quality health care, are often the result of social and economic policies that create barriers to opportunity and continue across generations. They are reflected in differences in the length of life; quality of life; rates of disease, disability, death, severity of disease; and access to treatment.

Region 4 demographic data shows a population that is wealthier than the County median household by approximately \$14,000 of yearly income. The average life expectancy is 79.2 years; however, this number varies based on census tract, with the highest life expectancy being near Arnold (85.9 years) versus numbers almost ten years lower (75.8, 76.8, and 77.9) for the census tracts that are located in the northern corridor of the Region running between the south of Mountain Road and the Magothy river¹.

Heart disease is the leading cause of death in the County, followed closely by cancer. Accidents moved up the the fourth leading cause of death and suicides to the ninth leading cause this year. Region 4 has relatively medium incidences of inpatient and emergency department encounters for cardiovascular diseases and diabetes compared to the County at large². The Department of Health (DOH)

Public Water Access

Knowing that waterways and the Bay are such an important natural and cultural feature of the County, the DRP is working to increase public water access, and is considering partnering with neighborhoods and community associations. Currently, most water access is limited to those who are an owner or tenant of a private community that has water access. While Region 4 is home to a number of marinas and boat docks, the County currently provides limited access to beaches, swimming, and boat ramps. It is recommended the County continue to evaluate and study the Region to feasibly provide public water access points.

¹ 2021 ESRI Enrichment data, 2020 Decennial Census Data, 2010 Decennial Census Data

² Anne Arundel County Department of Health

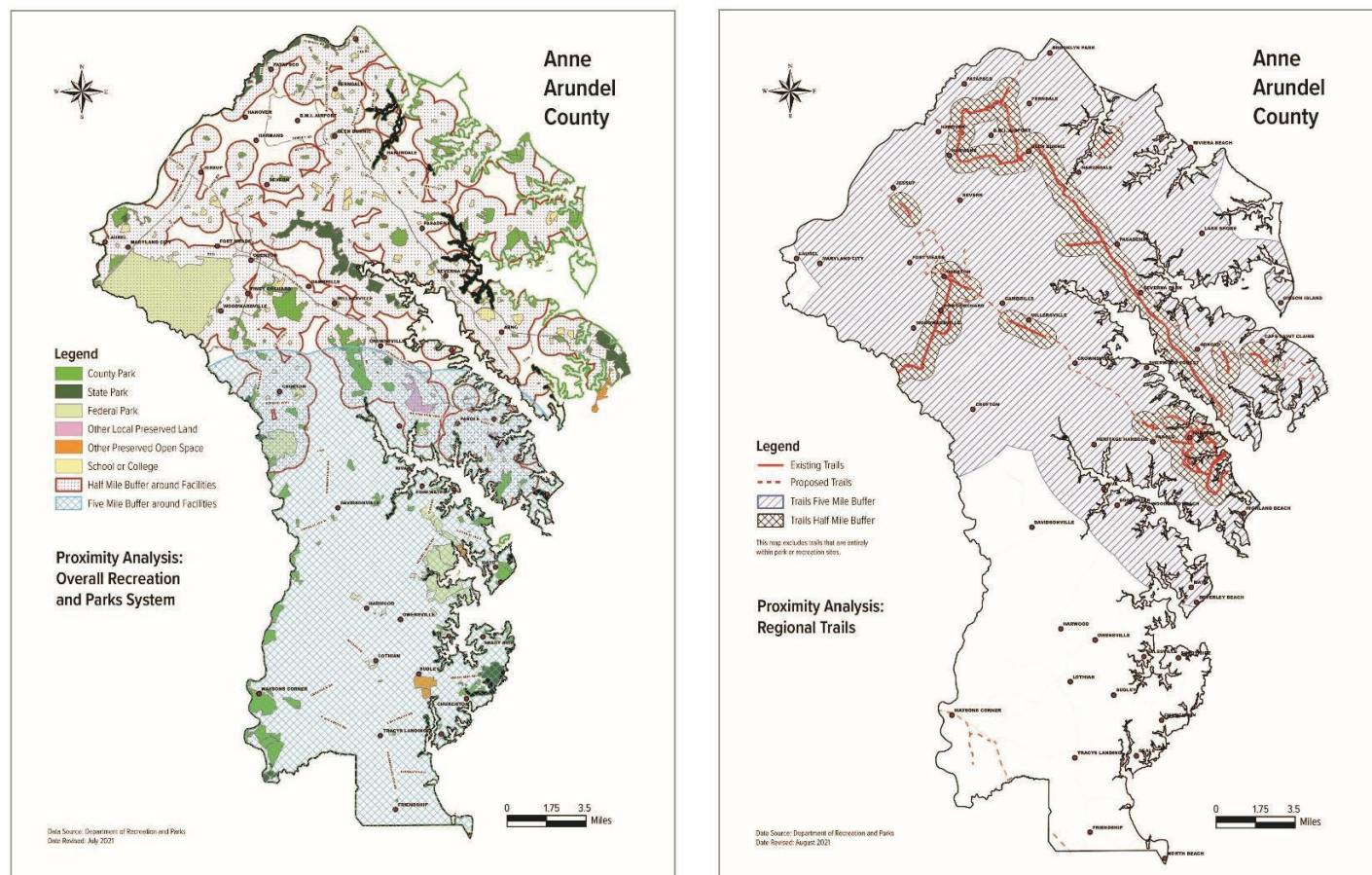


Figure 16: Proximity Analysis

manages community, school, behavioral and environmental health programs and initiatives that are critical to chronic disease prevention and safety. DOH operates several health facilities within the County including the Magothy Health Center in Pasadena.

Challenges to creating healthy communities also involve physical access to and affordability of healthy foods, as well as the built environment (sidewalks, bike lanes, recreation spaces, etc). The DOH working

Report of Community Health Indicators, 2020 Updated May 2021

Average Life Expectancy by Census Tract, Anne Arundel County, 2010-2015

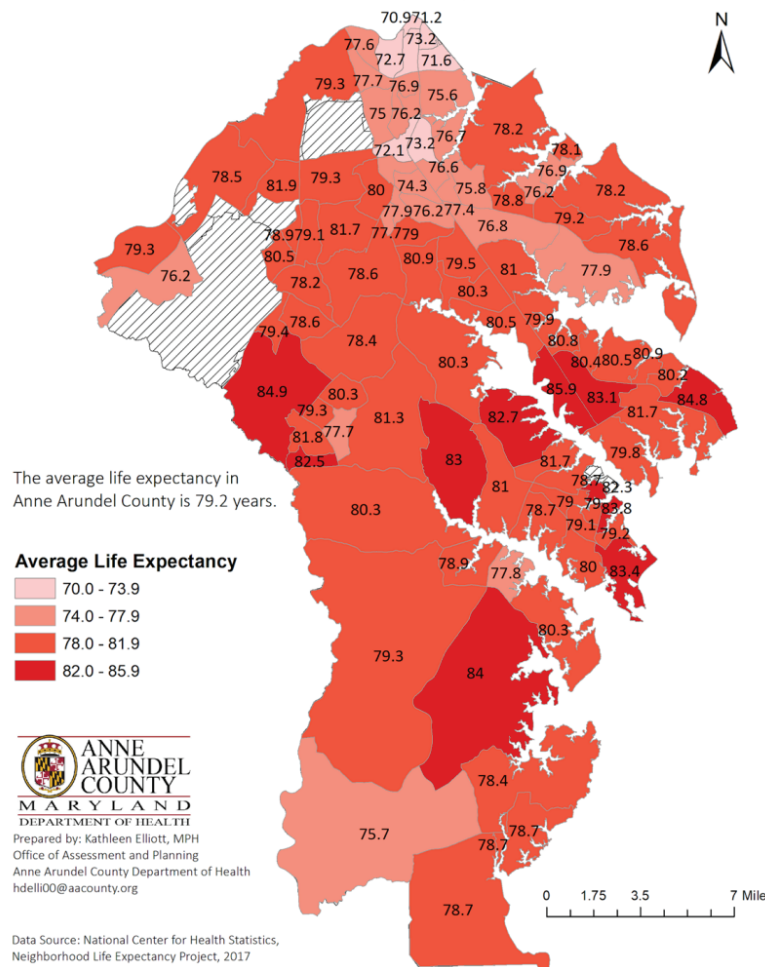


Figure 17: Life Expectancy

with the Office of Transportation and the Department of Public Works, pursues opportunities to address these challenges including supporting bicycle and pedestrian infrastructure development and enhancing traffic calming and design elements that encourage walkability. Additionally, DOH promotes free and reduced meal programs in schools, supports farmers markets that accept SNAP and Women, Infants, and Children (WIC) benefits, promotes community gardens, and is working to create a food policy council/coalition.

Lack of access to healthy foods contributes to higher levels of obesity, diabetes, and heart disease. Region 4 has a low- to mid-range number of families receiving Supplemental Nutrition Assistance Program (SNAP) benefits. Looking at the food access data in Figure 18 reveals that Pasadena and Riviera Beach have many neighborhoods that may need additional County assistance to improve food accessibility, whereas specific census tracts in the Broadneck area may benefit from initiatives that expand access to food retailers.

The "walkability index" in Figure 19 combines a variety of factors that affect whether residents of an area can safely walk around their neighborhood and access businesses and transit. Region 4's walkability scores range widely, with "least walkable" neighborhoods in the peninsula communities and away from Ritchie Highway, while the "most walkable" neighborhoods are located near Severna Park and the beginning of the Broadneck Peninsula.

As a general rule, designing streets, paths and buildings that are accessible by a community's youngest and oldest residents often leads to communities that

are accessible for all. This is especially meaningful as Region 4 is a geography that includes more seniors and families that willingly relocate here. In Maryland, nearly 63% of adults 60 and older live in Anne Arundel County, Baltimore City, Baltimore County, Montgomery County, and Prince George's County. Nationally, older adults are the fastest growing population. Approximately 15,000 adults who are 60 and older live in Region 4.

The average Region 4 resident is approximately 43 years old, which is 5 years older than the County median age.

The Department of Aging and Disabilities (DOAD) administers a wide range of services to older adults and people with disabilities in the County. Many of these programs help residents live independently in their homes, age in place, remain socially and civically engaged, and maintain optimal physical and mental health. There are two senior centers in Region 4, the Pasadena and Arnold Senior Centers. These are run in partnership with Anne Arundel Community College to provide a variety of fitness, art, and special interest classes. The Arnold Senior Center is currently in the design phase of a capital project to expand and renovate the facility.

Access to Healthy Food, Anne Arundel County, 2019

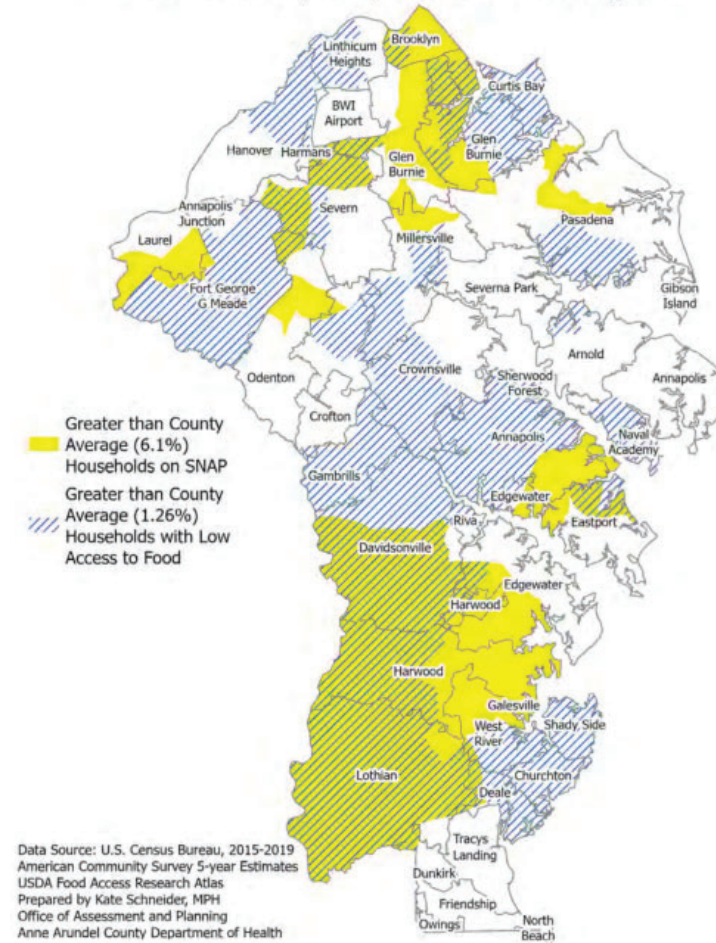


Figure 18: Access to Healthy Food

Walkability index by census block group, Anne Arundel County, 2021

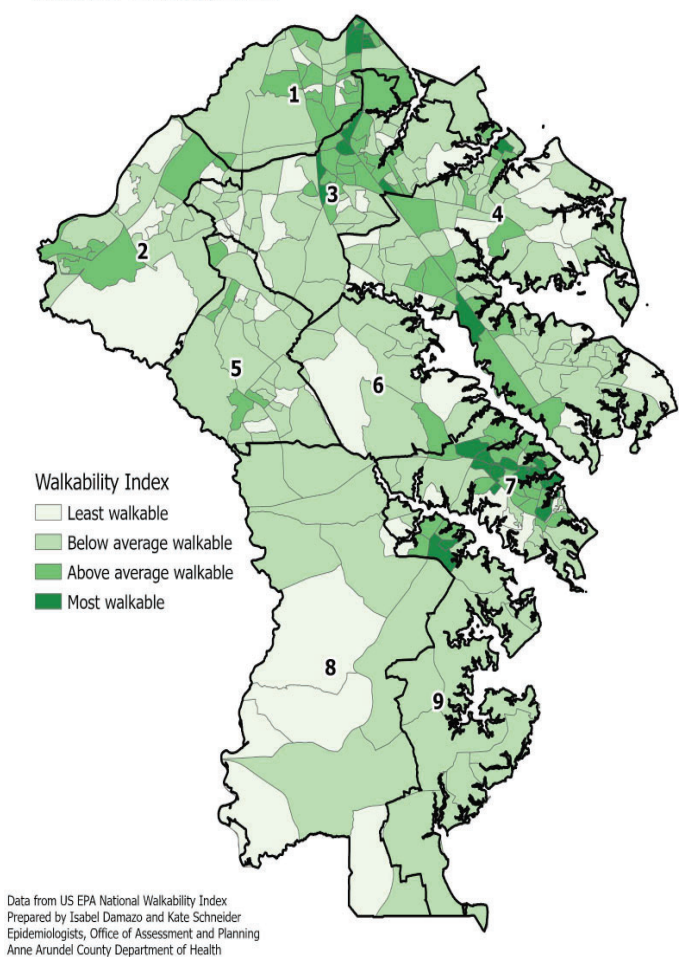


Figure 19: Walkability Index

Public Schools

Region 4 has neighborhoods in six high school feeder districts: Broadneck, Chesapeake, Glen Burnie, Northeast, Old Mill, and Severna Park. Currently the Broadneck, Glen Burnie, and Old Mill feeder districts are closed. Four of the County's high schools are within Region 4 as are 19 elementary schools and five middle schools. Anne Arundel County Public Schools (AACPS) have identified three potential new school sites by the year 2040. These include one elementary school in Pasadena and two middle and/or high schools in Arnold and near Cape St. Claire. See Figure 20.

AACPS tracks population growth in feeder districts to anticipate growth in the student body at various schools and plan for capacity improvements and other renovations at the schools. While most of these school districts fluctuate between open and closed as school additions and residential developments occur, the Chesapeake High School feeder district has remained open to new development since 2003.

The concern for school capacity has been mentioned by the public during outreach efforts for Region 4. According to AACPS, five of the 19 elementary schools in Region 4 are projected to be at the State Rated Capacity levels in the year 2030. Only two of these will be above the state rated capacity (Broadneck Elementary and Oak Hill Elementary). Only Broadneck High School will be at the State Rated Capacity level in the year 2030, while the remaining high schools and middle schools will be below the State's mark¹.

¹ Anne Arundel County Public Schools presentation to the SAC on April 25, 2022

The County is responsible for providing and funding adequate infrastructure consistent with the General Development Plan (Plan2040) through the Capital Improvement Program. Adequate Public Facilities (APF) standards ensure there is adequate infrastructure and service for fire safety, roads, schools, and sewer and water facilities by requiring each proposed development to be tested to determine whether the proposal may be approved, would require redesign to mitigate the impact on infrastructure, or would require a mitigation plan be prepared by the developer and approved by the County. APF manages the pace and distribution of development and directs growth to areas where adequate public infrastructure exists or will exist.

Article 17, Title 5 of the County Code sets APF standards that test for adequacy of school facilities. OPZ reports the number

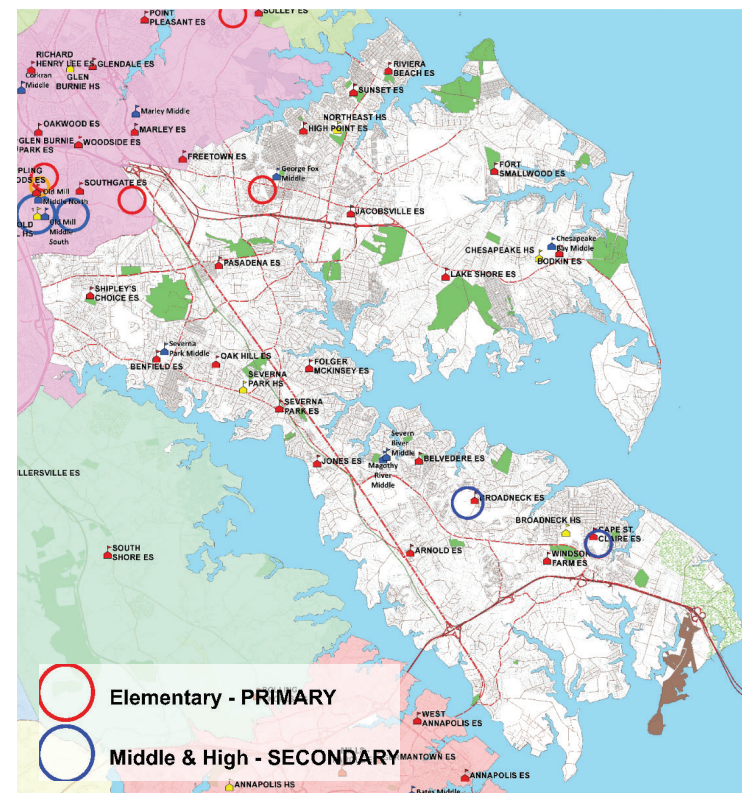


Figure 20: Schools

and type of dwelling units approved to the Board of Education, who develop an annual "utilization chart" showing all vacant seats in the school system and the number of students that are forecasted in those seats. This informs maps and charts indicating which school feeder districts are open or closed for residential subdivision. The Utilization Chart also includes a "wait list" for feeder systems that are closed, where a development project's approval may be postponed for up to six years, allowing time for the Board of Education to invest in capacity improvements in schools through the Capital Improvement Program (CIP). Note that schools APF testing is not required or partially waived for certain projects, including non-residential developments, age-restricted subdivisions, housing for the elderly of moderate means, or projects funded in part by low income housing tax credits.

There have been an average of over 9,000 unused seats in Anne Arundel schools throughout the County over the last twenty years, indicating significant untapped capacity within the overall school system. The Board of Education has embarked on a redistricting effort in the County, which should help address the discrepancy in school seat vacancies and school capacity issues. This may also help alleviate some of the limitations on residential development due to closed school feeder systems, ultimately reducing this barrier to addressing the Region's workforce and affordable housing needs.

Other Public Facilities and Services

Within Region 4 there are 4 libraries, 9 fire stations, and the Eastern Police District of

Anne Arundel County.

Anne Arundel Community College

One of the most prominent amenities in Arnold is the main campus of Anne Arundel Community College (AACC), which was founded in 1961 and moved to the current campus in 1967. Today, AACC includes 12 academic buildings, a gymnasium, a performing arts center, library, and an athletic field, among other facilities. AACC offers associate degrees in over 90 programs and credit certificates in over 70 programs at the Arnold campus, online, and at satellite locations throughout the County.

Library Facilities and Services

Three libraries within Region 4 are within the Eastern Library Region: Broadneck, Severna Park and Mountain Road. The Riviera Beach branch, which serves many residents in Pasadena is in the Northern Library Region. Overall, there is 0.43 square feet of library per capita in Region 4, slightly below the goal of 0.5 square feet per capita. The Broadneck Library was recently renovated, a new Riviera Beach Library is expected to open in fall 2023 and the Mountain Road Library is seeking a new space. In the coming years, the County will likely see new public facilities across Region 4. According to Anne Arundel Public Libraries, the Broadneck Library (built in 1983) has the lowest facility condition ratings of any library in the Region. While the area's libraries manage access to the system's 750,000 books, CDs, DVDs and more, the facilities partner with other agencies to provide other community outreach services such as distribution of Covid test and mask kits, vaccine clinics, internet access kits, and community pantry services.

Public Safety Facilities and Services

Region 4 is served by the Eastern Police District. The Eastern District Police Station facility was constructed in 2015 and is located on Pasadena Road in Pasadena. Average response times for County Police have decreased slightly from 2018 and 2021 to just over 4 minutes for priority #1 calls (which involve loss of life and/or a serious crime in progress); this is notable despite staffing challenges experienced overall. The Eastern District Police Station also has space to serve as warming and cooling centers.

Anne Arundel County Fire Department has both career and volunteer staff at the ten fire stations that serve Region 4. Nine of the stations are within Region 4: Riviera Beach, Armiger, Jacobsville, Lake Shore, Earleigh Heights, Jones Station, Arnold, Cape St. Claire and North Severn. The South Glen Burnie Station, located in Region 3 serves the Millersville area that is in Region 4. The Fire Department Headquarters is also located in Region 4. The new Jacobsville Fire Station officially opened its doors in October 2022 and plans are currently in motion to upgrade the Cape St. Claire Volunteer Fire Company. Average response times for 15,442 calls for service within Region 4 were 5.5 minutes in 2021.

The County's Office of Emergency

Management (OEM) actively implements plans and programs to assess and prepare for future emergencies; educate the public on preparedness, mitigation and recovery; activate plans and support functions in an event; and rebuild following an event. The Hazard Mitigation Plan assesses what natural hazards we face, the risks these

hazards pose, and what actions the County will take to prepare for and respond to these hazards. The biggest hazards to consider in land use policy in this area include riverine and coastal flooding, erosion and drought, and extreme heat. OEM is conducting a Countywide Roadway Vulnerability Study to inform mitigation and response measures. They also provide Mass Care Shelters, and in Region 4 the Mass Care Shelter is located at Severna Park High School.

Challenges and Opportunities for Healthy Communities

The following summarizes the Region's key challenges and opportunities which provide direction for this Plan's strategies found in the implementation matrix.

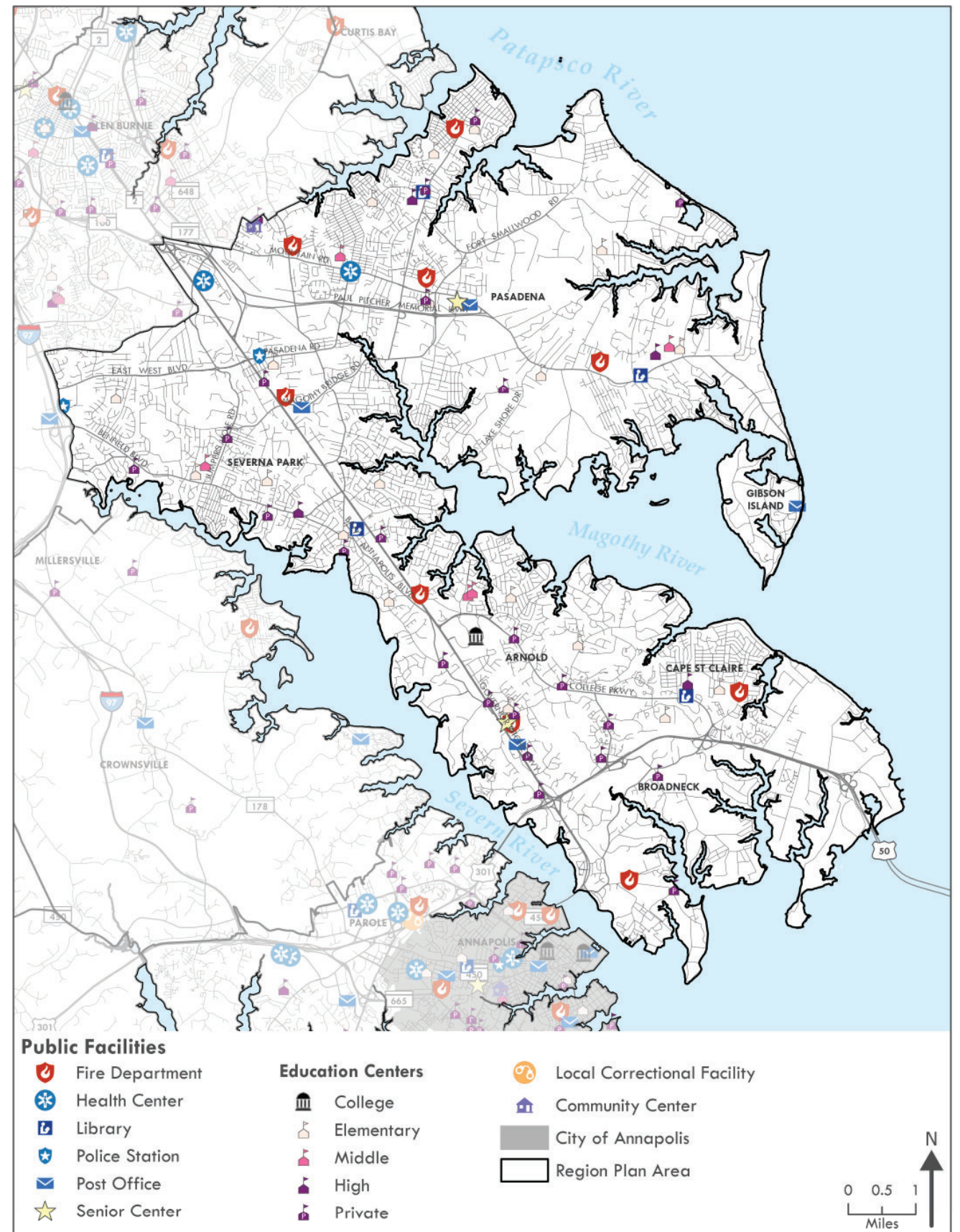
Challenges

- Growing number of older individuals in the Region and related need for various support services.
- Walkability index of communities is not strong
- Access to healthy food options are limited in much of the Region
- Limited public water access

Opportunities

- Equitable access to parks and trails
- Equitable distribution of school students throughout the County
- Provide additional afterschool and child care services
- Continue to improve County-owned facilities in Region 4

Figure 21: Schools and Public Facilities



Introduction

Region 4 is home to many different institutions, attractions, and destinations. With new businesses setting up shop in Region 4, the ability for residents, workers, and visitors to live and relax continues to grow as well. The economic engine of Region 4 provides goods and services to not only the region, but the County as well. One of the largest employers in the County is Anne Arundel Community College located in the Arnold Community off of Ritchie Highway (MD 2). Region 4 provides a total of 26,748 jobs¹ ranging from educational Services, retail trade, healthcare and social assistance, accommodation and food services, and professional, scientific and technical services. In addition to providing access to the community college, the Ritchie Highway Corridor in Severna Park and Pasadena hosts one of the largest concentrations of jobs and businesses in the region. Another major economic corridor can be found along Mountain Road (MD 177) and MD 100. These corridors provide much of the economic success for the entire

¹ Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2019).

region and are opportunities for residents, workers, and entrepreneurs in the future. This chapter will focus on commercial revitalization and business assistance.

Relevant goals from Plan2040:

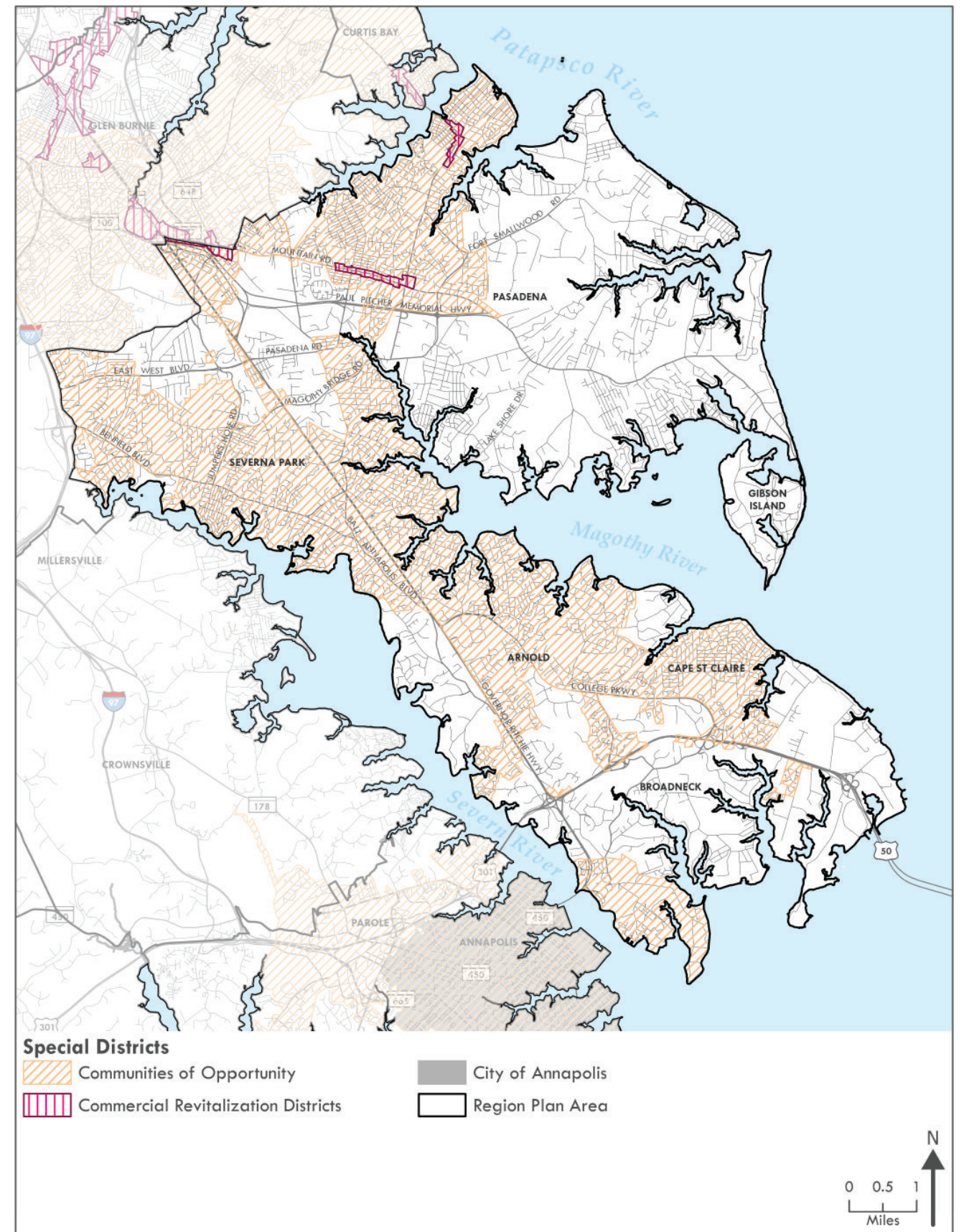
- **Goal HE1:** Promote economic development that supports smart growth and provides opportunities for all County residents.
- **Goal HE2:** Attract, retain, and expand upon the diversity of businesses and industries that will provide jobs, income and a tax base that is sustainable and meets the needs of all residents.
- **Goal HE5:** Enhance commercial hubs and corridors to create thriving and attractive centers that serve both local communities and regional needs.

Region 4 provides many opportunities and a welcoming environment for tourists and businesses alike. Currently, there are approximately 7.2 million square feet of commercially zoned real estate land in Region 4. Each of these properties provide possibilities on what different business and commercial corridors can provide in the future.

According to AAEDC, the following information is a breakdown of commercial, retail, office, and industrial uses in Region 4:

	Retail	Office	Industrial	Flex
Properties	390 Properties	129 Properties	18 Properties	27 Properties
Square Footage	5 Million SqFt	1.3 Million Sqft	425,000 SqFt	453,000 SqFt
Vacancy Rate	5.5%	5.3%	7.5	1.7%
Market Rent	\$22.97/sqft	\$21.92/sqft	\$12.87/sqft	\$15.02/sqft
Market Sale Price	\$239/sqft	\$201/sqft	\$144/sqft	\$185/sqft

Figure 22: Special Districts



Commercial Revitalization

There are three mapped commercial revitalization zoning overlay areas located in Region 4. These commercial revitalization areas are located at:

- The area around Mountain Rd and Jumpers Hole Rd heading northwest into Region 3
- Along Mountain Rd near George Willing Ave to Edwin Raynor Blvd
- A portion of Fort Smallwood Rd near the intersection of Riviera Dr and Bar Harbor Rd.

Article 18, Title 14, Subtitle 3 of the County Code includes certain allowances for properties in these areas that are less than one acre and for which the existing improvements do not comply with the Code. Redevelopment projects may not be required to meet the bulk and parking requirements of the Code as long as overall compliance is improved. In addition multifamily and townhouse dwelling units are allowed in any of the underlying zoning districts at a density not to exceed 22



Before



After

dwelling units per acre and the density may be applied in the aggregate across multiple properties. Each of these areas provides an opportunity to evolve and ensure a healthy economic environment to service the specific needs of the region, as well as the entire County.

Commercial revitalization improves communities, reduces blighted areas, increases property values, and reduces sprawl. Anne Arundel County encourages revitalization of its older commercial corridors through rehabilitation, adaptive reuse, or redevelopment. An example of a commercial revitalization in Region 4 is the Magothy Gateway. Below, you can see before and after pictures of the site. The redevelopment of this site allowed for an expansion of square footage, a refreshed aesthetic look, improvements to the transit infrastructure, and allowed for well-known brands to locate their businesses here resulting in long-term tenant retention.

Business Assistance

The Anne Arundel Economic Development Corporation (AAEDC) provides various forms of support to businesses and helps catalyze business growth in the Region and Countywide through various means including marketing, investment and funding programs, and technical assistance. AAEDC also helps businesses navigate the permit process, zoning and environmental considerations, building and fire codes and other requirements to increase job opportunities and expand the tax base.

AAEDC offers many programs to assist existing business owners such as the Inclusive Ventures Program (IVP), which seeks to help small, minority-owned, woman-owned, and Veteran-owned businesses in Anne Arundel County succeed

and grow. The program offers business education, mentorship and access to capital with the goal of helping small businesses maximize opportunity, create jobs, and grow the economy.

Similarly, the Anne Arundel Workforce Development Corporation promotes various programs to strengthen the capacity and skills of local workers and job seekers based on the workforce needs of business and industry in the Region and Countywide. The strategies in this Region Plan seek to support the work of these organizations.

Many Region 4 community members have expressed a desire for additional locally owned businesses in their community. Discussions on this topic usually focused on how the Region can attract and keep local businesses. The County should continue working with and providing assistance to local businesses to encourage the advancement and growth of local businesses in the Region.

It is important to recognize and include economic development when planning the future for Region 4. Businesses, jobs, and tourism are key instruments helping to maintain and advance the overall character of the region. While only 8,204 workers live and work in the region, 54,846 workers live here but commute outside of the region for work. Additionally, 18,544 workers commute into Region 4 for work².

Each individual has different needs and wants, but each of these individuals experience the area in a unique and personal way. Given this, planning for the future success of Region 4 should be for everyone who lives, works, and visits Region 4.

² According to AAEDC presentation given to the SAC on April 25, 2022

Challenges and Opportunities



The following summarizes the Region's key economic challenges and opportunities which provide direction for this Plan's strategies found in the implementation matrix.

Challenges

- Attracting and retaining local businesses
- Lack of efficient transportation options to and from commercial nodes
- Many shopping centers and commercial nodes do not provide connectivity to the surrounding neighborhoods

Opportunities

- Large amount of commercially zoned land helps with providing economic success
- Low vacancy rates and possibility for successful revitalization efforts of aging commercial properties
- Redevelopment potential for commercial revitalization areas



Introduction

The Region 4 Plan consists of a coordinated set of implementing strategies (strategies) for decision-making that will guide future growth and development in the Region. Strategies are specific actions for further study and consideration by the County government to address challenges and opportunities identified in the Region or Countywide and to further the Vision of the Region. The strategies are ideas for further consideration and study and not mandatory directives. The implementation matrix at the end of this section identifies strategies by the four themes of the Plan and are separated into Region-specific and Countywide. The matrix also identifies the related Plan2040 goal or policy, the implementing mechanism, time frame expected to implement the strategy, the lead departments responsible for implementation along with key supporting departments and the performance measure used to monitor the success of strategy. Partnerships with Federal and State agencies, non-profit organizations, and other stakeholders in the Region are key to successful implementation, however to focus on the County's commitments, only the County department and agencies are listed in the matrix.

The successful implementation of the Region 4 Plan also depends on a coordinated and collaborative effort of multiple parties, including the County Administration and multiple departments, the County Council, various advisory boards or commissions, and a Region 4 Implementation Action Committee. In each case, the responsible County departments will conduct a comprehensive analysis of the issue(s) to determine the best

regulatory solution(s) prior to legislation being presented for consideration by the County Council.

Roles and Responsibilities

The roles and responsibilities of the key players in the implementation of the Region Plan are described below.

The County Executive is responsible for recommending the priorities for the implementing strategies and time frames in the Region Plan. The County Executive is also responsible for recommending the budget resources that are needed for implementation.

The County Council is responsible for establishing the priorities for the implementing strategies, and the time frames for accomplishing them. It is also responsible for ensuring that the budget resources needed for implementation are available, including capital and/or operating funds, staffing resources, and other programmatic needs. As the County's legislative body, the County Council adopts the Region Plan, zoning maps, as well as the annual operating budgets for County departments, the Capital Program and Budget, and any legislation needed to implement the strategies. All plans, maps, and rules and regulations adopted or amended by the Planning and Zoning Officer are approved by ordinance of the County Council prior to taking effect as law.

The Planning Advisory Board (PAB) is responsible for advisory recommendations to the County Executive, the Planning and Zoning Officer, and the County Council relating to the master plans, the zoning maps, and the rules and regulations relating to zoning. In addition, the PAB makes recommendations regarding the proposed

Capital Budget and Program, as well as amendments to the approved Capital Budget and Program. The PAB also reviews the annual report on development measures and indicators that is submitted to the Maryland Department of Planning.

The County intends to create an Implementation Advisory Committee (IAC) for Region 4 that will be responsible for monitoring the progress of implementation of the Region Plan. The committee will help to ensure transparency and accountability and provide advice and guidance to the County on public outreach, implementation and performance monitoring related to the Region 4 Plan.

Implementing the Region Plan's Recommendations

The strategies of this Region Plan, or of any master plan or general development plan, are aspirational, but they should be reasonably attainable for decision makers and County staff to implement over the short-, medium- and long-term. The process of implementing a strategy varies based on the type of recommendation, the implementing agency, and the complexity of implementation. The following examples show how different types of strategies in this Plan, once adopted by the County Council, could be realized.

Example Strategy #1:

Develop a "Scenic Rivers" program for Region 4, to include protection of culturally and environmentally important vistas, improvement of designated spaces for public enjoyment, signage, and programming.

1. Locations for the "Scenic Rivers" designation will be based on cultural, environmental, and recreational value, accessibility, and other factors.
 - A. Other plans and studies may identify such areas, including the Green Infrastructure Master Plan, and Watershed Studies.
 - i. Responsible agencies add to their work program developing or updating studies.
2. Areas identified as a priority for this program may be protected through various means. Examples include:
 - A. The Department of Recreation and Parks uses a portion of funding from the State's Program Open Space for the fiscal year to purchase a key property that has become available. Large portions of the property are conserved as woodland, with public access to trails and other passive recreation areas.
 - B. The Scenic Rivers Land Trust acquires a conservation easement from a willing landowner on several acres of their privately-owned property. The landowner continues to own the property, but agrees to extinguish future development rights in exchange for a property tax reduction and various other tax benefits.
3. Responsible agencies will collaborate on signage and programming for designated locations.

Example Strategy #2:

Promote development of mixed-use commercial and service hubs near and compatible with residential neighborhoods, linked by bicycle and pedestrian connections and to allow shorter vehicle trips for many daily needs. Potential locations include Village Centers, Commercial Revitalization Areas, areas along the Ritchie Highway corridor near planned transit service, and economic centers within Region 4.

1. The Region Plan and Plan2040 identifies Village Centers and Commercial Revitalization Development Policy Area overlays. These designated areas contain existing retail businesses serving local needs and existing and potential multimodal connections.
 - A. The Office of Planning and Zoning requests funding in an upcoming fiscal year budget to develop a corridor/village center plan to guide a designated area's rehabilitation. A consultant and/or staff would work with the Village Center's property and business owners, as well as the adjacent neighborhood to develop a final plan.
 - B. Different County agencies begin to implement various recommendations of the completed plan:
 - i. A bill is introduced to the County Council for changes to Article 17 (Subdivision and Development) and Article 18 (Zoning) that will tailor development provisions within the identified Village Center.
 - ii. The Department of Public Works (DPW) Bureau of Engineering

requests funding in the upcoming Capital Budget to study and develop plans for various roadway improvements as recommended in the plan. Subsequent fiscal year budgets include requests for construction funding.

- iii. AAEDC markets the plan to developers who are interested in acquiring an underutilized property for redevelopment within the identified area. AAEDC helps arrange meetings between the developer and County staff to inform the developer of the tailored vision and specialized requirements for redevelopment within the area.
- C. The private and nonprofit sector may also implement some recommendations of the Village Center or Corridor Plan:
 - i. A private developer acquires a vacant property and redevelops it, following the area's Vision as expressed in the Sector Plan and outlined in newly-adopted Code provisions. The same developer adds sidewalk links, contributes to a fund for identified improvements to a nearby intersection, and works with ACDS to provide some affordable housing units within the new mixed-use spaces they are building.
 - ii. Area Watershed Stewards partner with the DPW Bureau of Watershed Protection to organize a volunteer event for

a stream restoration planting, thus implementing a Sector Plan recommendation to improve the quality of area waterways.

2. The owner of a property with commercial zoning near a residential neighborhood submits a proposal to OPZ to redevelop the site as a small store.
 - A. OPZ staff reviews the proposal and requires, as a condition of approval, pedestrian sidewalks and dedication of right-of-way for a bicycle lane, as identified in the County's Bicycle and Pedestrian Master Plan.
 - B. The redevelopment project is constructed by the developer with pedestrian sidewalks. The right-of-way for a bicycle lane is retained by the County for future implementation as funding and opportunity allows.

Example Strategy #3:

Partner with residents, business owners, and local agencies, such as chambers of commerce, to develop a branding and marketing strategy for Village Center areas that will attract and retain businesses near sites accessible to most residents. Develop design guidelines, signage, amenities and other tools branded with the Community name to improve the quality of public spaces.

1. Designated areas are identified using the Village Center Overlay. These designated areas contain existing retail businesses serving local needs and existing and potential multimodal connections.

- A. The Office of Planning and Zoning requests funding in an upcoming fiscal year budget to study a sector plan to guide a designated area's rehabilitation. If capacity exists, staff from OPZ develop a sector plan. The process may include a one-year engagement process with the Village Center's property and business owners, as well as the adjacent neighborhood, to develop a Village Center Sector Plan. The sector plan will include branding and marketing strategies and design guidelines developed during the engagement process.
 - i. Additional funds may be requested to expand to also contract branding services and the development of Design Guidelines. If capacity allows, OPZ staff may assist.
 - ii. Successful marketing relies on collaboration between property and business owners and County agencies, such as AAEDC.
- B. AAEDC markets the Plan to a developer who is interested in redeveloping any underutilized property in the identified area. AAEDC helps arrange meetings between the developer and County staff to ensure the developer's intentions are consistent with the vision for the area.

Example Strategy #4:

Review the current Marina zoning regulations to evaluate the impact marinas have on adjacent properties. Consider limiting and/or expanding allowable activities, and promoting redevelopment that is harmonious with the surrounding neighborhood.

1. OPZ compiles a list of all marinas in the County and determines what use or uses each property currently has.
 - A. In addition to meeting with the marina owners and other stakeholder groups, County staff will conduct outreach efforts that may include public forums, town halls, and/or online feedback opportunities to hear the thoughts, ideas, and opinions from the members of each community.
 - B. OPZ will also work with different County Agencies, such as AAEDC, DPW, and OOT, to ensure potential revisions are adequate and appropriate from an infrastructure and business perspective.

2. A bill is introduced to the County Council for changes to Article 18 (Zoning) that will tailor development provisions within marina zoning designations.
 - A. There may also be an additional bill to discuss potential zoning changes on specific sites that were evaluated and studied by the County.
 - i. Any recommendations regarding the zoning of a property would include conversations with property owners as well as members of the public.

- B. Once adopted by the County Council, any new zoning designations or development regulations would be law. New development or redevelopment of marina sites would be required to adhere to the new development regulations as stated in the bill.

Annual Monitoring

Annual monitoring will provide an accountability framework for reporting progress on implementation of the Region 4 Plan strategies. Annual compilation of this information will promote inter-departmental coordination as each department shares and can view the progress made on the strategies. It also demonstrates clearly to elected officials and the public that their local government is following through on the commitments made in the Region Plan. The Office of Planning and Zoning will take the lead in coordinating the Region Plan annual monitoring report. The Region Plan monitoring report will complement the annual Plan2040 annual report and the land use measures and indicators report that the County currently prepares as required by Maryland State law.

Four-Year Performance Measures

The performance measures report analyzes the County's progress toward addressing the challenges and opportunities and furthering the Region Plan's Vision in four-year intervals. This analysis will include evaluation of the effectiveness of the strategies in achieving the desired outcomes of the goals and policies. To the extent possible, the performance measures are quantified so that trends can be statistically analyzed. Qualitative measures will be used if there is no clear, reliable quantitative metric. The performance measures report will inform minor plan

amendments and modifications that may be needed. The annual monitoring reports and four-year performance measures report will also provide a foundation of information to support the next update of the Region Plan.


Not all strategies in a Region Plan will ultimately be implemented, and a number of issues can arise that prevent implementation. These can include issues such as:

- an economic downturn that limits state or federal funding, or local agency staffing, to carry out certain projects
- subsequent discussions with property owners or the community indicate resistance to details of implementing the recommendation
- general constraints within the County budget
- a change in property ownership to a new owner who has a different vision for the property
- a change in political priorities of elected officials
- subsequent feasibility studies that determine a potential recommendation is not technically or economically feasible
- a recommendation is only partially recommended, such as a road connection that is implemented as a bicycle/pedestrian link.


Acronyms

AACC: Anne Arundel Community College
AACPS: Anne Arundel County Public Schools
AAEDC: Anne Arundel Economic Development Corporation
AAWDC: Anne Arundel Workforce Development Corporation
ACDS: Arundel Community Development Services
ACS: American Community Survey
AMI: Area median income
APA: American Planning Association
APF: Adequate Public Facilities
BDA: Beaver dam analogs
BMC: Baltimore Metropolitan Council
BRAC: Base Realignment and Closure
BWI: Baltimore/Washington International Thurgood Marshall Airport
CEN: Anne Arundel County Office of Central Services
DDA: Difficult to Develop Areas
DOAD: Department of Aging and Disabilities
DOH: Department of Health
DRP: Anne Arundel County Department of Recreation and Parks
DPA: Development Policy Area
DPW: Anne Arundel County Department of Public Works
DPW-BWPR: Anne Arundel County Department of Public Works, Bureau of Watershed Protection and Restoration
FAR: Floor area ratio
GDP: General Development Plan, also known as Plan2040
HFA: Housing finance agencies
HUD: U.S. Department of Housing and Urban Development
I&P: Anne Arundel County Department of Inspections and Permits
ITS: Intelligent Transportation Systems

LIHTC: Low-income housing tax credit
LPPRP: Anne Arundel County Land Preservation, Parks, and Recreation Plan
MARC: Maryland Area Rail Commuter
MPDU: Moderately Priced Dwelling Unit
OEM: Anne Arundel County Office of Emergency Management
OOT: Anne Arundel County Office of Transportation
OPZ: Anne Arundel County Office of Planning and Zoning
PHA: Public housing agencies
PILOT: Payment in lieu of taxes
PLU: Planned Land Use
RA: Resilience Authority
REAL: Anne Arundel County Office of Central Services, Real Estate Division
SAC: Stakeholder Advisory Committee
SUP: Shared use path
TAZ: Traffic Analysis Zone
TFMP: Transportation Functional Master Plan
TIF: Tax increment financing
TOD: Transit-Oriented Development

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures	Strategy also supported in Regions 2 and 7
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>							
 Natural Environment							
Region 4 Strategies							
1	Increase funding and technical support for communities to design and implement living shorelines projects with a focus on areas at greatest risk of sea-level rise impacts such as Lake Shore.	NE1.3	PPI, RIM	DPW-BWPR	Mid-Term	Status of program / amount of funding	N/A
2	Develop a "Scenic Rivers" program for Region 4, to include protection of culturally and environmentally important vistas, improvement of designated spaces for public enjoyment, signage, and programming.	NE1.4	PPI	DPW-BWPR	Short-Term	Status of program development	N/A
3	Prioritize tree plantings in areas with relatively low tree canopy, such as Riviera Beach, and in Commercial Revitalization Areas.	NE2.2	PSI	DPW-BWPR	Mid-Term	Amount of tree canopy added	N/A
4	Work with property owners in Region 4 to conserve land within the Green Infrastructure Network.	NE3.1	PII	DRP, OPZ, DPW-BWPR	Ongoing	Acres of land acquired	Y
5	Continue to support the Harting Farm Stream Restoration project and identify other multiple-benefit stream restoration and stormwater retrofit projects that improve water quality while also reducing flood risk.	NE4.1	RIM	DPW-BWPR	Ongoing	Number of stream restoration and stormwater retrofit projects	N/A
6	Promote redevelopment of aging and underperforming stormwater management sites with a focus on the Commercial Revitalization Areas along Mountain Road.	NE4.2	CI	AAEDC, OPZ	Mid-Term	Track redevelopment efforts	NA
7	Prepare a feasibility study of sea level rise adaptation measures for peninsulas and low lying areas, especially the Lake Shore Peninsula. Provide and implement recommendations for community-scale actions and projects.	NE6.1	PSI	DRP, OPZ, DPW-BWPR	Mid-Term	Track progress of planning efforts	NA
Countywide Strategies to amend Plan2040 Implementation Matrix							
NE1.1.h	In coordination with the Bureau of Watershed Protection and Restoration and partners, plant trees and vegetation to provide wildlife, such as beavers, with materials to build and maintain dams and other habitat.	NE1.1	OP	OPZ, DPW, I&P	Ongoing	Tracking development review metrics	Y
NE1.1.j	Partner with non-profit organizations and others on public education and social marketing to reduce use of pesticides, herbicides, and chemical fertilizers.	NE1.1	OP	DPW-BWPR	Ongoing	Track number of ecological restoration projects	N

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NE1.3.f	Maintain and build partnerships with community members and organizations such as the Watershed Stewards Academy to increase public awareness and involvement in environmental projects like tree planting and maintenance.	"NE1.1"	LEG	OPZ; DPW-BWPR	Mid-Term	Status of Code and policy updates	Y
NE1.3.g	Evaluate and reform if needed performance bond and maintenance requirements under the forest conservation ordinance.	NE1.3	PII	OPZ; DPW-BWPR	Ongoing	Status of education and outreach efforts	N
NE1.5.d	Evaluate reforms to forest conservation ordinance to provide flexibility to replant areas in previously developed communities (such as homeowner association open spaces).	NE1.5	PII	DPW-BWPR	Short-Term	Status of partnerships	Y
NE2.1.j	Provide resources to support the promotion and maintenance of tree planting in underserved communities.	NE2.1	PII	DPW-BWPR	Ongoing	Tracking outreach efforts	Y
NE2.1.k	Provide financial and technical support to residents, neighborhood associations, and community organizations to purchase and conserve open spaces near their neighborhoods, particularly in areas with steep slopes, wetlands, or containing other environmental features.	NE2.1	LEG	I&P	Short-Term	Adoption of changed text of Forest Conservation Ordinance.	Y
NE2.1.l	Work with property owners to conserve land within the Green Infrastructure Network.	NE2.1	LEG	OPZ, I&P	Short-Term	Adoption of changed text of Forest Conservation Ordinance.	Y
NE2.2.d	Implement multiple-benefit stream restoration and stormwater retrofit projects that improve water quality while also reducing flood risk.	NE2.2	FS; RIM	DPW-BWPR, I&P	Ongoing	Track education programs	Y
NE3.1.j	Continue to partner with owners and homeowner associations of properties developed before contemporary stormwater regulations to reduce existing paving, install rain gardens and other stormwater management retrofits, and properly maintain stormwater management facilities.	NE3.1	RIM, CI	DRP, DPW-BWPR	Ongoing	Track financial and technical programs	Y
NE4.2.e	Consider revising parking requirements to reduce impervious cover	NE4.2	PII	DPW-BWPR	Ongoing	Status of partnerships	Y
NE4.3.g	Provide incentives, such as density and floor area ratio allowances, reduction in setbacks, reforestation, and open space; for development and redevelopment projects that manage stormwater quantity and quality above County Code.	NE4.3	PII	DPW	Ongoing	Number of properties upgraded to sewer	Y
NE4.5.e	Provide incentives such as density bonuses for redevelopment projects that manage stormwater quantity and quality above County Code requirements.	NE4.5	PPI, OP	OPZ	Short-Term	Status of reforms to County code (Article 17 and 18).	Y

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NE4.6.c	Provide the highest level of economically achievable wastewater treatment at all Anne Arundel County Water Reclamation Facilities and to work with Baltimore City, Baltimore County and the State of Maryland in order to reduce pollutant loads to water bodies that directly affect Anne Arundel County.	NE4.6	PPI	DPW	Long-Term	Status of water quality	N
NE5.1.h	Allow for the re-use of non-potable water for appropriate on-site uses.	NE5.1	PIS, RIM	DPW	Short-Term	Status of Code and policy updates	N
NE6.1.f	Consider recommendations of the US Navy-City of Annapolis-Anne Arundel County Military Installation Resilience Review.	NE6.1	PPI, RIM	RA	Mid-Term	Status of feasibility study, number of recommendations implemented	N
 Built Environment							
Region 4 Strategies							
1	Create overlay districts for Village Center and Critical Corridor policy areas along Ritchie Highway and Mountain Road requiring new development to incorporate community design, multi-modal transit, and open space components.	BE8.1	LEG	OPZ	Mid-Term	Status of overlay districts	N/A
2	Promote development of mixed-use commercial and service hubs near and compatible with residential neighborhoods, linked by bicycle and pedestrian connections and to allow shorter vehicle trips for many daily needs. Potential locations include Village Centers, Commercial Revitalization Areas, areas along the Ritchie Highway corridor near planned transit service, and economic centers within Region 4.	BE8.1	LEG	OPZ	Ongoing	Track development around these areas	N/A
3	Continue to expand housing options while maintaining existing single-family housing in Region 4.	BE11.1 and BE11.2	LEG, PPI	OPZ, AAEDC	Ongoing	Track number of new permits	N/A
4	Provide a range of housing types for a variety of incomes, ages, and abilities around commercial and transit hubs along transportation corridors in Region 4. Consider zoning changes, such as increasing density.	BE11.2	LEG	OPZ	Ongoing	Track zoning changes and number of new permits	N/A

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5	"Where demand allows for an increase in density within a half mile of Ritchie Highway, Mountain Road, Benfield Boulevard, College Parkway, and similar corridors and in accordance with Adequate Public Facilities (APF), explore redevelopment to be incentivized with an increased density if: a. A portion of the total number of units are affordable (AHU) or workforce housing (WFH), b. Improvements for the multi-modal transportation network are provided, and c. The project designates a percentage of the gross land as public open space."	BE11.2	LEG	OPZ	Ongoing	Track number of new amenities and infrastructure improvements	N/A
6	Identify the benefits and drawbacks of constructing Missing Middle housing that is appropriate for Region 4 as redevelopment and infill, including Code requirements, market feasibility, and infrastructure capacity.	BE11.2	PIS	OPZ	Mid-Term	Status of Code updates	N/A
7	Support the supply of affordable housing in the Ritchie Highway, Benfield Boulevard, and College Parkway corridors in Region 4. It is envisioned that these corridors will have well maintained roadways and will be multimodal with sidewalks, bikeways, and transit service.	BE12.1	LEG	OPZ	Ongoing	Status of inventory and map	N/A
8	Identify if there is a need, and potential locations if a need exists, for independent housing for students within a half-mile of Anne Arundel Community College main campus and satellite locations.	BE12.2	PIS	AACC	Mid-Term	Status of inventory and map	N/A
9	Continue to evaluate and target investments to address any impacts of new multifamily housing sites along the Ritchie Highway corridor near planned transit service, Village and Town Centers, and regional economic centers to catalyze investments.	BE13.2	OP	ACDS, OPZ, I&P	Ongoing	Status of inventory and map	N/A
10	Expand the Inventory of Historic Resources listings in Region 4, with an emphasis on resources that expand the diversity of historic representation, including 20th century communities and resources and historic places associated with African American history. Work with those communities to identify regulatory tools or incentives to protect the community's historic fabric and cultural integrity.	BE14.1	RIM	OPZ	Ongoing	Number of properties added to County Inventory of Historic Resources	Y

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11	Study potential appropriate safety and traffic improvements that preserve historic integrity on Scenic and Historic Roads such as Pleasant Plains Road, Saint Margaret's Road, and Mountain Road.	BE14.3	PIS	DPW, OOT, OPZ	Short-Term	Completion of study.	N/A
12	Promote safety on roadways for all modes. Implement recommendations of transportation studies, such as Move Anne Arundel!, Walk and Roll!, Vision Zero, and others, to improve capacity and safety on Region 4 roadways.	BE15.1	PII	OOT	Ongoing	Report on outreach effort / Number of recommendations implemented	
13	Coordinate with the City of Annapolis to explore opportunities for water transportation to key destinations in Region 4 and beyond. Support opportunities for short-term trials of new water transit links, such as during special or seasonal events.	BE15.2	PPI	OOT	Ongoing	New water transit trails or routes	N/A
14	Coordinate with the City of Annapolis, the State Highway Administration, the Navy, and St. John's College to identify and provide additional multi-modal safety improvements for areas traveled by students, midshipmen and other personnel. Consider improved links along MD 450 and MD 648 and the potential for water transit solutions.	BE15.2	PPI	OOT, DPW	Mid-Term	Status of implementation study	N/A
15	Continue to work with local, regional, adjacent jurisdictions, State, and other County agencies to increase the efficiency of transit routes and options connecting Region 4 to employment, retail, and service centers in Annapolis, Baltimore, BWI Airport and Washington D.C.	BE15.2	OP, PII	OOT	Ongoing	Number of established routes / route headway times	N/A
16	Invest in multimodal transportation improvements and regional transportation efforts in Region 4, specifically along Ritchie Highway, Mountain Road, College Parkway, Solley Road, Benfield Boulevard, and near Anne Arundel Community College.	BE15.2	CI	DPW, OOT	Long-Term	Track infrastructure improvements	N/A
17	Study ways to enhance transit options for communities east and west of Ritchie Highway and provide multimodal connections from these communities to the existing County-run Gold Line Extension Route.	BE15.2	PIS	OOT	Short-Term	Track planning efforts	N/A
18	Coordinate with County agencies, such as the County Office of Transportation, to evaluate existing, and potentially create new, bus routes to better serve the residents and workforce within Region 4.	BE15.2	CI	OOT, DPW	Mid-Term	Evaluate and track transit ridership; status of planning efforts	N/A

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19	Begin planning concepts for major intersection and crossing improvement alternatives at the following key locations where there is high bicycle and pedestrian traffic, as well as major potential for economic returns: McKinsey Road; College Parkway; Pasadena Road/East West Boulevard; Robinson Road; Arnold Road. These could include enhanced crosswalks, pedestrian bridges or underpasses, and compatibility with transit stations and public art enhancements.	BE15.2	PIS, CI	DPW, OOT	Mid-Term	Tack planning efforts	N/A
20	Study the feasibility, including alternatives, of developing and exploring connection points along Mountain Road, Ritchie Highway, and similar areas within a 1.5 mile radius to local trails, neighborhoods, and other areas for increased walkability.	BE15.2	PIS	OOT	Short-Term	Tack planning efforts	N/A
21	Provide traffic calming and intersection improvements on high collision roads throughout Region 4 and at B&A trail and Broadneck trail crossings.	BE15.2	CI	OOT, DPW	Mid-Term	Track infrastructure improvements and number of crashes	N/A
22	Coordinate with State and County agencies to ensure that Bay Bridge project alternatives include investments that minimize adverse impacts to surrounding communities and improve local mobility during and after construction.	BE15.2	OP	OOT	Ongoing	Track planning efforts	NA
23	Identify pilot and demonstration projects to retrofit and improve parking lot and pavement areas at County facilities, such as bioswales, rain gardens, and pollinator habitats. Some possible locations for these projects include areas near trails, senior centers, as well as the Mountain Road, Ritchie Highway, College Parkway, Fort Smallwood, Benfield Boulevard, and the Riviera Beach corridors.	BE16.2	CI	CEN	Short-Term	Completion of study / projects.	Y
Countywide Strategies to amend Plan2040 Implementation Matrix							
BE1.1.b	Enact regulatory changes to facilitate establishment of small, home-based childcare centers in all residential and appropriate non-residential zoning categories.	BE1.1	LEG	OPZ	Short-Term	Status of County Code updates	Y
BE1.1.f	Review the current Marina zoning regulations to evaluate the impact marinas have on adjacent properties. Consider limiting and/or expanding allowable activities, and promoting redevelopment that is harmonious with the surrounding neighborhood.	BE1.1	LEG	OPZ	Short-Term	Status of County Code updates	N

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BE1.1.c	Update the County Code to incentivize space for childcare in different types of new development, including mixed-use, residential, office, and other appropriate commercial locations. Potential incentives may include density bonuses, waiving of impact fees, or others.	BE1.1	LEG	OPZ	Short-Term	Status of County Code updates	Y
BE4.1.d	Review and update the County Code to improve the retention of natural features and replanting of native species when developing or redeveloping, especially in Peninsula policy areas and Critical Areas.	BE4.1	LEG	OPZ	Short-Term	Status of County Code updates	Y
BE5.1.f	Revise zoning regulations to provide greater flexibility in the redevelopment of small sites, while meeting the Vision of Region 4. Consider changes to density allowances, setbacks, open space, and other provisions.	BE5.1	LEG	OPZ	Short-Term	Status of County Code updates	Y
BE5.2.g	Implement recommendations from the School Adequate Public Facilities workgroup to balance enrollment and allow for appropriate levels of development in Targeted Development, Redevelopment, and Revitalization Policy Areas.	BE5.2	LEG	OPZ	Short-Term	Status of County Code updates	Y
BE8.1.d	In village centers and mixed-use areas, explore revising parking and similar regulations (such as setbacks, lot coverage, etc) related to construction of housing.	BE8.1	LEG	OPZ	Short-Term	Status of County Code updates	Y
BE11.2.e	Add definitions for Missing Middle residential forms in the County Code.	BE11.2	LEG	OPZ	Short-Term	Status of County Code updates	Y
BE11.2.f	Develop and implement Design Guidelines to ensure new Missing Middle forms are compatible with surrounding existing neighborhoods.	BE11.2	PIS	OPZ	Ongoing	Status of Code and policy updates	Y
BE12.1.y	Continue to explore and define a possible Moderately Priced Dwelling Unit (MPDU) policy and draft Code revisions to implement Plan2040 goals related to MPDUs	BE12.1	LEG	ACDS, OPZ	Ongoing	Status of County Code updates	Y
BE12.1.m	Determine the benefits and drawbacks of allowing affordable general occupancy and senior housing on the same parcel, instead of requiring subdivision.	BE12.1	PIS	OPZ	Short-Term	Status of Planning Study	Y
BE12.1.n	Explore and determine the effectiveness, feasibility, and potential funding sources of a pilot program to fill the funding gaps for people that may not qualify for the Housing Choice Voucher Programs.	BE12.1	PPI, FS	ACDS	Ongoing	Status of program / amount of funding	Y


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BE12.1.o	Explore the continued support and potential expansion of tenant-based rental assistance programs that complement existing Housing Choice Vouchers.	BE12.1	PPI	ACDS	Ongoing	Status of program / amount of funding	Y
BE12.1.p	Consider increasing the multifamily land inventory within Communities of Opportunity, Difficult Development Areas, Critical Corridor Policy Areas where there is existing or planned transit, and areas with existing infrastructure to accommodate workforce and affordable housing.	BE12.1	LEG	OPZ	Ongoing	Acres of land where zoning allows workforce or affordable housing units.	Y
BE12.1.q	Review and potentially modify or delete conditions of Workforce Housing uses that are barriers for workforce housing developers. Consider simplifying provisions for bulk regulations while maintaining criteria for occupant income thresholds and long-term timeframes for eligibility.	BE12.1	LEG	OPZ	Short-Term	Status of County Code updates	Y
BE12.1.r	Explore implementing a faster, more streamlined development review process for affordable housing projects. Study examples from other localities, such as the Montgomery County Green Tape program.	BE12.1	OP	OPZ, I&P	Short-Term	Status of process	Y
BE12.1.s	Designate a dedicated County staff position to conduct review of all affordable housing projects on an accelerated review timeline.	BE12.1	OP	OPZ, I&P	Short-Term	Status of process	Y
BE12.1.t	"Study the feasibility of County Code changes to promote construction of more affordable housing units. Such changes may include: a. Allow affordable housing projects to vest for school capacity earlier than at sketch plan or preliminary plan. b. Explore options for changing or eliminating school vesting requirements for income-restricted housing. c. Revise the policy for review and approval of PILOT agreements for affordable housing to make the process more clear and consistent. d. Allow affordable housing developments, beyond those funded by Low Income Housing Tax Credits to be eligible for school capacity exemptions."	BE12.1	LEG	OPZ	Short-Term	Status of amendments to County code	Y
BE12.1.u	Explore expanding the scope of the Housing Trust Special Revenue Fund to reduce development review fees, water and sewer capital connection fees, and some or all impact fees for income-restricted housing projects regardless of non-profit/for-profit funding structure of the developer.	BE12.1	FS	ACDS	Short-Term	Status of of program / funding	Y

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BE12.1.w	Develop a strategic plan for building income-restricted housing and facilitating construction of lower-end market rate housing.	BE12.1	PIS	ACDS	Mid-Term	Status of plan	Y
BE12.1.aa	Develop a funding mechanism, such as Tax Increment Financing (TIF), for water/sewer upgrades in commercial, industrial, and mixed-use areas to offset costs of redevelopment for affordable housing.	BE12.1	FS, LEG	ACDS	Short-Term	Status of funding mechanism	Y
BE12.5.e	"As a preface to analyzing how to reduce the cost of housing in Anne Arundel County, it is recommended that the County conduct the following studies: a. A study to determine the per unit costs to developers, home buyers, and renters in complying with all the Federal, Maryland, and Anne Arundel County requirements relating to housing construction. Costs should exclude direct costs such as actual construction, land acquisition, and design and be arrayed by single family, missing middle, and high-rise units. b. Conduct an inventory of all of its development requirements and assign the costs of its County administration of these requirements and the costs imposed upon developers as well. c. A study of all of the exceptions to the Adequate Public Facilities Ordinance whether in legislation, rules and regulations, or administrative decisions."	BE12.5	PIS	OPZ	Mid-Term	Status of Code and policy changes	N
BE13.2.g	Review the Landscape Manual and/or development regulations for potential revisions to incorporate stronger buffer requirements between intensive non-residential areas and residential neighborhoods.	BE13.2	PIS	OPZ	Short-Term	Status of Code updates	N
BE14.1.f	Explore updates to the Code that would better protect historic settings, view sheds and outbuildings associated with and adjacent to historic dwellings, agricultural complexes, and historic districts.	BE14.1	LEG	OPZ	Mid-Term	Status of Code updates	Y
BE14.1.g	Adopt community-driven Overlay Design Guidelines for historic districts and communities on the County Inventory to enhance protections, govern infill development, and help preserve their historic character. Identify regulatory tools or incentives to protect the community's historic fabric and cultural integrity.	BE14.1	LEG	OPZ	Mid-Term	Status of design guidelines	Y


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BE14.1.h	Expand the Region's listings on the Inventory of Historic Resources, with an emphasis on resources that expand the diversity of historic representation, including 20th century communities and resources and historic places associated with African American history. Work with those communities to identify regulatory tools or incentives to protect the community's historic fabric and cultural integrity.	BE14.1	RIM	OPZ	Ongoing	Number of properties added to County Inventory of Historic Resources	Y
BE14.3.f	Develop and expand tax incentives to reuse and rehabilitate existing historic building stock.	BE14.3	LEG?	OPZ	Mid-Term	Status of Code and policy changes	N
BE14.3.g	Amend the Historic Tax Credit Program to broaden eligibility and encourage adaptive reuse of historic buildings, particularly for business or commercial adaptation.	BE14.3	PPI	OPZ	Short-Term	Status of County Code updates	Y
BE14.3.h	Establish a Code provision to prevent Demolition By Neglect for private and County-owned properties.	BE14.3	LEG	OPZ	Short-Term	Status of County Code updates	Y
BE14.3.i	Coordinate with other County Agencies including Recreation and Parks to implement cohesive preservation planning and historic interpretation for County-owned historic resources, including more comprehensive survey and protection of archaeological resources.	BE14.3	OP	OPZ, DRP	Mid-Term	Status of inventory and analysis report	Y
BE14.3.j	Undertake a study to reevaluate the Scenic and Historic Roads inventory to identify if protection of certain roads is still warranted. Establish clear eligibility criteria and create a mechanism for assessing and listing or delisting roads.	BE14.3	PIS	OPZ	Short-Term	Completion of study	Y
BE14.3.k	Review existing regulatory protections to determine if the Scenic and Historic Roads program is still effective. Research Scenic and Historic Roads Programs in nearby jurisdictions, such as Howard and Montgomery Counties, and adopt legislative changes following best practices.	BE14.3	PIS; LEG	OPZ	Short-Term	Completion of study	Y
BE14.3.l	Work with the Office of Transportation and Department of Public Works to update the County Design Manual to include appropriate regulations applicable to designated Scenic and Historic Roads. Consider removing the exemption for Adequate Public Facilities testing for designated roadways.	BE14.3	LEG	DPW, OOT, OPZ	Short-Term	Status of County design manual updates	Y
BE14.3.m	Explore establishing an appointed Cemetery Oversight Advisory Committee to advise, investigate, and aid in protecting historic cemeteries.	BE14.3	LEG	OPZ	Mid-Term	Appointment of committee	Y
BE15.2.i	Prioritize new transit routes and connections in Communities of Opportunity.	BE15.2	PII	OOT	Ongoing	"Number of established routes"	Y

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BE15.2j	Identify dedicated funding streams to expand and improve public transit	BE15.2	FS	OOT	Ongoing	Status of funding	Y
BE15.2.l	Work with regional transportation partners to enhance the design and amenities provided at transit stops to include lighting improvements, smart and enhanced information equipment, protection from elements, art, and safety upgrades for emergency use.	BE15.2	OP, PII	OOT, DPW	Ongoing	Track transit facility projects	Y
BE15.2.n	Increase transit service frequency to reduce wait times and extend service hours to better accommodate shift workers and other residents with earlier or later transit needs.	BE15.2	PPI	OOT	Ongoing	Track reduced headway times	Y
BE15.2.o	Collaborate with Anne Arundel Community College (AACC) facilities planning to provide adequate bus service between AACC and the rest of the County.	BE15.2	OP, PPI	OOT	Ongoing	Number of established routes / Route headway times	Y
BE15.2.p	Add and maintain amenities such as benches, lighting, landscaping, bicycle parking, audible crosswalk indicators, wayfinding signs, and bus shelters in mixed-use areas, village centers, near transit, near trail crossings, and by shopping and dining opportunities.	BE15.2	PPI	OPZ, OOT	Ongoing	Tracking of amenity installation	Y
BE15.2.q	Install pedestrian and bicycle infrastructure in public spaces and seek funding opportunities for their deployment as prioritized in the Walk and Roll bicycle and pedestrian master plan.	BE15.2	CI	OOT	Ongoing	Track implementation of Walk and Roll plan.	Y
BE15.2.r	Evaluate, research, and revise the bicycle parking ordinance.	BE15.2	LEG	OOT	Short-Term	Status of County Code updates	Y
BE15.2.s	Continue to review and update Functional Road Classifications. Coordinate with agencies, such as the OPZ Cultural Resources section to ensure changes align with the historical character and importance, where applicable.	BE15.2	LEG	OOT, OPZ	Ongoing	Status of County Code updates	Y
BE15.2.t	Review and revise Adequate Public Facility requirements and/or development requirements as appropriate to clarify the process for new development and intensified redevelopment to contribute to transportation improvements. Balance flexibility and predictability, and clarify a proportional level of mitigation in the process. Provide a mechanism to ensure developer contributions are expended on agreed-upon facilities.	BE15.2	LEG	OOT	Mid-Term	Status of County Code updates	Y

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BE15.2.v	Prioritize Safe Routes to Schools investments as noted in the Move Anne Arundel plan.	BE15.2	PPI	OOT	Ongoing	Track number of mobility programs and number of rides provided	N
BE15.2.w	Consider implementing an enhanced on-demand transit program for areas that are the furthest away from major transit routes.	BE15.2	PII	OOT	Mid-Term	Track planning efforts, number of new services	N
BE15.2.x	Use Walk and Roll! as a guide to identify gaps and missing amenities in the bicycle and sidewalk network.	BE15.2	CI	DPW, OOT	Short-Term	Track implementation of Walk and Roll plan.	N
BE15.2.y	Improve access for wheelchair users, cyclists, and pedestrians by ensuring curb cuts and sidewalks can accommodate these users.	BE15.2	CI	DPW, OOT	Ongoing	Track infrastructure improvements	N
BE15.2.z	"Mitigate rising traffic congestion by evaluating where to: a. Lower parking space zoning requirements within a certain distance of transit routes b. Minimize egress and ingress in most heavily traveled corridors c. Eliminate highway choke points"	BE15.2	LEG; OP	OPZ, DPW	Long-Term	Track planning efforts, Code and policy updated	Y
BE16.2.i	Retrofit County facilities to provide sustainable transportation support infrastructure, such as bike lockers and bike racks, EV chargers, carpool-favored spaces, discounted transit passes for County employees, or other items that reduce transportation GHG emissions and single-vehicle occupancy use.	BE 16.2	CI	CEN	Ongoing	Status update of retrofitting of County facilities	Y
BE16.2.k	Promote green roofs, residential passive solar energy, and other alternative energy improvements as part of the development and redevelopment processes.	BE16.2	PPI	OPZ	Ongoing	Track marketing efforts (contacts, successes, collateral materials, etc)	Y
BE16.2.l	"Plan for a Countywide network of Electric Vehicle (EV) charging infrastructure: a. Create standards for requiring EV charging stations and amend the zoning ordinance to require EV infrastructure for mixed-use, medium- to high-density residential projects and certain commercial uses. Specify requirements for setbacks, landscaping, and location; b. Develop a program to prioritize locations for installation of EV infrastructure in public spaces. Prioritize locations that are on County-owned property; c. Seek funding opportunities for their deployment. This could include County fleet operations, EV water vehicles, e-bikes, and private single-occupancy vehicles."	BE16.2	CI	CEN	Ongoing	Status of County code updates / Status of Program / Funding level	Y

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures	Strategy also supported in Regions 2 and 7
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>							
 Healthy Community							
Region 4 Strategies							
1	When considering large public works projects, study the life cycle impact that these will have on Region 4, and mitigate negative impacts with public benefits to be allocated to the adjacent communities.	HC1.1	PIS	CEN	Ongoing	Track progress of projects and outreach efforts	N/A
2	Engage community members in the planning process for renovations and replacement of library facilities in Region 4.	HC4.1	PPI, PI	LIB	Ongoing	Track progress of projects and outreach efforts	N/A
3	Engage senior activity center members in the planning of renovations for County-owned senior centers such as the Pasadena Senior Center.	HC5.1	PPI, PII	DOAD	Ongoing	Track progress of projects and outreach efforts	N/A
4	Establish a mobile farmer's market and/or permanent farmer's market in the Pasadena/Lake Shore area.	HC7.1	PPI	DOH, DOAD, AAEDC	Short-Term	Track the number of farmer's markets	N/A
5	Develop smaller neighborhood parks in higher needs areas throughout Region 4 with features such as dog runs, pollinator gardens, and other passive park opportunities.	HC8.2	PPI, CI	DRP	Mid-Term	Number of new parks created	N/A
6	Expand public water access with opportunities for swimming and boat ramps/launches for kayaks, canoes, and trailerable sized boats along the waterways in Region 4. Including but not limited to Magothy River and Severn River.	HC8.2	CI	DRP	Ongoing	New areas of public water access	N/A
7	Engage community members to identify updated amenities for aging parks, especially at Arnold Park, Broadneck Park, Fort Smallwood Park, and the Lake Shore Athletic Complex.	HC8.2	PPI, PI	DRP	Ongoing	Track outreach efforts	N/A
8	Complete plans to expand parking at Bay Head Park.	HC8.2	CI	DRP	Short-Term	Track progress of planning efforts	
Countywide Strategies to amend Plan2040 Implementation Matrix							
HC1.1.f	Encourage the redevelopment and reuse of existing vacant buildings to accommodate future government offices, libraries, classrooms, and other public uses.	HC1.1	OP, PPI	CEN	Mid-Term	Track number of new sites	Y
HC1.1.g	Coordinate between County and partner facility providers to locate and co-locate new and refurbished facilities within Village Centers, Critical Corridor Areas, and within walking distance to enhanced transit service.	HC1.2	OP, PPI	CEN, DRP	Mid-Term	Track number of new sites	Y

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures	Strategy also supported in Regions 2 and 7
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>							
HC1.2.c	Retrofit County facilities to provide sustainable transportation support infrastructure, such as bike lockers and bike racks, EV chargers, carpool-favored spaces, discounted transit passes for County employees, or other items that reduce transportation greenhouse gas emissions and single-vehicle occupancy use.	CI	CI	CEN	Ongoing	Status update of retrofitting County facilities	Y
HC1.3.a	Increase connection points from schools, parks and trails as well as other highly used facilities and services, such as grocery stores, that are and will be located within a ten minute walk from surrounding neighborhoods.	CI	CI	BOE, DRP, LIB	Ongoing	New infrastructure implemented	N
HC2.1.g	Encourage the Board of Education to consider comprehensive school redistricting to better utilize existing open seats in schools and more equitably distribute students throughout the school system.	HC2.1	PPI, LEG	BOE	Ongoing	Status of school utilization chart	Y
HC2.1.h	Explore opportunities to partner with local non-profits to provide additional after school programming and/or child care in elementary and middle schools at low or no cost.	HC2.1	PII	BOE	Ongoing	Track number of programs and services	N
HC2.1.i	Consider opportunities to engage students in the planning for County Capital Improvement Projects that involve AACPS property.	HC2.1	PII	PII	Ongoing	Track outreach efforts	N
HC5.1.g	Invest in improvements to paratransit service including expanded hours of service and geographic reach, weekend service, and a goal of half-hour headways during the week.	HC5.1	PPI	OOT	Ongoing	Track number of mobility programs and number of rides provided	N
HC5.1.f	Pursue the American Association of Retired Person's Age-Friendly Community designation.	HC5.1	PPI	DOAD	Short-Term	Track status of designation	Y
HC6.1.d	Encourage public spaces and County-owned facilities to exceed ADA requirements by providing additional amenities, such as lifts, multiple access points for wheelchairs, as well as an increase in number of updated crosswalks along highly traveled areas such as school and commercial areas, to better serve all members of the community, including the older adults and people with health conditions or disabilities.	HC6.1	PPI	CEN	Ongoing	Track number of sites with ADA compliance	N
HC8.1.f	Ensure public programming and features at parks are relevant and accessible to the community, including older adults, people with disabilities, and Spanish-speaking residents.	HC8.1	PPI, CI	DRP	Ongoing	Status of plan; number of park improvements; status of park programming	Y

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures	Strategy also supported in Regions 2 and 7
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HC8.2.k	Incentivize the creation of public open space in new commercial and multi-family development, including but not limited to plazas, pavilions, and other gathering spaces.	HC8.2	LEG	DRP, OPZ	Mid-Term	Status of Code and policy updates	Y
HC8.2.l	Ensure all existing and future parks and trails are equipped with proper signage, trash receptacles, adequate lighting, and other amenities to promote full use of park facilities.	HC8.2	PPI, CI	DRP	Ongoing	New amenities provided	Y
HC10.1.g	Continue to strengthen coordination between Federal, State, County and City partners in planning for emergency events, hazard mitigation, and resiliency planning. Ensure cross-jurisdictional capacity to address Regional needs.	HC10.1	OP	OEM	Ongoing	Status of coordination efforts	Y
 Healthy Economy							
Region 4 Strategies							
1	For industrial areas and brownfields within Region 4, pursue environmental remediation programs and funding for industrial site assemblage to create development-ready sites and reduce land pollution.	HE1.3	PPI	AAEDC	Ongoing	Status of air and water quality	Y
2	Continue to support local economic development initiatives for redevelopment efforts in the Riviera Beach, Mountain Road, Ritchie Highway, Fort Smallwood Road, College Parkway, Benfield Boulevard and other Critical corridors.	HE2.1	PIS, PPI	OPZ, AAEDC	Ongoing	Track development and redevelopment efforts	NA
3	Capitalize on Region 4 as the County's main outdoor recreation and water access hub by developing a marketing study that seeks to increase the revenue generated by tourism and recreation industry sectors.	HE2.4	PIS	DRP	Short-Term	Track marketing efforts (contacts, successes, collateral materials, etc)	NA
4	Seek ways to utilize enhanced branding and marketing to reinforce local neighborhood and cultural identities in Region 4.	HE5.1	PPI	AAEDC, OPZ	Ongoing	Track marketing efforts (contacts, successes, collateral materials, etc)	NA
Countywide Strategies to amend Plan2040 Implementation Matrix							
HE1.2.g	Explore establishing enterprise zones where permitting and business license fees are reduced or waived for local businesses.	HE1.2	LEG	AAEDC	Short-Term	Number of businesses and amount of incentives provided per year	Y

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures	Strategy also supported in Regions 2 and 7
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HE1.2.h	Partner with residents, business owners, and local agencies, such as chambers of commerce, to develop a branding and marketing strategy for Village Center areas that will attract and retain businesses near sites accessible to most residents. Develop design guidelines, signage, amenities and other tools branded with the Community name to improve the quality of public spaces.	HE1.2	PPI, PI, PIS	OPZ, AAEDC	Short-Term	Numer and types of programs and services for Village Center development.	N
HE2.1.g	Support professional development opportunities, including internship, apprenticeship, as well as entry-level and career employment efforts for economically disadvantaged youth and adults, historically disadvantaged groups, women, individuals with disabilities, and the homeless.	HE2.1	PPI	AAWDC	Ongoing	Number and type of workforce development programs	Y
HE2.1.h	Continue to develop and maintain programs and services that address the changing needs of the local business community.	HE2.1	PPI	AAWDC	Ongoing	Number and type of programs and services	Y
HE2.1.i	Continue to partner with educational institutions at all levels to provide streamlined paths for a variety of job opportunities.	HE2.1	PPI	AAWDC	Ongoing	Number and type of programs and services	N
HE2.2.f	Coordinate, where appropriate, County investment in the peninsula areas for utilities, including opportunities for broadband and 5G internet, transportation, and other public facilities with business, employment, and economic development opportunities.	HE2.2	PPI, CI	CEN	Ongoing	Track investment in utilities	N
HE2.4.c	Work with small business development agencies to connect start-up businesses with financing and additional training opportunities.	HE2.4.c	PPI	AAEDC, AAWDC, ACDS	Ongoing	Track assistance provided (number of businesses supported, number of business plans, etc.	Y
HE2.4.d	Continue and enhance Anne Arundel Economic Development Corporation programs supporting minority-owned businesses, such as the Inclusive Ventures program.	HE2.4	PPI	AAEDC	Ongoing	Track assistance provided (number of businesses supported, number of business plans, etc.	Y
HE5.1.e	Support public art wherever possible to strengthen economic development and tourism, enhance sense of identity and transform public spaces.	HE5.1	PPI	AAEDC, OPZ	Ongoing	Number and type of artwork	Y

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HE5.2.e	Explore establishing a funding mechanism, such as Tax Increment Financing Districts (TIFs), in key areas and in the Commercial Revitalization Areas, to promote redevelopment as well as transportation improvements.	HE5.2	LEG	AAEDC	Short-Term	Status of funding mechanism	Y
HE5.2.f	Establish a Vacant to Vibrant program to partner with property owners of vacant properties to match them with potential business owners and public agencies and provide services and amenities such as art galleries or green spaces.	HE5.2	PPI	AAEDC	Mid-Term	Creation of program, track number of vacant commercial properites	N
HE5.2.g	Establish a Visual Improvement Program (VIP) to provide funding for cosmetic improvements to properties within Critical Corridor Areas, Village Center Areas, and Commercial Revitalization Areas.	HE5.2	PPI	AAEDC	Mid-Term	Track assistance provided (number of businesses supported, number of business plans, etc.	N

8.1 Glossary

Adequate Public Facilities (APF): Ordinance to provide a growth management process that will enable the County to provide adequate public schools, roads, and other infrastructure facilities in a timely manner and achieve General Development Plan (GDP) growth objectives.

Affordable Housing: Generally, State and Federal policy say that to be considered "affordable," housing costs should not exceed 30% of a household's income. Affordable housing can be naturally occurring, or income-restricted:

Naturally occurring: Housing that is affordable due to market conditions such as desirability of location, age of housing stock, and condition of the housing, together with the household income of the occupant(s).

Income-restricted: Housing that is required by Federal, State, and/or other funding or regulatory requirements to be affordable to households with limited incomes. Income restrictions are often deeded to a housing unit for a period of 10 to 30 years, depending on State and Federal funding structure and whether the units are rentals or owned.

Note: With the adoption of Bill 52-23 Anne Arundel County Code defines "Affordable Housing" as:

1. Housing that complies with the requirements for workforce housing listed in title 10 of Article 18 of the code; OR

1. For which there are recorded restrictive covenants on the property for at least 30 years restricting occupancy to income eligible households; AND

2. The housing is financed, in whole or part, through the U.S. Department of Housing and Urban Development funding, low income housing tax credit program, Maryland Community Development Administration's Rental Housing Development Programs, Anne Arundel County Affordable Housing Trust Funds, or a combination of these funds and programs.

Age-Friendly Community: A voluntary designation from American Association of Retired Persons (AARP) that raises awareness, particularly among elected decisionmakers and community supporters, or policies and changes needed to make the community's built and social environment more livable for people of all ages, including older adults.

Bulk Regulations: Controls on building size, placement and coverage through floor-area ratio (FAR), height, and open area regulations.

Car-centric planning: Refers to urban planning that privileges the private automobile as a primary transportation mode, often to the exclusion of people who walk, bike, or use public transit

Commercial Revitalization Areas: Areas adopted as overlay zones in the County Code (Article 18, Title 14, Subtitle 3). The areas are allowed expanded uses and greater development flexibility to encourage redevelopment of vacant properties.

Communities of Opportunity: Areas that have strong schools, strong housing markets, low concentrations of poverty, and healthy economic characteristics.

Conservation Easement: A voluntary legal agreement between a landowner and a government agency or land trust that permanently limits future development of the land to protect its conservation values.

Critical Corridor Development Policy Area: Existing, developed areas along major roads where opportunities to improve safety and mobility exist. These areas often form the economic center of a community. Redevelopment that improves multi-modal outcomes and preserves adjacent neighborhoods is encouraged.

Critical Economic Development Policy Area: Existing or planned regional-scale destinations, employment centers, or areas supporting the County's major economic drivers. They have primarily industrial, commercial, and mixed land uses within the Priority Funding Area, with flexible land use policies to facilitate business growth and job creation.

Demolition by Neglect: Neglect of a building or structure to the point that restoration or rehabilitation is no longer feasible and demolition becomes necessary.

Density: The number of residential dwelling units per acre of land.

Density Bonus: An incentive-based tool that permits a developer to increase the maximum allowable development on a site in exchange for including features that help meet specified public policy goals.

Design Guidelines: Standards for architecture and site design that allow for diversity of development while promoting specific qualities that are unique to a given neighborhood or community.

Difficult to Develop Areas (DDAs): Defined by the U.S. Department of Housing and Urban Development as areas with high land, construction and utility costs relative to the area median income and are based on Fair Market Rents, income limits, the 2010 census counts, and 5-year American Community Survey (ACS) data. These designations are used by HUD to adjust grant and funding allocations.

Enterprise Zone: A designated area that provides real property and state income tax credits to businesses that create jobs and make capital investments.

Equity: A condition of parity between different demographic and socioeconomic groups that is achieved by intentionally improving quality of life for populations that are underserved, under-resourced, and vulnerable.

First/Last Mile: This refers to the beginning and end of trips made by public transit, specifically the gap between a transit stop and a traveler's origin or destination. People will often walk or bike up to one mile to access transit; longer distances correlate with higher rates of car usage.

Form-Based Code: A land development regulation that facilitates predictable built results and a high-quality public realm by using physical form—rather than separation of uses—as the organizing principle for the Code.

Full-Time Equivalent: a unit of measurement equal to the number of hours typically worked by a single full-time employee.

Functional Road Classification: The grouping of highways, roads and streets by the character of service they provide.

Gentrification: a process in which a poor area (as of a city) experiences an influx of middle-class or wealthy people who renovate and rebuild homes and businesses and which often results in an increase in property values and the displacement of earlier, usually poorer residents.

Goal: A general, overall, and ultimate purpose, aim, or end toward which the County will direct effort. Goals should seek to provide an answer to the question: "What does this Region community want to be?"

Green Infrastructure Network: The largest, connected natural areas and open spaces in the County. The Network includes both public and private land. Some private properties in the Network are conserved through agricultural and conservation easements or through the development review process as open space and floodplains and forest conservation easements. The Network also includes privately owned land without special protections.

Growth Tiers: In 2012, the Maryland General Assembly passed the Sustainable Growth and Agricultural Preservation Act to address major developments served by on-site sewage disposal systems and their impact on the Chesapeake Bay and its tributaries. The legislation requires all local jurisdictions in Maryland to develop and adopt a system of Growth Tiers for future residential development. Four tiers were established to identify where major and minor residential subdivisions may be located in a jurisdiction and what type of sewerage system can serve them.

Headway (transit): The measurement of time between two vehicles in a given transit system route.

Historic Resources, County Inventory of: means properties listed on the Maryland Inventory of Historic Properties, the National Register of Historic Places or the National Register of Historic Landmarks. Historic resources consist of properties, buildings, structures, districts, and archaeological sites that represent County history, that are associated with the lives of historically significant persons, that have historically significant architectural value, or that are capable of yielding information important to the County's history or prehistory.

Historic Preservation Tax Credit Program: Established "Landmark" buildings and districts and provides a property tax credit in the amount of 25% of qualified expenses for certain historic residential or income-producing properties, or 5% for a qualified new construction in a Landmark Historic District.

Homeowners Property Tax Credit: Provides property tax credits for homeowners who qualify on the basis of a comparison of their tax bill to their income.

Housing, Workforce and Affordable: The term "workforce and affordable housing" is used throughout this plan to describe housing that meets the requirements of the County's Workforce Housing policy, defined above, in addition to housing that is income-restricted to serve low- and very-low income households. Low- and very-low income households are those earning less than 60% of Area Median Income as adjusted for household size for the Baltimore Primary Metropolitan Statistical Area.

Housing Choice Voucher: The federal government's major program for assisting very low-income families, the elderly, and the disabled to afford decent, safe, and sanitary housing in the private market. Housing assistance is provided on behalf of the family or individual, participants are able to find their own housing, including single-family homes, townhouses and apartments. These are administered locally by public housing agencies (PHAs). This program was previously referred to as Section 8.

Housing Trust Special Revenue Fund: Authorized through Maryland House Bill 933, the governing body of Anne Arundel County to increase the rate of the transfer tax imposed on certain written instruments conveying title to property or a leasehold interest in real property. The revenue paid into the fund is dedicated and appropriated to provide affordable housing for moderate and low income individuals in the county.

Impact Fee: Any person who improves real property and thereby causes an impact upon public schools, transportation, or public safety facilities shall pay development impact fees as provided in subtitle § 17-11-203 of the County Code. Impact fees collected under subtitle § 17-11-203 are deposited into appropriate special funds to ensure the fees and all interest accrued are designated for improvements reasonably attributable to new development and are expended to reasonably benefit the new development.

Inclusive Ventures Program: An Anne Arundel Economic Development Corporation

(AAEDC) program that seeks to help small, minority, woman, and Veteran-owned businesses in Anne Arundel County succeed and grow.

Income-Restricted Housing: refers to housing that is limited to tenants earning below certain total household income percentages of the area median income.

Infill or Infill Development:

- Residential infill is the development of vacant, buildable lots within an existing subdivision or existing developed area, or the creation of new lots within a previously approved residential plan of subdivision or an existing developed area. This is the most prevalent type of infill.
- Commercial infill occurs on vacant commercial sites. In designated Mixed-Use zones, infill development may combine a variety of different uses (for example, residential, commercial, institutional).

Intelligent Transportation Systems (ITS) - systems that utilize technology, communications and information processing to improve safety and mobility and enhance productivity of transportation infrastructure.

Landscape Manual: governs the landscaping, screening, and buffering of development in the County.

Land Use, Planned: Planned land use is a policy guide for how the County and its residents envision the future use of the land to be in order to promote a more desirable outcome. State law mandates that zoning be compatible with planned land use.

Land Use, Existing: Existing land use in the County reflects how land is currently being used. It establishes a reference point for identifying areas suitable for change and redevelopment or areas appropriate for preservation.

Last-Mile Connections: refer to "First/Last Mile"

Living Shoreline: The result of applying erosion control measures that include a suite of techniques which can be used to minimize coastal erosion and maintain coastal process.

Low Income Housing Tax Credit: The low-income housing tax credit (LIHTC) program is the federal government's primary policy tool for encouraging the development and rehabilitation of affordable rental housing. The program awards developers federal tax credits to offset construction costs in exchange for agreeing to reserve a certain fraction of units that are rent-restricted for lower-income households. Though a federal tax incentive, the program is primarily administered by state housing finance agencies (HFAs) that award tax credits to developers.

Market-Rate Housing: indicates housing (rented or sold) that is based on existing area

market values and demand, rather than any kind of subsidies or government assistance.

Microtransit: Smaller-scale transit services that can fill service gaps in public transportation routes. Micro-transit routes can be flexible and on-demand, or operate along a fixed route and schedule.

Missing Middle Housing: "Missing middle" is a commonly-used term that refers to the range of housing types that fit between single-family detached homes and mid-to-high-rise apartment buildings. Examples include duplexes, triplexes, townhomes, and more. Used in this context, "middle" references the size and type of a home, relative to its location – in the middle – on a housing scale spectrum. The cost of these homes vary based on style, size, location, and market forces; therefore missing middle housing types do not correlate with a specific income bracket.

Mixed-Use: A development or project that blends two or more residential, civic/institutional, commercial, office, or other uses.

- Vertical mixed-use refers to one building that includes two or more uses.
- Horizontal mixed-use refers to a site or area that may have multiple uses, such as when the uses are in individual buildings located near each other.

Moderately Priced Dwelling Unit (MPDU): Housing unit developed under governmental programs or private initiatives to assist families of low or moderate income, which is sold or rented at a cost that does not exceed a maximum price or rent established by the County.

Montgomery County Green Tape Program: A program that provides for expedited review of affordable housing projects to help address the increasing demand for such housing.

Move Anne Arundel Plan: Anne Arundel County's Transportation Final Master Plan (TFMP). The goal of the TFMP is to identify, analyze and understand the relationship between land use patterns and the mobility and accessibility constraints and opportunities within the County. The document provided by this effort shall be a logical, cohesive and comprehensive assessment of multimodal transportation issues, opportunities and recommendations in Anne Arundel County that will be programmed to the year 2045.

Multimodal Transportation: Consideration for multiple modes of transportation, including bus, train, bicycling, walking, rolling, ride-hailing, and/or other means of mobility, including automobile.

Neighborhood Preservation Development Policy Area: Existing, stable residential communities and natural areas (may include local commercial and industrial uses) that are not intended for substantial growth or land use change, but may have specific areas

targeted for revitalization. Development is limited to infill and redevelopment that must be compatible with the existing neighborhood character. Public infrastructure exists but may need capacity improvements.

Nuisance Flooding: High-tide flooding that causes public inconvenience.

One Seat Ride: Allows for a passenger to reach their end destination without having to exit the mode of transit. A rider would be able to board a mode of transit (bus, train, rail, etc.) at one location and not have to de-board and transfer routes in order to get to their final destination

Overlay Design Guidelines: A collection of regulations to establish architectural and landscape criteria within a defined area.

Paratransit: Transportation services, primarily for older adults and individuals with disabilities, that supplement fixed-route mass transit by providing individualized rides without fixed routes or timetables.

Performance Bond: A type of contract bond that guarantees a contractor will complete a project according to the terms outlined in a contract.

PILOT Agreement: In the context of housing, this refers to an agreement between a property owner and the County to exempt the owner from payment of real property taxes in exchange for a negotiated fee. PILOT agreements, or payments in lieu of taxes, can be used to facilitate or expedite the development of housing that is affordable to limited-income households.

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

Plan2040: Anne Arundel County's master General Development Plan, which sets the 20-year policy framework to protect the County's natural environment, shape development of the built environment, provide public services to promote healthy communities, and support a diverse, resilient economy. The County Council adopted Plan2040 in May 2021.

Public Facility: Essential facilities provided to the public. Some, such as public roads, emergency services, stormwater management systems, and public schools, are part of Adequate Public Facilities (APF) testing in the development process. This means that new private development must show that it will not adversely impact the ability of the government to provide and maintain these facilities for the public. Other public facilities, such as public libraries, the community college, and parks, are not part of APF testing,

but are still monitored by the government to ensure their ability to meet the needs of residents.

Property, Underutilized: Those with an assessed value of improvements over \$10,000 but less than the base land-assessed value.

Property, Vacant: Those with an assessed value of improvements of less than \$10,000.

Redevelopment: New construction on a site that has pre-existing uses or renovation of existing uses on a site.

Road Functional Classification: Identifies current and future highway and road proposals throughout the County. Roadways are identified by their functional classification, which is the grouping of highways, roads and streets by the character of service they provide. These classifications reflect the utility of various facilities and generally determines the design of the roadway.

Safe Routes to School: These programs are federally-funded, sustained efforts by community members and governments to enable and encourage children to safely walk, roll, or bicycle to school. Federal funds allocated to this program are reimbursable and available for infrastructure and non-infrastructure projects that benefit elementary and middle school children in grades K-8.

Scenic and Historic Roads: A road shown on the official map entitled "Scenic and Historic Roads, 2006" adopted by the County Council. Legislation protects the science and historic fabric of the landscape of Anne Arundel County through regulating development along the County's 150+ designated Scenic and Historic Roads.

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

Setback: The minimum distance between a lot line and a structure.

Strategy: A specific action to be taken by the County government to implement the Region Plan goals, such as the adoption of a new ordinance or implementation of a new County program. Strategies should be in response to the question, "How does this help implement the goals?"

Subdivision: Involves the process of dividing property into two or more lots of record. Applications are classified as either Subdivision or Minor Subdivision. Minor subdivisions are those that generally consist of five residential lots or fewer (including any existing developed lot). Subdivisions are generally those existing or proposed subdivisions that

consist of more than five residential lots.

Targeted Development, Redevelopment and Revitalization Development Policy Area: A County designation that promotes public and private investment in designated Town Centers, Commercial Revitalization Areas and Sustainable Communities. Also known as "Targeted Growth Areas."

Tax-Increment Financing (TIF): A public financing mechanism for capturing the future tax benefits of community improvements—such as infrastructure or real estate—in order to pay for the present cost of those improvements.

Town Center Development Policy Area: As designated in Plan2040, existing or planned compact, walkable, pedestrian-oriented, higher-density residential and nonresidential mixed-use areas within the Priority Funding Area that take the most urban form in character within the County. Town Centers are focused and encouraged to take advantage of existing infrastructure. Implementation is guided by a town center master plan.

Transit-Oriented Development (TOD): A dense, mixed-use deliberately-planned development within a half-mile of transit stations that is designed to increase transit ridership while reducing reliance on cars.

Transit-Oriented Policy Development Overlay Area: A Plan2040 designation. Compact, walkable, pedestrian-oriented, mixed-use areas that are within a half-mile of an existing or planned transit station and compatible with the underlying Policy Area and surrounding community.

Traffic Analysis Zones (TAZ): The unit of geography most commonly used in conventional transportation planning models.

Use, Conditional: A use that is permitted subject to compliance with a set of conditions or requirements set forth in the zoning ordinance.

Use, Permitted: A use that is permitted by right within a zoning district.

Use, Special Exception: A use permitted within a zoning district, but subject to certain specific conditions. An applicant must demonstrate compliance with the conditions during a public hearing before the County Administrative Hearing Officer.

Vested (Development Rights): refers to an applicant's right to proceed with a development project in compliance with local ordinances, policies, and standards in effect at the time that the rights vest.

Village Center Development Policy Area Overlay: Existing or planned; walkable, pedestrian-oriented, mixed-use areas that are suburban or rural in character compatible with the underlying Policy Area and surrounding community; development and redevelopment is oriented toward the community, enhances community heritage, and is implemented by a village sector plan.

Vision of the Region: A statement of philosophy and basic community values and aspirations for the future of the Region that sets the overall goals, policies, and strategies in Region Planning. The Vision is supported by the five Plan2040 Themes.

Wastewater Management Problem Areas: The Anne Arundel County Health Department has identified on-site wastewater management problem areas within Anne Arundel County that show indication of operational problems. These areas have problems such as high water table, small lot size, impermeable soil or excessive slope.

Walk and Roll Plan: The plan builds on recommendations established in Move Anne Arundel, Transportation Functional Master Plan (TFMP). The goals and strategies are to prioritize a safe and comfortable walking network between essential destinations throughout the County, ensure that vulnerable populations have access to active transportation infrastructure, recommend infrastructure proven to reduce crashes, and to identify policy recommendations to promote the construction of safe accessible, and direct walking and rolling infrastructure.

Workforce Housing: Defined in County Code. Deed- and income-restricted dwelling units wherein 60% of rental units are occupied by households whose income does not exceed 60% Area Median Income, and 40% of homeowner units are occupied by households whose income does not exceed 100% Area Median Income. Area Median Income is adjusted for household size for the Baltimore Primary Metropolitan Statistical Area, as defined and published annually by the United States Department of Housing and Urban Development.

Zoning: Requirements in County Code that specify allowed types of uses, the bulk and shape of buildings, and where buildings can be situated on property lots, among other characteristics of development. For example, different zoning allows for different setbacks from the street, maximum heights of buildings, or minimum sizes of lots. Zoning must be compatible with planned land use.

8.2 Public Involvement & Planning Process

The Region 4 planning process kicked off in December 2021 with the opportunity for the public to provide general information about what works well and what can be improved in the Region. There were 269 respondents who provided input during this opportunity. At that same time, Stakeholder Advisory Committee (SAC) met to review the scope of work, the process, and the Committee's roles and responsibilities. From January 2022 to October 2022, the SAC held public meetings to learn about various County initiatives from department staff, exchange ideas, examine documents created by OPZ staff, and build consensus on ideas that will shape the future of Region 4.

In May 2022, OPZ staff tabled at Anne Arundel Community College to engage young adults in the Region Planning process.

The second public questionnaire, a public feedback map, went live on March 3, 2022. This interactive web map allowed community members to leave comments about features of the Region that they love, those that need to be fixed, and those that they would like to see in the future. There were 257 respondents during this questionnaire period that lasted until June 9, 2022.

Two public forums were held in April 2022 to present the Region Plans process and timeline and gather feedback from the public. These public forums were in addition to various interviews Office of Planning and Zoning (OPZ) staff held with organizations within the Region to gather additional feedback on specific issues.

OPZ staff were available at the Earleigh Heights Volunteer Fire Company for National Night Out on August 2, 2022 as well as Food Truck Tuesday on September 20, 2022 to share information about the planning process and receive additional feedback from the public.

A third public questionnaire was launched on September 15, 2022. This questionnaire allowed residents and other stakeholders to drill deeper into specific issues the OPZ and the SAC had previously heard from the public since the kickoff meeting and first questionnaire. Region 4 received a total of 309 respondents for this questionnaire. The public input on the visioning questionnaire as well as the previous eleven months of listening, analyzing, and researching allowed the SAC to develop a vision statement at their November public meeting. This vision statement helps set the direction of how the Region will grow, preserve its resources, and capitalize on its assets for future generations.

In November, OPZ staff also attended an outreach event at the Arnold Senior Center to promote the Region Plan as well as hear additional feedback from the senior community members.

The SAC reconvened in January and February 2023 to review and provide feedback on draft strategies. The draft strategies are specific actions for further study and consideration by the County government to accomplish the Plan's goals and policies and address the challenges and leverage the opportunities. Shortly after the SAC came to consensus on the draft strategies, they became available for public review and comment from March 1 to April 3, 2023.

Beginning March 2023, the SAC met to review draft zoning, planned land use, and development policy area maps. Similar to the draft strategies process, these maps were then shared with the public to receive feedback. That public comment period ran from May 1, 2023 - June 1, 2023 and solicited 320 comments. This public comment period ran concurrent to the comprehensive zoning application period when property owners had the opportunity to submit an application requesting a change to their zoning. Region 4 received 68 zoning applications from property owners or their representatives. There were 4 property owners who wished to withdraw their application, resulting in a total of 64 applications to be reviewed by County Staff

and the SAC for a preliminary recommendation. Two public forums were held in April 2023 to showcase the online tool for commenting on the initial draft zoning map and present the comprehensive zoning application.

In May, OPZ staff scheduled times at each of the four libraries in Region 4 for "Drop-In Sessions" to provide additional opportunities for the public to discuss and share their thoughts with staff. In addition to meeting with members of the public who scheduled appointments at the 2664 Riva Road office, the locations and dates for the drop-in sessions were:

- Thursday, May 4, 2023 | 10:00 AM - 6:00 PM | Riviera Beach Library
- Friday, May 12, 2023 | 10:00 AM - 4:00 PM | Broadneck Library
- Wednesday, May 17, 2023 | 10:00 AM - 6:00 PM | Severna Park Library
- Thursday, May 25, 2023 | 10:00 AM - 6:00 PM | Mountain Road Library

Finally the SAC had meetings to review public feedback on both the draft strategies, initial draft zoning map, and to review the comprehensive zoning applications. Based on the comments from the SAC, the Office of Planning and Zoning finalized draft elements that would become part of the Preliminary Draft of the Region 4 Plan.

For a complete list of meetings, the meeting minutes, recordings, questionnaire summaries, please visit the Region 4 Hub Site.

8.3 Data

Table 7: Planned Land Use changes

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Table 8: Zoning Changes

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8.4 Maps

Figure X:

placeholder

Figure X:

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8.5 Relevant plans

This section includes additional plans that have been adopted since Plan2040.

- **Plan2040 Annual Progress Report:** The Annual Progress Report provides summary statistics on the status of the Plan2040 Goals, Policies, and strategies as of the end of calendar year 2022. It also highlights some of the achievements that occurred in 2022. The appendix provides a brief update on all of the 400+ strategies with descriptions and performance measures.
- **Vision Zero:** Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. In January 2022, the Office of Transportation released a Vision Zero Draft Plan.
- **Walk & Roll Anne Arundel!:** the recent update to the Pedestrian and Bicycle Master Plan, is a vision for walking, bicycling, and rolling (using a wlrts implementation will result in a connected network of streets and trails where it's safer, easier, and more comfortable to get around outside of a vehicle. The plan builds upon Move Anne Arundel!, the County's recently adopted transportation master plan, as well as the previous 2003 and 2013 Pedestrian and Bicycle Master Plans.
- **Land Preservation, Parks, and Recreation Plan (LPPRP):** Developed by the Anne Arundel County Department of Recreation and Parks, the LPPRP serves as a guide for land preservation and for parks and recreation planning, park development, program improvements, and decision making.
- **Green Infrastructure Master Plan:** The County's Green Infrastructure Master Plan supports the LPPRP and

is a technical guide to conserving and adding green spaces throughout the County. The plan identifies a Green Infrastructure Network— large, connected, natural lands that work together to protect environmental and community health— and identifies strategies to maintain and expand the Network where possible.

- **Poverty Amidst Plenty:** The purpose of this report is to provide an overview of the issues in Anne Arundel County that impact the economy and quality of life. The report intends to increase knowledge and awareness as well as to frame informed discussions about persistent local trends and needs.