

# R2

**Anne Arundel County Region 2 Plan**  
 Planning Advisory Board Draft |  
 October 18, 2023  
*Annapolis Junction • Fort Meade • Hanover  
 Jessup • Laurel • Maryland City*



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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 2 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 Plans will align with the Goals and Policies of Plan2040 and build on the Small Area Plans prepared between 1998 to 2004.

The Region 2 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 community members 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, review documents created by OPZ staff, and build consensus on ideas that will shape the future of Region 2. These meetings and other community engagement efforts were tracked through the Region 2 Hubsite, [aacounty.org/Region2](http://aacounty.org/Region2), that allowed community members to stay up-to-date on planning efforts.

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 Meade Day, hosted drop-in sessions at the Severn and Maryland City libraries, and met with other stakeholders in Region 2, among other outreach efforts. A more detailed list of outreach efforts can be found in Appendix 8.2 Public Involvement and Planning Process.



## Plan Purpose

The Plan provides regional and community scale data and perspective from Maryland City, Laurel, Annapolis Junction, Jessup, Hanover, and the federally owned land such as the Patuxent Research Refuge and Fort Meade 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 2. Ultimately, the goal of the Plan is to enhance the quality of life of residents and visitors in Region 2 by addressing local priorities and concerns.

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

The communities of western Anne Arundel County (Laurel, Jessup, Maryland City, Annapolis Junction, Hanover and Ft. Meade) are vibrant, diverse, evolving, growing and vital to the Baltimore-Washington region. With this growing community, there is a shared sense of environmental protection, enhanced recreational facilities, available and accessible transportation systems, as well as community safety and accessibility for all. The communities work harmoniously with businesses and public institutions to promote economic development. Growth is balanced to ensure that there are safe and high-quality schools; a full spectrum of attractive and diverse housing, including affordable options; and mixed use properties that meet the needs of all who live and work here. Investments are focused on resources for children and older adults to create opportunities for all ages to live, grow, and thrive.

## Developing the Vision

The Region 2 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 2. The Region 2 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 2. The vision statement is reflected throughout the content of this Master Plan, and will be used as guidance in implementation of the Region 2 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 with policies for how and where the Region should grow based on public engagement. This data sets the foundation for distilling what the issues are that face Region 2. Community descriptions help illustrate the Region's assets and chart a path for how the community will grow in the future.

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



These chapters include contextual information and data that help illustrate the challenges and opportunities of the Region. 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 Implementing 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. 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 schedule and mechanism, and a responsible agency so progress can be tracked.

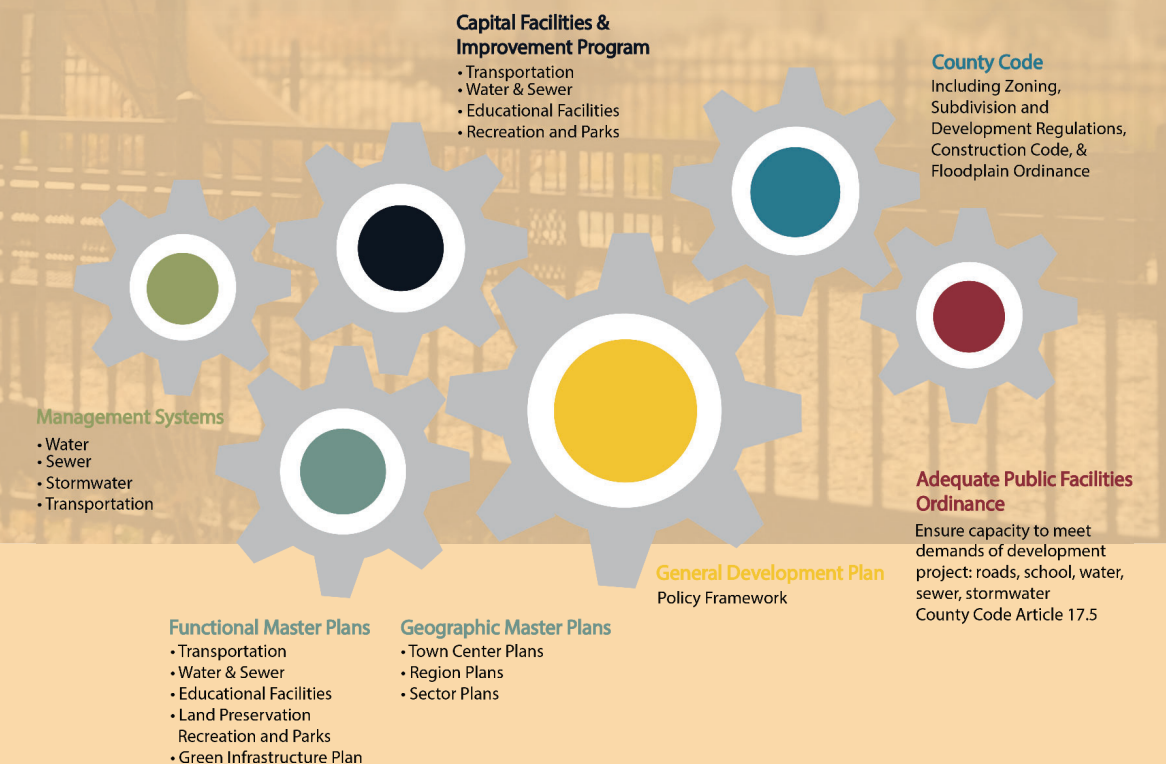
It should be noted that some strategies may refer to other topics. In these situations, some topics, such as housing and jobs, are referenced in multiple goals and policies.

## Relationship to Plan 2040 and other plans

The Plan is intended for use as a guide for County policies and decisions. Given the interconnectedness and wide range of issues that impact land use, the Plan draws upon the work of other plans in the County - most notably Plan2040. In accordance with the State's Land Use Article, policies and implementation actions are required to be consistent with or have consistency with Plan2040. These actions will further the implementation of Plan2040 and not be inconsistent with it. The elected officials and staff of the County will use the Region 2 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 8.3.



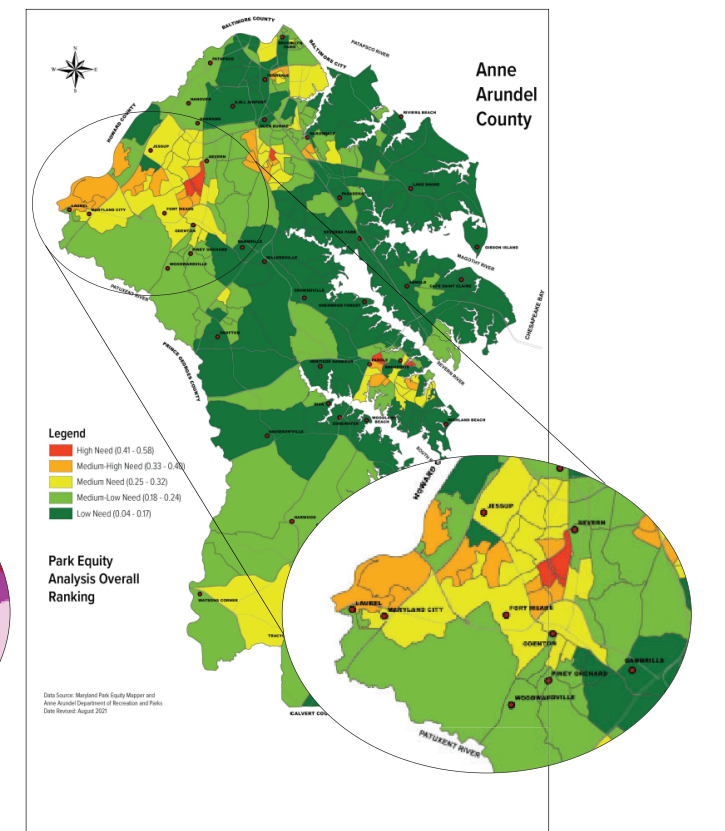
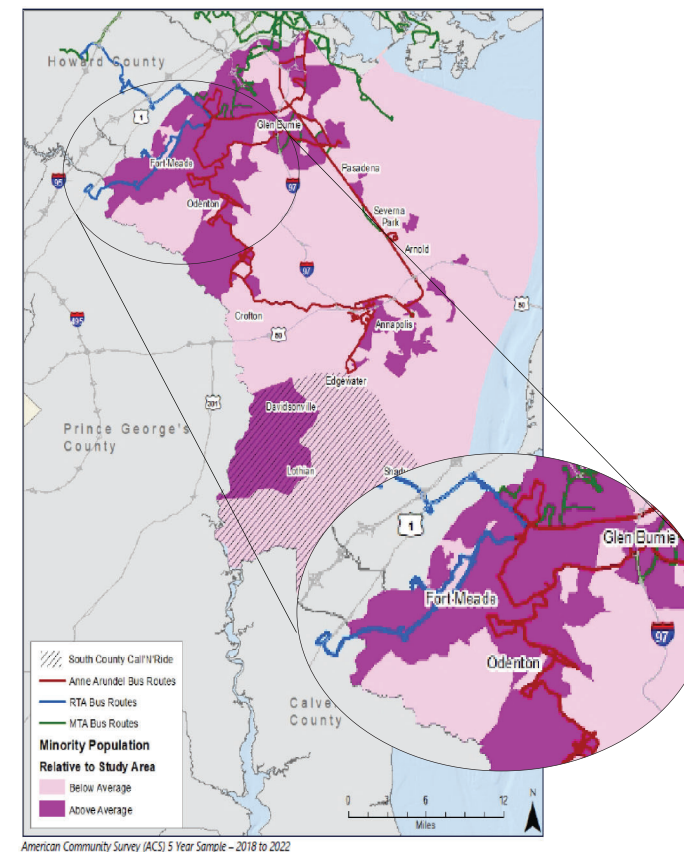
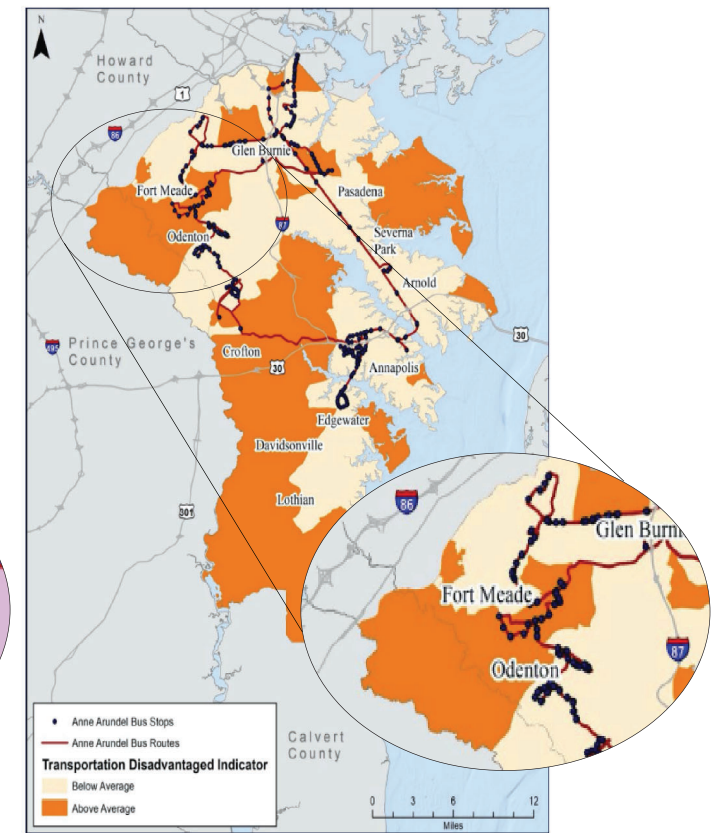
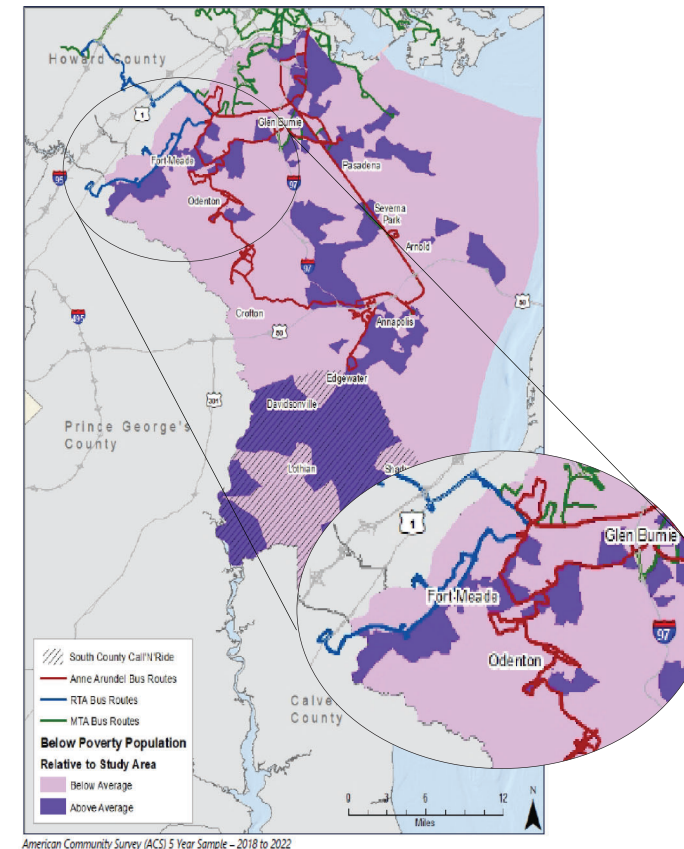
## Equity in Region 2

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. A consistent theme in goals, policies, and strategies in Region 2 is to be inclusive of all our residents, to prioritize investment in historically underserved and under-resourced communities, and to remove barriers that limit people's opportunities based on who they are or where they live in the County.

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.



## Key Issues and Recommendations

Several key issues emerged from the Region 2 SAC members and input from residents that were addressed within Region specific strategies.

*Read all of the strategies within each topic area in the Implementation Matrix*

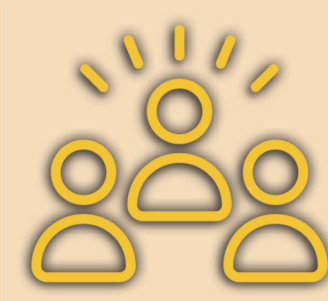
### WHAT WE HEARD

**Development pressure has an adverse impact on the environment:** Flooding, stormwater management, habitat and wildlife protection, and protection of forested areas are concerns for Region 2 community members.

**Lack of affordable and diverse housing options and gaps in the transportation network:** Region 2 is largely built out and is generally not affordable. Code restrictions limit the potential to develop diverse housing types to help with affordability. Traffic congestion is a primary issue to the region as much of the workforce travel from outside of the area to reach job centers. In addition, there are gaps in the transit and bicycle/pedestrian network.

**Need for additional park or recreational facilities:** There is limited access to parks and green space, and limited recreational programs for users of all ages. There is a lack of investment in West County schools.

**Lack of quality and essential commercial options:** Residents desire new and high quality retail options - such as grocers, child care facilities, and small businesses.



### WHAT WE RECOMMENDED

Incentivize stormwater management improvements, impervious surface reductions, retrofit and redevelopment of aging properties, and green infrastructure techniques such as green roofs and rainbarrels. Implement stormwater management projects in the Severn and South River watersheds, and increase tree canopy to reduce stormwater runoff.

Reform the zoning code to allow Missing Middle housing to blend seamlessly within existing neighborhoods in appropriate Residential Zoning designations. Provide incentives for affordable housing such as streamlining the development review process and reducing or waiving certain development fees. Strategies relating to the transportation network include a more robust and appealing public transit network and connecting and improving pedestrian and bicycle facilities.

Develop a variety of parks and programming throughout the Region with features such as dog runs, pollinator gardens, and other passive park opportunities. Prioritize the construction of new schools, additional after school programming, and implementing recommendations from the School Adequate Public Facilities workgroup.

Establish various financial or regulatory incentives in order to attract new commercial enterprises. Work with small business development agencies to connect start-up businesses with financing and additional training opportunities. Continue and enhance Anne Arundel Economic Development Corporation programs supporting minority-owned businesses, such as the Inclusive Ventures program.

## Region at a Glance

Region 2 is the western portion of the County, and includes the communities of Maryland City, Laurel, Annapolis Junction, Jessup, Hanover, and federal lands including the Patuxent Research Refuge and Fort Meade. In total, Region 2 spans approximately 25,700 acres and is 10% of the County's land area. The Patuxent River and the MARC Camden Line create the border between Region 2 and Prince George's County and Howard County to the west and south. The eastern edges of the Patuxent Research Refuge and Fort Meade, Ridge Road, and the MARC Penn Line make up the eastern boundary. Region 2 is bound by MD 100 to the north. Most community members travel through the Region on the major thoroughfares of MD 198, MD 32, and MD 175. The area also has multimodal transportation options via the MARC Camden Line and County and Regional Transportation Agency of Central Maryland bus service.

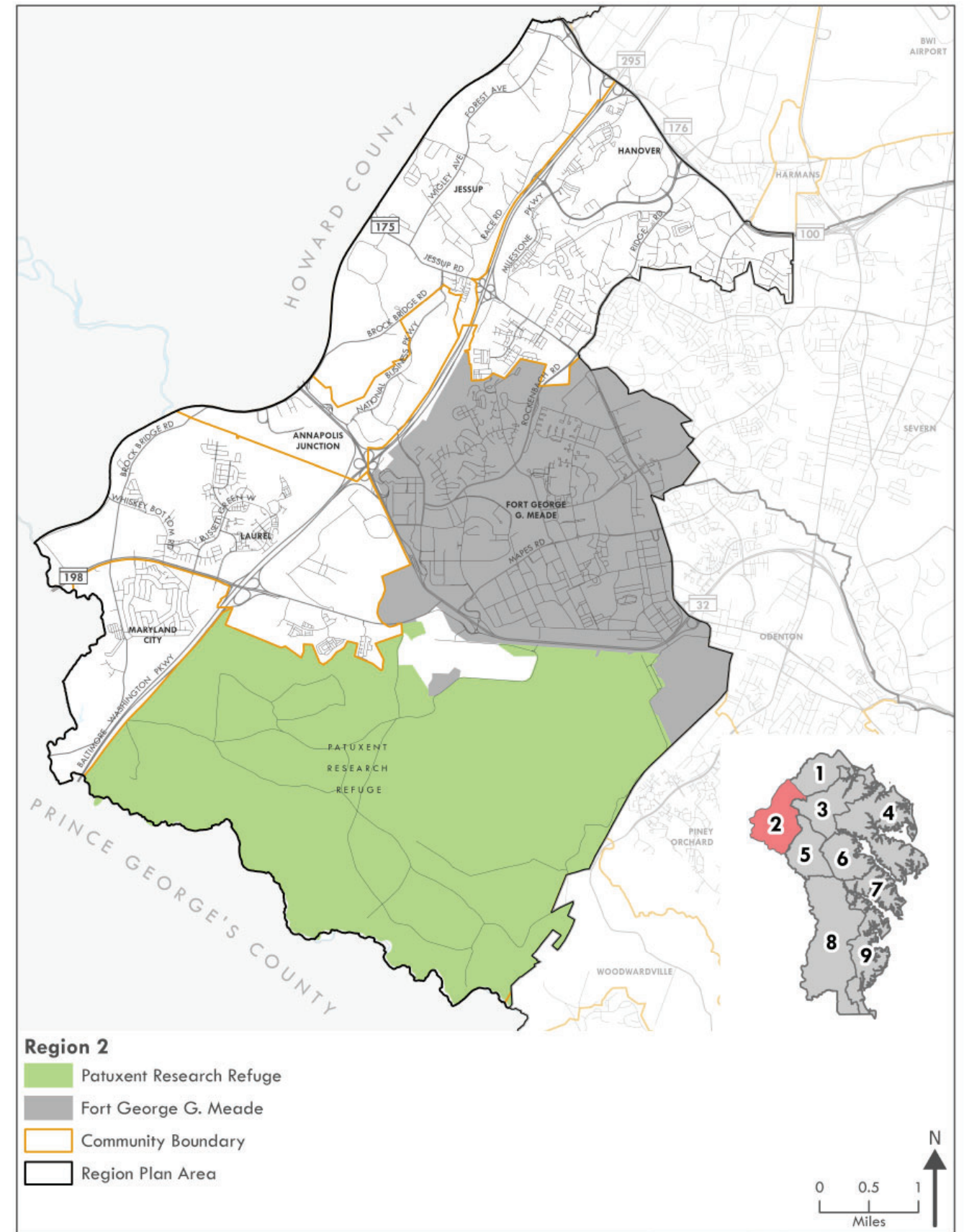
Much of Region 2 is developed as suburban communities that are served by regional and neighborhood commercial shopping centers and other local amenities such as parks or schools. Fort Meade, the State's largest employer, National Business Park, Annapolis Junction, and Arundel Mills/Live! Casino and Hotel serve as the economic drivers for the Region.

Despite the general economic potential of Region 2, there are inequities both financially and socially within the Region. For example, the Department of Recreation and Parks' Land Preservation, Parks and Recreation Plan (LPPRP) analyzes the equity of parks within the County. The methodology takes into account population density, poverty levels, age groups, racial

composition, park distance, public transit distance, a walkability index, and linguistics to identify where there are gaps in the provision of community amenities. Based on their latest model, there is generally a medium to high need in Region 2. For more information on the LPPRP and methodology of the equity analysis, see Appendix 8.3.

The population in Region 2 has grown nearly 20% from around 42,500 in 2010 to just over 54,500 in 2023, according to estimates from the US Census Bureau. This equates to an average annual increase of approximately 1.5% people per year since 2010. The number of households in the Region has increased at a slightly faster rate of 2.2% annually from 2010 to 2023. It is expected that over the next 20 years the region will continue to add residents and households at an average annual rate of around 1.5% per year.

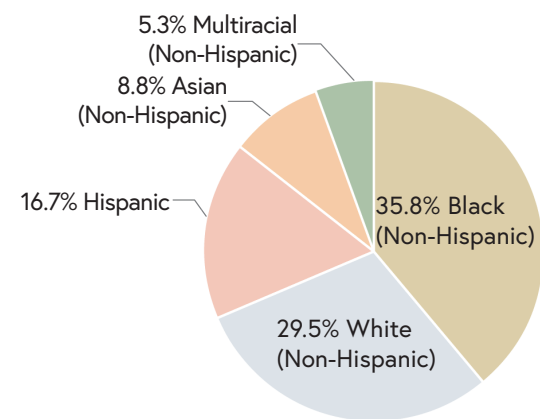
Figure 1: Region 2



# Population

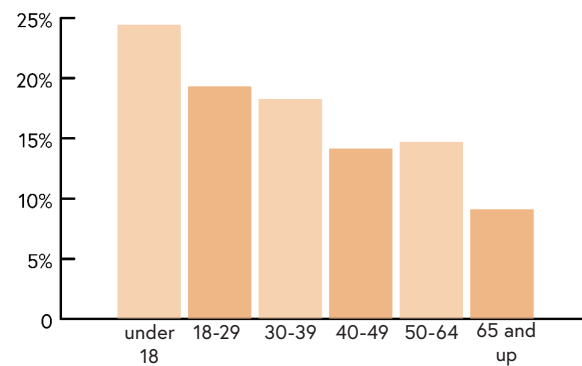
**54,582**  
Region 2 (County)

**590,154**  
Anne Arundel County

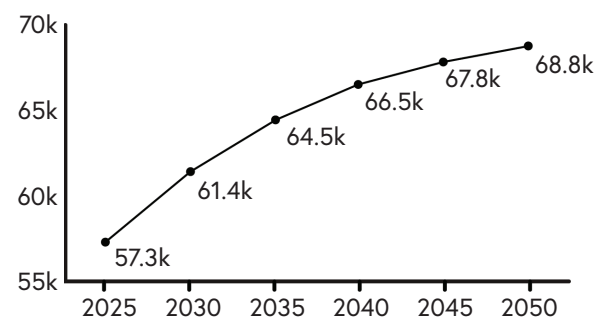


**Race/Ethnicity**  
Region 2  
(2023)

## Age of Population (2023)



## Population Growth Forecast



# Economics

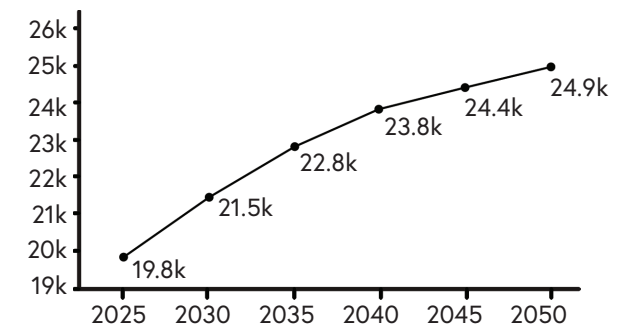
**58.4%** Own homes  
**41.6%** Rent

**Median Household Income**  
(2023) **\$108,705**

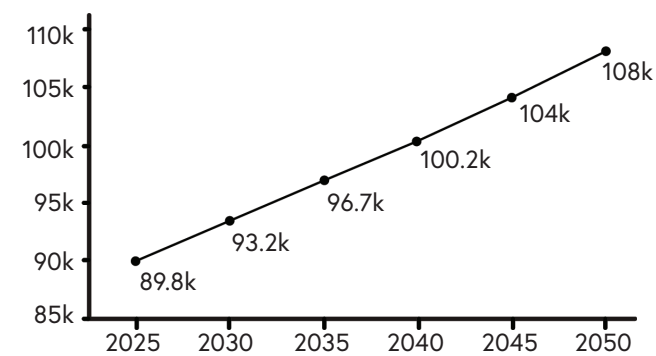
**Median Home Value (2021)**  
**\$360,226**  
**Average Monthly Rent\***  
**\$1,942** \*Source is 2019 ASC 5-Yr

**Unemployment Rate**  
(2023) **4.9%**

## Households Forecast



## Employment Forecast

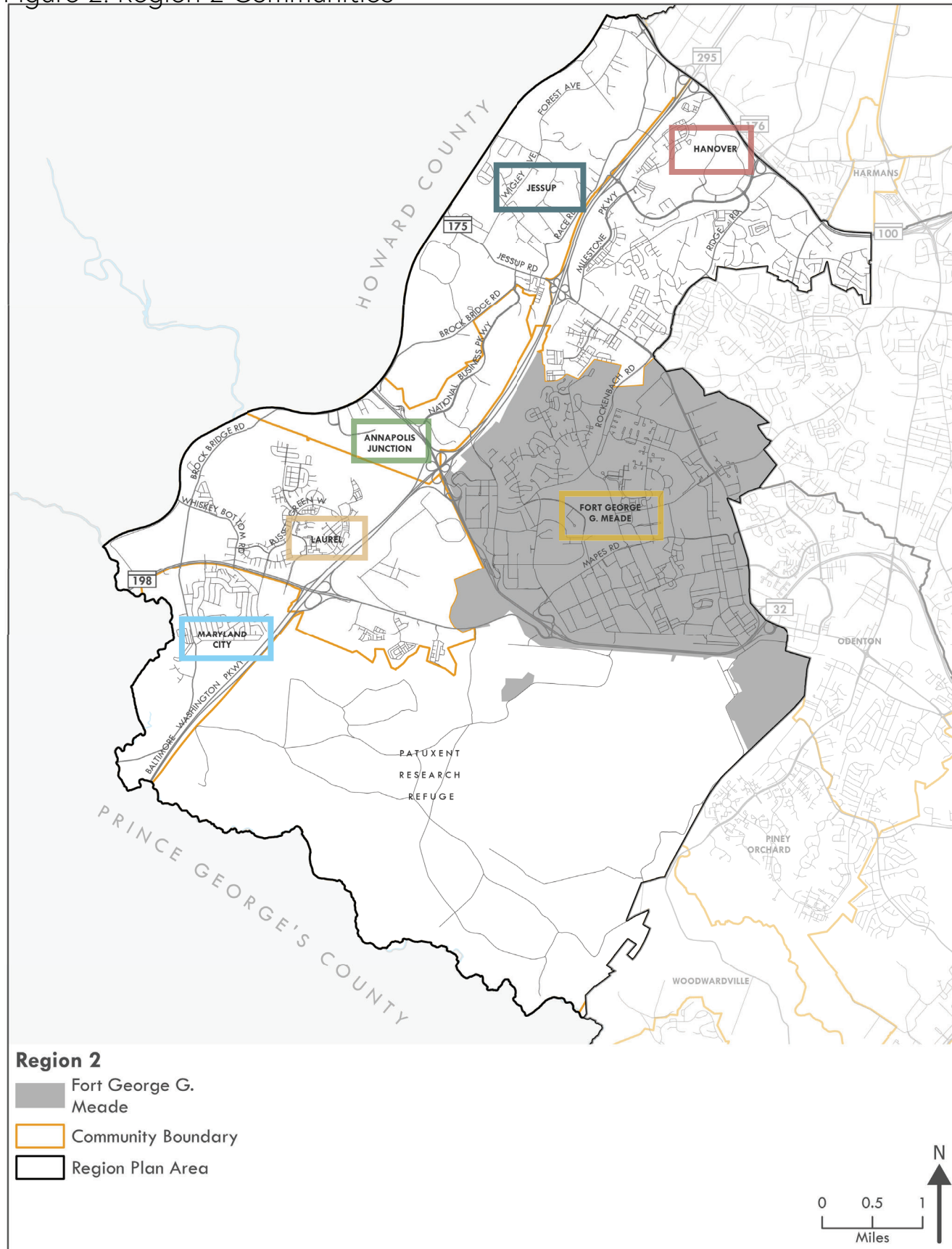


The COVID-19 pandemic has had a dramatic impact on the County prior to the development of this plan. While the long-term ramifications of the pandemic are uncertain at this point, the policies of the Region Plan will support recovery and resilience.

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.

Figure 2: Region 2 Communities



## Region 2 Communities

The communities of Annapolis Junction, Laurel, Maryland City, Jessup, Hanover, and the federal lands of the Patuxent Research Refuge and Fort Meade comprise Region 2. The Region 2 Communities Map (Figure 2) illustrates the locations of these communities. The community boundaries were developed as part of the Plan2040 process and are defined based on input from a series of community open house meetings and comments from the Plan2040 Citizen Advisory Committee. These community descriptions illustrate the Region's assets and chart a path for how the community will grow in the future.



### Annapolis Junction

The Annapolis Junction community is generally bounded by Howard County, the Baltimore-Washington Parkway, and includes the office parks located along National Business Parkway. The built character of the community is primarily industrial with large business complexes that support national security goals and construction contractor yards. The focus on industrial uses has resulted in no residential developments or public amenities located within the community. These industrial characteristics have allowed for the establishment of a high-quality economic center that will continue to expand as adjacent communities and jurisdictions support residential development.

Annapolis Junction is largely built out with very few remaining parcels to be developed or redeveloped in the near future. While there are notable expanses of forests, the majority of those areas have been placed within protective conservation easements as a requirement of the County Code for development. Due to the lack of public amenities, such as parks, property management companies provide onsite amenities to create a more attractive work environment to support tenant employees' well being. In order to expand regional recreational opportunities, completion of the National Business Parkway shared-use path should be pursued to provide bicycle and pedestrian connections to surrounding residential communities.

The community is accessed by MD 32 and the Baltimore-Washington Parkway which are utilized daily by the large commuting workforce. Historically, the Baltimore-Washington Parkway was constructed to connect the nation's capital with

federal installations to the northeast as a defense highway. Today it remains a corridor between Washington D.C. and Baltimore still serving its intended purpose by providing access to government installations, contractors, and residential communities along its route. In order to address increasing traffic congestion, a Transit-Oriented Development Policy Area Overlay was adopted around the Savage MARC station to focus development and encourage transit use by developing high-density residential uses and employment centers.

Future development in Annapolis Junction should aim to promote economic development that will provide jobs, income, and a tax base that is sustainable and meets the needs of all residents. The road network should be evaluated to implement identified roadway improvements to ensure adequate capacity and accessibility for economic drivers. With access to the Savage MARC rail station, development focused near the MARC station should provide a high-quality mix of residential, commercial and service uses. A description of the envisioned growth at the MARC station can be found in the Built Environment chapter.



**Fort Meade**

U.S. Army Base Fort Meade is the second largest Army installation by population in the United States. It is estimated that approximately 25,600 County residents commute to the post every day<sup>1</sup>. As the largest employer in the State, Fort Meade is attributed by the State's economic impact data as being a significant driver of economic growth generating \$22.3 billion in economic activity.

Under federal jurisdiction, Fort Meade is exempt from County and State regulations, including APF testing. Public services such as utilities, transportation, and recreation are provided on site through installation departments. While Ft. Meade informally coordinates with the County regarding land use planning, Intergovernmental Support Agreements (IGSAs) could support public-public partnerships between the County and Ft. Meade to address shared services that could be beneficial to base personnel and County residents.

Fort Meade's is projected to add 10,000 new jobs over the next decade. Given the large commuting workforce, the installation has taken steps to address daily traffic congestion along MD 32, the Baltimore-Washington Parkway, and other local roads in the area. Examples include redevelopment of base entry points such as the gate at Mapes Road, advocating for improvements to County and State roads, and contractor support to provide public transit options to access the installation for other modes of transportation.

Future development near Fort Meade should address installation needs such as development of affordable housing, road

<sup>1</sup> Community Relations; Fort Meade

capacity, childcare facilities, and retail centers. Investment, through partnerships with Fort Meade, in transit options should be pursued to increase efficiency of routes, reduce traffic congestion and provide transit options to support the commuting base personnel.



**Hanover**

The community of Hanover is located to the west and southwest of the BWI Airport. The community is divided between two Region planning areas with the Region 2 planning area located south of MD 100. The built character of the community is primarily residential with older low density residential suburban neighborhoods and newer medium to high density residential and mixed use areas, such as the communities along Milestone Parkway and Dorchester Boulevard.

Most notably the community is home to the Arundel Mills Mall which is the largest mall in the state of Maryland. Opened in 2000, the mall was constructed as part of a 1,200-acre consolidation of land of which Arundel Mills makes up 450 acres. The remaining land became the Arundel Preserve that provides over 1,200 residential

units, office space, hotels, and limited retail. The Mall primarily attracts visitors from the mid-Atlantic and northeast. Live! Casino & Hotel, located adjacent to the Mall, opened in 2012 and draws visitors from around the world. In order to support its workforce, Live! Casino & Hotel has partnered with Anne Arundel Community College and Anne Arundel Workforce Development Corporation to support employment opportunities for County residents and provided a rideshare program to address workforce transportation needs. While many residents support the increased tax revenue many attribute the commercial center as the primary cause of traffic congestion within the community. Traffic calming and improvement to congestion should be considered to remediate growing community concerns. Additionally training centers located at Arundel Mills should continually be supported to provide residents opportunities to support local needs.

Recreational needs in this community include the expansion of the share-use paths as identified in the Walk & Roll plan to connect residents to commercial centers and adjacent communities. The Matthewstown Harmans Park is the only public park located within the community. While the facility provides access to activities such as walking trails, sports fields, and tennis courts, the lack of lighted fields and limited size has resulted in community members traveling outside of their community for recreational opportunities. Investment to retrofit and expand the existing park should be pursued to provide further enjoyment of the park. Additionally the development of smaller neighborhood parks throughout the Region should be pursued to provide further recreational access through dog runs,

pollinator gardens, and other passive park opportunities.

Given the location between a regional commercial center and Fort Meade, future residential development in Hanover should be of a medium to higher density within Communities of Opportunity and Difficult Development Areas where there is existing or planned transit, and areas with existing infrastructure to accommodate workforce and affordable housing. Opportunities for the Arundel Mills commercial hub to evolve into a mixed-use campus should be explored in order to provide housing in close proximity to jobs and transit.



**Jessup**

The Jessup Community is located north of Annapolis Junction and is similarly bounded by Howard County and the Baltimore-Washington Parkway to the west and east respectively. While bounded by MD 100 to the north and generally MD 175 to the south, commercial and industrial land uses have been kept to minimum in order to preserve community residential and historical characteristics. The built character of the community is primarily single-family residential homes with only the most recent residential development containing modern

stormwater management facilities. The Jessup Community is steeped in a rich history that shows a transition from a productive farming region followed by the railroad industry that transformed the community and surrounding area to a business, residential, and industrial center in Anne Arundel County. Several sites within the community are on the County's inventory of Historic Places, including examples such as properties located within the Jessup Historic District, the Asa Linthicum House, and the George T. Warfield House. Efforts to encourage adaptive reuse of historic buildings, amendments of Code provisions furthering protection of historic properties, and expansion of the County Inventory of Historic Resources need to be pursued to conserve the remaining history of the community.

The community is bisected by Wigley Avenue and Forest Avenue both of which are listed as a Scenic and Historic Roads. Road improvements to Wigley Avenue and Forest Avenue are limited to safety improvements to preserve their scenic and historical characteristics. Community feedback indicated a need to preserve its history but recognize the need to address road safety concerns and capacity. Studies should be conducted to reevaluate the Scenic and Historic Road inventory and identify if protection of certain roads is still warranted and if the County Design Manual should be updated to include appropriate regulations applicable to designated roads. Removal of the adequate public facilities testing exemption should also be considered to prioritize road safety and capacity for proposed residential subdivisions accessed by Scenic and Historic Roads.

**Laurel**

Laurel is located in the western most part of the County bounded by the Howard County border. The built character is a mix of residential low-medium, medium, and high density neighborhoods. The neighborhoods of Russett and Watershed largely define the housing variety in the area with rows of townhomes or single-family homes. The community is accessed by the MD 198 critical economic corridor that provides commercial retail and highway access.

A key defining feature of the community is Laurel Park. The racetrack was constructed in 1911, later expanded in 1953, and is the second oldest horse racing facility in Maryland next to Pimlico. The future of the racetrack is uncertain. The property possesses huge redevelopment potential with its access to the Laurel Racetrack MARC Station allowing for a possible State Transit-oriented Development designation and its proximity to Baltimore-Washington Parkway and Howard County. The owners of Laurel Park are formulating plans to redevelop the area into a mixed-use entertainment area with public transportation.

MD 198 is the key roadway for providing the community retail access and connections to adjacent jurisdictions and highways. Through community feedback residents have voiced a need to focus redevelopment along MD 198 to revitalize the economic center to improve underperforming stormwater management facilities, traffic congestion, pedestrian mobility, and develop a mix of uses to provide additional housing and retail space. With the possibility of the Laurel Park being redeveloped, the MD 198 corridor is primed to see a significant transition as economic

Future residential development in Jessup should be limited in order to preserve the core area's single-family residential and historic character. The commercial corridor along MD 175 should stay limited to those properties that front on MD 175 in order to focus development and redevelopment which can provide a high-quality mix of employment, residential, commercial and service uses. Improvements to the Jessup MARC station, including the potential for a small-scale transit-oriented development, should be considered as the MD 175 corridor improves to provide improvements to the transit stop. A description of the envisioned growth at the Jessup MARC Station and along MD 175 can be found in the Built Environment chapter.



interests begin to unfold related to the Racetrack.

There are no County Parks within the Laurel Community making bicycle and pedestrian links to other recreational opportunities, such as the Patuxent Research Refuge, a priority. In particular coordination between the Anne Arundel County Department of Recreation and Parks and the Patuxent Research Refuge should be greatly expanded to provide new options for the community to access and enjoy. Other recreational needs in this community include the completion of the MD 198 shared-use path and construction of a large athletic complex to provide equitable access to sports recreation.

Another key asset is the Oxbow Lake Nature Preserve located in the Russett Community. The preserve contains approximately 70 acres of wetlands that contribute to the water quality of the Patuxent River. Projects should be implemented to support ecological restoration such as reduction of the flow of water into/out of the lake during flood events, planting efforts that benefit local wildlife, and construction of multiple-benefit stream restoration and stormwater retrofit projects. Consideration should be given to expand recreational access to connect the community to the nature preserve.

Future development in Laurel should focus on revitalization efforts and redevelopment along the MD 198 corridor to provide a mix of residential and commercial uses, roadway improvements to address traffic concerns and pedestrian access, and to address aging infrastructure. Equitable access to recreation needs to be pursued as residents need to travel outside their community to reach parks and other destinations. A

description of the envisioned growth at the Laurel Racetrack MARC Station and along MD 198 can be found in the Built Environment chapter.

### Maryland City

The Maryland City community is located to the south of MD 198 and is adjacent to the Patuxent Research Refuge and the Howard County border. The built character of the community is primarily residential low-medium density with immense walkability provided through sidewalks along tree-line streets that lead residents around the neighborhood and to the MD 198 commercial area. While one large neighborhood contains all the majority of residential housing stock, further south along Brock Bridge Road is a decommissioned airport that is being redeveloped into a partially age restricted residential development currently named Laura's Landing.

Originally known as "Meade City", the community was developed to serve the growing population of the Laurel and Fort Meade Area in the mid-1950s. This population growth was mostly in response to the expansion of road systems and employment opportunities in the area. Presently the community is known to be relatively affordable compared to most other places in the Region and the County allowing for a strong residential market. While the community is largely built out it boasts a large amount of conserved forest cover, accounted for in the Anne Arundel County Green Infrastructure Network, that extends from the Patuxent Research Refuge and the Patuxent River Watershed. Despite the large forested tracks, many of

the existing roadways within the community lack sufficient street trees to provide relief from the expansive hardscapes. Efforts should be focused to prioritize tree plantings in areas with relatively low tree canopy and to provide resources to support the promotion and maintenance of those plantings.

Maryland City Park is the only park located within the community. The park is largely unimproved and provides little to no recreational access. Playing fields are present but are located on the adjacent parcel occupied by the Brock Bridge Elementary School. Future efforts should focus on expanding recreational access in the community through the construction or access to a regional park. Additional path connections to the future MD 198 share-use path should be prioritized to provide bicycle and pedestrian connections to surrounding residential communities.

Similar to Laurel, future development should focus on revitalization efforts and redevelopment along the MD 198 corridor to provide a mix of residential and commercial uses, roadway improvements to address traffic concerns and pedestrian access, and to address aging infrastructure. Equitable access to recreation needs to be pursued as residents must travel outside their community to reach parks and other destinations.



## Introduction

Located in the western most portion of Anne Arundel County, Region 2 is a landscape of large forested tracts, hydrological features, and unique wildlife. The community is presented with challenges such as flooding roadways, declining water quality, unmaintained stormwater management facilities, limited tree canopy, and retention of forests. Residents recognize the importance of environmental conservation and restoration pointing to the Region's unique environmental resources, such as the Patuxent Research Refuge, Patuxent River, and Oxbow Lake Nature Preserve, as priorities when considering opportunities for the future.

**"Studies have proven that natural green spaces and forested areas increase the value of property all around the county and improve quality of life."**  
**-Community Member**

### 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.

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

## Sensitive Areas

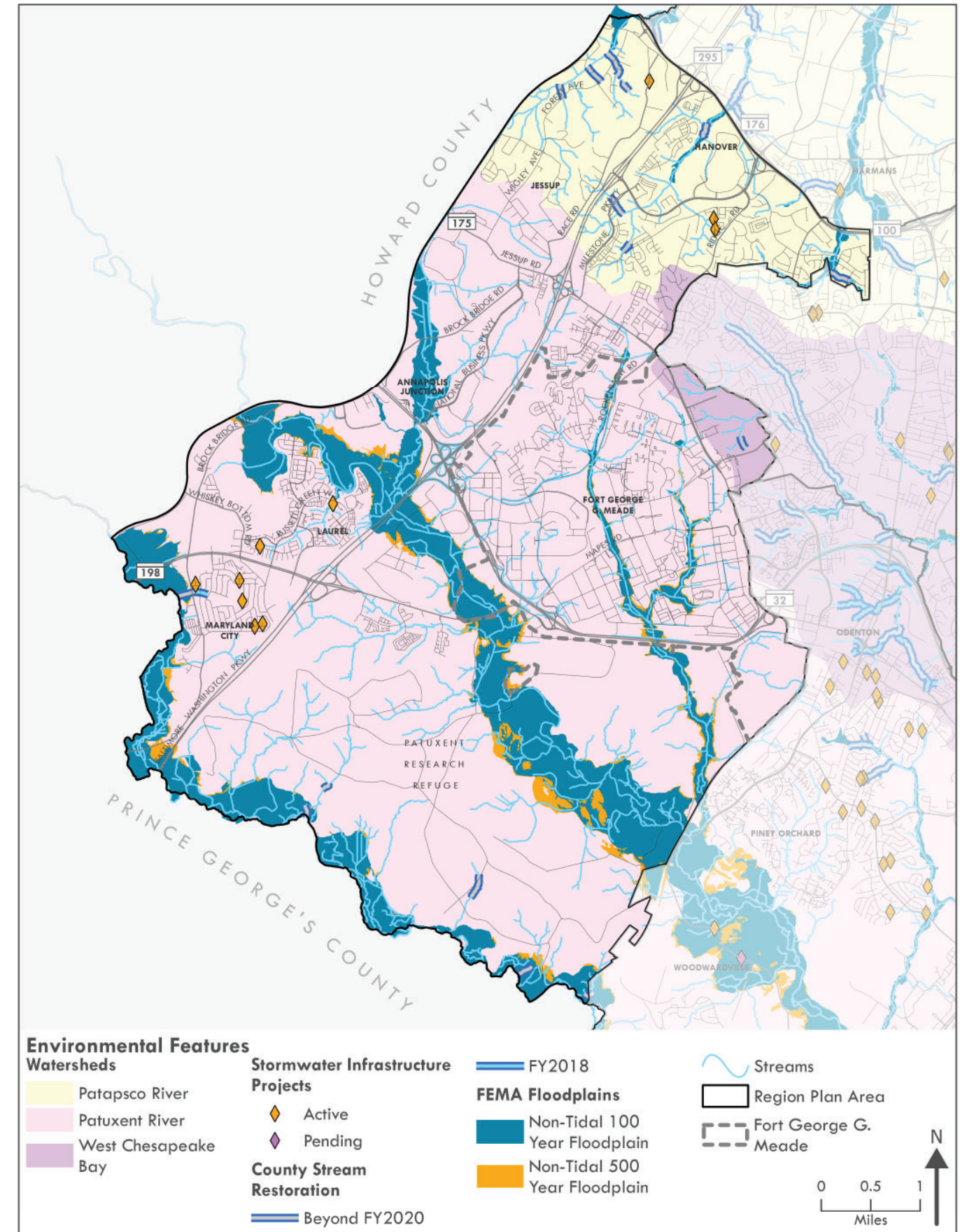
The majority of Region 2 is within the Little Patuxent River Watershed with portions also in the Upper Patuxent, Patapsco Non-Tidal, and Severn River Watersheds.

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 flows; protecting surface and ground water quality; reducing nutrients from runoff; and recharging groundwater.

The County protects its sensitive areas through a series of development regulations, which are outlined in Table 1 below. Despite these regulations, historic patterns of urbanization have presented challenges for maintaining adequate water quality standards in the Patapsco and Patuxent Rivers, particularly in areas that were intensively developed prior to modern stormwater regulations.



Figure 3: Environmental Features



## Water Quality

Water Quality in Region 2 does not meet Federal Clean Water Act Standards in each watershed. The primary water quality impacts are from excessive inputs of nutrients (nitrogen and phosphorus) and sediments. 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. Studies have indicated that septic systems contribute approximately 8 times more nitrogen per gallon of wastewater than sewer systems. Sediments in the rivers also decrease the clarity of the water and impair aquatic life. The major sources of sediments are from construction sites, stormwater runoff from older subdivision facilities that lack maintenance agreements or modern

**"All efforts to improve water/wastewater runoff in critical watershed regions, and tree/canopy replanting efforts should be prioritized."  
-Community Member**

practices, and erosion of stream banks. The County's approach to addressing these issues involves stormwater management, stream restoration, upgrades to wastewater treatment systems, and conversion of septic systems. With funding from a stormwater runoff fee, the County Bureau of Watershed Protection and Restoration has completed 64 stormwater retrofit projects in Region 2 and the Brockbridge Elementary Stream Restoration project. Stormwater retrofit projects include projects along Brockbridge Road, National Business Parkway, Race Road & Arundel Mills Boulevard. Upcoming planned stormwater retrofit and stream restoration projects include the Patuxent Oxbow Restoration project and Brock

Bridge Road Grass Swale retrofit. The County has expanded efforts to encourage property owners on upgraded septic systems or connect to public sewer<sup>1</sup>. Financial incentives have been structured to reduce the costs to homeowners. Areas for septic conversions were prioritized based on proximity to existing public sewer systems, proximity to the Chesapeake Bay, cost effectiveness, and in locations where conditions are challenging for septic systems to operate effectively. The Jessup area, north of MD 32 and west of I-295, has been identified as a priority for septic system conversions.

## Forests and Land Conservation

Region 2 contains approximately 25,700 acres of land. This includes approximately 8,500 acres of the Patuxent Research Refuge, the approximately 300 acre Oxbow Lake Natural Area, and the approximately

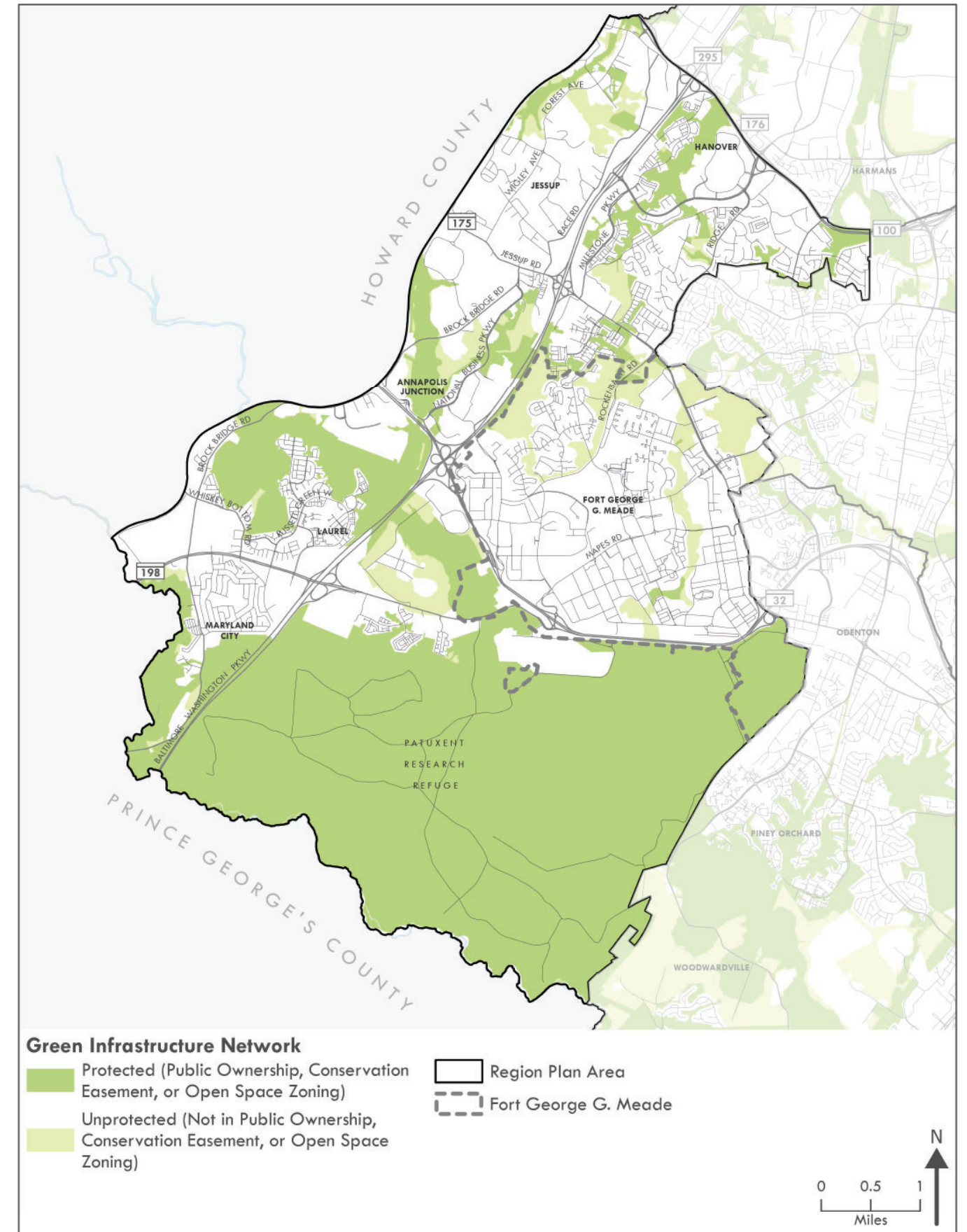
**"Please preserve the trees and the grassy areas. These areas are needed for wildlife, filtering the air and making communities attractive."  
-Community Member**

180 acre Maryland City Park. Approximately 9,690 acres of forest that meets the size criteria of potential habitat for Forest Interior Dwelling Species (FIDS) remain in Region 2. These large forest patches provide important habitat for birds and other species. Most of the locations of rare, threatened, and endangered species in Region 2 that are cataloged in the Maryland Department of Natural Resources database are associated with potential FIDS forests.

Many of these areas are part of the County's Green Infrastructure Network,

<sup>1</sup> See Our wAater Program. <https://www.aacounty.org/departments/public-works/ourwaater/index.html>

Figure 4: Green Infrastructure Network



a connected network of the largest, contiguous natural areas that have been conserved through public ownership or private conservation easements or have the potential to be conserved. Approximately 13,800 acres of land in Region 2 are identified in the Green Infrastructure Network. The majority of that area is contained within the Patuxent Research Refuge which is outside the jurisdiction of the County. Approximately 1,600 remaining acres have been identified as unprotected

within the greenways network. These areas are not within public ownership or conserved through easements. Private landowners, non-profit organizations including the Scenic Rivers Land Trust, and Federal, State and County agencies have all been engaged in efforts to conserve remaining natural lands in the Region. The Watershed Stewards Academy, with funding from Anne Arundel County, has also established a volunteer program to plant trees on properties across the County<sup>1</sup>.

<sup>1</sup> Watershed Stewards Academy. 2020-2021 Impact Report.

## Current Environmental Regulations

The Anne Arundel County Code generally 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 1. Summary of Key Natural Features Regulations in County Code

Feature	Regulations	County Code Reference
<b>Forests</b>	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, mitigation requirements for afforestation/reforestation, and protections for Priority Forest Retention Areas, including prohibition of clearing forests over 75 acres in size.	17-6-301 - 17-6-309
<b>Non-tidal wetlands</b>	Development prohibited in wetlands and 25-foot wide buffer.	17-6-401
<b>Streams</b>	Development prohibited in a 100-foot wide buffer for perennial and intermittent streams.	17-6-402
<b>Steep Slopes</b>	Development prohibited on slopes that are 25% or greater (or 15% in Critical Area) that meet the area and height thresholds.	17-6-403
<b>Floodplains</b>	Development limited, including requirements for easement or dedication of floodplain areas to the County through the subdivision and development process.	16-2, 17-3-701
<b>Stormwater Management</b>	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
<b>Forest Interior Dwelling Species (FIDS)</b>	FIDS require large forest areas to breed successfully and maintain viable populations. A FIDS habitat is any forest tract that is greater than 50 acres with at least 10 acres that is 300 feet or more from the nearest forest edge, or a riparian forest that is at least 300 feet in total width and greater than 50 acres in total forest area. Mitigation is required based on impact to the number of acres of FIDS habitat.	17-8-603, 18-9-204

## Water and Sewer Service

Approximately 32 percent of the Region is currently served by the County public water systems. An additional 8 percent is planned public water service. These areas are within the Airport Square, Jessup or Maryland City water pressure zones. Fort Meade is served by its own water system and accounts for 22 percent of total water service area. Approximately 38 percent of the Region is not planned for public water service. These areas will be served by private well systems. Most of that land is in or around the Patuxent Research Refuge.

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 to 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. The Ft. Meade water supply is drawn from the Patuxent Aquifer. It was determined through independent studies that the current groundwater being drawn from the Patuxent Aquifer meets Federal standards to supply the installation.

Approximately 22 percent of the Region is currently served by the County public sewer systems. An additional 16 percent is planned for public sewer service. There are no future sewer service areas within the Region due to the availability of public sewer that is easily accessible for developed areas and areas planned for new growth. The western portion of the Region is served by the Maryland City water reclamation facility. The northern

portion is served through an agreement with Baltimore City. Fort Meade is served by its own sewer system and accounts for 24 percent of the total sewer service area. The 2022 Water and Sewer Master Plan shows that there is public sewer capacity available to meet the projected growth demands for the Region during the planning horizon. A small area north of Fort Meade is served by the Patuxent water reclamation facility. Approximately 38 percent of the Region is not planned for public sewer service. These areas will be served by private septic systems. Most of that land is in or around the Patuxent Research Refuge.

The County has invested nearly \$250 million to upgrade each of its wastewater treatment plants with Enhanced Nutrient Removal technology. All of the upgrades were completed by 2017 and the facilities now operate well below the required limits for nitrogen and phosphorous discharge rates.

The Annapolis Junction area and the neighborhood of Champion Forest 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 high water table, 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.

## Challenges and Opportunities for the Natural Environment



### Challenges

- **Roadway flooding.** Flooding along key roadways such as Brock Bridge Road impedes safety and travel during inclement weather.
- **Limited tree canopy.** Older, more highly developed, and lower-income areas in parts of Laurel and Maryland City have insufficient tree canopy, especially in comparison to the Region's newer planned communities.
- **Water quality.** The Patuxent and Patapsco Rivers and their tributaries are impaired by runoff from impervious areas of the Region.
- **Unmaintained stormwater management facilities.** Older subdivisions have less advanced stormwater management technology than what is available today with new development.
- **Habitat and forest conservation.** As the built development stretches into greenfields and forests, the amount of valuable habitat dwindles.

### Opportunities

- **Multipurpose flood reduction.** New technology and design standards can allow for flood reduction projects that also improve habitat, water quality, and provide public recreational benefits.
- **Expand the tree canopy.** With partners such as the Watershed Stewards Academy, the County can target tree planting efforts in underserved areas.
- **Incentivize environmental rehabilitation.** The County can incentivize the rehabilitation of natural resources on privately owned land in older subdivisions
- **Community partnerships.** Increase community education and engagement with partners who can inspire innovative solutions.
- **County partnerships.** Greater collaboration among County departments can help in the better implementation of regulations and best management practices.



## Introduction

Region 2 has a diverse landscape of land uses that tell a story of how it developed over the past 60 years. The conventional subdivision style housing of Maryland City was likely built in response to the widespread access to automobiles by the 1930s, expansion of highways throughout the first half of the twentieth century, housing loans through the Federal Housing Authority (beginning in 1934), and the advent of local planning and zoning, including provision of utilities such as water and sewerage. Housing since then has taken the shape of Planned Unit Developments - neighborhoods that combine different residential types, commercial uses and recreational amenities; smaller mixed-use developments, townhome communities, and a few single-family detached housing units.

There are established commercial corridors along MD 198 and MD 175. Arundel Mills, a nearly two million square-foot regional commercial and entertainment center anchors the northeastern part of Region 2.

The Base Realignment and Closure (BRAC) program of 2005, the growth of Cyber Command and Space Force, and the National Security Agency (NSA) Recapitalization Plan at Fort Meade helped and will continue to spur employment in the Region by way of development of National Business Park, an office park that is comprised of large industries and Department of Defense contractors. The NSA Recapitalization/BRAC and expansion of Cyber campus efforts have been ongoing and will continue at least through 2028. The expectation is that it will bring approximately 8,000 existing employees onto the installation from leased space. Fort Meade is expecting about 2,200 new

employees between 2023-2028. Despite this expansion of development, there were and continue to be growing pains. Housing in the area has become unattainable due to costs, traffic congestion continues to get worse due because housing is not in close proximity to commercial and employment areas, and viable public transportation struggles.

This chapter focuses on housing, land use and zoning, transportation, climate change and cultural resources within Region 2.

**"We have an increasing amount of cleared land and unused retail spaces. Please work with developers on redeveloping those areas before cutting down our older trees which help with air quality."**

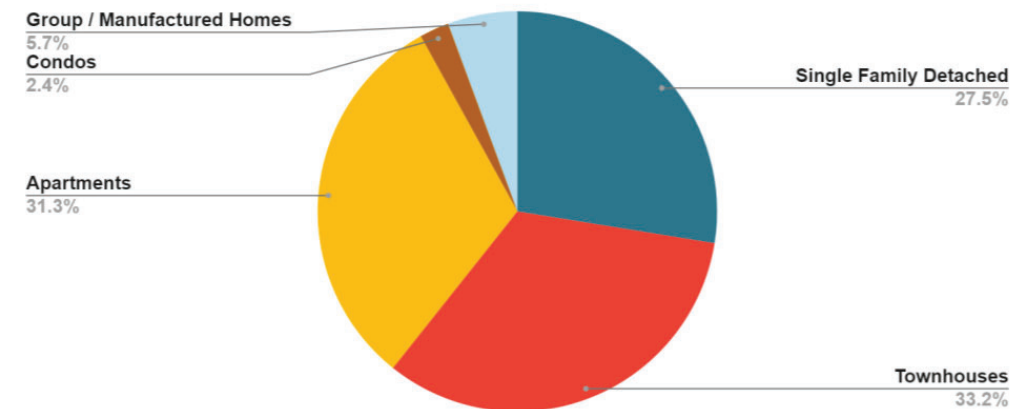
## Housing

The Housing Element of Plan2040 notes that Anne Arundel County's location between large metro areas, coupled with a robust economy, has made the area an attractive suburban market for decades. The Plan sets several general policies that provide a framework on how and where housing can accommodate growth that should occur. In particular:

- **Goal BE5:** Entails focusing growth in identified Growth Areas, which in Region 2 are around Fort Meade and the National Business Park area.
- **Goal BE11:** Calls for a variety of housing types and designs to serve all people's needs and income levels.
- **Goal BE12:** Focuses on accommodating workforce housing needs, particularly in Communities of Opportunity (most of Laurel, Annapolis Junction, and Hanover are within a Community of Opportunity).

Region 2's housing stock tends to be roughly an even mix of apartments, townhouses and single family detached homes. Approximately 60% of housing units are owner-occupied, which is lower than the Countywide rate of 75%, and renters in Region 2 are more likely than owners to be of a minority group. At the same time, home values in Region 2 trend lower than in the County overall. Building permit data show sporadic levels of residential development since 2000, but are showing a leveling out at slightly over 400 units per year since 2017.

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 neighborhoods.



The housing stock in Region 2 consists of an even mix of apartments, townhouses and single family detached homes.

Table 2: Home Value and Rents

	Region 2	Countywide
Median Home Value (2021)	\$360,226	\$389,397
Median Gross Rent (2019)	\$1,942	\$1,663

## 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 duplex homes 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.

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 single family 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



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Opticos Design, Inc.

## Affordable Housing

Housing, particularly housing affordability, has been cited as a key concern among a sizeable number of residents, both Countywide<sup>1</sup> and within Region 2<sup>2</sup>. Housing is generally considered affordable when a household does not pay more than 30% of their income on housing related expenses. When someone or a family pays more than 30% of their income on housing expenses they are 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

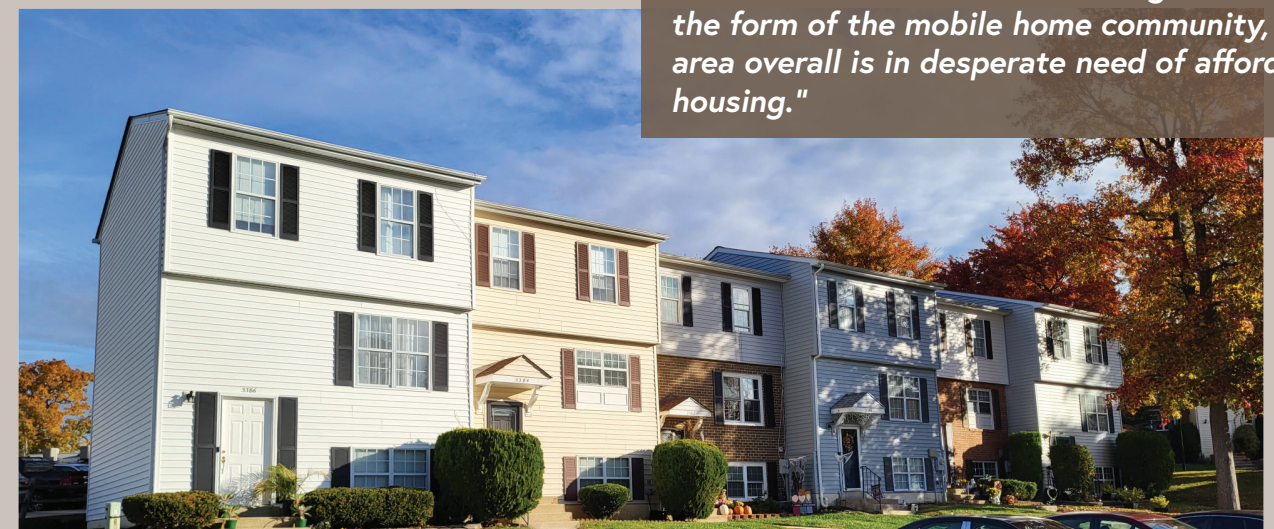
\$116,100. As an example, housing affordable in the County for a family of four in this income range would have a maximum monthly cost between \$1,451 and \$2,903 for a 3 bedroom unit. Median rent for a 3 bedroom unit countywide is \$2,027<sup>3</sup>.

The need for affordable housing, particularly for rental units, is acute. In the County, there is a deficit of about 9,000 housing units for households making 50 percent of AMI. Countywide, 42% of renter households are cost burdened, or pay more than 30% of their income for housing<sup>4</sup>, and the waiting list for households seeking program assistance from the County's Housing Commission is over 28,000<sup>5</sup>. Within the Region, there is a shortfall of at least 3,600<sup>6</sup> affordable housing rental units for current needs, without accounting for growth projections. Affordability for owner-occupied units is also an acute need, with quality of for-sale units being particularly low for the vast majority of units sold under \$320,000<sup>7</sup>.

1 AACO Center for the Study of Local Issues: <https://www2.aacc.edu/csli/AACC-Community-Survey-Spring-2023-Press-Release.pdf>  
2 Region 2 Questionnaire #1: [https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/region-plans/Region\\_2/Region%202%20Community%20Responses.pdf](https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/region-plans/Region_2/Region%202%20Community%20Responses.pdf)

3 ACS 2021  
4 CHAS data from US Dept of HUD: <https://www.huduser.gov/portal/datasets/cp.html#2006-2013>  
5 Presentation from ACDS to SAC  
6 ACS 2021  
7 ACDS

*"There is some affordable housing here in the form of the mobile home community, but area overall is in desperate need of affordable housing."*



## Holding Capacity

During the Region 2 planning process, a residential Holding Capacity analysis was conducted to provide an estimate of the number of additional housing units that could be built under the existing, adopted zoning. 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.
- Plan2040 provides an in-depth description of each step in this process (page 111).

The results of the Region 2 Holding Capacity analysis are shown in Table 3. Growth projections anticipate that Region 2 will steadily add approximately 5,600 new households over the next 20 years. The Holding Capacity analysis indicates that there is not sufficient capacity under the Region's adopted zoning to accommodate this projected household growth for the Region.

In Region 2, there are four Communities of Opportunity located in Laurel, Annapolis Junction, Jessup, and Hanover. Communities of Opportunity are mapped 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.

Table 3: Forecast and Holding Capacity

	Region 2
Household Forecast (Change from 2020 to 2040)	5,635
Holding Capacity Residential Zoning Districts	467
Holding Capacity Non-Residential Zoning Districts	1,830
Total Estimated Holding Capacity	2,297
Difference	-3,338

Notes: These statistics are estimates, not growth targets  
Source: 2021 Holding Capacity Analysis and Round 10 BMC Forecast

## 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

- **Housing affordability for rentals and homeownership.** The housing shortage has driven up the price of rental units and homes, while wages have not kept pace. This makes homeownership difficult for low-income families and young professionals.
- **Development process for affordable housing is very complex.** Coordinating between Federal, State, and local funding and regulatory requirements, such as school vesting, is uniquely challenging for developers providing income-restricted housing.
- **Lack of diversity of workforce housing types.** Nearly 90% of the apartments in the County are one- and two-bedroom apartment units. The shortage of larger rental units combined with those that may be affordable and even vacant may be challenging to find.
- **Housing diversity.** The current subdivision and zoning regulations do not permit Missing Middle housing types in suitable residential areas, which could be one avenue for providing a variety of housing types at different price points.
- **Underdeveloped targeted growth areas.** Only 6% of land in Region 2 supports multifamily housing, and the options for affordable housing development are limited. Several targeted growth areas from the previous master plan never fully

- achieved their potential leaving a deficit of housing in the region.
- **Lack of financial incentives.** Costs of infrastructure improvements often cannot be borne by affordable housing developments. Development impact and connection fees increase the financial infeasibility of affordable housing and other residential projects.

### Opportunities

- **Missing Middle housing.** There is a rising tide of community support for a variety of housing products to be integrated into existing communities.
- **Workforce and affordable housing.** The community recognizes that with the various employment opportunities in the Region, there is an acute need to provide housing that accommodates residents at all income levels.
- **Providing Resources.** Bolster developer interest in producing affordable housing by providing resources.
- **Established workgroups and initiatives.** Workgroups have been established within the County to study the need for and potential legislation to incentivize and require affordable housing and Moderately Priced Dwelling Units (MPDUs) as part of future 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. Within Region 2, the targeted growth areas are primarily Laurel Park, Annapolis Junction, National Business Park, and Arundel Mills. The MD 198 corridor is designated as Critical Corridor given the economic activity and the opportunities to improve safety and mobility. The remainder of the Region, such as the residential neighborhoods, are designated as Neighborhood Preservation.

To highlight changes, the Region 2 Plan amends the Development Policy Area map to adjust the Transit-Oriented Development Policy Area Overlay in Annapolis Junction to include the area bounded by Washington Street, Main Street, Market Place, and the Baltimore Street neighborhood. The Stakeholder Advisory Committee recommended removing the Village Center Overlay from the Jessup area due to recent road expansion improvements and other development that has changed the character of the neighborhood.

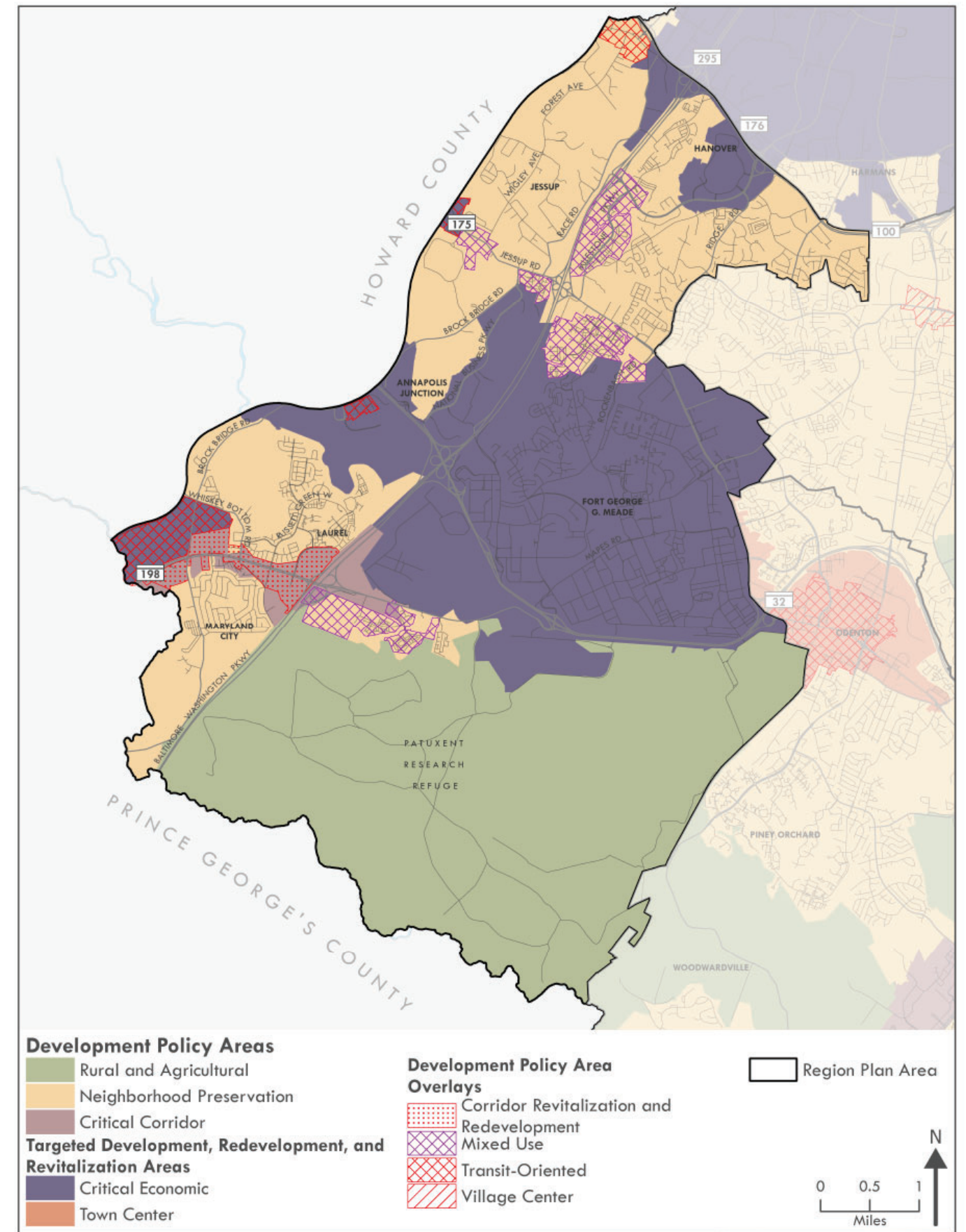
Plan2040's Planned Land Use map guides development patterns based on the Plan2040 vision, goals, and policies, as well as the Development Policy Areas map. The map provides general guidance in the density, character and location of various land uses, and is implemented primarily

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 2 Plan to include recommendations for land use that would amend the Plan2040 Planned Land Use map, and Comprehensive Zoning that would update the Region's zoning to be consistent with the Planned Land Use map.

The Region 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

Figure 5: Development Policy Areas



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 2.

Region 2 is comprised of several Development Policy Area designations (for full definitions see page 38 in **Plan2040 Volume I**):

**Targeted Development, Redevelopment and Revitalization Areas** promote public and private investment in designated Town Centers, Commercial Revitalization Areas and Sustainable Communities.

**Rural and Agricultural Areas** characterized by large-lot residential areas where development is limited to protect rural and agricultural heritage and economy and limit the costly extension of public facilities.

**Neighborhood Preservation Areas** primarily limit new development while promoting public investments in walking and biking infrastructure, parks, and schools.

**Critical Corridor Areas** are developed areas along major roads where redevelopment to improve safety and mobility while preserving adjacent neighborhoods is encouraged.

## New Development Policy Area Overlays

As part of the SAC's review of the Development Policy Areas, they noticed that Commercial Revitalization Areas and existing and planned mixed-use areas were designated as Neighborhood Preservation or Critical Corridor, which are non-targeted growth Development Policy Areas. Identifying Commercial Revitalization Areas and mixed-use areas as non-targeted growth Development Policy Areas is contrary to the County's policy on where development, redevelopment and revitalization are encouraged. However; rather than simply develop a new Development Policy Area, OPZ recommends a new Development Policy Area Overlay be created so the intent of the underlying Development Policy Area is still applicable.

The following are two new Development Policy Area Overlays which will be designated as Targeted Development, Redevelopment and Revitalization Policy Areas (Growth Areas).

**Corridor Revitalization and Redevelopment Overlay:** Applied to only those areas in the County that are designated as a Commercial Revitalization Area per Article 18, Title 14, Subtitle 3 of the Code and are located in a non-targeted growth Development Policy Areas. Commercial revitalization areas improve communities, reduce blighted areas, increase property values, and reduce sprawl by allowing expanded uses and greater development flexibility.

**Mixed-Use Overlay:** Existing (mixed-use zoning districts) or planned (mixed-use planned land use) mixed-use areas located in non-targeted growth Development

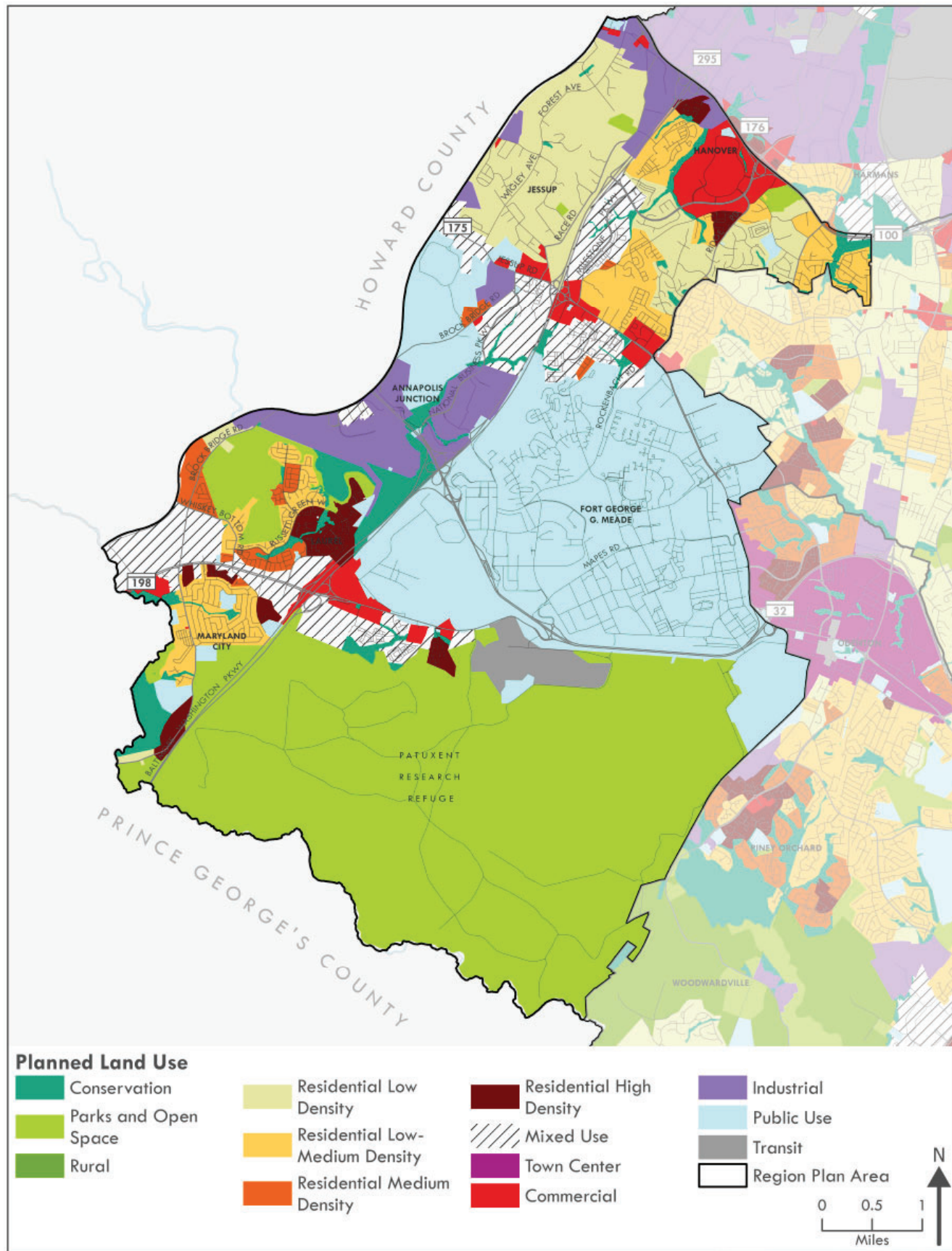
Policy Areas. Generally walkable, vertically or horizontally mixed-use areas that are suburban (townhomes or multifamily) or village-like in character.

## Guidance for future Mixed-Use Zoning Districts

The SAC also discussed areas where mixed-use would address key concerns such as housing affordability and transportation accessibility. However; the SAC agreed that the current mixed-use zoning Code does not adequately reflect their vision and instead chose to identify these areas on the Planned Land Use map and the Development Policy Area and Overlay Map. In addition, they recommended the mixed-use zoning districts of the Code be amended to levels of intensity rather than uses. Plan2040 supports this effort via strategy BE1.1.5 which 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 mixed-use areas. It should also be noted that several existing overlays, such as the Commercial Revitalization Area, allows expanded uses and greater development flexibility in certain zoning districts, thereby making certain zoning districts mixed-use.

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 envisioned mixed-use areas.

Figure 6: Planned Land Use



**Laurel Park:**

Laurel Park, located at the western edge of Region 2, is currently improved with a horse racetrack, stables, training facilities, housing, and grandstand complete with restaurants. The site also includes access to the Laurel Racetrack MARC Station and a series of wetlands bound by the Patuxent River. The MARC Camden Line provides limited scheduled service to the station. The station itself has a low underpass, is not ADA accessible, and the platform is approximately 17-foot by 35-foot.

In 2019, the property owners announced plans to redevelop the property into a mixed-use entertainment destination. However, since that time, the project has stalled and plans are currently on hold. Nonetheless, the SAC recognizes that there is potential for this site to become a transformative asset in the Region.

While the SAC recommended to not change the zoning on the site to ensure horse racing continues as a permitted use, they did recommend that a future mixed-use zoning district should allow high-density residential, commercial, and office uses and greater flexibility of the prescribed ratios of those uses. They recommended the site stay designated as Mixed-Use on the Planned Land Use map and Critical Economic with a Transit-Oriented Overlay on the Development Policy Area map given its potential as an economic driver and proximity to the Laurel Racetrack MARC Train Station.

The SAC also recommended that the Laurel Racetrack MARC Station become a focus of the redevelopment to provide additional mobility options for residents and visitors. The SAC recommended the Patuxent River and wetland complex as environmental

resources should be protected, enhanced, and could even serve as educational and recreational opportunities. Future redevelopment of the site should also provide a robust network of internal and peripheral pedestrian and bicyclist networks to reduce the dependence on vehicles and traffic along MD 198.

**Laurel MD 198 corridor:**

The MD 198 corridor, extending from Laurel Park to approximately Refuge Boulevard, is currently a State highway with various type of uses and intensities - ranging from a large shopping center to blighted hotels to small businesses. The SAC and members of the public shared how the entire corridor needs a facelift and better shopping and dining options. In addition, the corridor also needs additional bicycle and pedestrian amenities to ensure safe and efficient mobility throughout the corridor.

The SAC recommended the corridor not be rezoned to any of the existing mixed-use zoning districts because they do not adequately represent the vision the SAC has for the area. Instead, the SAC recommended a Mixed-Use Planned Land Use for those properties fronting on or in close proximity to MD 198, with the intent that when the mixed use zoning districts are revised, the area could then be rezoned to the new district(s).

The new mixed-use zoning district should allow five- to six-story buildings and encourage redevelopment that promotes additional workforce housing, commercial, and office opportunities while reducing the reliance on vehicles. The SAC stressed that the redevelopment include benches, lighting, landscaping, bicycle parking, and wayfinding signs.

**Annapolis Junction:**

The Annapolis Junction area consists of smaller lots bound by Brock Bridge Road and Dorsey Run Road, and include Washington Street, Main Street, Baltimore Street, and Market Place. The subject area excludes the large office buildings located on Dorsey Run Road.

This Annapolis Junction area includes contractor yards, small offices, and outdoor storage. This area is juxtaposed by the mixed-use development to the west, across the train tracks, in Howard County. The area is served by the Savage MARC Train Station which has regular scheduled service. There is only one road, Brock Bridge Road, that serves the location and is used by heavy trucks accessing an industrial-scale outdoor aggregate and stone storage facility at the northern end of the site.

The SAC agreed that given the proximity to the Savage MARC Station, this area has the potential to redevelop into the same type of mixed-use, transit-oriented development across the train tracks in Howard County. To help spur redevelopment in the short-term, the SAC recommended to rezone this area to MXD-T, the mixed-use zoning district



that allows the highest residential density. The SAC envisions the area providing a moderate amount of retail to serve the local residents and a lesser amount of office given the constraints of the site.

The SAC recognizes that the presence of an intense industrial use could hamper redevelopment efforts, but recommended that the County and State partner to identify options to connect the southern section of Brock Bridge Road to the northern section of Brock Bridge Road, or other opportunities to create more connectivity.

**Jessup MARC Station:**

The Jessup MARC Station is located at the western terminus of Old Jessup Road, a narrow local road. The station is served regularly by one inbound and one outbound train. The surrounding area is mostly industrial, though there is small unprogrammed park to the south and east.

The SAC agreed that this train station is not being used to its highest potential and envisions the area being redeveloped into a small scale (two- to three-story buildings) transit-oriented development. The SAC recommended to not change the zoning since the current zoning districts did not adequately reflect the type of development they envision for this area.

Any future zoning changes for this location should allow for small-scale transit-oriented development and recognize the site constraints such as limited access and land for redevelopment.

**Jessup MD 175 corridor:**

The SAC agreed that the MD 175 corridor stretching from the Jessup MARC Station

to the Jessup Elementary School has the long-term potential to become a small scale mixed-use area. Similar to other future mixed-use areas, the SAC recommended not changing the zoning until a mixed-use zoning district is created that can adequately address and ensure that future development does not adversely impact the surrounding low-density residential neighborhoods and MD 175, which is a two-lane road.

This small-scale mixed-use area is envisioned to be two- to three-stories in height and allow for residential, commercial, and office uses. Automobile-dominated uses, such as gas stations and drive-through restaurants, are discouraged. In addition, bicycle and pedestrian amenities should be provided to help connect individuals to other areas in the Jessup area efficiently and safely.

**Dorsey MARC Station:**

The Dorsey MARC Station, not technically in Anne Arundel County, is located in Howard County and is roughly 600 feet in a straight line to the north by distance, but is considerably farther by vehicle, on foot, or by bicycle. In addition, the properties surrounding the station are not conducive to vehicular or pedestrian connections. The properties in Anne Arundel County closest to the Dorsey MARC Station are owned by the Maryland Aviation Administration and are encumbered by wetlands and the airport noise zone (65 Ldn). Nonetheless, the SAC agreed that Anne Arundel County and Howard County should collaborate in identifying solutions for greater connectivity to the Dorsey MARC Station. At this time, the SAC agreed to recommend the zoning be maintained and the Planned Land Use to reflect the current uses, as

well as maintaining the Transit-Oriented Development Policy Overlay with the vision that the character of the area changes and would then facilitate mixed-use development.

**"Create more walkable/biking links between commercial areas like Corridor Marketplace and the Watershed developments to the East. Sidewalks on at least one side."**



## 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 2:

### Challenges

- **Planned Land Use imbalance.** Most of Region 2 is a targeted growth area, yet nearly 20% of the land is designated as Low Density Residential. Only 6% of the area's acreage is designated as Medium- and High-Density Residential.
- **Single-use dominant.** Half of Region 2's acreage (49%) outside of Fort Meade and the Patuxent Research Refuge is zoned residential, and only 10% is zoned Mixed-Use (note that this does not take into account any overlays, such as BRAC mixed-use development). Most of the existing residential zoning is designated as R1.
- **Industrial and Secure Office demand.** Given the Region's proximity to metropolitan areas, major highway networks, and Fort Meade and the National Security Agency, there is demand for non-residential uses that are not complementary to walkable, mixed-used areas.
- **Federal and non-County lands.** Roughly 60% of the land in Region 2 is owned by the Federal government or other public entities. These entities are not subject to the County's requirements, which can make it difficult to fulfill the community's vision.

### Opportunities

- **Transit-Oriented Development.** The Region has direct access to three rail stations, and two more are in close proximity. Development at or near rail stations can typically support walkability, a mix of uses and potentially reduce vehicular traffic.
- **Limited amount of land.** The lack of greenfields and other available land may force the redevelopment or adaptive reuse of underutilized properties and buildings to higher and better uses.
- **Desire for Smart Growth.** Residents desire more housing options, better goods and services, and community amenities comparable to other Regions in the County. Their ideas for the future can be accomplished through a variety of Smart Growth techniques.

## Transportation

With Goal BE15, 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 2 corridors, particularly MD 32 and MD 295.

Within the Region 2 road network, MD 295/Baltimore Washington Parkway acts as the spine and MD 198, MD 32, and MD 175 convey motorists to the eastern and western portions of the Region. The area's bicycle network is much less comprehensive, though various County plans, such as the Walk and Roll Anne Arundel! plan recommends a shared-use path (SUP) on Annapolis Road between the Baltimore Washington Parkway and Rae Road and Clark Road. Region 2 is served by various modes of public transportation - MARC train Penn line, and buses operated by the Regional Transportation Agency of Central Maryland and the County which connect riders to Baltimore, Washington D.C., Towne Centre Laurel, Arundel Mills, National Business Parkway, Fort Meade, and the Odenton (MARC train Penn Line).

With Fort Meade as the State's largest employer, Region 2 receives an influx of commuters. Of the approximately 17,000 residents of Region 2 that are employed, only 1,000 or 6%, live and work in the region, meaning nearly 16,000 workers commute out of the Region. In addition,

approximately 28,000 workers commute to the region. Note: these figures are from the second quarter of 2019, pre-pandemic, meaning that commuter patterns may have changed. However; given that a majority of jobs are service-oriented or require a secure network, there may not be a significant difference in those employees who have the option of telework.

There are also equity challenges in access to safe and reliable transportation, and it will be vital to provide reliable and practical transit amenities and connections for everyone, especially autoless households. Region 2 residents, visitors, and employees are coming from various other jurisdictions with their own transit systems which can make seamless service provision more challenging, underscoring the importance of ongoing coordination and communication by all agencies involved in mobility.

Figure 7: Road Network (Functional Classification)

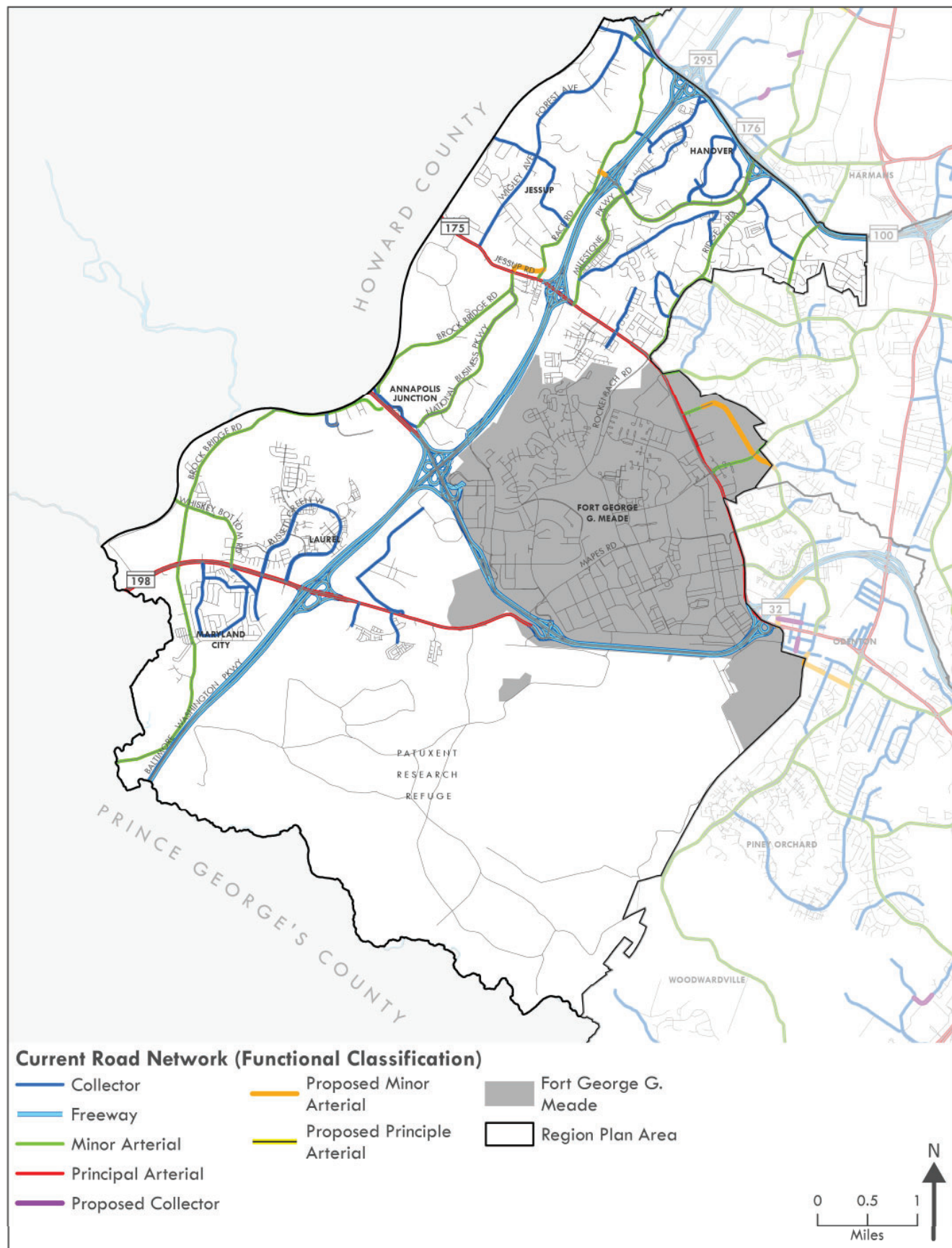


Figure 8: Bicycle/Pedestrian Network

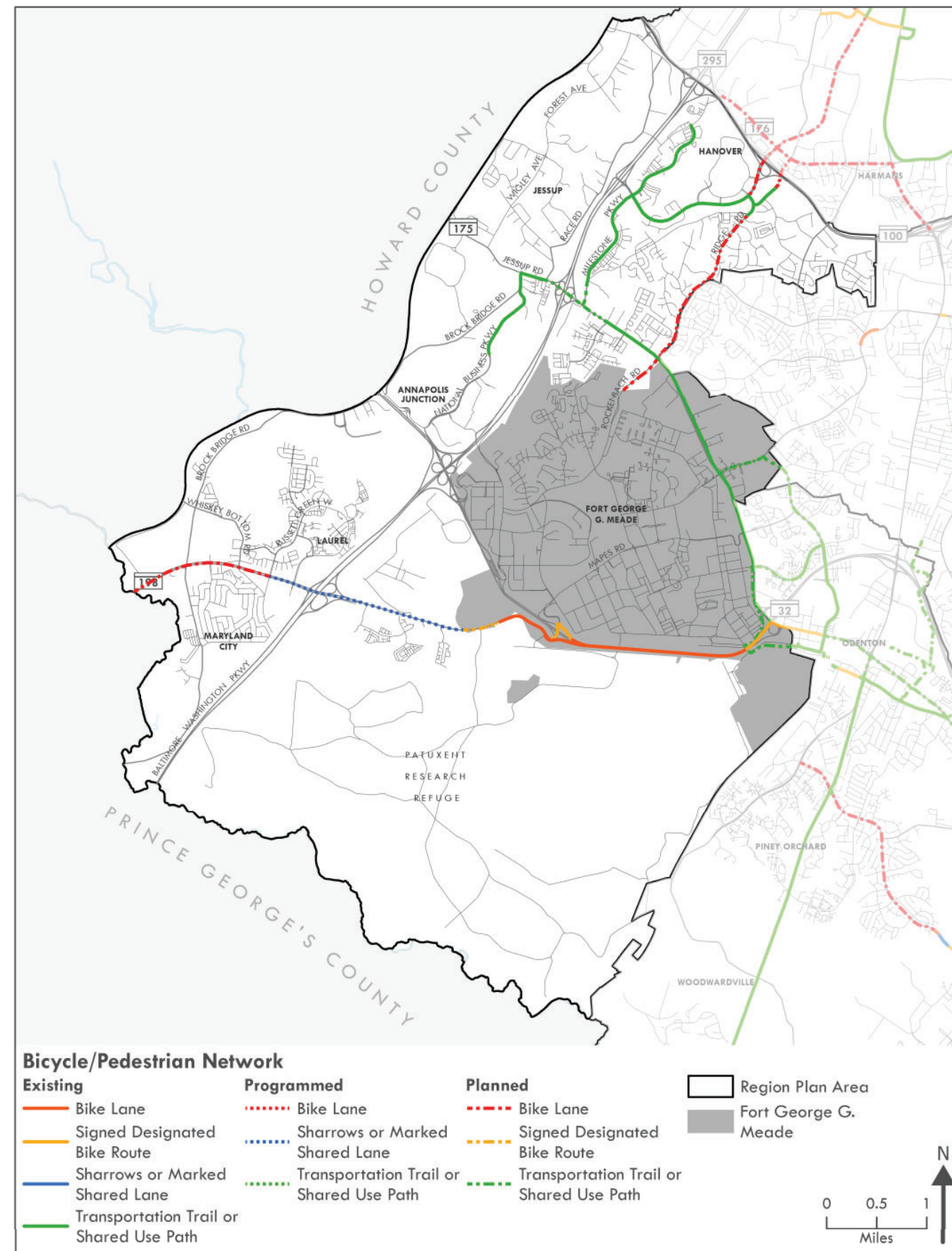
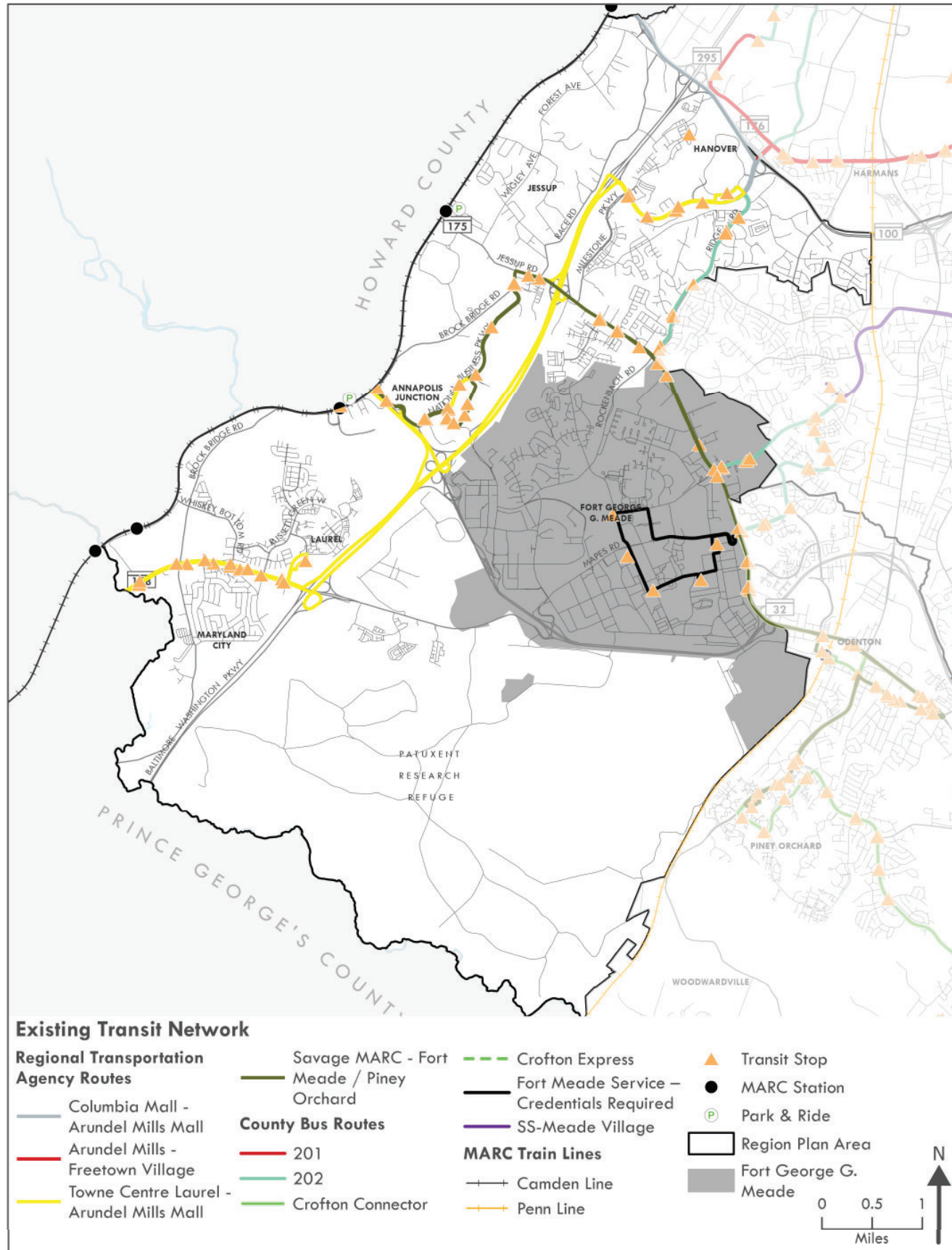


Figure 9: Existing Transit Network



Public input throughout the Region Plan process underscored these and many other issues. Concerns with traffic congestion are ubiquitous throughout the County, but comments within Region 2 often expressed concern with the impact of growth on ongoing roadway congestion. Input also stressed the need for further investment in building out a complete bicycle and pedestrian network, as well as ensuring that development patterns promote walkability and less reliance on the automobile.

## Challenges and Opportunities for Transportation



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

### Challenges

- **Intense traffic congestion.** A high proportion of people who work in Region 2 commute to the area by car. Congestion is especially significant on MD 175 and MD 32 around Fort Meade, in addition to arterial roads such as Brock Bridge Road, Whiskey Bottom Road, and National Business Parkway.
- **Speeding in residential neighborhoods.** Residents perceive that speeding has worsened in recent years and seek enforcement of safe speeds, traffic calming, and traffic diversion away from homes.
- **Extremely limited public**

**transportation.** There are no east-west transit routes in Region 2. Transit connections to destinations outside of the Region – such as Columbia, Baltimore City, and Washington, DC – are nonexistent. Higher-need communities, such as parts of Maryland City and Laurel – have no transit connection to Annapolis and Glen Burnie, where the County's only federally qualified health centers and government service centers are located.

- **Inadequate transit facilities.** MARC train station facilities need significant improvements to not only support current and future capacity, but to facilitate a safe and welcoming environment. Bus stops may also need additional facilities such as shelters and route information.
- **Disconnected sidewalk network.** There are significant gaps in the sidewalk system throughout Region 2, limiting safe mobility throughout neighborhoods and to area activity centers.
- **Unsafe routes to school.** Throughout Region 2, children lack safe places to wait for school buses. Even in residential developments with adjacent school bus stops, walking paths to the stops are frequently unprotected, and stops are often unmarked and located on high-speed roads.

Opportunities

- **Transit service to jobs and service centers.** As employment centers grow, a critical mass of commuters may be enough to support better transit connections for workers and residents to Fort Meade, National Business Park, BWI, Baltimore City, Washington, DC, Annapolis, Glen Burnie.
- **Bicycle and pedestrian connections.** The County now requires that all modes of transportation, not just motorized vehicles, are equally considered when creating the road and site design during the private development process. Walk & Roll Anne Arundel! identifies specific locations for public investment.
- **Trail connections.** Walk & Roll Anne Arundel! has also identified opportunities to connect to shared-use paths and hiker/biker trails, such as the BWI Trail, WB&A Trail, and MD 175 Trail.
- **Public-private sidewalk development.** Updates to the County Code can help support sidewalk connections from planned communities into the surrounding areas as part of the development process.

Climate Change and Sea-Level Rise

The impacts of climate change are becoming more and more apparent in Anne Arundel County. The County experiences more inland nuisance flooding related to heavier precipitation events and increased heat waves contributing to more days above 90 degrees through the year.

These impacts have been documented in a number of studies. The 2030 Maryland Greenhouse Gas Reduction Act Plan produced by the Maryland Commission on Climate Change provides a concise summary of studies of impacts and future climate projections. Impacts to be expected in the Region include:

- Impacts on inland water quality that may change the viable uses of surface water, such as for irrigation, recreation, or human consumption.
- More frequent disruption to urban infrastructure caused by extreme weather events.
- Common stressors experienced among ecosystems, agriculture, and forestry such as those caused by general changes in temperature and precipitation; increased extreme weather events; and increased pressures from weeds, diseases, and pests.
- Human health issues, including those affected by impacts on food and water supply, air quality and extreme weather events.
- A higher probability of negative outcomes for disadvantaged communities and individuals<sup>8</sup>.

<sup>8</sup> 2030 Greenhouse Gas Emission Reduction Act. ES.2 Climate Change and the Cost of Inaction in Maryland

Cultural Resources

Like much of Anne Arundel County, the Region 2 planning area was a productive farming region throughout much of its history. The railroad industry made a major impact during the 19th century, followed by construction of the Maryland House of Corrections, Laurel Park, Fort Meade, the National Security Agency and the Baltimore-Washington Parkway. These developments, as well as suburban expansion of Baltimore and Washington, D. C., have transformed the area from a once expansive farmland region interspersed with the small villages of Annapolis Junction and Jessup, to a business, residential, governmental, and industrial center in the county.

Plan2040, under Goal BE14, establishes several policies to promote stronger protection for historic and archeological resources, increase the understanding and appreciation of the County's history and preservation, and promote the stewardship of historic resources.

The Cultural Resources Section in 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. 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
- Cemeteries, & Lost Places
- Horses, Boats, Trains, Cars, & Planes: Transportation in AACo
- A Diverse Melting Pot: Immigration & Migration

On April 8, 2021, the Annapolis, London Town, and South County Heritage Area's (ALTSCHA) boundary amendment was approved by the Maryland Heritage Areas Authority (MHAA). This amendment expanded the boundary of the former Four Rivers Heritage Area. The goal of the expansion was to provide additional heritage experiences that include historical, cultural, and natural resources that exist beyond the original heritage area boundary and to support partners of these resources

that need the tools and services that MHAA offers. New experiences include a North County African American Heritage Trail, twelve standalone heritage sites, two recreational trails, and natural resource clusters, for example. To reflect the new boundary, the heritage area was renamed and is now known as the Chesapeake Crossroads Heritage Area. Table 4 provides an overview of the documented historic resources within Region 2.

**CHESAPEAKE CROSSROADS HERITAGE AREA BOUNDARY EXPANSION**

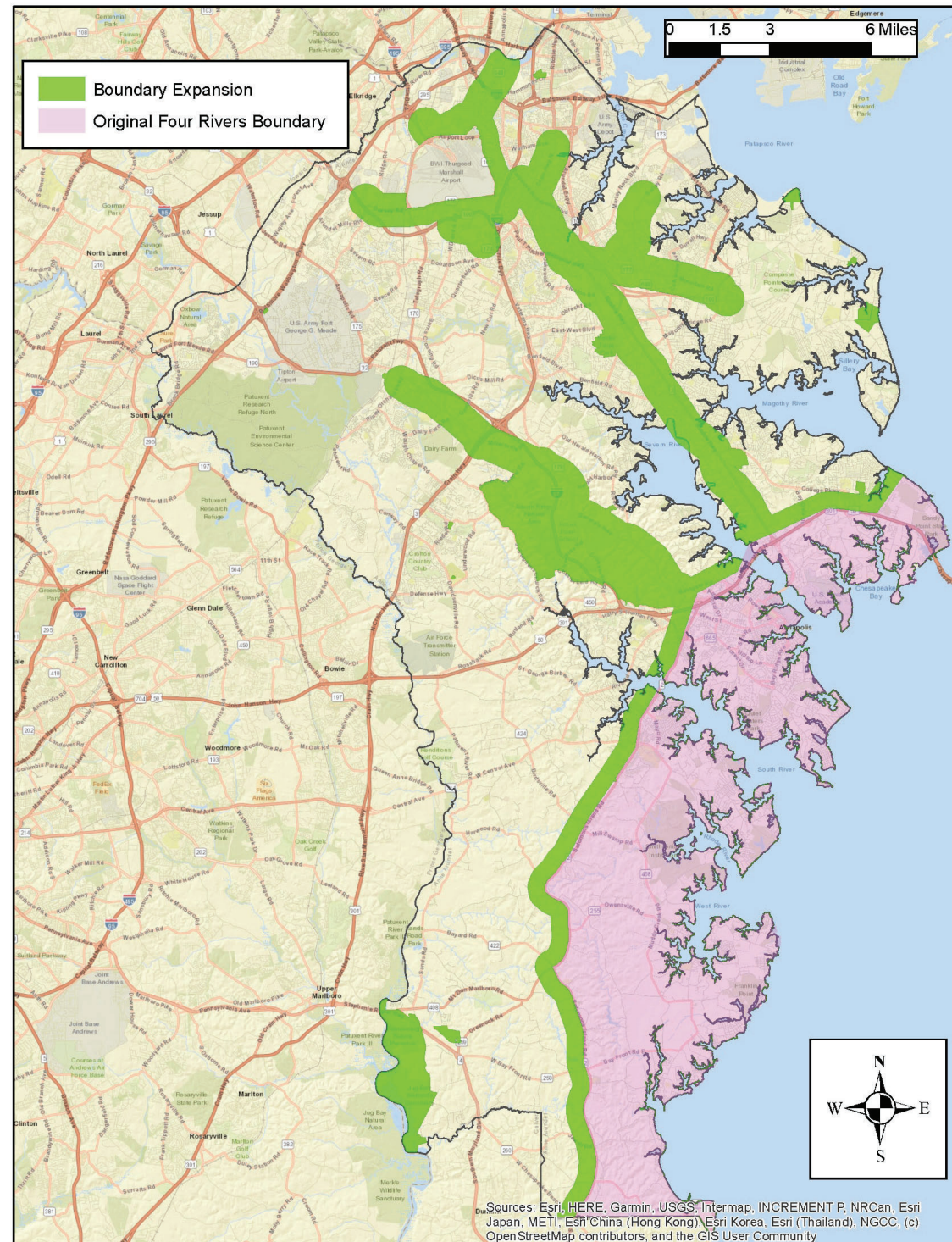


Table 4: Historic Resources in Region 2

Resource Type	Number of Recorded Resources
Historic Buildings and Districts	110
Archeology Sites	169
Historic Cemeteries	41
Scenic and Historic Roads	2 (6.23 miles (2.63%))
Preservation Easements	9

(\*) Five are for historic structures; 6 are for archaeological or cemetery resources

**Challenges and Opportunities for Cultural Resources**

The following are the key challenges and opportunities facing the preservation of the remaining cultural resources in Region 2:

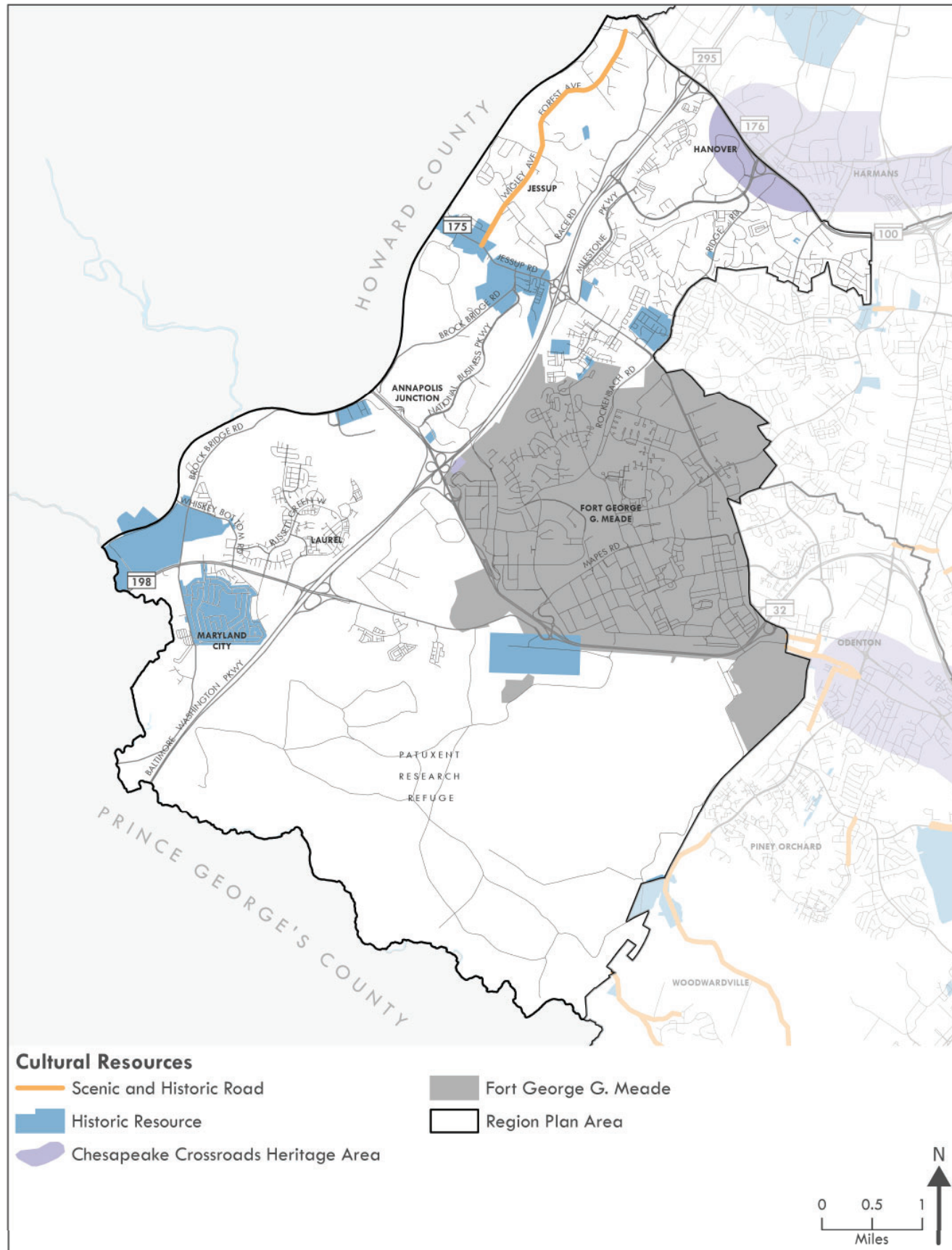
**Challenges**

- **County Code.** Limited protections in County Code adversely impact Historic Resources with loss of historic integrity or destruction.
- **County Inventory of Historic Resources.** 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.
- **Scenic and historic roads.** The Code is outdated, inconsistent, and inadequate in the designation and protection of scenic and historic roads.
- **Cemeteries.** Historic cemeteries are neglected, in disrepair, and being actively vandalized amid a lack of legal protections.

**Opportunities**

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

Figure 10: Cultural 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 2. 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:

Public input during the Region 2 planning process elicited various responses related to community services, particularly in the following areas:

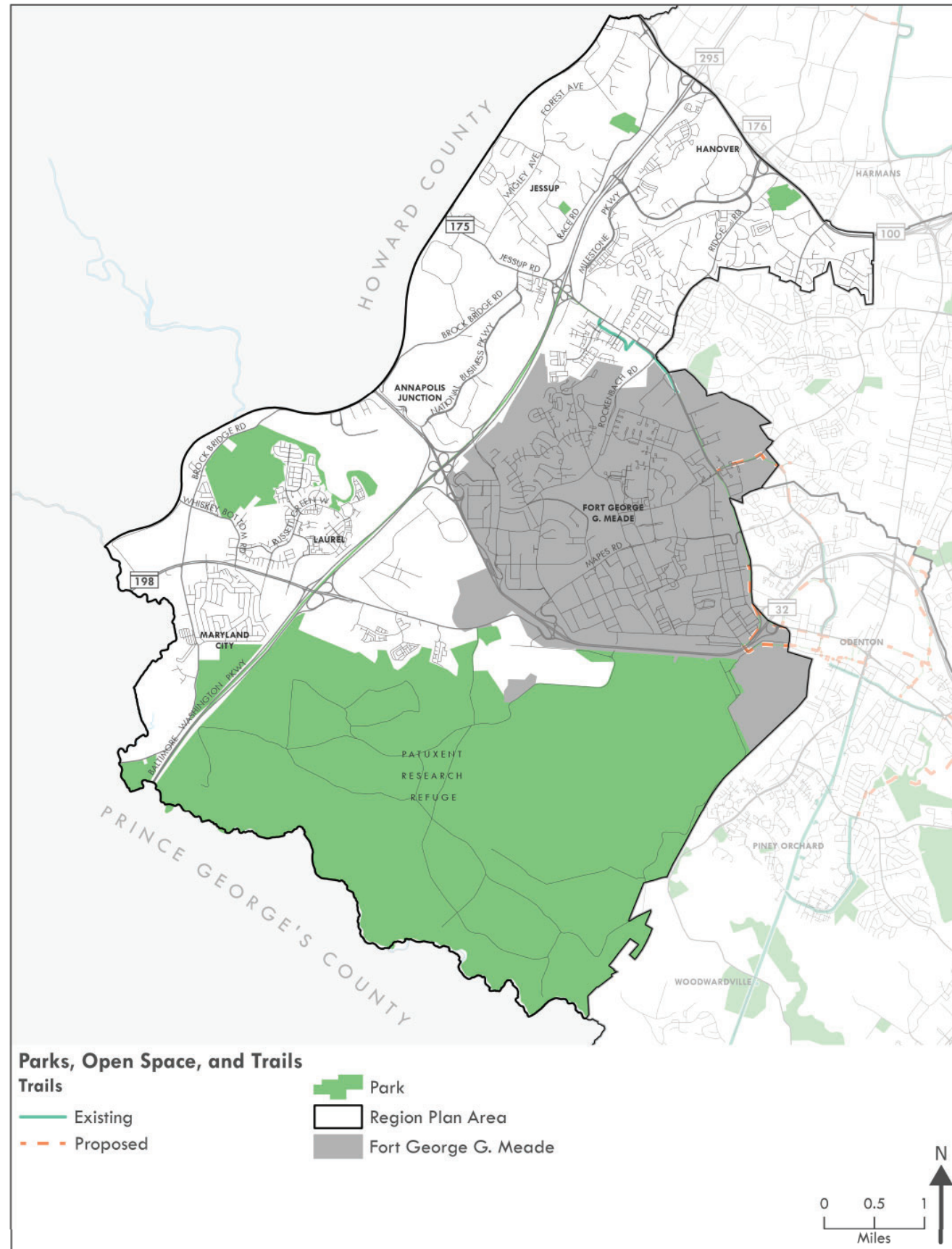
- **Goal HC1:** Focuses on community facilities to meet the needs of all residents,
- **Goals HC2, HC3 and HC4:** Call for quality and equity in education and educational resources for all,
- **Goals HC5 and HC6:** Emphasize ensuring services and facilities are available and accessible to everyone, including older adults and individuals with disabilities,
- **Goal HC7:** Is centered on food access,
- **Goal HC8:** Focuses on providing diverse recreational facilities and programs that are accessible to all residents,
- **Goal HC9:** Addresses solid waste and recycling, and
- **Goal HC10:** Calls for quality emergency services.

- There is a strong desire for more community amenities, such as public parks, gathering spaces, and activities for all ages.
- Educational quality, lack of reinvestment in existing schools, facility condition, and addressing school capacity in the Region are key concerns.
- Utilizing County-owned property for public uses could address the shortfall of community amenities.

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



Figure 11: Parks, Open Space, and Trails



## Recreation and Park Facilities

The Department of Recreation and Parks (DRP) manages ten County parks, such as Maryland City Park and Jessup Park; and 12 school parks in Region 2.

DRP prepares the Land Preservation, Parks and Recreation Plan (LPPRP) every five years to inventory the supply of park facilities in the County; analyze these areas to understand demand, need, and equitable access; and prioritize recommendations, including for accessibility improvements, to increase supply and maintain or upgrade facilities. The equity analysis from the 2022 LPPRP includes a proximity analysis that compares the location of the County's park and recreation facilities to the distribution of its population and an equity analysis that evaluates the degree to which parks and recreation facilities are accessible to populations that are typically underserved by such resources, including areas of high population density, high concentrations of poverty, and high concentrations of children. Relative to Region 2; Laurel, Maryland City, and Hanover have significant park equity issues. However; Region 2 is one of the few areas of the County with significant opportunities for park acquisition and DRP is working to acquire land adjacent to Jessup Park, and to develop a passive park at Jessup Elementary.

*"Vacant, wooded land owned by Anne Arundel County Schools. Imagine a community park from here to the new school!" - Community Member*

DRP also has a goal of developing a recreation center in Maryland City and a West County athletic complex with multipurpose fields, as well as developing small community parks throughout West County. In addition to capital projects, DRP recognizes and embraces the value of providing, enhancing, and maintaining park and recreational programming that offers a wide variety of both active recreational experiences, primarily through individual and team sports and fitness, and diverse passive recreational opportunities including preserved natural, cultural, and historic areas and community social and gathering spaces for all ages.

The Patuxent Research Refuge, the only U.S. Fish and Wildlife Service refuge established to support conservation research and habitat management, also has several recreation opportunities such as hiking, biking, and birding. The Refuge is split into two tracts, the approximately 8,500-acre North Tract is located in Anne Arundel County and the South Tract is located in Prince George's County. In Region 2 access is limited to one entrance located on MD 198. Visitors must also stay on roads and trails due to active nearby gun ranges and the risk of unexploded ordnance.

*"I absolutely love North Tract [Patuxent Research Refuge]. It could be a wonderful resource, if further developed for our schools - they could have an outdoor education center like the one at Millers Landing (Arlington Echo) - where kids could go overnight camping and on hikes. A mountain biking trail could be developed like the one at Bacon Ridge Park off Hawkins Road in Anne Arundel County." - Community Member*

## Health, Aging, and Disabilities

The built environment has a direct connection to public health, including water quality, adult and childhood obesity, inactivity, cancer and respiratory problems. The Department of Health (DOH) manages community, school, behavioral and environmental health programs and initiatives that are critical to chronic disease prevention and safety. DOH also provides various other health-related services such as environmental programs (well and septic approvals, residential inspections, and food service licensing and inspection) and healthy living outreach. The DOH tracks various indicators of health, including median income, access to parks and greenways, and walkability.

The majority of Region 2 residents are in the middle-income bracket, but some of the lowest income levels in the County occur in pockets of Maryland City and Laurel. It's within these neighborhoods where up to 10% of the population use Supplemental Nutrition Assistance Program to afford food. DOH notes that there are significant challenges to accessing healthy foods, partially due to limited public transportation availability. Hence, DOH works to support land use policies that promote better community health outcomes, such as the expansion of pedestrian and bicycle networks and facilities, enhanced transit and mobility access, expanded acceptance of food and nutrition benefits at farmers markets, community gardens and Countywide food policy.

The Department of Aging and Disabilities (DOAD) administers a wide range of services to older adults, individuals with

disabilities, caregivers, and veterans in the County. Many of these programs assist residents to live independently in their homes, age in place, remain socially and civically engaged, and maintain optimal physical and mental health. Region 2 has over 9,000 older adults (about 20% of the population of Region 2) facing various challenges in the Region, including access to senior activity centers of which there are none located in Region 2, geriatric mental health services, and facilities which are primarily located in Glen Burnie and Annapolis; market-rate housing and community-based assisted living facilities, particularly for four to 16-bed facilities; and safe transportation options, including bicycle and pedestrian linkages and accessible transit.

## Public Schools

Region 2 is entirely within the Meade feeder district of the Anne Arundel County Public Schools. Anne Arundel County Public Schools (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. Based on the July 2023 Educational Facilities Master Plan, current enrollments in elementary schools are below state-rated capacity limits, but there are projected capacity issues at the Maryland City Elementary School by 2032. There are no capacity issues, current or projected at MacArthur Middle School, Meade Middle School, and Meade High School. To mitigate any future capacity issues, there is a Board of Education parcel of land in the Russett community that has the potential to be a middle or high school site.

## The Relationship between Adequate Public Facilities for Schools and Development

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 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. 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, residential projects within the Parole Town Center (under certain conditions), or projects funded in part by low income tax credits.

From 2002 to 2022, an average of 11,616 vacant seats existed annually throughout the entire school system. Over 16,000 seats were vacant in 2022. 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

### Library Facilities and Services

Region 2 is entirely within the Western Library Region, and there is one library within the Region: Maryland City at Russett. The Severn Library and the Odenton Library also serve the Region 2 area, but are located in Region 3 and Region 5 respectively. Overall, there is 0.52 square feet of library space per capita in the Region, which slightly exceeds the goal of 0.5 square feet per capita. 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.



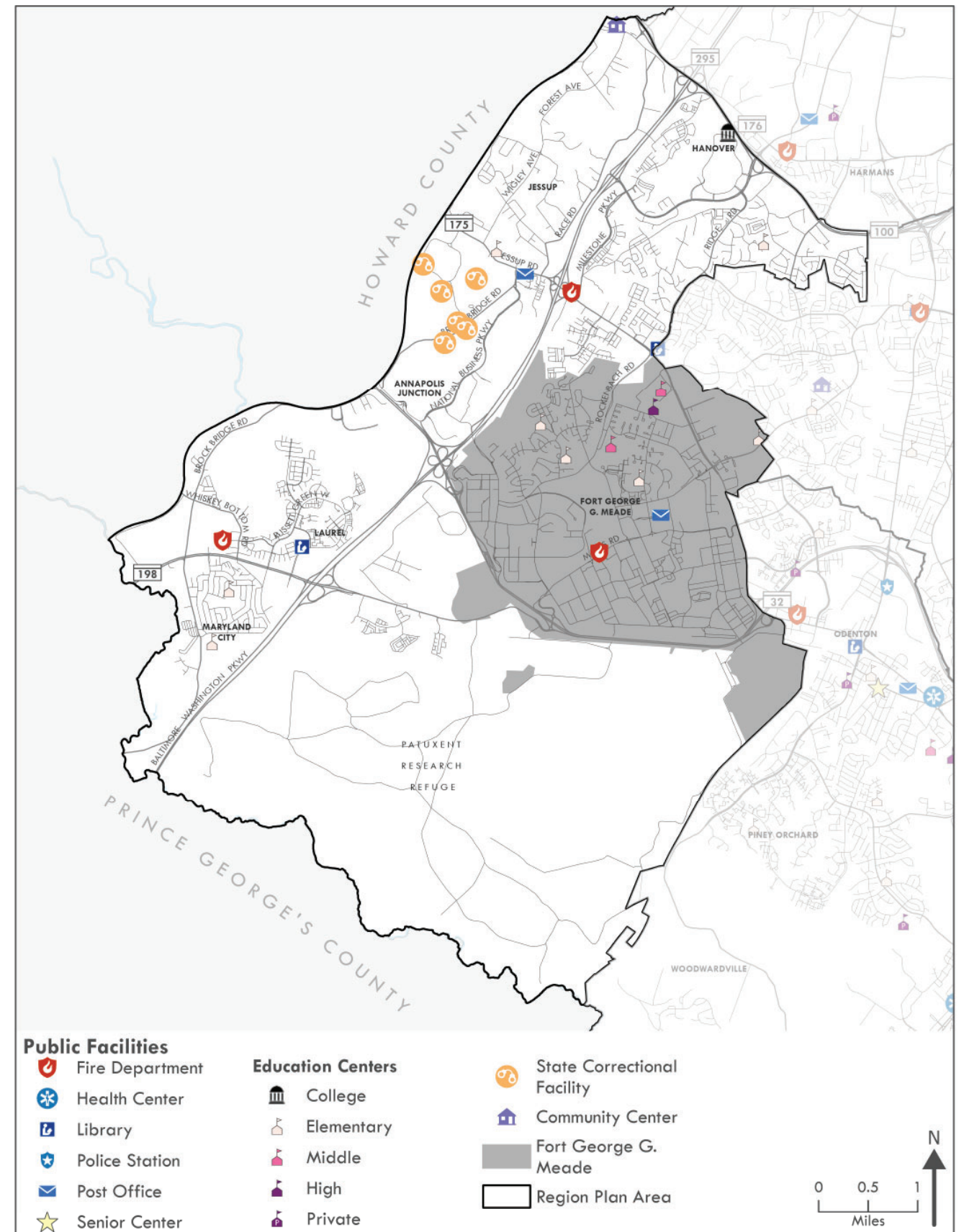
### Public Safety Services and Facilities

Region 2 falls within the Western Police District. Average response times for County Police have decreased slightly from 2018 and 2021 to just over four 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.

There are two fire companies within Region 2: Fire Company 27 - Maryland City and Fire Company 29 - Jessup. The Region is also served by one mutual aid station, Station 45 - Fort Meade. Response times within Region 2 were just under six 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 flooding, erosion, drought, and extreme heat. DPW is also conducting a Countywide Roadway Vulnerability Study to inform mitigation and response measures.

Figure 12: Schools and Public Facilities



# Challenges and Opportunities for Healthy Communities



## Challenges

- **Park and recreation equity and access.** County analysis shows that parts of Laurel and Maryland City do not have equitable access to public parks and recreation opportunities for all ages. Growth throughout the Region points to an acute need for more land acquisition, park development, recreational programs, and increased opportunities for access.
- **School quality.** Perceptions of school quality at the Meade cluster discourage families with school-aged children from living or staying in Region 2. School quality also affects the willingness of new businesses to invest in the area.
- **School capacity.** Community members desire a new elementary school and a new high school in order to meet current capacity needs and anticipated growth. Without added school capacity via new construction or redistricting, residents worry that education will decline. Additionally, school capacity affects the pace of development, and developers may struggle to meet the Region's housing needs without added capacity.
- **County investments in schools.** Residents perceive that school investments in Region 2 are not equitably paced in comparison to the other regions.

## Opportunities

- **Community support for land acquisition for parks.** Community members strongly support County acquisition of land for large new parks in Jessup and Hanover, and smaller community parks throughout Maryland City and Laurel.
- **County-owned land.** Publicly owned lands, including portions of properties currently held by the Board of Education and Department of Public Works, could provide additional recreational facilities
- **Culturally relevant park programming.** Region 2's older adults and Latino population could benefit from new investments in culturally relevant engagement, programming, and educational opportunities.
- **Fiscal and legislative tools.** The County's Adequate Public Facilities-Schools workgroup recommended the County update the current adequate public facilities ordinance for public schools using the 2020-2024 Montgomery County, MD Growth and Infrastructure Policy for Schools as a model. There is also a workgroup tasked with re-evaluating the impact fee schedule to ensure the impact of development adequately offsets the financial impact to schools.
- **County libraries.** AACPL will be updating their facilities master plan in 2023. There has been discussion of investments in each of the libraries and how they can be a better resource for residents in the area.

**"Region 2 is situated in a great location that is midway between Baltimore and D.C. with great shopping, dining, entertainment, and recreational options." - Community Member**

# Introduction

Region 2 is an economic hub that is home to critical Statewide and National assets including Fort Meade, National Business Park, Arundel Mills Mall, Maryland Live! Casino, Laurel Park, and multiple Maryland Area Rail Commuter (MARC) transit stops. With access to major highways, such as The Baltimore-Washington Parkway, MD 32, and MD 100, the area has seen an influx of commercial and industrial market growth and investment.

Below are relevant goals from Plan2040:

- **Goal HE1:** Promote economic development that supports smart growth and provides opportunities for all County residents.
- **Goal HE2:** Enhance commercial hubs and corridors to create thriving and attractive centers that serve both local communities and regional needs.
- **Goal HE3:** 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.

The Region provides approximately 30,000 jobs ranging from scientific and technical, retail and wholesale trade, construction, manufacturing, to accommodation and food services. Despite the job market and employment types, approximately 6% of residents live and work in Region 2<sup>1</sup>. This contributes to an overall reduction in a live, work, and play modal as community members need to rely more heavily on transportation to reach destinations and employment centers.

Currently, there are approximately 10.1 million square feet of industrial or commercial space in Region 2. Amongst all types of those uses, retail and office are the most common in the Region. The development and redevelopment of these properties, such as at National Business Park or along MD 198, have allowed the regional economy to grow and support not only the community by creating attractive commercial centers but also tax revenue that will help further County programs and

<sup>1</sup> U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (2020).

Region 2 - Industrial & Commercial Properties

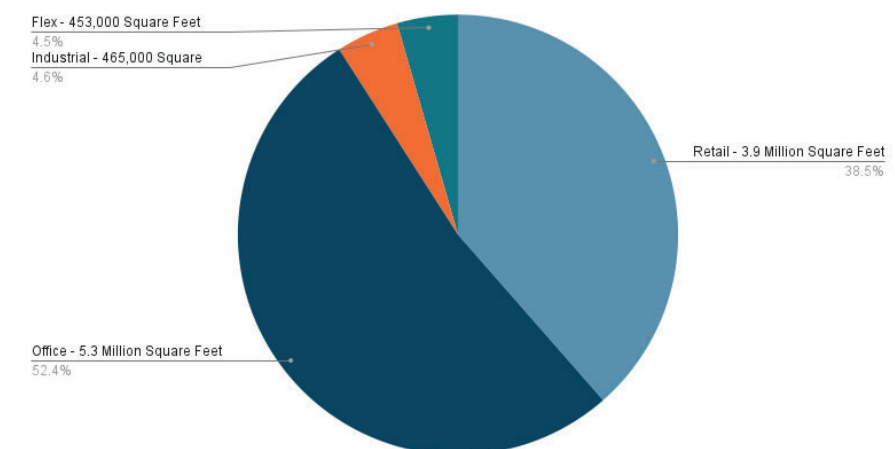


Table 5: Commercial Space Region 2

Retail	Office	Industrial	Flex
104 Properties	54 Properties	22 Properties	9 Properties
3.9 Million SF	5.3 Million SF	465,000 SF	453,000 SF
4.7% Vacancy Rate	8.3% Vacancy Rate	3.2% Vacancy Rate	1.6% Vacancy Rate
\$27.23 Market Rent per SF	\$34.02 Market Rent per SF	\$10.54 Market Rent per SF	\$15.94 Market Rent per SF
\$235 Market Sale Price per SF	\$265 Market Sale Price per SF	\$155 Market Sale Price per SF	\$173 Market Sale price per SF

goals. The approximation of Region 2 jobs does not take into account the estimated 64,000 employees at U.S. Army Base Fort Meade, of which the vast majority commute to work from outside the installation. The Post estimates that about 25,600 County residents commute to the post every day. Fort Meade is the second largest Army installation by population in the United States. As the largest employer in the State of Maryland, Fort Meade is attributed by the State's economic impact data as being a significant driver of economic growth generating \$22.3 billion in economic activity or approximately 5% of the State's gross domestic product (GDP). Additionally, Fort Meade advocates for public improvements, such as roads, to offset the impact of the

installation on the Region.

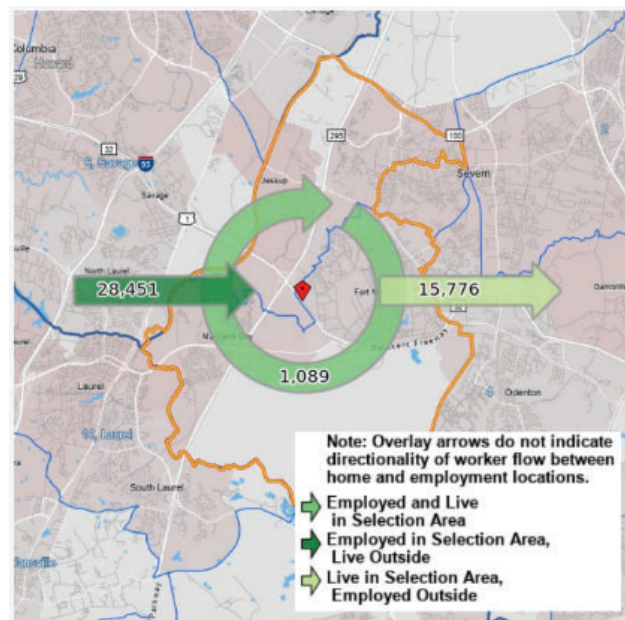
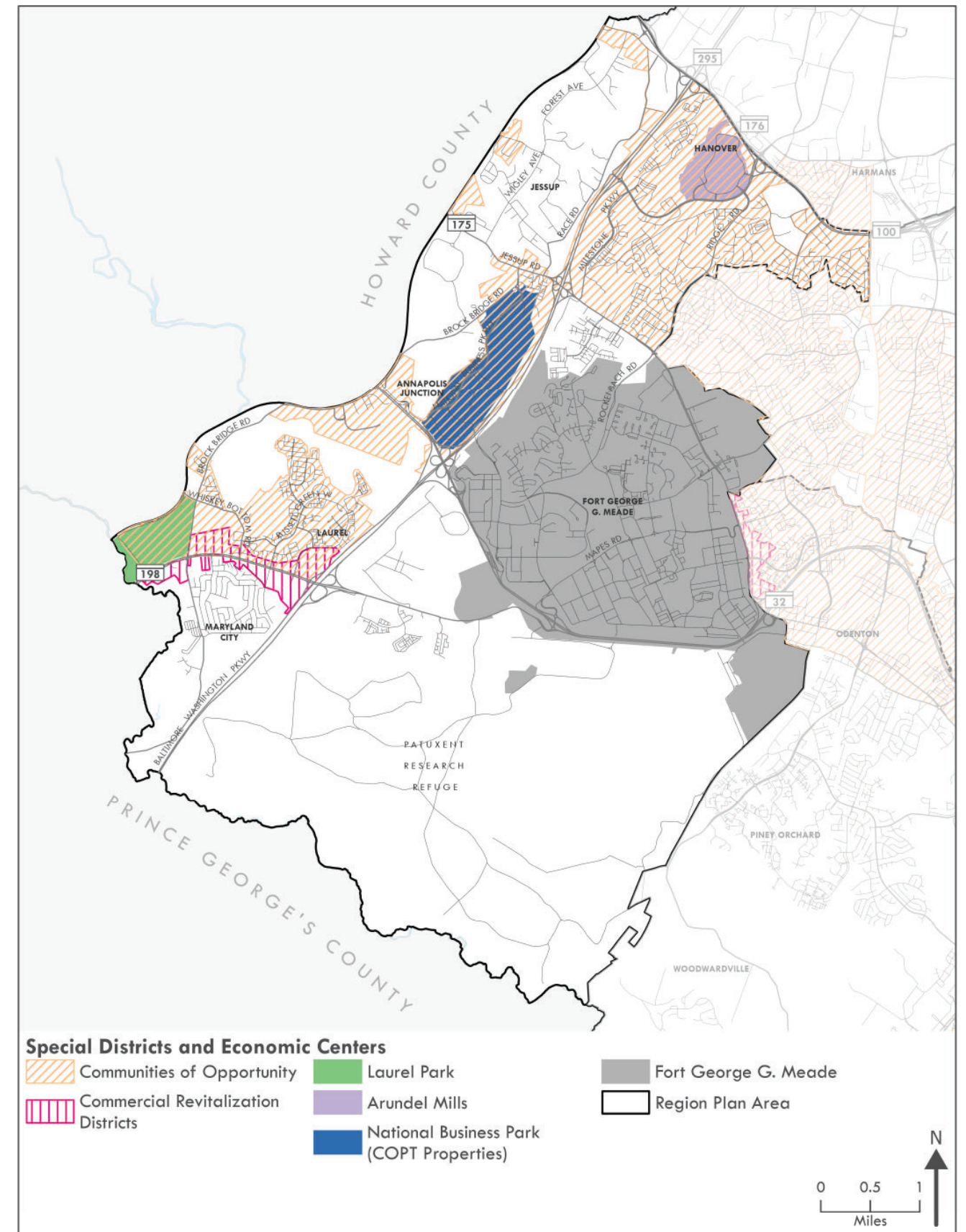
The majority of the economic activity generated by the military installation is located in the Annapolis Junction community and at National Business Park. These employment center's tenants include high-tech and high-profile contractors, such as Raytheon, Northrop Grumman, and General Dynamics, supporting nation security interests and goals. This chapter will focus on redevelopment and commercial revitalization; and business assistance.

### Redevelopment and Commercial Revitalization

**"More bars/restaurants and entertainment, there's very little for neighbors to meet and have a drink or eat. There's no local watering hole or major entertainment district for us to go to either in walking distance or a less than 10 min drive."  
- Community Member**

Across the County, commercial revitalization districts have been established to improve communities, reduce blighted areas, increase property values and reduce sprawl by revitalizing older commercial corridors. In Region 2, there is one commercial revitalization district located along Laurel Fort Meade Road (MD 198). This area is Laurel's main economic corridor where

Figure 13: Special Districts and Economic Centers



residents have access to retail spaces to supply everyday needs and road connections to reliably travel to other areas of the County and State. Through community feedback residents have voiced a need to focus redevelopment along MD 198 to pursue a more attractive economic center that provides a mix of uses to potentially reduce vehicular traffic, improve pedestrian mobility, provide additional housing options, and provide additional retail space.

***"I would like the County to support the developer in creating more of a town center feel to this area similar to the town centers in Virginia. This area is close to the largest employer in Maryland, but there isn't much nice, organized development here."***  
- Community Member

Laurel Park has been the topic of recent discussions concerning the future of Maryland horse racing and the sizable parcel located in Region 2. The owners of Laurel Park are formulating plans to redevelop the area into a mixed-use entertainment area with public transportation. Strategies such as Built Environment 4.2.1: Support Laurel Park's pursuit of State Transit-Oriented Development design that aligns with the County's Transit Oriented Development Policy Area Overlay have been developed to help support the redevelopment of the property.

***"Expand apprenticeship and workforce training opportunities provided through the Arundel Mills campus."*** - Community Member

## Business Assistance

The Anne Arundel Economic Development Corporation (AAEDC) provides various forms of support to businesses by providing financial and technical assistance and regulatory guidance to businesses of all sizes so they can focus on growth. Additionally AAEDC supports programs that promote community revitalization in target geographic areas. While AAEDC cannot force businesses to open in certain locations, they can incentivize more high-end businesses to locate in economic corridors.

Similarly, the Anne Arundel Workforce Development Corporation (AAWDC), a non-profit corporation, promotes 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. AAWDC has several initiatives to advance its mission such as Military Corps Career Connect, Maryland Tech Connection, and Bridges to Construction to strengthen the Region 2 workforce and economy.

## Challenges and Opportunities for Healthy Economy



### Challenges

- **Impacts of Fort Meade.** Fort Meade is a tremendous economic asset. However, more needs to be done to mitigate the impact of Fort Meade's growth on the surrounding community, particularly with regard to schools, roads, and traffic congestion.
- **Commercial vacancies and few retail options.** Residents desire new, high-quality grocery stores, better retail options, and commercial revitalization along the MD 198 Corridor.
- **Affordability and accessibility of childcare.** There is strong demand for affordable, accessible childcare centers in Region 2. Staff at Fort Meade and community members throughout the Region articulated this challenge, which affects households on a variety of levels from income to commute mode and time.
- **Support for small and local businesses.** Many small and local businesses face an uphill battle with funding and support.

### Opportunities

- **Commercial Revitalization District.** Current and future businesses along the MD 198 Corridor can leverage the benefits of this County designation to obtain zero-interest loans for improvements.
- **Economic drivers.** Region 2 is home to several of the County's and State's top employers. Strong employment rates, strong median household income, and strong projected job growth mean the area is primed for investment.

## Introduction

The Region 2 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 2 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 2 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 2 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 2 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:

**Identify gaps and missing amenities in the bicycle and sidewalk network, such as along Brock Bridge Road.**

A. The recently adopted "Walk and Roll Anne Arundel!" pedestrian and bicycle master plan has identified

Brock Bridge Road area as a secondary network and an "area for future study". Public and private roadway and active transportation projects on the secondary network, while not called out specifically for infrastructure improvements in the "Walk and Roll" plan, play an important role in providing access to the primary network and should always be considered for pedestrian and bicycling infrastructure projects using a context-sensitive approach with regard to land use. Within the secondary network, "areas for future study" represent areas to be the first analyzed to make connections to the primary network. In reference to this planning process, previous studies, and changing development to meet the public's demand for increased bicycling and pedestrian infrastructure, these areas were determined to be "areas for future study".

- B. OOT requests funding in the coming fiscal year's budget for a consultant to complete a feasibility study for the "area of future study". The study determines whether the connection is technically feasible, meets the determined criteria, would identify a more precise alignment for the bicycle and pedestrian links, whether there are any potential environmental impacts and necessary mitigation measures, and the recommended facility and design.
- C. If a property owner along the studied section of roadway proposes to develop their property, OPZ would work with OOT and the developer to ensure the design of the redevelopment project includes the dedication of right-of-way and

potential frontage improvements, such as the bicycle and/or pedestrian facility recommended in the feasibility study.

- D. If the County determines the project is a priority before a property is developed, DPW requests Capital Budget funding in the coming fiscal year to begin engineering design for the roadway. Subsequent fiscal year budget requests include funding to complete the design, right of way acquisition, and construction of the roadway.

**Annual Monitoring**

Annual monitoring will provide an accountability framework for reporting progress on implementation of the Region 2 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


**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, or
- 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
- MGD:** Million Gallons Per Day
- 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 4 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>							
 <b>Natural Environment</b>							
<b>Region 2 Strategies</b>							
1	Identify strategies to reduce the flow of water from the Little Patuxent River into the channel leading into/out of Oxbow Lake during flood events in order to maintain a healthy Oxbow Preserve ecosystem.	NE1.3	PPI,RIM	DPW-BWPR	Short-Term	Status of implemented strategies	N/A
2	Install and maintain Beaver Dam Analogs (BDAs) in the channel.	NE1.1	CI	DRP	Short-Term	Number of BDAs installed	N/A
3	Prioritize tree plantings in areas with relatively low tree canopy such as Maryland City and parts of Laurel.	NE2.2	PSI	DPW-BWPR	Mid-Term	Amount of tree canopy added	N/A
4	Acquire or conserve through easement or other mechanisms additional land in the Patuxent River Watershed and in floodplains.	NE3.2	CI	DPR	Ongoing	Acres of land acquired	N/A
5	Promote redevelopment of aging and underperforming stormwater management sites with a focus on the Commercial Revitalization Area along MD 198.	NE4.5	PII	DPW-BWPR	Ongoing	Tracked projects and investment	N/A
<b>Countywide Strategies to amend Plan2040 Implementation Matrix</b>							
NE1.1.j	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	RIM	DPW-BWPR	Short-Term	Acres of land planted	N
NE1.5.d	Partner with non-profit organizations and others on public education and social marketing to reduce use of pesticides, herbicides, and chemical fertilizers.	NE1.5	PII	DPW-BWPR	Short-Term	Status of partnerships	Y
NE2.1.j	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.	NE2.1	PII	DPW-BWPR	Ongoing	Number of partner projects	Y
NE2.1.k	Evaluate and reform if needed performance bond and maintenance requirements under the forest conservation ordinance.	NE2.1	LEG	I&P	Short-Term	Adoption of changed text of Forest Conservation Ordinance	Y
NE2.1.l	Evaluate reforms to forest conservation ordinance to provide flexibility to replant areas in previously developed communities (such as homeowner association open spaces).	NE2.1	LEG	OPZ, I&P	Short-Term	Adoption of changed text of Forest Conservation Ordinance	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 4 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>							
 <b>Built Environment</b>							
<b>Region 2 Strategies</b>							
1	Support Laurel Park's pursuit of State Transit-Oriented Development designation that aligns with the County's Transit Oriented Development Policy Area Overlay.	BE5.1	PPI	AAEDC	Ongoing	Status update of TOD	N/A
2	Continue to evaluate and target public investments to address any impacts of new multifamily housing sites along the MD 198 corridor, Annapolis Junction, and Arundel Mills area and near planned transit service, Village and Town Centers, and regional economic centers to catalyze investments.	BE12.1	PSI, FS	ACDS	Ongoing	Status of evaluation and investment	N/A

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 4 and 7
3	Preserve the Bacontown community by establishing a museum and educating the community.	BE14.1	RIM, CI	OPZ	Long-Term	Status of museum and community education	N/A
4	Create direct transit and on-demand routes from Jessup, Annapolis Junction, Maryland City, and Laurel to government service and health care centers in Glen Burnie and Annapolis.	BE15.2	OP	OOT	Ongoing	Status of routes added	N/A
5	Provide a direct commuter shuttle service between Fort Meade and the Jessup, Savage/Annapolis Junction, and Laurel Park MARC Stations.	BE15.2	OP	OOT	Ongoing	Status of service	N/A
6	Continue to work with local, regional, adjacent jurisdictions, State, and other County agencies to increase the efficiency of transit routes and options connecting the region to employment, retail, and service centers in Fort Meade, National Business Park, Glen Burnie, Howard County, Annapolis, Baltimore, and Washington D.C.	BE15.2	OP	OOT	Ongoing	Status of service	N/A
7	Improve access for wheelchair users, cyclists, and pedestrians to MARC stations at Jessup, Savage, and Laurel Park by ensuring curb cuts and sidewalks can accommodate these users.	BE15.2	CI	DPW	Ongoing	Track pedestrian and bicycle access projects	N/A
8	Identify gaps and missing amenities in the bicycle and sidewalk network, such as along Brock Bridge Road.	BE15.2	PSI	OOT	Short-Term	Status of study	N/A
9	Add and maintain amenities such as benches, lighting, landscaping, bicycle parking, and wayfinding signs in mixed-use areas, village centers, near transit, and by shopping and dining opportunities along MD 175 between National Business Parkway and MD 295, along MD 198 between the County boundary and BW Parkway, and in the Arundel Mills area.	BE15.2	CI	DPW	Ongoing	Track road improvements and pedestrian and bicycle access projects	N/A
10	"Expand the shared-use path network. The following is a list of specific routes: a. From MD 175 through Fort Meade to the Patuxent Research Refuge. b. Extend the MD 175 trail under MD 32 and connect to the Odenton MARC Station and WB&A Trail to improve commuter access to Fort Meade."	BE15.2	CI	<b>DPW,</b> OOT	Mid-Term	Track pedestrian and bicycle access projects	N/A
11	Prioritize improvements to the bicycle and pedestrian facilities along MD 198 between MD 295 and the Howard County boundary.	BE15.2	CI	<b>DPW,</b> OOT	Mid-Term	Track pedestrian and bicycle access projects	N/A

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 4 and 7
12	Provide traffic calming and intersection improvements on high collision roads throughout MD 198 corridor and Brock Bridge Road.	BE15.2	CI	<b>DPW,</b> OOT	Short-Term	Track number of projects	N/A
13	"Identify opportunities to improve traffic congestion, specifically in the following locations: a. MD 32 b. MD 295"	BE15.2	PSI	<b>OOT,</b> DPW	Mid-Term	Completion of study	N/A
14	Improve ingress and egress at Bald Eagle Drive and MD 198, for example by installing a "Do Not Block" pavement marking at the intersection. Study the need for a traffic signal at this intersection.	BE15.2	PSI, CI	DPW	Short-Term	Completion of study / projects	N/A
15	Connect the northern and southern sections of Brock Bridge Road split by MD 32.	BE15.2	PSI, CI	DPW	Short-Term	Completion of study / projects	N/A
16	Implement projects from the Road Vulnerability Analysis to reduce flood risk along Brock Bridge Road and Whiskey Bottom Road where repeat flooding occurs.	BE15.3	CI	DPW	Short-Term	Number of recommendations implemented	N/A

#### Countywide Strategies to amend Plan2040 Implementation Matrix

BE1.1.b	Revise County Codes to facilitate the establishment of 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.c	Update 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
BE1.1.e	Evaluate the County Code to provide for the equitable distribution of medical and recreational cannabis uses (as defined in the Zoning Code) throughout the County. The Code should establish requirements that limit facilities near schools, parks, and other public facilities for the use.	BE1.1	LEG	OPZ	Short-Term	Track licensed cannabis distributors	N
BE5.1.f	Revise County Codes to provide greater flexibility for redevelopment, while meeting the Vision of the Region. Consider changes to density allowances, setbacks, reforestation, 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


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 4 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>							
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	Ensure new Missing Middle forms are compatible with surrounding existing neighborhoods.	BE11.2	PSI	OPZ	Ongoing	Status of planning study and implementation	Y
BE11.2.f	Identify challenges of constructing Missing Middle housing, including code requirements, market feasibility, and infrastructure capacity. Implement recommendations to facilitate Missing Middle in Neighborhood Preservation policy areas. Consider changes to provisions of lot and dwelling unit size requirements, allowances for duplexes, triplexes, and quadplexes in additional zoning categories such as R2 and R5.	BE11.2	PSI; LEG	OPZ	Ongoing	Status of County Code updates	Y
BE12.1.y	Continue to explore and define a Moderately Priced Dwelling Unit (MPDU) policy and draft recommendations and Code revisions to implement Plan2040 goals related to MPDUs, including development incentives, leasing and purchase structures, exemptions for qualified developments, and more.	BE12.1	LEG	<b>ACDS,</b> OPZ	Ongoing	Status of County Code updates	Y
BE12.1.m	Update County Code to allow affordable general occupancy and senior housing on the same parcel, instead of requiring subdivision.	BE12.1	LEG	OPZ	Short-Term	Status of County Code updates	Y
BE12.1.n	Create a pilot program to fill the funding gaps resulting from Housing Choice Voucher Programs and other assistance programs for which other individuals that need housing assistance may not qualify. Consider expanding the Housing Trust Special Revenue Fund scope to help address these needs.	BE12.1	PPI, FS	ACDS	Ongoing	Status of program / amount of funding	Y
BE12.1.o	Continue and expand 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	Increase the multifamily land inventory within Communities of Opportunity, Transit-Oriented Development Policy Areas, 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 update the Workforce Housing conditional use to allow flexibility for bulk regulations, density, and access 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

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 4 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>							
BE12.1.r	Implement 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	<b>OPZ,</b> 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	<b>OPZ,</b> I&P	Short-Term	Status of process	Y
BE12.1.t	"Consider regulatory 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. e. Allow affordable housing developments of up to 100 units an exemption from school vesting requirements; currently this exemption is allowed for affordable housing developments up to 50 units."	BE12.1	LEG	OPZ	Short-Term	Status of amendments to County code	Y
BE12.1.u	Create a funding mechanism or expand 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 nonprofit/for-profit funding structure.	BE12.1	FS	ACDS	Short-Term	Status of of program / funding	Y
BE12.1.v	Conduct a rigorous inventory and suitability analysis of County-owned sites for affordable housing, and identify those that could be leveraged for affordable housing.	BE12.1	RIM	<b>ACDS,</b> OPZ, REAL	Short-Term	Status of inventory and map	Y
BE12.1.w	Develop a strategic plan for building income-restricted housing and facilitating construction of lower-end market rate housing.	BE12.1	PSI	ACDS	Mid-Term	Status of plan	Y
BE12.1.x	Promote programs such as the Homeowners Property Tax Credit and consider additional local resources for homeowners on fixed-incomes to mitigate the potential gentrification of existing neighborhoods and displacement of residents due to redevelopment.	BE12.1	PII	ACDS	Ongoing	Status of program / funding	Y


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BE12.1.y	Allow increased density greater than 22 units per acre for projects that provide workforce and affordable housing in appropriate areas in accordance with the zoning code.	BE12.1	LEG	OPZ	Short-Term	Status of County Code updates	N
BE12.1.z	Consider creating a more flexible Forest Conservation requirement for workforce housing projects as defined in the County Code.	BE12.1	LEG	OPZ	Short-Term	Status of County Code updates	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
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.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.f	Develop and expand tax incentives to reuse and rehabilitate existing historic building stock.	BE14.3	LEG	OPZ	Mid-Term	Status of County Code updates	N
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	PSI	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	PSI; LEG	OPZ	Short-Term	Completion of study	Y
BE14.3.l	Working with the County Office of Transportation and Department of Public Works, 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 on a case by case basis.	BE14.3	LEG	DPW, OOT, OPZ	Short-Term	Status of County design manual updates	Y

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BE14.3.n	Study potential appropriate safety and traffic improvements that preserve historic integrity on Scenic and Historic Roads.	BE14.3	PSI	DPW, OOT, OPZ	Short-Term	Completion of study	Y
BE15.2.i	Prioritize new transit routes and connections in Communities of Opportunity.	BE15.2	PII	OOT	Ongoing	"Number of established routes"	Y
BE15.2.j	Identify dedicated funding streams to expand and improve public transit.	BE15.2	FS	OOT	Ongoing	Status of funding	Y
BE15.2.k	Continue to work with local, regional, adjacent jurisdictions, State, and other County agencies to increase the efficiency of transit routes and options connecting the region to employment, retail, and service centers in Fort Meade, National Business Park, Glen Burnie, Howard County, Annapolis, Baltimore, and Washington D.C.	BE15.2	OP, PII	OOT	Ongoing	Number of established routes / route headway times	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.m	Strengthen the seamless and efficient coordination of transit service between City, County and State transit providers. Employ technological applications, integrated across transit networks, to provide real-time transit information to customers.	BE15.2	PPI	OOT	Ongoing	Status of coordination and technological applications	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 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.q	Install pedestrian and bicycle infrastructure in public spaces and connections between these areas and residential neighborhoods. Seek funding opportunities for their deployment as prioritized in the Walk and Roll 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.	BE15.2	LEG	OOT, OPZ	Ongoing	Status of County Code updates	Y

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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
BE15.2.u	Improve transit service, particularly for paratransit users, between the County and points of interest in adjacent jurisdictions.	BE15.2	PPI	OOT	Ongoing	Track number of mobility programs and number of rides provided	N
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
BE15.3.d	Promote safety on roadways for all modes. Implement recommendations of other transportation studies, such as to improve capacity and safety on roadways.	BE15.3	PII	OOT	Ongoing	Report on outreach effort / Number of recommendations implemented	
BE16.2.i	Retrofit County facilities to provide sustainable transportation support infrastructure, such as bike lockers and bike racks, electric vehicle (EV) chargers, carpool-favored spaces, or other items that reduce transportation greenhouse gas (GHG) emissions and single-vehicle occupancy use.	BE16.2	CI	CEN	Ongoing	Status update of retrofitting of County facilities	Y
BE16.2.j	Identify pilot and demonstration projects to retrofit and improve parking lot and pavement areas at County facilities, such as solar canopies, bioswales, rain gardens, and pollinator habitats.	BE16.2	CI	CEN	Short-Term	Completion of study / projects	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

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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, 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
 <b>Healthy Communities</b>							
<b>Region 2 Strategies</b>							
1	Increase environmental programming and partnerships between Maryland City Library and the Department of Recreation and Parks.	HC1.1	PPI	DRP, LIB	Ongoing	Track number of new programs	N/A
2	Address security and transportation constraints for individuals needing to access schools on Fort Meade.	HC2.1	PII	BOE	Ongoing	Status of capital projects or policy measures	N/A
3	Prioritize the construction of a new elementary and a new high school in the Meade feeder district.	HC2.1	CI	BOE	Long-Term	Completion of study / projects	N/A
4	Establish mobile farmer's markets and/or permanent farmer's markets, prioritizing the areas of Maryland City, Laurel, Jessup, and Hanover.	HC7.1	PPI	DOH, DOAD, AAEDC	Short-Term	Track the number of farmer's markets	N/A
5	Conduct a feasibility study of the need for a senior center within Region 2 that would measure population, age, access to socialization/health/wellness activities, and food security.	HC5.1	PSI	DOAD	Mid-Term	Status of study	N/A
6	Improve coordination with the Patuxent Research Refuge to explore new options for community access and enjoyment of the area.	HC8.1	OP	DRP	Mid-Term	Status of access points	N/A
7	Explore opportunities to repurpose, improve National Security Agency ballfields, or add a trail around the perimeter of fields to connect to the Patuxent Research Refuge.	HC8.1	OP	DRP	Short-Term	Status of study / projects	N/A

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8	Partner with developers and the Patuxent Research Refuge to facilitate appropriate trail connections between residential areas and the Patuxent Research Refuge.	HC8.2	OP	DRP	Mid-Term	Status of study / projects	N/A
9	Acquire land adjacent to Jessup Park or to Jessup/Dorsey Park to expand existing facilities.	HC8.2	PSI, CI	DRP	Mid-Term	Status of study / projects	N/A
10	Program the wooded area adjacent to Jessup Elementary for the development of trails and other passive park features.	HC8.2	PII, CI	DRP	Mid-Term	Status of study / projects	N/A
11	Develop smaller neighborhood parks throughout the Region with features such as dog runs, pollinator gardens, and other passive park opportunities. Locations include Laurel and Hanover.	HC8.2	PSI, CI	DRP	Long-Term	Status of study / projects	N/A
12	Enhance Oxbow Nature Preserve through the construction of an observation deck or expansion of trails, pending a feasibility study.	HC8.2	PSI, CI	DRP	Mid-Term	Status of study / projects	N/A
13	Construct a large athletic complex or retrofit an existing park, such as Harmans Park, with lighted fields.	HC8.2	CI	DRP	Long-Term	Status of study / projects	N/A
14	Expand safe public water access to the Region's waterways for recreation and non-motorized watercraft.	HC8.2	CI	DRP	Mid-Term	Status of study / projects	N/A
15	Collaborate with the Patuxent Research Refuge to identify programming for the property at the southeast intersection of MD 198 and Bald Eagle Drive.	HC8.2	PSI	DRP	Mid-Term	Status of study / projects	N/A
16	Identify opportunities to increase County programming, such as First Day Hikes, in the western portion of the County. Consider partnering with non-profit, State, and Federal entities.	HC8.2	PSI, CI	DRP	Short-Term	Status of programming	N/A
17	Program the Russett Board of Education property into a multigenerational park.	HC8.2	PSI, CI	DRP	Mid-Term	Status of study / projects	N/A
18	Develop smaller neighborhood parks throughout the Region with features such as dog runs, pollinator gardens, and other passive park opportunities. Locations include Laurel and Hanover.	HC8.2	PPI, CI	DRP	Long-Term	Status of study / projects	N/A
<b>Countywide Strategies to amend Plan2040 Implementation Matrix</b>							
HC1.1.f	Encourage the redevelopment, reuse of existing vacant buildings and/or previously developed sites to accommodate future government offices, libraries, classrooms, and other public uses.	HC1.1	OP, PPI	CEN	Mid-Term	Track number of new sites	Y

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HC1.1.g	Coordinate between County and partners to locate and co-locate new and refurbished public facilities within Village Centers, Critical Corridor Areas, and within walking distance to enhanced transit service.	HC1.1	OP, PPI	CEN, DRP	Mid-Term	Track number of new sites	Y
HC2.1.g	Consider comprehensive school redistricting to better utilize existing open seats in schools and more equitably distribute students throughout the school system.	HC2.1	PII	BOE	Ongoing	Status of school utilization chart	N
HC2.1.h	Explore opportunities to partner with local nonprofits to provide additional after school programming and/or child care in elementary and middle schools at low or no cost.	HC2.1	PII	BOE	Short-Term	Status of programming	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.h	Pursue age-friendly community designations. Explore opportunities to partner with organizations whose mission is to assist the aging population.	HC5.1	PPI	DOAD	Short-Term	Status of designations	Y
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	Short-Term	Status of programming and attendance	Y
HC8.2.k	Incentivize or require 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	<b>DRP</b> , OPZ	Short-Term	Status of County Code updates	Y
HC10.1.g	Continue to strengthen coordination between Federal, State, and County 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
 <b>Healthy Economy</b>							
<b>Region 2 Strategies</b>							
1	Establish enterprise zones, along MD 198, where permitting and business license fees are reduced or waived.	HE1.2	LEG	AAEDC	Short-Term	Number of businesses and amount of incentives provided per year	N/A
2	Promote the revitalization of the MD 198 corridor. Evaluate whether the Commercial Revitalization designation needs to be expanded and feasibility of a Sustainable Communities designation.	HE2.1	PSI, PPI	<b>OPZ</b> , AAEDC	Ongoing	Track promotion efforts; status of feasibility study	N/A

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3	Continue to support local economic development initiatives for redevelopment efforts along the MD 198 corridor, Annapolis Junction area, and at and around MARC train stations. Support should be in coordination with adjacent jurisdictions.	HE2.2	OP, PII	<b>AAEDC,</b> OOT	Ongoing	Track number of projects	N/A
4	Establish Tax Increment Financing Districts (TIFs) in key areas in Annapolis Junction and in the Commercial Revitalization Areas, to promote infill development and redevelopment as well as transportation improvements.	HE5.2	LEG	AAEDC	Mid-Term	Number of established TIFs	N/A
<b>Countywide Strategies to amend Plan2040 Implementation Matrix</b>							
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
HE2.4.c	Work with small business development agencies to connect start-up businesses with financing and additional training opportunities.	HE2.4.c	PPI	<b>AAEDC,</b> AAWDC, ACDS	Ongoing	Number of additional programs	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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## 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.

**Beaver Dam Analogs (BDAs):** A man-made structure designed to mimic the form and function of a natural beaver dam.

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

**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.

**Corridor Revitalization and Redevelopment Overlay** - Applied to only those areas in the County that are designated as a Commercial Revitalization Area per Article 18, Title 14, Subtitle 3 of the Code and are located in a non-targeted growth Development Policy Areas. Commercial revitalization areas improve communities, reduce blighted areas, increase property values, and reduce sprawl by allowing expanded uses and greater development flexibility.

**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. funding allocations.

**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.

**Mixed-Use Overlay:** Existing (mixed-use zoning districts) or planned (mixed-use planned land use) mixed-use areas located in non-targeted growth Development Policy Areas. Generally walkable, vertically or horizontally mixed-use areas that are suburban (townhomes or multifamily) or village-like in character.

**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.

**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. There are three Transit-Oriented Policy Overlays in Region 2 at the Dorsey, Savage, and Laurel Racetrack MARC Stations.

**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 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.

## 8.3 Public Involvement & Planning Process

The Region 2 planning process kicked off in December 2021 with the opportunity for the public to provide general information about what is working and not working in the Region. 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 2.

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. Community members left more than 100 comments 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.

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. OPZ staff were available at the Maryland City Library and the Severn Library on October 20, 2022 and October 27, 2022, respectively to share information about the planning process and receive additional feedback from the public on the visioning questionnaire prior to the comment period closing November 1, 2022.

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.

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.

During March 2023, the SAC met twice 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. 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. 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.

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 2 Plan.

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

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## 8.4 Development Policy Area Changes

Since initial public draft (June 2023)

Change ID Number	Address(es)	Tax Map (s)	Parcel(s)	Acreage	Current DPA	OPZ Recommended DPA	OPZ Justification	SAC Recommended DPA	SAC Justification
DPA-R2-JSP-101	Northern intersection of Brock Bridge Road and Toulson Road	Numerous	Numerous	26.8	Critical Economic	Neighborhood Preservation	The change is consistent with how the area has and will continue to be redeveloped.	Neighborhood Preservation	The change is consistent with how the area has and will continue to be redeveloped.
DPA-R2-JSP-301	Jessup Road (west), Old Jessup Road	Numerous	Numerous	40.3	Neighborhood Preservation	Critical Economic	Vision is to support small-scale mixed use at the Jessup MARC Station.	Critical Economic	Vision is to support small-scale mixed use at the Jessup MARC Station.
DPA-R2-LRL-401	3301 - 3353 Corridor Marketplace	20	26	1.0	Rural and Agricultural	Critical Corridor	Consistency. Small mapping error.	No position	No position
DPA-R2-FMG-101	MD 32 (west of MD 32)	29	372	212.7	Critical Economic	Critical Economic	The change is consistent with the Sewer Service categories.	No position	No position
DPA-R2-FMG-401	MD 32 (east of MD 32)	29	372	366.3	Critical Economic	Rural	The change is consistent with the Sewer Service categories.	No position	No position
DPA-R2-MDC-101	250, 289 Brock Bridge Road	19	83, 105	0.8	Neighborhood Preservation	Critical Corridor	The change anticipates the properties will be redeveloped into a use more consistent with the Critical Corridor designation.	No position	No position

## 8.5 Development Policy Area Overlay Changes

Since initial public draft (June 2023)

Change ID Number	Address(es)	Tax Map(s)	Parcel(s)	Acreage	Current DPA Overlay	OPZ Recommended DPA Overlay	OPZ Justification	SAC Recommended DPA Overlay	SAC Justification
DPAO-R2-JSP-102	1741 Dorsey Road	8	19	1.7	No previous overlay	Transit-Oriented	This parcel was inadvertently omitted from the original overlay.	No position	No position
DPAO-R2-JSP-103	Jessup Road (between National Business Parkway and MD 295)	Numerous	Numerous	39.2	Village Center	Mixed Use	This is a new designation to allow for mixed use zoning districts be identified as targeted growth areas.	Mixed Use	This is a new designation to allow for mixed use zoning districts be identified as targeted growth areas.
DPAO-R2-JSP-104	Jessup Road (between House of Correction Road and Jessup Elementary School)	Numerous	Numerous	61.1	No previous overlay	Mixed Use	This is a new designation to allow for mixed use zoning districts be identified as targeted growth areas.	Mixed Use	This is a new designation to allow for mixed use zoning districts be identified as targeted growth areas.
DPAO-R2-JSP-301	Jessup Road (Wigley Road to MD 295)	Numerous	Numerous	207.5	Village Center	No Overlay	The overlay is not applicable given recent projects on MD 175.	No Overlay	The overlay is not applicable given recent projects on MD 175.
DPAO-R2-JSP-302	Jessup Road (west), Old Jessup Road	Numerous	Numerous	40.3	No previous overlay	Transit-Oriented	Vision is to support small-scale mixed use at the Jessup MARC Station.	Transit-Oriented	Vision is to support small-scale mixed use at the Jessup MARC Station.
DPAO-R2-HAN-101	Milestone Parkway (between Clark Road and Piney Branch Circle)	Numerous	Numerous	265.0	No previous overlay	Mixed Use	This is a new designation to allow for mixed use zoning districts be identified as targeted growth areas.	Mixed Use	This is a new designation to allow for mixed use zoning districts be identified as targeted growth areas.
DPAO-R2-HAN-102	Annapolis Road (between Baltimore Washington Parkway and Vanguard Drive)	Numerous	Numerous	265.4	No previous overlay	Mixed Use	This is a new designation to allow for mixed use zoning districts be identified as targeted growth areas.	Mixed Use	This is a new designation to allow for mixed use zoning districts be identified as targeted growth areas.
DPAO-R2-ANJ-201	Brock Bridge Road, Washington Street, Main Street, Market Street, Baltimore Street	Numerous	Numerous	28.9	Transit-Oriented	Transit-Oriented	Shrink TOD overlay to the Annapolis Junction MXD-T area.	Transit-Oriented	Shrink TOD overlay to the Annapolis Junction MXD-T area.
DPAO-R2-LRL-101	Laurel Fort Meade Road (between County boundary and Baltimore Washington Parkway)	Numerous	Numerous	315.2	No previous overlay	Corridor Revitalization and Redevelopment	This is a new designation to allow for Commercial Revitalization Districts be identified as targeted growth areas.	Corridor Revitalization and Redevelopment	This is a new designation to allow for Commercial Revitalization Districts be identified as targeted growth areas.
DPAO-R2-LRL-102	Laurel Fort Meade Road (between Baltimore Washington Parkway and Liberty Valley Boulevard)	Numerous	Numerous	261.2	No previous overlay	Mixed Use	This is a new designation to allow for mixed use zoning districts be identified as targeted growth areas.	Mixed Use	This is a new designation to allow for mixed use zoning districts be identified as targeted growth areas.

## 8.6 Planned Land Use Changes

Since initial public draft (June 2023)

Change ID Number	Address(es)	Tax Map (s)	Parcel(s)	Acreage	Current PLU	OPZ Recommended PLU	OPZ Justification	SAC Recommended PLU	SAC Justification
PLU-R2-JSP-102	1741 Dorsey Road	8	19	1.7	Industrial, Commercial	Commercial	Aligns planned land use with parcel boundary to correct misalignment.	No position	No position
PLU-R2-JSP-103	1781 Dorsey Road	8	586	0.8	Industrial	Commercial	Commercial is compatible with the adjacent properties that front on Dorsey Road.	Commercial	Commercial is compatible with the adjacent properties that front on Dorsey Road.
PLU-R2-JSP-104	7910, 7918, 7928 Brock Bridge Road and two unaddressed properties on Brock Bridge Road	13	85, 136, 161, 162, 163	8.1	Low-Medium Density Residential	Low-Medium Density Residential	Consistent with Plan2040.	Medium Density Residential	SAC agreed to upzone the properties for compatibility with surrounding area, proximity to jobs, and opportunity for workforce housing.
PLU-R2-JSP-106	Jessup Road (west of Jessup Elementary School)	Numerous	Numerous	101.4	Industrial, Transit, Low Density Residential	Mixed Use	A Mixed Use Planned Land Use designation provides a long term vision to allow flexibility in small-scale, low intensity, future development.	Mixed Use	A Mixed Use Planned Land Use designation provides a long term vision to allow flexibility in small-scale, low intensity, future development.
PLU-R2-HAN-101	7117 Wright Road	8	429	1.2	Industrial	High Density Residential	High Density Residential is consistent with the proposed R15 zoning.	High Density Residential	Industrial may no longer be appropriate for this area. Reclassifying this parcel and the others around it to a higher density residential designation is consistent with how the surrounding area has developed. Noise issues will need to be addressed at the time of development.
CZ-R2-HAN-103	Youse Road, McCarron Court, Fields Road, and Rae Road	Numerous	Numerous	116.85	Low Density Residential	Low-Medium Density Residential	OPZ identified the property as a good location to increase housing density and support workforce housing.	Low-Medium Density Residential	OPZ identified the property as a good location to increase housing density and support workforce housing.
PLU-R2-HAN-201	485, 7114 Wright Road and two unaddressed Wright Road properties	8	253, 342, 485, 635	3.4	Industrial	High Density Residential	High Density Residential is consistent with the proposed R15 zoning.	High Density Residential	Industrial may no longer be appropriate for this area. Reclassifying this parcel and the others around it to a higher density residential designation is consistent with how the surrounding area has developed. Noise issues will need to be addressed at the time of development.
PLU-R2-ANJ-101	Northern intersection of Brock Bridge Road and Baltimore Street	Numerous	Numerous	17.5	Mixed Use	Industrial	The change updates the current boundary to exclude the heavy industrial uses.	Industrial	The change updates the current boundary to exclude the heavy industrial uses.
PLU-R2-ANJ-401	Northern intersection of Brock Bridge Road and Baltimore Street	13	94	1.1	Mixed Use	Industrial	Change to Industrial is consistent with adjacent Industrial uses.	No position	No position

## 8.6 Planned Land Use Changes

Since initial public draft (June 2023)

Change ID Number	Address(es)	Tax Map (s)	Parcel(s)	Acreage	Current PLU	OPZ Recommended PLU	OPZ Justification	SAC Recommended PLU	SAC Justification
PLU-R2-LRL-101	8450, 8456, 8458, 8462, 8464 Brock Bridge Road	19	6, 168	21.9	Medium Density Residential	Medium Density Residential	A Medium Density Residential Planned Land Use is consistent with the Plan2040 Planned Land Use and anticipated sewer projections.	High Density Residential	High Density Residential provides a transition between the anticipated redevelopment of the Laurel Racetrack and the Medium Density Residential designated townhomes to the north and east.
PLU-R2-LRL-103	3217 and 3225 Laurel Fort Meade Road and one unaddressed property on Laurel Fort Meade Road	20	23, 71, 94	17.5	Mixed Use	Mixed Use	Consistent with Plan2040.	Industrial	SAC envisions these properties being office, but is also supportive of the properties being residential via the BRAC Mixed Use Development overlay.
PLU-R2-LRL-105	Brock Bridge Road	Numerous	Numerous	39.1	Low Density Residential	Low Density Residential	Consistent with Plan2040.	Low-Medium Density Residential	SAC identified the property as a good location to increase housing density and support workforce housing.
PLU-R2-LRL-201	Unaddressed property Whiskey Bottom Road	19	129	0.5	Medium Density Residential	Medium Density Residential	A Medium Density Residential Planned Land Use is consistent with the Plan2040 Planned Land Use and anticipated sewer projections.	High Density Residential	High Density Residential provides a transition between the anticipated redevelopment of the Laurel Racetrack and the Medium Density Residential designated townhomes to the north and east.
PLU-R2-LRL-401	Welchs Court	20	37, 48	19.5	Mixed Use	Commercial	Change to Commercial is consistent with zoning and existing use of parcel.	No position	No position
PLU-R2-LRL-402	3253 Laurel Fort Meade Road	20	70	0.4	Mixed Use	High Density Residential	Change to High Density Residential is consistent with zoning and existing use of parcel.	No position	No position
PLU-R2-MDC-101	East side of Brock Bridge Road (between Wenona South and Urbana South)	19	81	0.02	Low-Medium Density Residential	Low-Medium Density Residential	Low-Medium Density Residential is consistent with the surrounding area.	No position	No position
PLU-R2-MDC-102	3490, 3492 Old Annapolis Road; 3351 - 3393 Style Avenue; 200-230 Sweet Pine Drive	19	69, 212	5.4	Medium Density Residential	Medium Density Residential	Consistent with Plan2040.	High Density Residential	SAC recommended the PLU change to reflect current zoning and the option for more housing opportunities.
PLU-R2-MDC-103	MD 198 west of the Baltimore Washington Parkway	Numerous	Numerous	283.2	Numerous	Mixed Use	A Mixed Use Planned Land Use designation provides a long term vision to allow flexibility in future development.	Mixed Use	A Mixed Use Planned Land Use designation provides a long term vision to allow flexibility in future development.