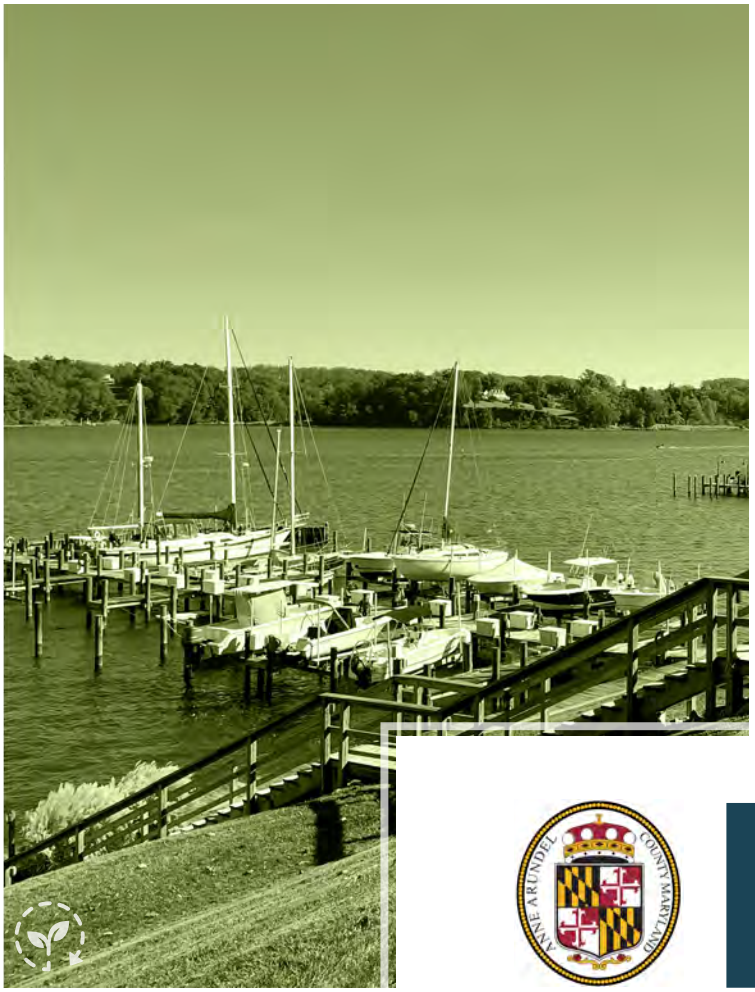

Bill No. 8-24

R7

Anne Arundel County **Region 7** Plan

Final Recommended Draft | Jan 5, 2024

Parole • Greater Annapolis • Annapolis Neck
Bay Ridge • Highland Beach • Riva

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ACKNOWLEDGMENTS

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Office of Information Technology

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Office of Planning and Zoning

Office of Transportation

Department of Detention Facilities

Library Services

Anne Arundel Economic Development Corporation

Department of Inspections and Permits

Department of Aging and Disabilities

Department of Recreation and Parks

Police Department

Office of Emergency Management

Anne Arundel County Public Schools

Department of Social Services

Office of Law

The City of Annapolis

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.

INTRODUCTION 6
- Overview 6
- Vision Statement 8
- Organization of the Plan 10
- Equity in Region 7 12
- Key Issues and Recommendations 14

EXISTING CONDITIONS 16
- Region at a Glance 16
- Region 7 Communities 20

NATURAL ENVIRONMENT 28
- Introduction 28
- Sensitive Areas 28
- Water Quality 30
- Forest and Land Conservation 30
- Water and Sewer Service 33
- Challenges and Opportunities for the Natural Environment 34

BUILT ENVIRONMENT 36
- Introduction 36
- Housing 36
- Challenges and Opportunities for Housing 41
- Land Use and Zoning 42
- Challenges and Opportunities for Land Use and Zoning 49
- Climate Change and Sea-Level Rise 50
- City-County Coordination in Planning 52
- Transportation 55
- Challenges and Opportunities for Transportation 60
- Cultural Resources 61
- Challenges and Opportunities for Cultural Resources 63

HEALTHY COMMUNITIES 64
- Introduction 64
- Parks 64
- Health, Aging, and Disabilities 66
- Public Schools 67
- Other Public Facilities and Services 69
- Challenges and Opportunities for Healthy Communities 71

HEALTHY ECONOMY 72
- Introduction 72
- Redevelopment 72
- Business Assistance 73
- Challenges and Opportunities for the Economy 74

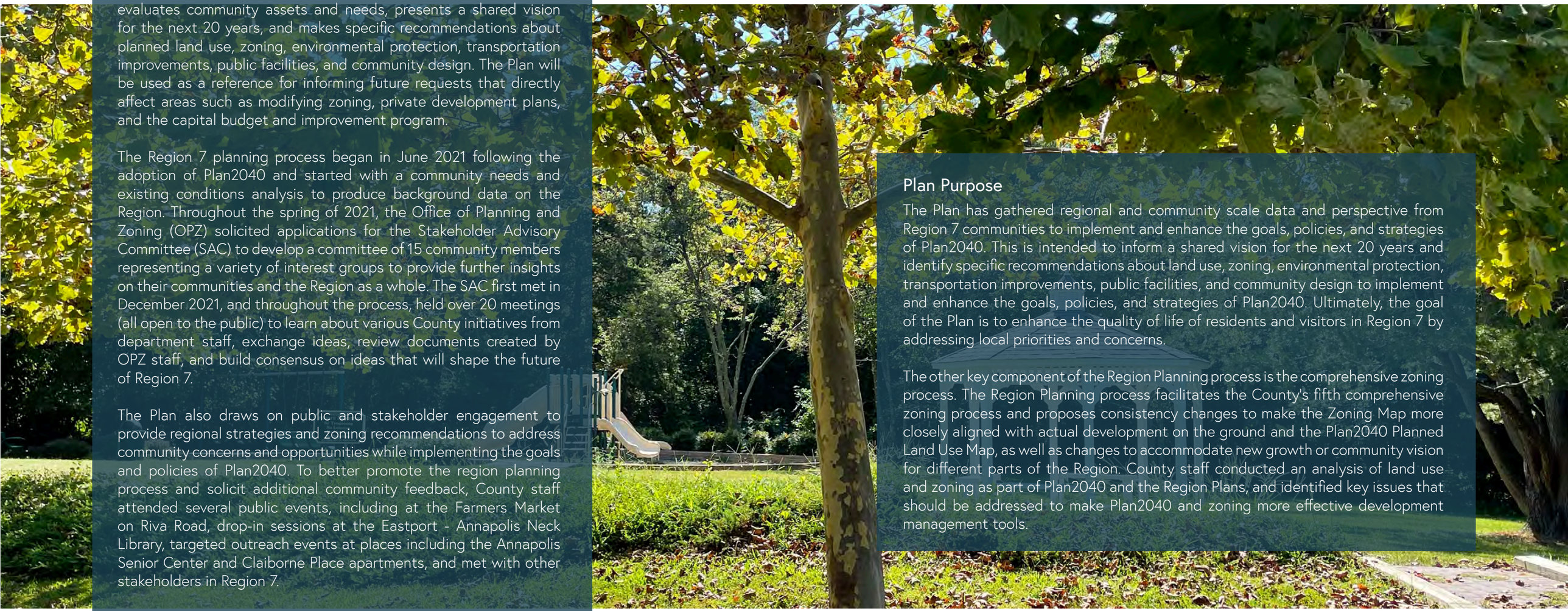
IMPLEMENTATION 76
- Introduction 76
- Implementing the Region Plan's Recommendations 77
- Acronyms 81
- Implementing Matrix 82
- Glossary 98
- Relevant Plans 105
- Public Involvement & Planning Process 107
- Development Policy Area Changes 108
- Planned Land Use Changes 109
- Planned Land Use Changes Map 118
- Development Policy Area Changes Map 119

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 7 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 7 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 throughout the process, held over 20 meetings (all open to the public) 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 7.

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 at the Farmers Market on Riva Road, drop-in sessions at the Eastport - Annapolis Neck Library, targeted outreach events at places including the Annapolis Senior Center and Claiborne Place apartments, and met with other stakeholders in Region 7.



Plan Purpose

The Plan has gathered regional and community scale data and perspective from Region 7 communities to implement and enhance the goals, policies, and strategies of Plan2040. This 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 to implement and enhance the goals, policies, and strategies of Plan2040. Ultimately, the goal of the Plan is to enhance the quality of life of residents and visitors in Region 7 by addressing local priorities and concerns.

The other key component of the Region Planning process is the comprehensive zoning process. The Region Planning process facilitates 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, as well as changes to accommodate new growth or community vision for different parts of the Region. 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.

INTRODUCTION

Vision Statement

Residents of Region 7 experience a high quality of life. We cherish and protect our peninsula's natural resources and diversity, and have a community that offers attainable housing for all. Safe, efficient and affordable transit, bike and pedestrian options, improved traffic flow, and access to our parks and waterways make it attractive for people to live here. Through smart growth approaches, development is well planned and coordinated across jurisdictions with opportunities for community engagement. Local merchants, community resources and businesses are thriving and accessible to all.

Developing the Vision

The Region 7 Stakeholder Advisory Committee (SAC) drew from community outreach, informational meetings from County departments, and the SAC's own experiences to develop a shared vision for the future of Region 7. The vision statement is reflected throughout the content of this Plan, and will be used as guidance in implementation of the Region 7 strategies.

Photo courtesy of the Chesapeake Bay Program

Organization of the Plan

The Plan provides an introduction to pertinent data that illustrates where there are gaps in infrastructure and amenities, inequities for residents and visitors, and imbalances in policies that facilitate where the Region should grow based on public engagement. This data sets the foundation for understanding the issues that face Region 7. Community descriptions help illustrate each area's assets and special qualities, key needs, and desired character for the future.

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

Natural Environment

Built Environment

Healthy Communities

Healthy Economy

These chapters include contextual information and data that help illustrate the challenges and opportunities of 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 specific topical 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, address the challenges and leverage the opportunities. These strategies are listed in the Implementation Matrix found in Chapter 7. To facilitate the implementation of this Plan, each strategy includes a performance measure, an implementation schedule, and a responsible agency so progress can be tracked.

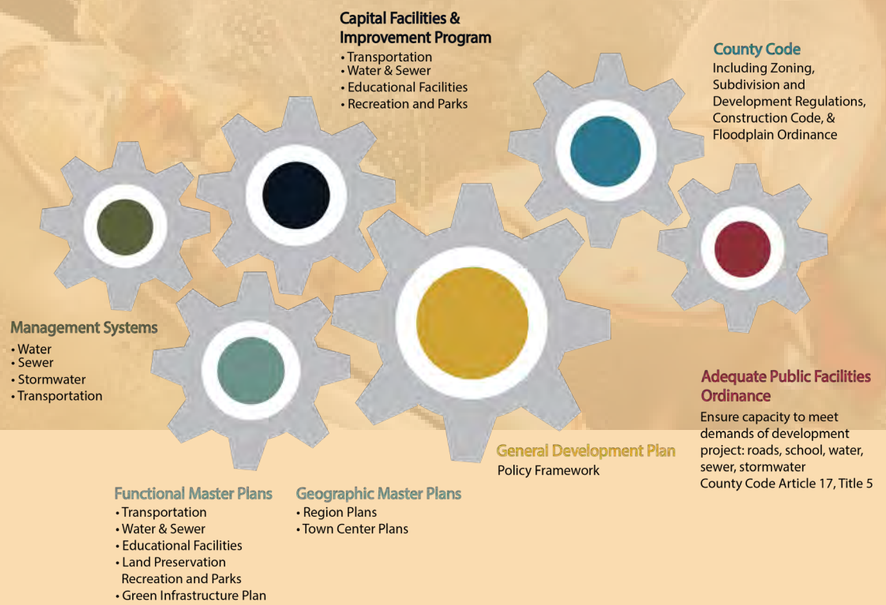
It should be noted that some strategies may refer to other topics. In these situations, some topics, such as housing and jobs, are referenced in multiple goals and policies.

Relationship to Plan2040 and other plans

This 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 Land Use Article of the Maryland Code, 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 plan to:

- Provide a framework and common goals for all County plans
- Guide policy decisions
- Inform changes to County laws
- 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. Find a brief description of the relevant plans in the Appendix.



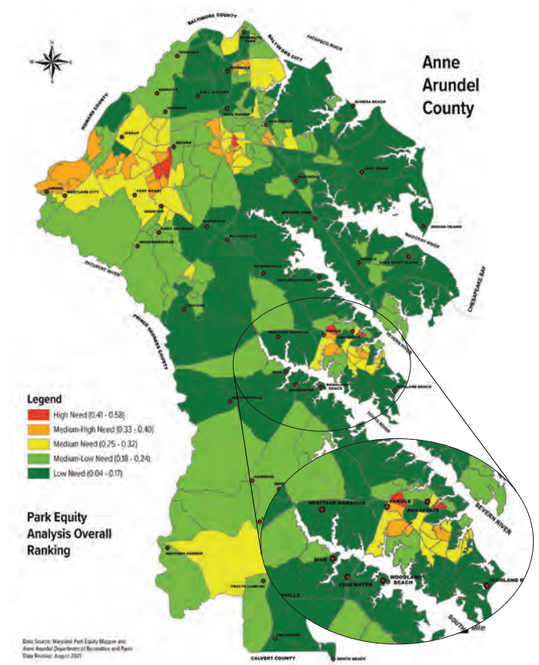
Equity in Region 7

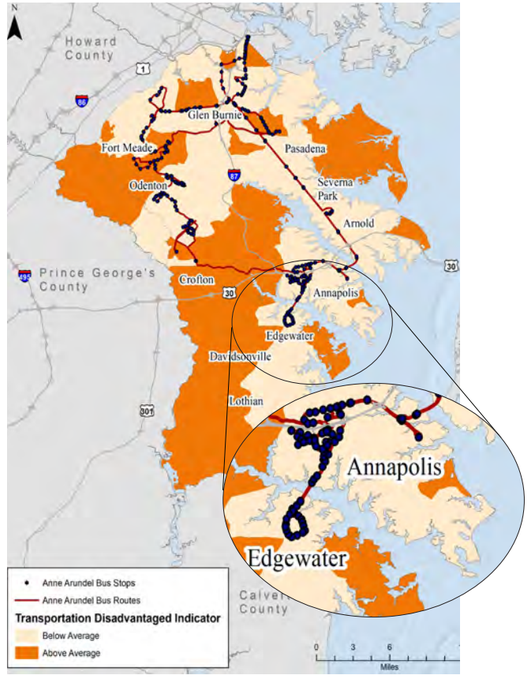
Public policy, including policy related to land use, housing, public infrastructure, and public services, has contributed to inequality across the County and in Region 7. For example, the following maps illustrate the overlapping patterns of people of color and poverty as well as access to recreation and parks in Region 7. Similar patterns emerge in relation to the major themes of Region 7 and will be discussed in those chapters and addressed throughout the goals, policies, and strategies of the Plan. Following the recommendations of the Planning for Equity Policy Guide prepared by the American Planning Association (APA), Anne Arundel County strives to consider equity in all policies.

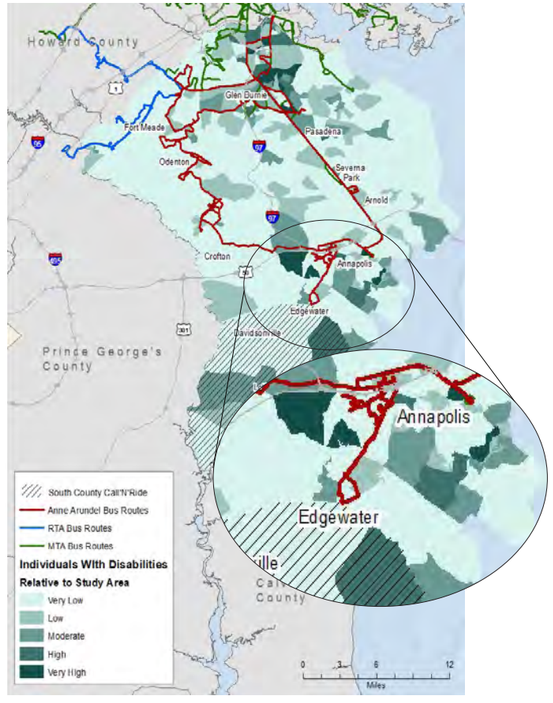
The APA guide defines equity as "just and fair inclusion into a society in which all can participate, prosper, and reach their full potential."

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 7 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.



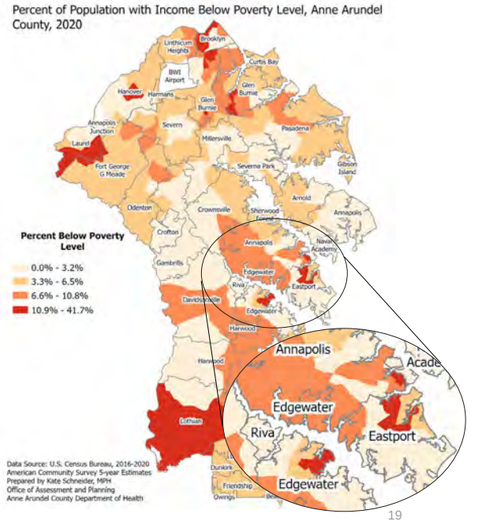




Health Equity and Social Determinants of Health

Individuals Below Poverty Level

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



Key Issues and Recommendations

Several key issues emerged from the Region 7 SAC members and input from residents that were addressed within Region specific strategies.

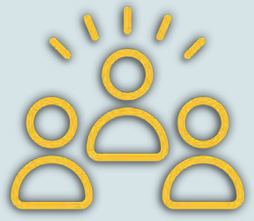
Read all of the strategies within each topic area in the Implementation Matrix

WHAT WE HEARD

Development pressure threatens remaining forests: *Stormwater management, habitat and wildlife protection, siltation of creeks, and maintenance of forested areas are concerns for Region 7 community members.*

Lack of housing diversity: *Region 7 is largely built out and dominated by single-family residential neighborhoods. County Code restrictions limit the potential to develop diverse housing types.*

Need for additional park or recreational facilities: *There is limited access to parks and green space, and limited recreational programs for adults with disabilities. There are gaps in regional trail networks and a desire for more walkability throughout the Region.*



Decline of older shopping centers and malls: *Large inventory of commercial space, with a 10.1% retail vacancy rate (compared to 5.2% Countywide). Attracting and retaining small businesses is a challenge.*

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.

Invest in extending the Region's trail network and provide links to existing trails, including within the City of Annapolis, from all parts of Region. Prioritize areas south of Forest Drive for trail access. Develop smaller neighborhood parks throughout the Region with features such as dog runs, pollinator gardens, and other passive park opportunities. Prioritize the Parole Town Center and coordinating with the City of Annapolis for such facilities in high density areas of the City.

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.

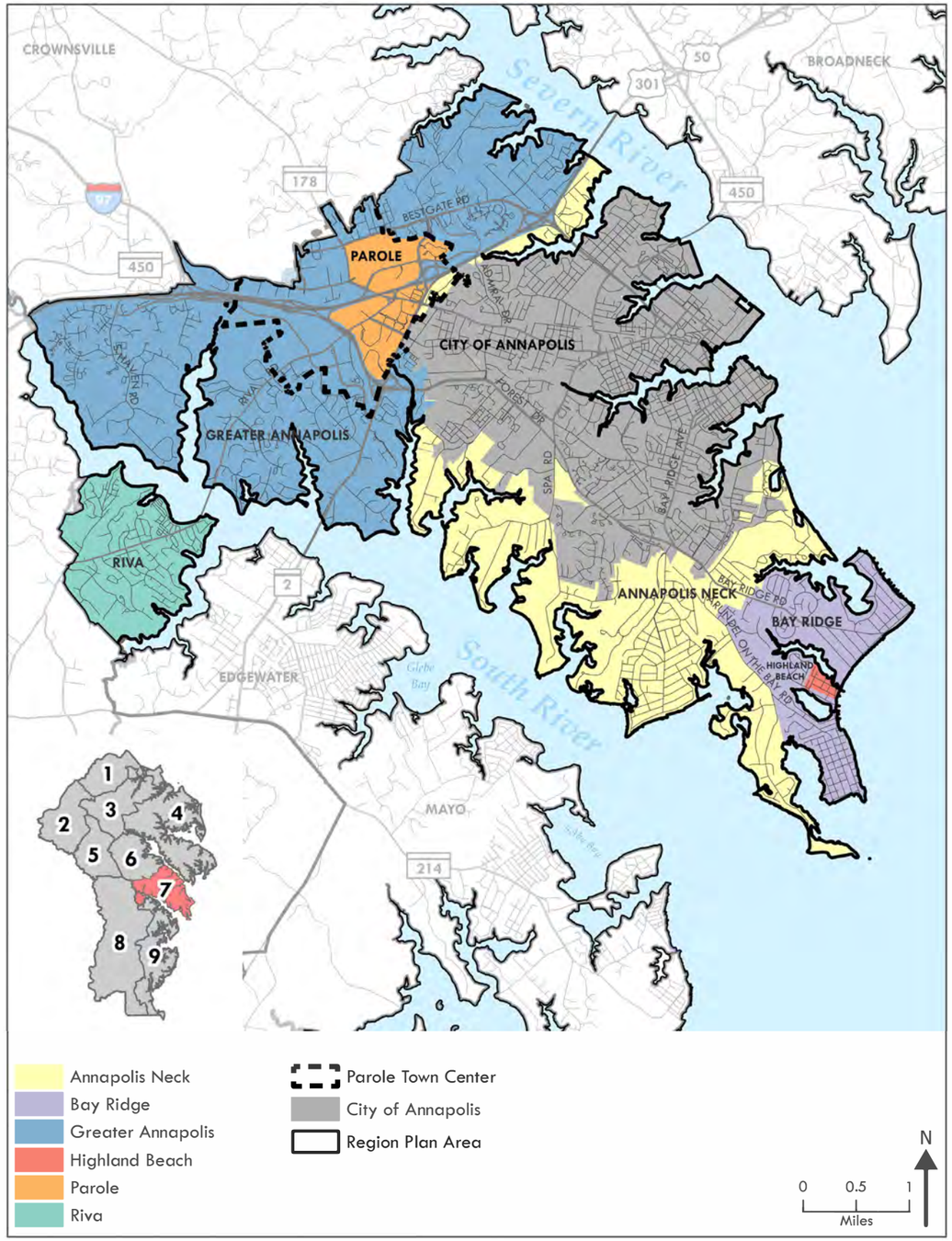
Region at a Glance

Region 7 is comprised of the Greater Annapolis area (west including Heritage Harbour), the Annapolis Neck peninsula (including the Town of Highland Beach), and the Riva community. Much of the region is within the City of Annapolis, which is a separate jurisdiction with its own planning authority and **comprehensive plan**. Region 7 contains 14,630 acres, of which approximately 10,000 acres are located in the County and 4,600 acres within the City of Annapolis and the Naval Academy. Most of the land area within the County portion of the Region is developed, with single-family homes as the primary land use outside of the Parole Town Center. There is very little industrial land use in the County portion of the Region. Major commercial concentrations are located in the Parole Town Center and the City of Annapolis. The Parole Town Center, which encompasses nearly 1,500 acres just west of the City of Annapolis, is guided by its own Master Plan.

Demographics

The charts and graphs on pages 16 and 17 offer a look at who lives within Region 7 compared to the City of Annapolis. The bulk of the population resides within the City of Annapolis, and together, the population in Region 7 has grown about 7% from nearly 67,000 in 2010 to just over 71,000 in 2023. This equates to an approximate annual growth rate of 0.6% from 2010 to 2023. The population of the Region is projected to reach just over 80,000 by the year 2040, with an average annual growth rate of about 0.5%.The City's ethnic makeup is much more diverse than that of the rest of the Region, while the County's median age skews higher than that of the City. Income and educational attainment levels also trend higher in the County than in the City. Together, the Region and the City are a strong employment center for the County, with several top employers located within the Region.

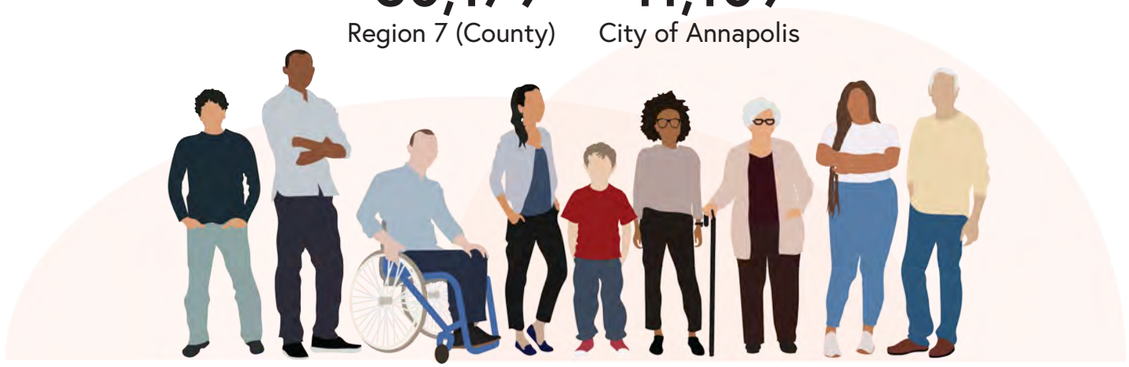
Figure 1: Region 7



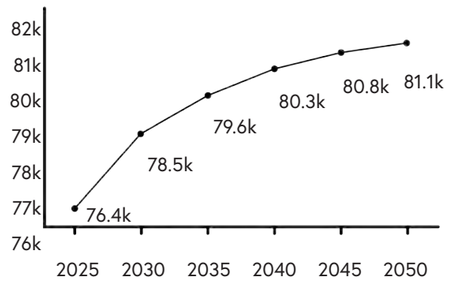
Population

30,179 Region 7 (County)

41,109 City of Annapolis

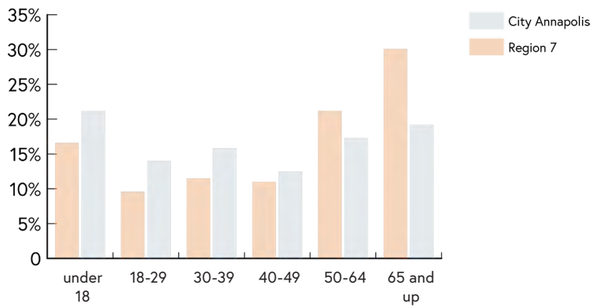


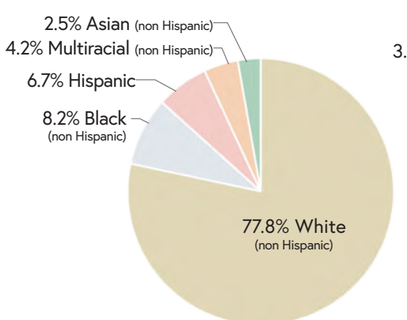
Population Growth Forecast



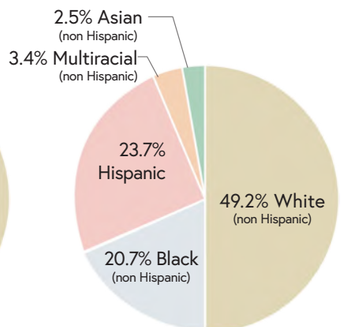
includes the City of Annapolis; data from the Baltimore Metropolitan Council

Age of Population (2023)





Race/Ethnicity
Region 7
(2023)



Race/Ethnicity
City of Annapolis
(2023)

Median Age (2023)

51 yrs
Region 7

39.4 yrs
City of Annapolis

Economics

Median **Household Income** (2023)

$129,304 Region 7

$96,495 City of Annapolis

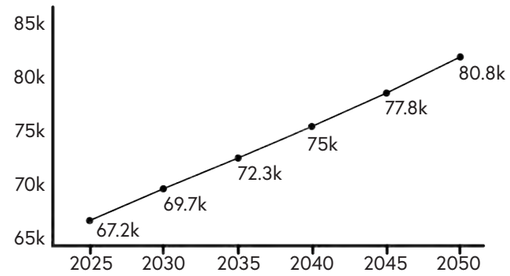
Top Employers	Employees
State of Maryland	8,703
Anne Arundel County Government	5,291
Anne Arundel Medical Center	5,100
US Naval Academy	2,560
Anne Arundel County Government	2,269

Percentage of Population with Income Below Poverty (2021)

2.76% Region 7

8.24% City of Annapolis

Employment Forecast



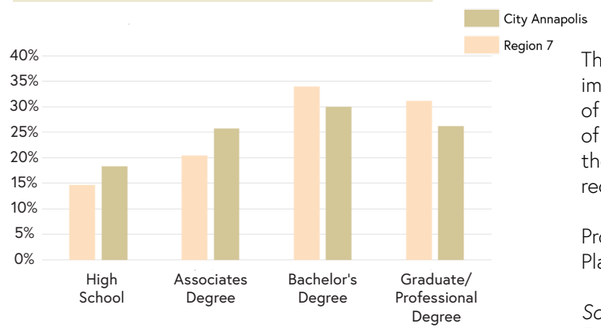
includes the City of Annapolis; data from the Baltimore Metropolitan Council

Unemployment Rate (2023)

2.4% Region 7

3.9% City of Annapolis

Educational Attainment (2023)



Percentage of Households without a Vehicle 2023

5.62% Region 7

9.11% City of Annapolis

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 still 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.

Region 7 Communities

The communities within Region 7 are varied, each with its special character and history to be preserved. The following gives an overview of each community within Region 7, identifies key needs to be addressed over the planning timeframe, and provides broad recommendations that are intended to guide future development and preservation to maintain and enhance the community's character.

Parole

The Parole community (distinct from the Parole neighborhood within the City of Annapolis) encompasses the densest tiers of the County's Parole Town Center, one of the County's three designated Town Centers that are targeted for growth, redevelopment, development, and infrastructure investment. Almost fully built out, Parole has some of the most urban zoning and development provisions in the County, yet much of the existing development pattern remains suburban, with large surface parking and poor walkability.

Though Parole is largely built out and developed, there are notable expanses of wooded areas around Weems Creek and Church Creek. Together with the Parole Green Space at the corner of MD 2 and Forest Drive, these are the community's largest remaining natural areas. There is limited access to parks within the community, but there are outdoor amenity areas that are provided with many individual development projects.

The community is bisected by US 50, which serves as a physical barrier to mobility between the northern and southern portions of the community, and linkages under or over US 50 should be enhanced or expanded, particularly for safe pedestrian and bicycle mobility. Parole is a key transit hub for the Region, and the transit system must be well-integrated with the transit system operated by the City of Annapolis and the commuter lines operated by State and private providers.

Older suburban development patterns should be gradually redeveloped with more urban, dense, walkable and mixed use developments according to the Vision outlined in the Parole Town Center Master Plan. Redevelopment should advance urban patterns of development that are more walkable, making efficient use of land and infrastructure, while promoting the ability to move within the community without a car. The community's bicycle and pedestrian network should be completed and integrated with that of the City of Annapolis, and investments to upgrade the area's transit service and infrastructure, including construction of a Multimodal Transit Facility, should be made. Future development should continue to provide outdoor placemaking amenities for residents and visitors to promote more activity in the area.

Additionally, redevelopment should retrofit and modernize stormwater facilities and promote greener site development to combat urban heat island effects through street tree planting, green roofs, and other green building and site design techniques. Public amenities for area residents and visitors, such as outdoor seating and plazas and links to natural areas, should be incorporated throughout the community with redevelopment and new development. Existing environmental features and natural areas, such as along Church Creek, Weems Creek, and the Parole Green Space, should have low-impact links for people to engage and experience these areas, where appropriate. Access and connections to surrounding parks and recreational facilities such as Broad Creek Park, Waterworks Park, and the Arundel Olympic Swim Center, should be strengthened.

Greater Annapolis

The Greater Annapolis community is the area west of the City of Annapolis (outside of the County's Parole community), and extends from the Severn River to the South River. This community has a diverse range of development patterns across its neighborhoods and landscape. Areas within the Parole Town Center (including the Housley Road and Defense Highway commercial areas and the office and mixed-use developments along Riva Road and Admiral Cochrane Drive) have a more suburban and auto-oriented pattern of development. The Bestgate Road corridor, particularly near the Parole Town Center, is a mix of newer office uses, light industrial uses with a small number of heavy industrial properties, high-and medium-density residential apartments and townhomes, and various stable single-family neighborhoods, such as the Gate Court, Parker Drive, Monticello, and Lincoln Parkway neighborhoods.

Two large planned unit developments, the largely age-restricted Heritage Harbour and Riva Trace, offer some diverse housing options. A concentration of commercial marinas and other retail businesses is clustered at Route 2 at the South River, anchoring the northern end of the Route 2 commercial corridor that traverses Edgewater to the south. Much of the remainder of the community is made up of stable, low-density single-family residential neighborhoods, typically in mature, leafy settings extending to the surrounding waterways.

The Severn and South rivers and other creeks and waterways are critical to the character of neighborhoods in Greater Annapolis. There are some large swaths of wooded areas, particularly around Broad Creek, preserved areas of Heritage Harbour, and along Weems Creek. These should be maintained, and future development should enhance or expand these where possible, linking to the green infrastructure network and providing low-impact access where possible on public properties, such as with the expansion of the South Shore Trail along Weems Creek.

Several sites within the community are on the County's Inventory of Historic Places, including examples such as Olde Bloomfield (off Riva Road near the South River), the Ridgely Avenue School (now the Sons and Daughters of Italy lodge), and the Annapolis Hebrew Cemetery on Defense Highway. Future planning and preservation efforts should evaluate opportunities to preserve other historic neighborhoods and legacies such as Lindamoor, the Ridgely Avenue area, and the legacy and stories of the former African American neighborhoods along Bestgate Road.

Key recreational needs in this community include the completion of the South Shore Trail and expanding access to existing parks, especially Broad Creek Park and Waterworks Park (which is City-owned and located primarily in Region 6). Several key bicycle routes exist or are planned, including the South Shore trail, various links into the City of Annapolis, and along Riva Road, Bestgate Road, and Route 2. Bicycle and pedestrian links should be prioritized for implementation where they provide connections to Annapolis High School, into the Parole Town Center network, and to parks and recreational areas.

In general, future development within the area should be compatible with the surrounding neighborhood character. Development and infill in the single family residential neighborhoods should be carefully designed for consistency with the existing built density, form, and use in these areas. The Ridgely Avenue area should be guided by a detailed planning effort through a Village Center Sector Study (see discussion in the Built Environment chapter). The Bestgate Road corridor will likely continue to redevelop with a more intensive mix of uses, but existing and stable single-family residential neighborhoods should be protected from adverse impacts of this intensification. Future Region planning efforts should continue to look at the Bestgate Road corridor to assess the direction of land use development and redevelopment along this roadway. The Parole Town Center should continue to be targeted for development and redevelopment, as well as infrastructure investments to support that development.

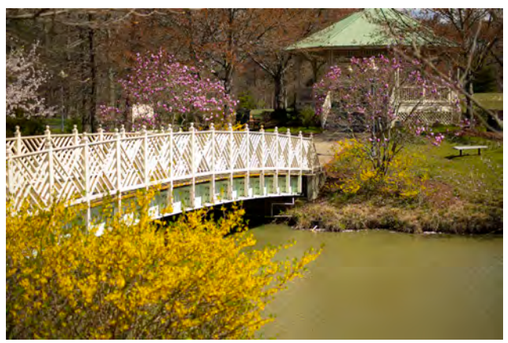
Annapolis Neck

The Annapolis Neck community is generally the peninsula area south of MD 2 outside of the City of Annapolis, but exclusive of the easternmost communities of Bay Ridge and Highland Beach. The built character of this area is primarily single-family homes in low density communities, though there are areas of neighborhood commercial nodes within the community, such as the local commercial cluster along Riverview Avenue or on Bay Ridge Road near Edgewood Road (though much of the latter commercial area is within the City of Annapolis).

Several natural and historic qualities are defining features of the community's character and quality of life, including the area's waterways and the large swaths of green infrastructure that wind along the southern boundary of the City. There are several individually-listed properties on the County's Inventory of Historic Places, as well as the neighborhood of Annapolis Roads noted for its Olmstead design. Ferry Point Road and Harness Creek Road are designated Scenic and Historic Roads. Quiet Waters Park is a regional asset as the most-visited in the County's park system, but Peninsula Park also serves the end of the Annapolis Neck peninsula.

Forest Drive is a key roadway for moving residents on and off the peninsula, but faces complex management issues as it crosses the jurisdictional boundary. The road is County-managed, but located within the City for much of its extent, so ongoing coordination to balance safe and reliable mobility with placemaking for neighborhoods along the roadway is critical. Additionally, safe bicycle and pedestrian links from the community's neighborhoods to the City's networks and to key destinations such as Parole Town Center and Quiet Waters Park should be prioritized, particularly a bicycle facility along or parallel to Forest Drive.

Development in the community's single-family residential neighborhoods should be carefully designed for consistency with the existing built density, form, and use in these areas. Redevelopment in the neighborhood commercial nodes serving these areas should be carefully designed to promote safe linkages into the surrounding neighborhoods, with compatible density and considering the potential for a compatible mix of uses in these nodes. There are several areas for strengthening the ongoing coordination with the City of Annapolis, including in managing transportation improvements and development along the Forest Drive corridor, in expanding access and linkages to area trails, and expanding the green infrastructure network with a goal of linking Parole Town Center to Quiet Waters Park.



Bay Ridge

The Bay Ridge community is situated at the easternmost end of the Annapolis Neck peninsula and encompasses the historic Bay Ridge and Arundel on the Bay neighborhoods. These neighborhoods are mature and stable residential developments, dating from the early 20th century (Bay Ridge and Arundel on the Bay) to the 1960s (Anchorage) and 1980s (Annapolis Cove). The general built character of the community is predominantly single-family residential homes, typically arranged on narrow, gridded neighborhood streets; there are no commercial or mixed-use nodes within the community, though the offices of the Chesapeake Bay Foundation are located along the waterfront.

The community's Chesapeake Bay waterfront and mature tree coverage are key defining features, and many properties are protected with conservation easements, including a large forested area owned by the Bay Ridge Civic Association. Additionally, because of the community's roots as early 20th century beach communities, much of the Bay Ridge neighborhood, and several individual properties in Arundel on the Bay, are listed on the Maryland Inventory of Historic Places. Arundel on the Bay should be assessed for possible inclusion on the County's Inventory of Historic Resources.

There are no public parks or recreation facilities within the community, though Peninsula Park and Quiet Waters Park are nearby. Bicycle facilities should be completed along the main roadways leading into the community, particularly along Farragut Road and Arundel on the Bay Road.

Little physical change driven by new development is anticipated in this community over the next twenty years. Development should be limited to single-family residential infill of a scale and form that is consistent with the surrounding neighborhood.

Highland Beach

Highland Beach is Region 7's smallest community and Anne Arundel County's only incorporated town outside of the City of Annapolis, governed by an elected Mayor and Board of Commissioners. As an independent municipality, Highland Beach has its own planning authority, **comprehensive plan**, and **zoning ordinance**, though the County administers Critical Area regulations, many development and zoning regulations, and permits as defined in a Memorandum of Understanding with the Town.

Highland Beach is a single-family residential community with its roots as a late-19th/ early-20th century beach resort for Blacks. Like its neighboring communities, the Chesapeake Bay shoreline is a key defining feature, and many individual properties, including the summer house of Frederick Douglass (Twin Oaks), are on the County's Inventory of Historic Resources, and protection of these natural and cultural resources is vital to maintaining the unique character of this community.

The Town's comprehensive plan expresses community goals to maintain the community's residential and small-town atmosphere, protect its environmental and heritage resources, and promote green community initiatives. Little physical change driven by new development is anticipated in this community over the next twenty years, and development should be limited to single-family residential infill of a scale and form that is consistent with the surrounding neighborhood.

Riva

The community of Riva is located on the south side of the South River, connected by the Riva Road bridge to most of Region 7. The built character of the community is primarily single-family residential homes on lots that vary in size from less than 1/10th of an acre in the Sylvan Shores area to around ⅓-acre in the Annapolis Landing area; two townhouse developments within the Waterford community are unique for the area. Riva Road forms the central corridor spine of the community. There are two nodes of commercial, civic and/or marina activity, with the largest and most defined at the east side of the South River bridge. Another activity center is located west of Sweet Gum Road, where the post office and fire station are located, and a new retail building is under construction.

The community's shoreline along the South River, as well as Beards Creek, Flat Creek, and other tributaries, define the area's natural character, with slopes along many of these waterways lending a rolling character to the topography along the water. There are some forested areas primarily along the western periphery of the community; otherwise tree canopy tends to reflect the relatively mature plantings and street trees of the residential neighborhoods.

Several cultural resources and historic designations are important to the area. Riva Road, from the South River into South County, is designated a Scenic and Historic Road, and the historic Sylvan Shores neighborhood should be assessed for potential inclusion on the County's Inventory of Historic Resources.

There are no County parks within the Riva community, making links to parks in the surrounding community of Davidsonville and north to Greater Annapolis very important. In particular, a bicycle and pedestrian link over the South River to the Parole Town Center would help connect this community with the recreational, service and entertainment options available there.

Future development in Riva should complement and enhance the area's primarily single-family residential character. The commercial and marina district along the South River should be maintained at a compatible scale to the surrounding neighborhoods and avoid an intensification of uses.

Introduction

Region 7 contains many unique, environmentally sensitive features that present challenges and opportunities for this Region Plan to address. Due to its peninsular form, the Region has an extensive tidal shoreline along the South River, Severn River and the Chesapeake Bay which is impacted by water quality issues, rising sea-levels, increases in nuisance flooding, and coastal erosion. The area also contains numerous streams, floodplains, tidal and nontidal wetlands, and other sensitive areas. Protection of sensitive areas and water resources is key to providing a functioning ecosystem, sustainable watersheds for drinking water sources, viable fishing and shellfish industries, healthy recreation areas and maintaining a high quality of life for Region 7 residents.

Plan2040 sets a strong framework with six primary goals for protecting natural resources in the County:

- **Goals NE1, NE2, and NE3** focus on preserving and enhancing sensitive features, forests and tree canopy, and environmentally sensitive lands.
- **Goals NE4 and NE5** emphasize measures to protect water quality and manage wastewater.
- **Goal NE6** focuses on County operations to reinforce community sustainability.

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; climate change and sea-level rise; and water and sewer service.

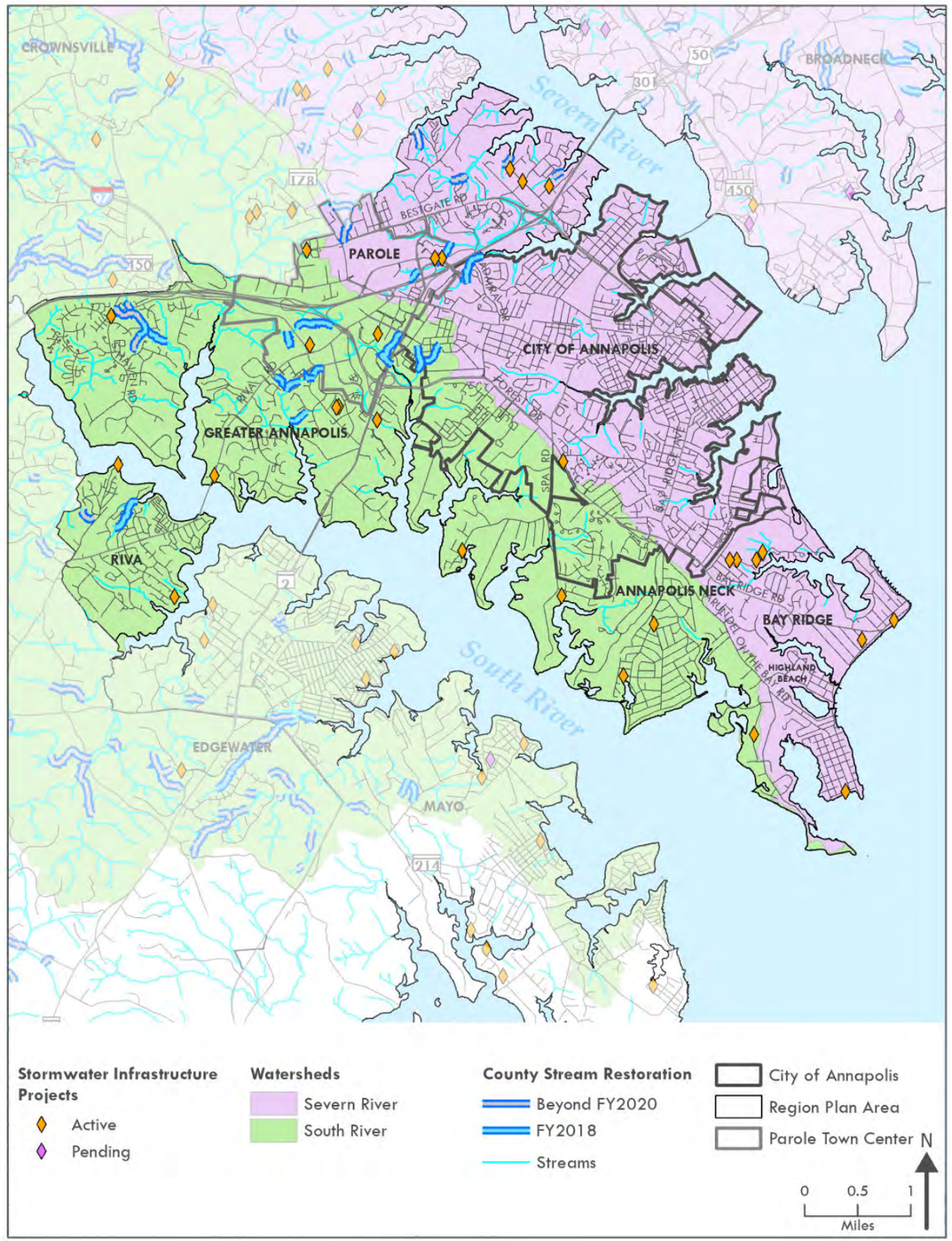
Sensitive Areas

Region 7 lies within the Severn River and South River Watersheds, and many streams feed into these two rivers. The Region (outside of the City) contains approximately 40,750 acres of land within the Severn River Watershed and 35,116 acres of land within the South River Watershed. Overall, the Region has approximately 50 miles of shoreline.

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 Severn and South Rivers, particularly in areas that were intensively developed prior to modern stormwater regulations.

Figure 2: Water Quality Projects



Water Quality

Currently, water quality does not meet Federal Clean Water Act standards in either river. The primary water quality impacts are from excessive inputs of nutrients (nitrogen and phosphorus) and sediments[1] which contribute to large algae blooms that decrease clarity of the water and lead to low dissolved oxygen levels. The major sources of nutrients are from stormwater runoff, septic systems, and wastewater treatment plants.

To address these challenges, the County developed watershed management plans for both the Severn and South River watersheds. Additionally, Plan2040 established goals and policies to address water quality Countywide. Goal NE4 focused on improving and protecting water quality by reducing impacts from stormwater runoff, wastewater discharge, and septic systems, and specified many policies and strategies to implement that goal. Input during the Region 7 planning process shows public support for protecting and improving water quality.

Forest and Land Conservation

Across the Region, residents have advocated for protecting the remaining forests and natural landscapes, noting they are critical for clean water and flood control, and are vital to maintaining quality of life. Much of the remaining forested land in the Region is fragmented in small patches, with the exception of a few large contiguous areas in Quiet Waters Park, Broad Creek Park, Bay Ridge, Annapolis Roads, the Crystal Springs area, and on the Severn Grove peninsula. Forest loss and fragmentation occurs as a result of development and is regulated in the County's Forest Conservation Ordinance (see Table 1).

Plan2040, **Goal NE2** called for retaining existing forest cover, increasing forest replanting efforts, and increasing urban tree canopy and identified policies and strategies to achieve that goal.

As with water quality, much of the Region, particularly in Parole, was developed prior to modern environmental laws that require measures to protect trees. Areas with the most degraded environmental conditions have lower median incomes and disproportionately higher concentrations of minorities than the rest of the County. Redevelopment and restoration projects both have the potential to improve environmental conditions for residents in these areas and resolve inequities.

In addition to regulating the loss of forest lands, private landowners, non-profit organizations including the Scenic Rivers Land Trust and Chesapeake Bay Foundation, and Federal, State and County agencies have all been engaged in efforts to conserve natural lands in the Region. The County Green Infrastructure Plan identifies a connected network of the largest, contiguous natural areas conserved through public ownership or private conservation easements or have the potential to be conserved.

Region 7 residents have also expressed the importance of connecting conserved lands in the County with conserved lands in the City of Annapolis in order to achieve a more cohesive network of green infrastructure for the Region. This goal will require proactive coordination among the City, County, and non-profit organizations.

1 Severn River Watershed Management Master Plan, February 2006, South River Watershed Study, November 2008.

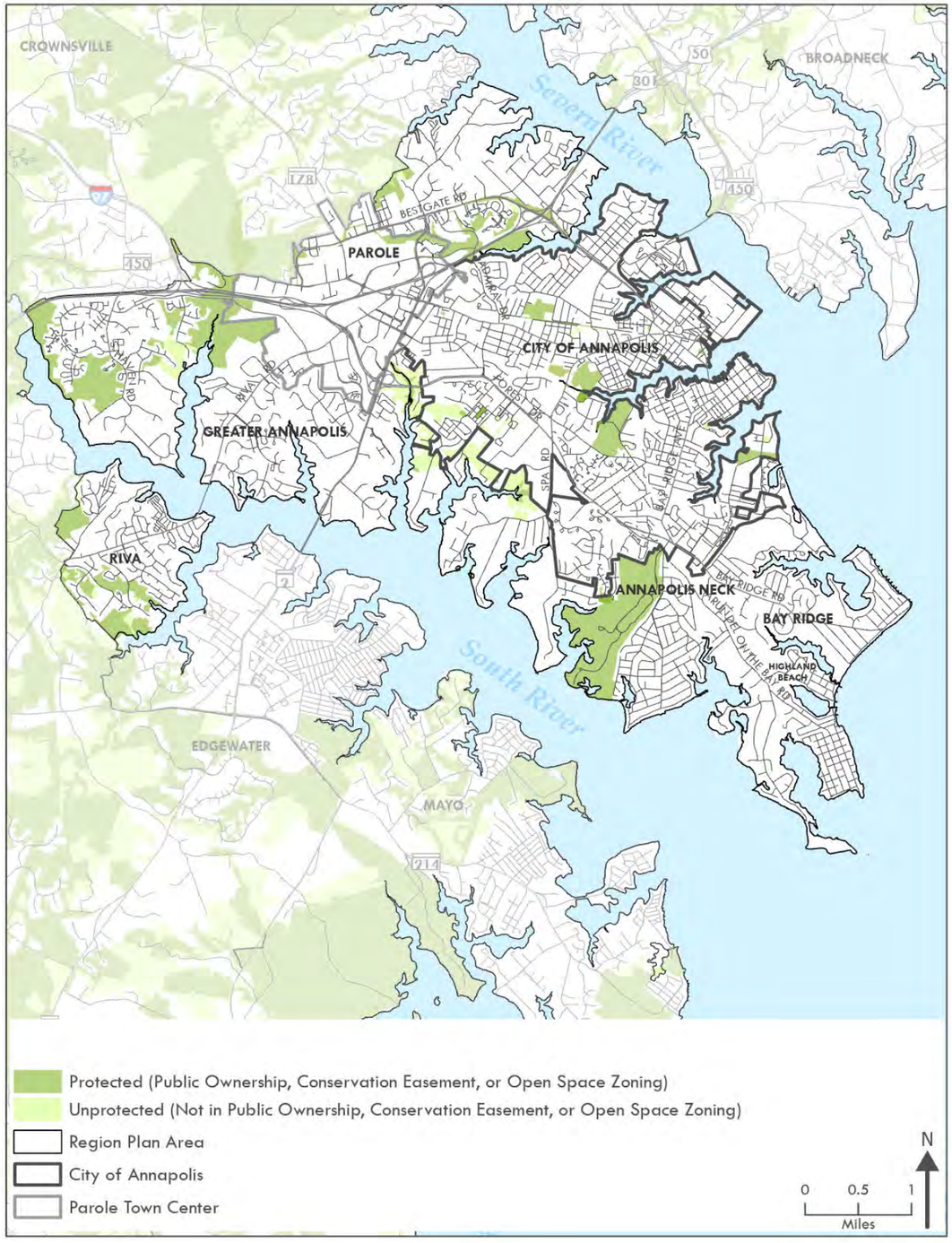
Current Environmental Regulations

The Anne Arundel County Code regulates sensitive areas 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 and COMAR

Feature	Regulations	County and/ or State Code Reference(s)
Critical Area	Land within 1,000 feet of tidal waters regulated by Critical Area provisions in County Code and State law and regulations. Regulations vary between three designated zones (Intensive Development Area, Limited Development Area, and Resource Conservation Area). Includes limits on impervious cover, protection of 100-foot upland buffer from tidal wetlands and waterways, and habitat protection areas (including waterfowl staging and concentration areas, colonial waterbird nesting sites, threatened and endangered species, and anadromous fish spawning areas).	Article 17, Title 8 & Article 18, Title 13; and Code of Maryland Regulations, Title 27
Steep slopes	Development prohibited on slopes that are 25% or greater (or 15% in Critical Area) that meet the area and height thresholds.	17-6-404, et. seq.
Forests	Forest conservation regulations establish a process and requirements for subdivision and development projects. Requirements include, but are not limited to, forest stand delineation, thresholds for forest clearing, 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, et seq. 17-6-303, et seq. 17-6-309, et seq. 17-8-603, et. seq.
Non tidal wetlands	Development prohibited in wetlands and 25-foot wide buffer.	17-6-402, et seq.
Streams	Development prohibited in 100-foot wide buffer for perennial and intermittent streams.	17-6-403, et seq.
Bogs	Multiple provisions including development prohibition in bog and contributing streams. Development limitations within 100-foot buffer, 300-foot buffer (limited activity area) and the contributing drainage area.	Title 9 of Article 17, et seq.
Floodplains	Development limited, including requirements for easement or dedication of floodplain areas to the County through the subdivision process.	Title 2 of Article 16, et seq.
Stormwater Management	State law and County code requires new development to implement Environmental Site Design to the Maximum Extent Practicable. This standard requires site planning and stormwater management techniques that conserve natural features and drainage patterns and minimize impervious surfaces.	16-4 and Code of Maryland Regulations 26.17.02.08

Figure 3: Green Infrastructure



Water and Sewer Service

Approximately 80 percent of the Region is currently served by public sewer and 65 percent is served by public water. An additional 17 percent is currently planned for public sewer service and 25 percent is planned for public water service at some time in the future. The Annapolis Sewer Service Area provides public sewer service for most of the Region, and the Broad Creek water pressure zone serves most of the Region that's outside of the City of Annapolis. Approximately 4 percent of the Region is not planned for public sewer service and 10 percent is not planned for public water service. These areas that are not planned for public service are or will be served by private septic or well systems. The primary areas not served by public sewer include the area north of Bestgate Road, rural neighborhoods on the southern side of the Annapolis Neck peninsula, and parts of Riva. Primary areas not served by public water include the southern side of the Annapolis Neck peninsula, and neighborhoods north of Bestgate Road. The 2022 Water and Sewer Master Plan shows capacity for both water and sewage treatment to meet projected growth demands for the Region.

The Department of Health has identified potential groundwater problem areas within Region 7, including saltwater intrusion and elevated arsenic and cadmium. The Annapolis Neck area south of Black Walnut Creek toward the Chesapeake Bay and the South River is vulnerable to saltwater intrusion. New wells in this area are required to be drilled and grouted (sealed) into a confined aquifer, which is screened at a depth of no less than 270 feet and grouted to a depth of no less than 200 feet to avoid saltwater intrusion problems. Wells drilled in the Annapolis Peninsula may show a presence of arsenic and cadmium with levels that exceed the EPA maximum contaminant level (MCL). The presence of these chemicals occurs in wells drilled in the Aquia Aquifer. Any well drilled that exceeds the MCL for Arsenic must be re-drilled to a different depth.

The neighborhoods of Gingerville Manor and Wild Rose Shores have been identified by the Department of Health as on-site wastewater management problem areas where there is increased risk for septic system failure that could lead to poor groundwater quality and public health risks. These areas have problems such as small lot size, impermeable soils or excessive slopes. The Department of Health will monitor these areas and if petitions are submitted for public service within the areas, they will progress through the petition process accordingly.

Challenges and Opportunities for the Natural Environment

Challenges

- Impaired water quality in Severn and South Rivers and their tributaries: The majority of existing development predates modern stormwater management requirements and lacks controls for water quality. Septic tanks release harmful nutrients into the Bay.
- Development pressure threatens remaining forests: Stormwater management, habitat and wildlife protection, siltation of creeks, and maintenance of forested areas are concerns for Region 7 community members.
- Extensive shoreline armoring: Previous shoreline armoring to manage erosion leads to loss of intertidal habitat.
- Sustainability: Lack of infrastructure and innovation to support technological solutions for improving the environment such as electric vehicles, green building design, transit, etc.
- Quality of life: Loss of natural green spaces has a negative impact on quality of life for Region 7 residents.

Opportunities

- Implement stormwater management projects: Implement stormwater management and stream restoration projects in the Severn and South River watersheds that improve water quality and habitat, and provide public education and recreational benefits.
- Provide incentives to improve water quality: Incentivize stormwater management improvements and impervious surface reductions by allowing for increased density. Incentivize the use of green infrastructure techniques such as green roofs and rain barrels.
- Living shorelines: increase funding and technical support for living shorelines to help mitigate sea-level rise.
- Community collaboration: Increase community education and engagement on environmental issues. Continue to build partnerships among community groups, non-profit organizations, schools, and the County to achieve environmental goals.
- Redevelopment: Promote redevelopment of aging properties over greenfield development to meet housing and economic needs while minimizing environmental impacts.
- Increase and retain existing tree canopy: In partnership with the Watershed Stewards Academy and other organizations, plant trees in urban areas to increase tree canopy, reduce urban heat island effects, reduce stormwater runoff and resolve inequities. Prioritize protecting existing tree canopy and Forest Interior Dwelling Species (FIDS) forest habitat.
- Land Acquisition: Provide financial and technical support to residents, neighborhood associations, and community organizations to purchase and conserve open spaces near their neighborhoods.

NATURAL ENVIRONMENT

Photo courtesy of the Chesapeake Bay Program

Introduction

People have been altering the Region 7 landscape as far back as 10,000 years ago, as evidenced by the various Native American archeological sites uncovered and studied in the area. With the arrival of European settlers in 1649, more and more of the Region's land area was dedicated to agrarian uses. Advances in transportation ushered significant changes to the landscape, beginning with the development of rail lines as early as the 1840s that connected previously rural and dispersed farmsteads to bigger cities and even helped spur the development of the area's historic beach communities. In the 20th century, the rise of automobile culture became a key driver of the area's suburban development pattern, with roadways traversing the Region. By the 1950s, US50 bisected the northern portion of Region 7 and the Riva Road bridge provided a link to the Riva community across the South River. Suburban expansion of the mid- to late-20th century consumed and transformed much of the formerly agrarian landscape, setting the stage for much of the development pattern we see today. This chapter focuses on key aspects of this development pattern within Region 7: housing, land use and zoning, climate and sea-level rise, transportation, and cultural resources.

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 7 is the Parole Town Center.
- **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 Region 7 is within a Community of Opportunity, except the Heritage Harbour area and low-density or rural residential areas from Gingerville Creek to Harness Creek).

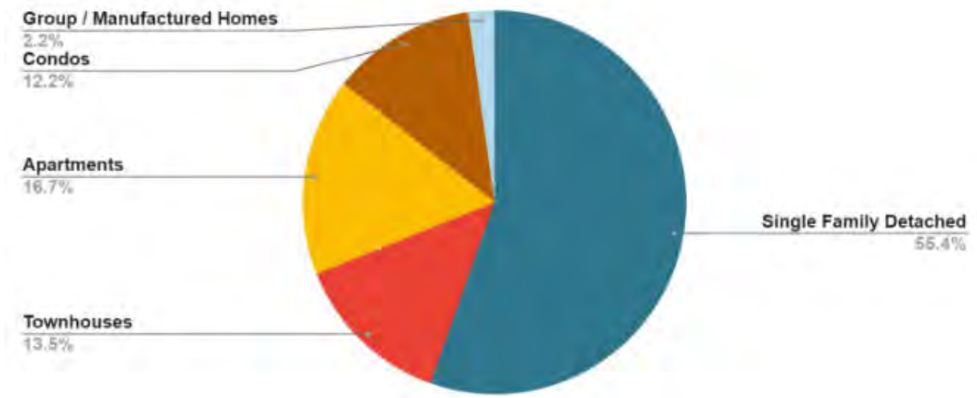
Over 50% of Region 7's housing stock, outside the City of Annapolis, is made up of single-family detached homes, with much of the inventory of other housing forms located within the Parole Town Center. Nearly two-thirds of housing units are owner-occupied, which is lower than the Countywide rate of 75%, and renters in Region 7 are more likely than owners to be of a minority group. At the same time, home values in Region 7 trend higher than in the County overall, and both home prices and monthly rents have trended upward over the last decade, all while far fewer housing units have been constructed since 2010 than prior to 1970. Building permit data show sporadic levels of residential development since 2000, but a general decline in numbers of residential units constructed.

Table 2: 2019 Home Value and Rents

	Region 7	Countywide
Median Home Value	$464,547	$361,227
Median Gross Rent	$1,689	$1,663

*data include the City of Annapolis

Region 7 Housing Types (2022)



Holding Capacity

During the Region 7 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. Note that the City of Annapolis has independent planning and zoning authority. While the County coordinates closely with the City on land use issues, the Holding Capacity Analysis only considered County zoning in order to inform land use and zoning decisions for the County's portion of Region 7.

Key steps in the Holding Capacity Analysis include:

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

Plan2040 provides an in-depth description of each step in this process (Volume II, page 111).

The results of the Region 7 Holding Capacity Analysis are shown in the Table below. Growth projections anticipate that Region 7 (excluding the City) will steadily add about 1,400 new households over the next 20 years. The Holding Capacity Analysis indicates that there is sufficient capacity under the Region's adopted zoning to accommodate this projected household growth for the Region. Of the 4,415 remaining units of capacity for residential, approximately 3,400 are within the Parole Town Center.

Table 3: Forecast and Holding Capacity

	Region 7
Household Forecast (Change from 2020 to 2040	1,456*
Holding Capacity Residential Zoning Districts	717
Holding Capacity Non-Residential Zoning Districts	3,698
Total Estimated Holding Capacity	4,415
Difference	2,959

*Notes: *excluding the City of Annapolis*
These statistics are estimates, not growth targets
Source: 2021 Holding Capacity Analysis and Round 10 Baltimore Metropolitan Council (BMC) Forecast

"I believe the most important planning challenge faced by Region 7 is the need for affordable housing as well as the desire to preserve the character and attributes which make Region 7 a great place to live."

- Region 7 Resident

Housing Affordability

Housing, particularly housing affordability, has been cited as a key concern among a sizeable number of residents, both Countywide and within Region 7. Housing is generally considered affordable when a household does not pay more than 30% of its income on housing related expenses; households spending more than this 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 Metropolitan Statistical Area (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 in the County affordable 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.

There is an acute need for housing in the Region that is affordable, particularly for affordable rental units. 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, and the waiting list for households seeking program assistance from the County's Housing Commission is over 28,000. Within the Region (including the City of Annapolis), there is a shortfall of at least 1,200 affordable 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.

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.

Housing Diversity and the "Missing Middle"

To address the lack of housing choices, planners and designers nationwide are analyzing the benefits of what is commonly known as missing middle housing types. Missing Middle provides a variety of housing types that range in scale from duplexes/ semi-detached or fourplexes to small, two- to three-story apartment buildings in walkable neighborhoods. While some of these housing types were commonly seen throughout the United States before World War II, they are currently not developed as often due to zoning and financial constraints. Many missing middle forms are compatible in appearance and design with detached single-family homes and can provide a great transition between single-family neighborhoods and more commercial buildings and uses.

They are also able to host a moderately higher number of residents than large lot single-family detached dwellings, enabling better access to daily services for more people.

Accessory Dwelling Unit

Cottage Court

Multiplex Medium

Challenges and Opportunities for Housing

Challenges

- Limited housing options in the Region that are affordable to households at or below the area median income.
- Region 7 is largely built out and dominated by single-family residential neighborhoods.
- Limited opportunities for more intensive redevelopment in the Region outside of the Parole Town Center.
- School APF requirements limit housing density outside of the Parole Town Center.
- Zoning Code does not currently allow for many "missing middle" housing types such as triplexes, quadplexes, or small neighborhood-scale multifamily buildings in many residential zoning categories.
- County Code restrictions limit the potential to develop diverse housing types.
- The County does not currently require workforce or low-income housing with development.
- The expense of housing production makes affordable housing less competitive than market-rate housing.

Opportunities

- High redevelopment potential for aging commercial and office properties, which could include below market-rate housing.
- Streamlining the development review process (e.g. expedite permitting process) for affordable housing projects that meet certain criteria, similar to the Montgomery County Green Tape program.
- Reducing or waiving certain development fees, such as water and sewer connection fees, for affordable housing projects.
- Implementing recommendations of APF workgroup to remove barriers of new housing development on school capacity.
- Reforming the Zoning Code to allow Missing Middle housing to blend seamlessly within existing neighborhoods in appropriate Residential Zoning designations.
- Reducing parking requirements for affordable housing projects that meet a certain criteria.
- Utilizing County-owned property, where appropriate, to encourage the development of affordable housing.
- Providing resources to bolster developer interest in producing affordable housing.

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. In particular, the following Plan2040 land use goals are relevant to Region 7:

- **Goal BE1** supports strategies to improve the regulatory land use framework in the County.
- **Goals BE3** and **BE4** establish recommendations to protect the character of existing communities and Peninsula Policy Areas.
- **Goals BE5, BE7, and BE9** shape recommendations for Targeted Growth areas, Town Centers and areas near transit stations.
- **Goal BE8** outlines the potential for Village Center areas that are compatible with the surrounding community.
- **Goal BE10** details policies for Critical Corridor Policy Areas.

Development Policy Areas

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 7, this framework provides for the Parole Town Center, designated as a Town Center, with much of the area placed within a Transit-Oriented Policy Area Overlay, as a defined Targeted Development, Redevelopment and Revitalization Policy Area for the County.

The remainder of the Region is placed within the Neighborhood Preservation Policy Area or, east of Crab Creek, the Peninsula Policy Area. Note that the City of Annapolis, with separate planning and zoning authority, does not have a County Policy Area designation.

Region 7 is comprised of several Development Policy Area designations (for full definitions see page 38 in **Plan2040 Volume I**):

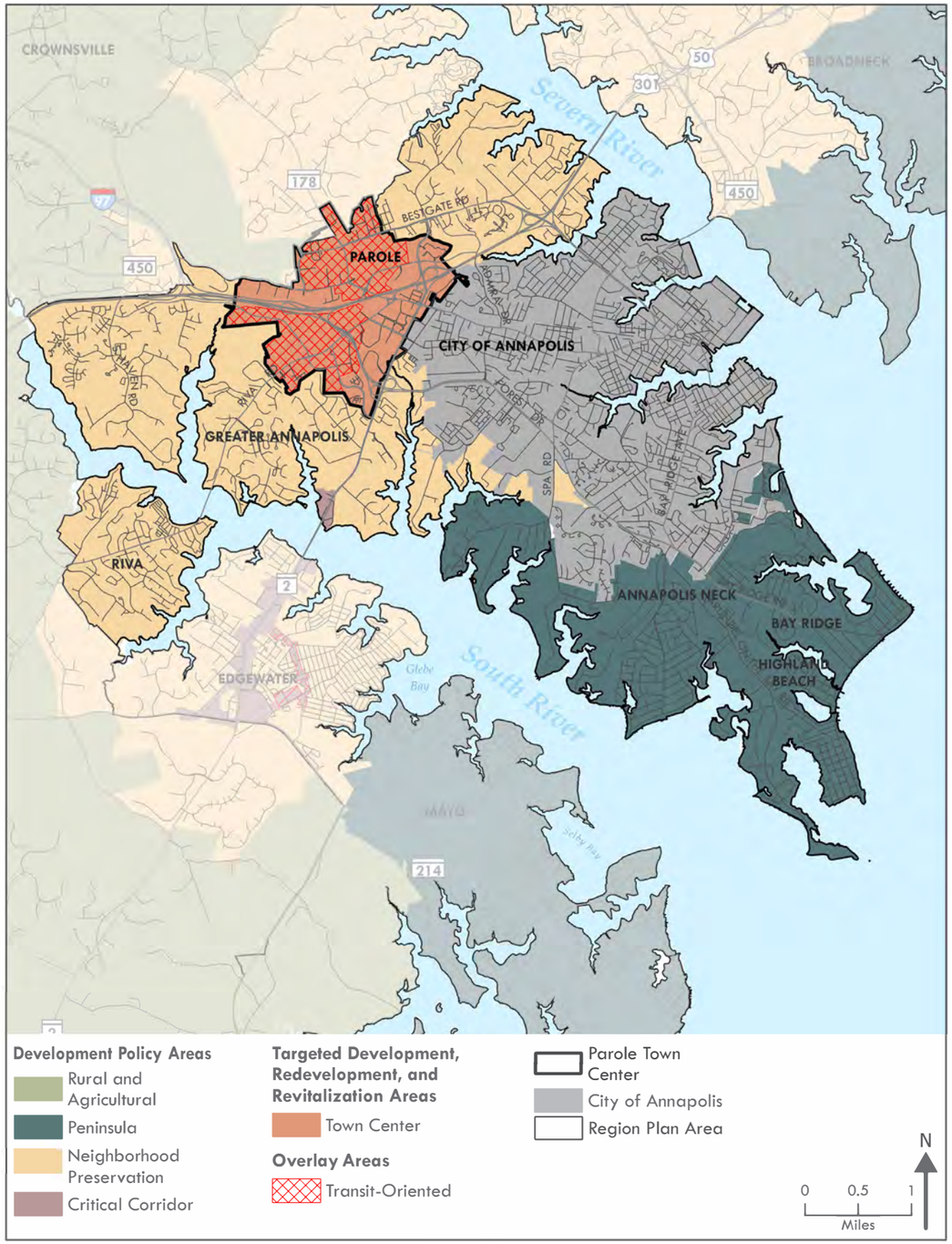
Targeted Development, Redevelopment and Revitalization Areas promote public and private investment in designated Town Centers, Commercial Revitalization Areas and Sustainable Communities.

Neighborhood Preservation Areas primarily limits new development with public investments in walking and biking infrastructure, parks, and schools.

Peninsulas supports protection of natural shorelines, road improvements, stormwater management, adaptation to sea level rise, and decreases development potential on the planned land use map.

The Region 7 Plan amends the Development Policy Area map to move portions of the south side of Bestgate Road, including Gate Court and Parker Drive, from the Town Center Policy Area to the Neighborhood Preservation Policy Area. The Plan also adds a Village Center designation along Ridgely Avenue, which will set in motion a process for additional community engagement to better understand the area's needs and recommend appropriate tools to protect the area's character and guide any future development (see "Ridgely Avenue Village Center" on page 46).

Figure 4: Development Policy Areas



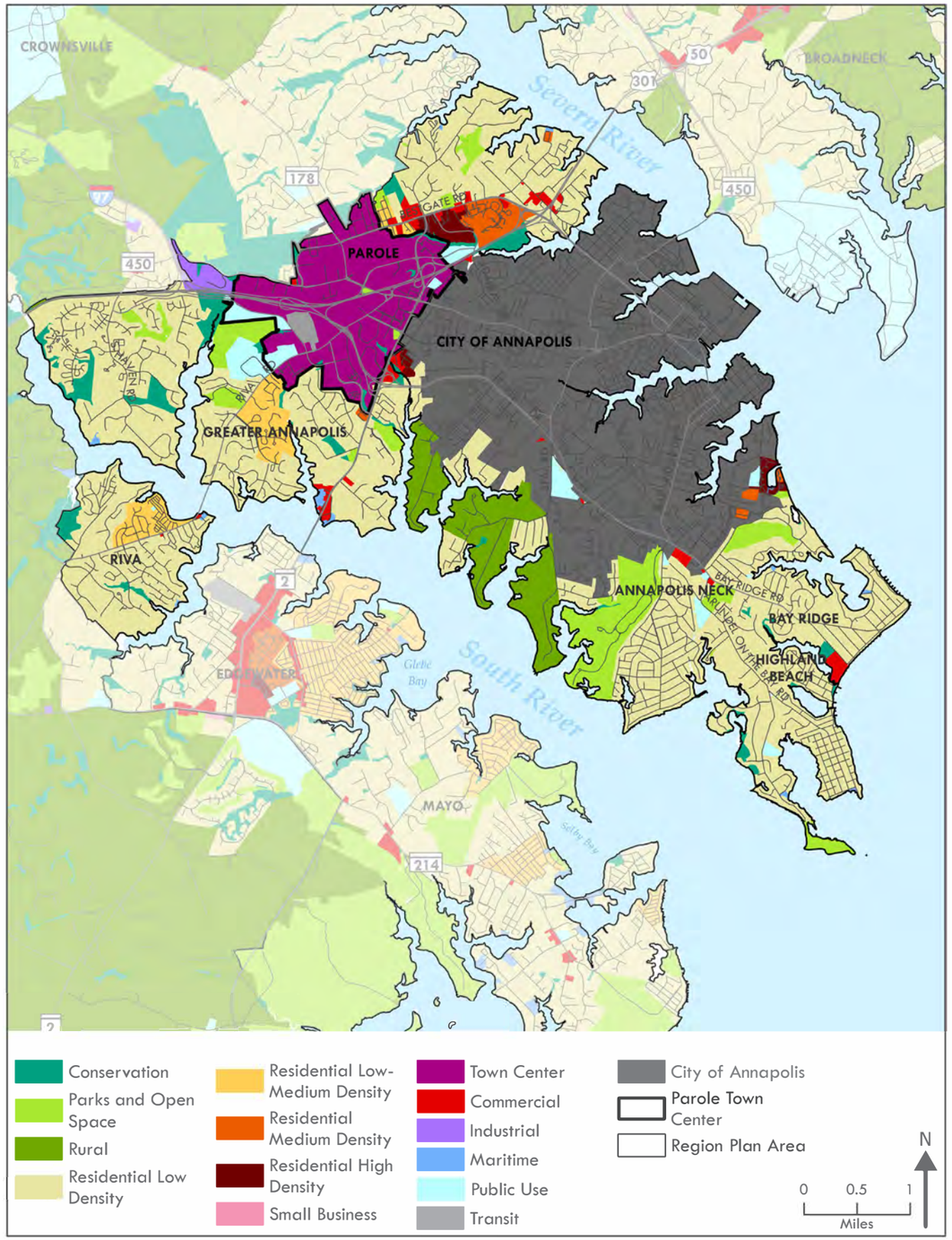
Planned Land Use and Zoning

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 and Subdivision and Development provisions of the County Code. Plan2040, in outlining the Region Planning process, provided for the Region 7 Plan to include recommendations for land use that would amend the Plan2040 Planned Land Use Map, and Comprehensive Rezoning that would update the Region's zoning to be consistent with the Planned Land Use Map. In general, the Region Plan reinforces the broad land use patterns established by Plan2040 and prior GDPs, targeting the Parole Town Center to absorb most of the Region's future growth in order to preserve the lower density built character and sensitive environmental features in the Region's other communities.

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

Staff have proposed consistency changes to more closely align zoning with the adopted Plan2040 Development Policy Areas Map and the adopted Planned Land Use Map. Consistency changes include updates to align the zoning with the actual development of built communities to protect the physical character of an area and better predict infrastructure needs. Additionally, consistency changes include updates so that the OS zoning district applies to public parks and privately owned areas that provide active and passive recreational amenities, platted floodplains, conservation easements and other preservation areas 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 7.

Figure 5: Planned Land Use



Ridgely Avenue and Weems Creek Area

The prevailing historic character of development along Ridgely Avenue, from approximately Bestgate Road North to Weems Creek, dates to the late 19th and early 20th century. The area is now a mix of uses, with historic single-family homes (some of which have been converted to small businesses), retail businesses, and a restaurant along Riverview Avenue; later additions of large office buildings and churches contrast with this earlier development pattern. The character of the surrounding community is predominantly low-density single-family homes.

During the development of Plan2040, a number of requests for a change in Planned Land Use were submitted for properties along Ridgely Avenue, from Bestgate Road North to the US 50 overpass. Decisions on several of these requests, beyond those that simply aligned with the existing use and zoning, were deferred to the Region Plan, where a community discussion could be held on the desired future of the Ridgely Avenue area. Discussions during the Region Plan process elicited a strong desire to protect the area's special characteristics (such as the open and mature landscape, the historic residential neighborhoods, and the area's environmental resources) and ensure that any future development or redevelopment preserves and complements that character.

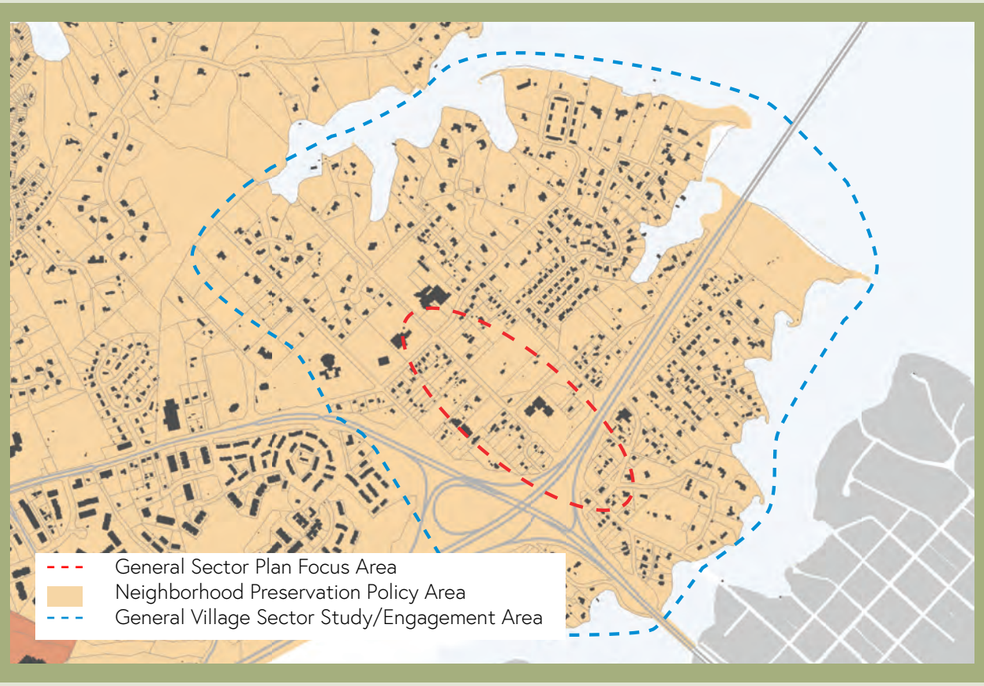
To ensure future development is compatible with, and enriches the existing character of the neighborhood, a Sector Plan should be developed. The planning work will occur in three distinct phases detailed below.

Analysis Phase

During the analysis phase, planners and the community will understand the range and scope of the Weems Creek and Ridgely Avenue area's land use assets and issues. At a minimum, the Sector Plan should evaluate the area's strengths, challenges, opportunities, and needs in the following areas:

- identification, survey and evaluation of the area's significant characteristics to preserve and protect, including but not limited to the historic built character and the key features that contribute to the neighborhood's defining qualities, and the area's cultural and social history, including the past lives of its residents and workers, and how that continues to be reflected in the area's built character and landscape;
- an evaluation of the neighborhood's environmental assets and concerns, such as waterways and key contributors to adverse water quality impacts; and tree cover, with a comprehensive survey of mature trees and character-defining landscape features;
- infrastructure capacity and needs, including bicycle and pedestrian safety concerns; traffic capacity and safety issues; and utility constraints and needs, including water and sewer infrastructure.

The Sector Plan may analyze other areas as well based on community input and/or findings during the process.



Plan Development Phase

With community input, the Sector Plan should develop an overarching vision for the future of the area, ultimately recommending a variety of tools tailored specifically for the Weems Creek neighborhood to address the issues identified above while protecting the area's special qualities. At a minimum, the Plan should include a tailored, community-based vision for the Ridgely Avenue area, functional plans to meet identified needs in the areas of historic preservation, environmental protection and restoration, and infrastructure; and tailored development standards to ensure future development and redevelopment enhances the neighborhood's character.

Implementation Phase

As with other master plans, implementation will be a shared responsibility of various parties. In general, the County Executive

will be responsible for recommending the priorities among the Plan's policies, strategies and timeframes, as well as the budget resources needed for implementation. The County Council will be responsible for prioritizing policies and strategies, as well as ensuring budget resources are available, including capital and/or operating funds, staffing resources and other program needs. Multiple County departments and offices will be involved in the implementation of the Sector Plan through work such as conducting planning studies and inventories; conducting public outreach and education; evaluating specific strategies for consideration of legislative changes; and coordinating with other agencies and with the State in implementation.

The Weems Creek community will be actively engaged during each phase of the Sector Planning process. Engagement may be through various means, such as community-wide meetings for feedback and input, small group discussions on key topics or areas, drop-in sessions, charrettes, and other events as appropriate to the phase and objective. Similarly, residents and property owners should be prepared to engage constructively and collaboratively with each other and with facilitators to ensure a range of perspectives is shared and considered in the development and implementation of the plan.

The Sector Planning effort should begin as soon as County resources are available following the adoption of this Region Plan. While the targeted focus of the Sector Plan would be the properties along Ridgely Avenue and Riverview Avenue, the Sector Plan will engage with and analyze needs and potential impacts on the surrounding area to ensure the recommendations complement not just Ridgely Avenue, but the surrounding Weems Creek neighborhood as well.

Residences converted to commercial office space maintain the scale and character of the neighborhood. Osterville, MA

New construction in Powhatan, VA, replicates the village's scale and rhythm along the historic streetfront.

Additions to historic buildings should be subordinate to the main historic structure, similar to this example of a converted house in Freeport, ME.

Until a Sector Plan and tailored protocols are adopted, development and redevelopment along Ridgely Avenue needs to maintain and enhance the Weems Creek community by:

- protecting the local, neighborhood scale and improving the safety of the historic Ridgely Avenue roadway;
- protecting the existing tree canopy, open nature, cultural landscape, and environmental resources of the area (including noise, light and air pollution),
- minimizing paved areas and, in particular, locating parking to the side or rear of structures to the extent possible;
- preserving existing historic structures (including outbuildings), including through the potential use of Federal guidelines, State and local tax credits and through sensitive modifications and additions that are compatible with the property's massing, size, scale and architectural features; and
- integrating any new building into the historic neighborhood by limiting height to one to two stories, using massing to reduce the scale of the building in relation to adjacent historic buildings, maintaining a front setback similar to that of surrounding historic structures, and employing appropriate side setbacks that continue the open landscape and historic rhythm of development along the streetfront.

The images at left illustrate some of these principles in other communities.

Challenges and Opportunities for Land Use and Zoning

Challenges

- Region 7 is largely built out and dominated by single-family residential neighborhoods.
- There are limited opportunities for redevelopment in the Region outside of the Parole Town Center.
- Affordable, accessible childcare is an acute need in the Region.
- Protecting Neighborhood Conservation and Peninsula Policy Areas from significant increases in development.
- Poor walkability of the built environment in many parts of the Region.
- Coordinating land use planning efforts between the City of Annapolis and the County.

Opportunities

- Promoting development and redevelopment patterns where people can live/work without daily use of a car.
- Expanding housing opportunities near regional employment centers.
- Using redevelopment as an opportunity to improve performance of the built environment on health outcomes, environmental impacts, and quality of life.
- Ensuring new developments complement the existing community's built character.

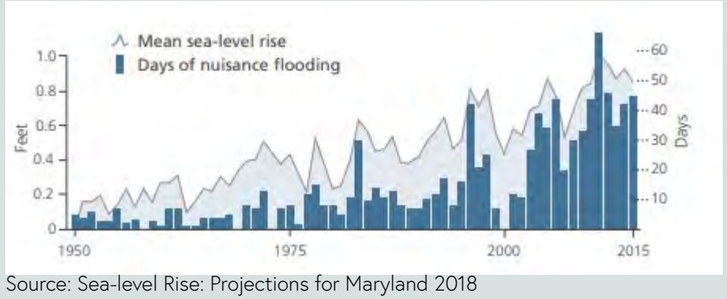
Climate Change and Sea-Level Rise

The impacts of climate change are becoming more apparent in the County and particularly in Region 7. The Region is encountering land subsidence from groundwater withdrawal and rising water levels due to global sea-level rise. Also, the Region experiences more frequent flooding; coastal flooding exacerbated by sea-level rise, and nuisance flooding related to heavier precipitation events. Additionally, the Region is experiencing an increase in heat waves, including more days above 90 degrees throughout the year (**Maryland Department of the Environment, 2021**).

In 2018, the Maryland Commission on Climate Change updated sea-level projections for the State. The 2018 study analyzed multiple greenhouse gas emissions and prepared estimates of sea level rise with probabilities to indicate likelihood of occurrence. Effects of accelerated sea-level rise are already apparent, including shoreline erosion, deterioration of tidal wetlands and saline contamination of low-lying farm fields. Nuisance tidal flooding that occurred just a very few days per year in Annapolis in the 1950s now occurs 40 or more days per year (see graphic below).

Areas of particular concern in Region 7 related to risk of inundation from sea-level rise are in Arundel on the Bay, Bay Ridge, Highland Beach, and Hillsmere, as well as areas within the City of Annapolis such as downtown and Eastport (see Sea Level Rise figure).

In 2021, Anne Arundel County and the City of Annapolis established a joint Resilience Authority to provide a mechanism to manage and fund projects to increase the County's resilience to climate change. The powers of the Resilience Authority are outlined in the Section § 3-8A-110 of the County Code.

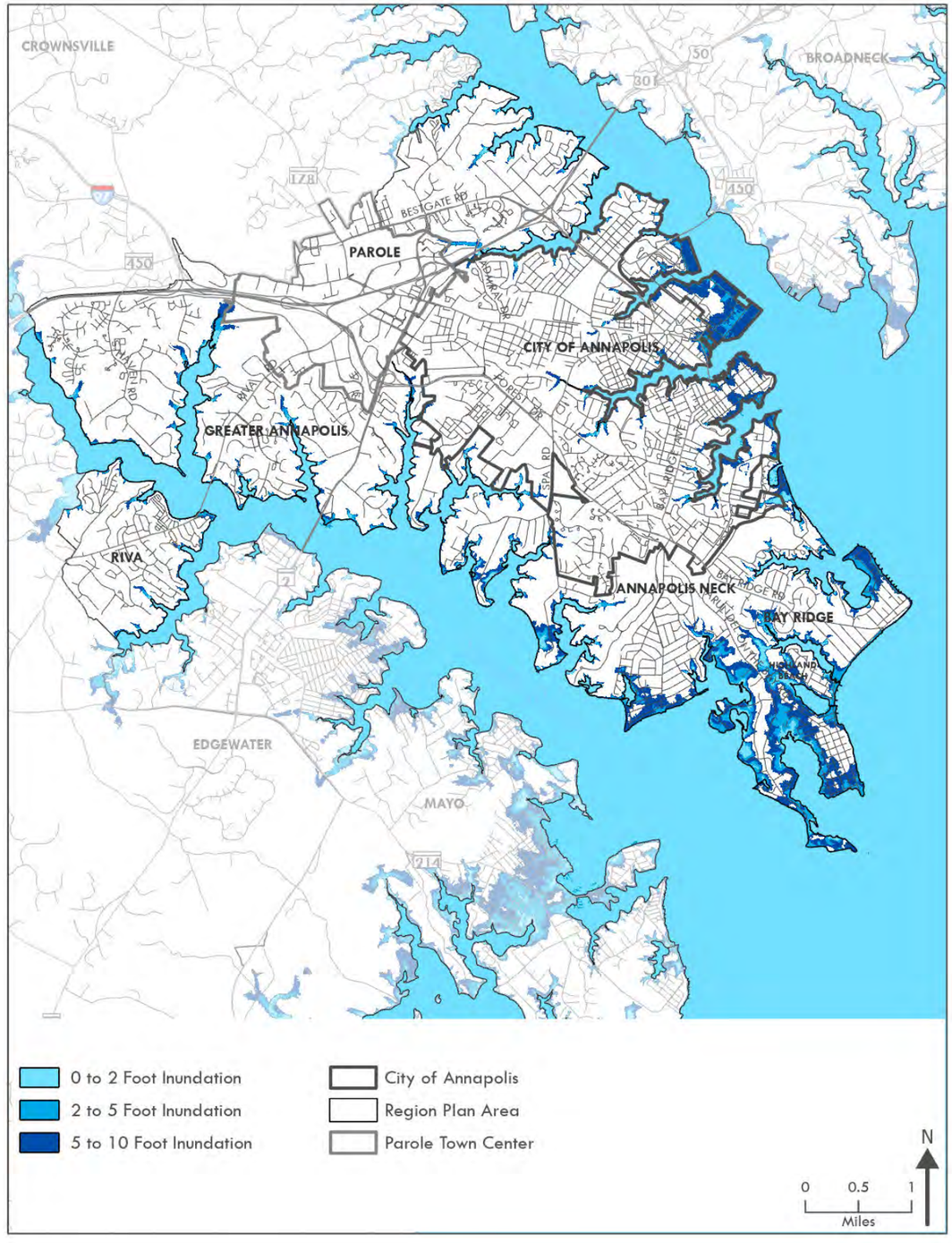


Source: Sea-level Rise: Projections for Maryland 2018

Table 4. Projected Maryland Sea Level Rise Estimates above 2000 levels

Year	Emissions Scenario	Likely Range (67% probability)	Central Estimate (50% probability	1 in 20 (5% probability)
2050		0.8 - 1.6 ft.	1.2 ft.	2 ft.
2100	Growing	2.0 - 4.2 ft.	3.0 ft.	5.2 ft.
	Stabilized	1.6 - 3.4 ft.	2.4 ft.	4.2 ft.
	Paris Agreement	1.2 - 3.0 ft.	2.0 ft.	3.7 ft.

Figure 6: Sea-Level Rise



City-County Coordination in Planning

Coordination between the City of Annapolis and Anne Arundel County is critical to the seamless and efficient delivery of services and infrastructure in the Region. There are three key areas of coordination across the jurisdictional boundary:

1. **Current planning**: which involves reviewing development submittals, assessing their impact, and determining mitigation requirements for approval, and ensuring the proposed project meets development requirements.
2. **Long range planning**: which aligns land use and density controls with growth projections and infrastructure capacity and investment priorities.
3. **Mobility planning:** which involves the ongoing assessment of mobility infrastructure for safety and connectivity including roadways, transit, and active transportation options.

Coordination between the jurisdictions in these areas occurs across multiple agencies, in both formal and informal ways. Below are a few examples of how this coordination takes place.

In ***current planning*** and services:

At the request of City staff, County Department of Public Works (DPW) staff comment on the scope and review of traffic impact studies, and recommend mitigation measures for development projects proposed within the City that impact County-maintained roadways. Mitigation is site-specific and could include:

- A wide range of enhancements, such as a new or upgraded traffic signal to improve traffic flow, intersection realignment and pedestrian facilities for both traffic flow and bicycle/pedestrian safety, or a new road or site connection to help alleviate capacity pressures on a main roadway.
- City and County Offices of Planning and Zoning (OPZ) share development review submittals for informal comment on projects near the jurisdictional boundary.
- City and County agencies collaborating on day-to-day operations (ongoing), for example transit operations, safety and emergency management, trail connections, and bikeshare/scooter share programs.

In ***long range planning*** and policy:

- OPZ staff actively work with each jurisdiction's master planning efforts through ongoing participation in team meetings, reviewing and advising planning teams at all phases of a plan's development. For example, County OPZ staff participated in the development of the **Upper West Street Sector Study**, the **Eastport/Forest Drive Sector Study**, and the **2040 Comprehensive Plan** that is currently underway. City staff have participated in the development of the County's General Development Plan (**Plan2040**), the **Parole Town Center Master Plan**, the **Green Infrastructure Master Plan**, and this **Region 7 Plan** (ongoing).
- Similarly, there is bilateral participation in targeted area studies that impact both jurisdictions, such as the **Parole Mobility Study** and the **Forest Drive Safety Study**.
- There is cooperation and coordination in the development of Countywide or regional transportation planning efforts, including **Move Anne Arundel**! and **Walk and Roll Anne Arundel**, as well as partnership in adoption of **Vision Zero** policies.
- There is joint coordination with the Baltimore Metropolitan Council on population and employment projections, with Baltimore Regional Transportation Board on regional mobility initiatives and climate resiliency planning, in County **Bicycle Advisory Commission** meetings, and in representation on the board of the Resilience Authority of Annapolis and Anne Arundel County.

In ***infrastructure investment*** and capital projects:

- Ongoing quarterly coordination meetings between City and County staff and State Highway Administration (SHA) staff.
- City and County Planning and Zoning requirements for development projects to provide improvements that mitigate the project's impacts to roadway capacity.
- Area transportation projects, including the **Poplar Trail Extension**, the MD-450 bicycle trail retrofit project, the **Parole Transportation Center**, and the Taylor Avenue Trail.
- Shared annual transportation Priority Letter from the County to MDOT, with identified and agreed upon bilateral identification of transportation needs and priorities. The **2023 Anne Arundel County Priority Letter** includes requests for transit funding, intersection improvements at MD665 and Chinquapin Round Road, and funds for a bike/ped link between the B&A Trail and the City of Annapolis.

Still, there are opportunities to further strengthen these efforts. Recommendations to improve coordination in the area of ***current planning*** include:

- Execution of a Memorandum of Understanding (MOU) to formalize coordination between City, County and State partners where development impacts cross jurisdictions and responsibility. The MOU should establish a geographic area of coordination and other relevant thresholds to trigger coordination in assessing the impacts of proposed development and recommending improvements.

Recommendations to improve coordination in the area of ***long range planning*** include:

- Regular meetings (as needed, but no less than quarterly) between City, County and State agencies to ensure staff are aligned in land use and transportation planning efforts, as well as priorities for project investment and implementation.

Note, however, that there are limits to the degree of alignment that can be achieved between these two independent jurisdictions. The City and County remain separate jurisdictions, governed by different development codes and with independent elected officials. There is no mechanism to fully align all planning tools across the jurisdictional boundary. The City of Annapolis sets its development regulations and controls to align with the vision articulated in its Comprehensive Plan. By contrast, the County has, for years, focused growth into the Parole Town Center in order to maintain the built neighborhood character and lower density of other parts of the Region (outside of the City). But with bolstered and formalized coordination, City and County staff can help ensure that the quality of life in the Annapolis region remains high, with service delivery and infrastructure investment that is as seamless as possible.

Transportation

Plan2040, particularly with Goal BE15, 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 (including with expanded commuter routes and a transit center in Parole), and key upgrades to several Region 7 corridors, particularly MD 2 and US 50.

Within the Region 7 road network, US 50 is the dominant freeway traversing the northern portion of the Region, while MD 665 provides a link into the City of Annapolis. Several key corridors, including Forest Drive, West Street, Rowe Boulevard, MD 2 and Riva Road, link travelers from these main freeways to the Region's communities. The area's bicycle network is much less comprehensive, though various City and County plans call for expanding and integrating this network more completely so that people can move about without having to depend exclusively on the automobile. Walk & Roll Anne Arundel, the 2023 update to the County's Pedestrian and Bicycle Master Plan, prioritizes several projects in Region 7 to improve pedestrian and bicycle mobility, including shared-use paths on West Street and Bestgate Road, and a separated bike lane on Admiral Cochrane Drive, as well as various improvements within the Parole Town Center. Public transit in the Region is managed by separate service providers operating routes within the City of Annapolis, as well as commuter links to Washington, D.C. and Baltimore.

As elsewhere in the County, there are equity challenges in access to safe and reliable transportation for everyone, especially in providing practical transit amenities and connections for autoless households. But Region 7 faces some unique challenges in transportation. Recent data show the vast majority of workers in Region 7 commute into the Region, while about 68% of employed residents commute out of the Region. Yet, much of Annapolis Neck is a peninsula, with single primary corridors to accommodate the bulk of this movement. Forest Drive, in particular, faces complex challenges. The roadway's jurisdictional structure (a County-maintained road within the City's geographic boundary) complicates efforts to balance efficient traffic mobility, safe bicycle and pedestrian use, access to and from adjacent neighborhoods, and coordination of development impacts and roadway improvements. The recent Forest Drive Safety Study notes that the corridor is among the top ten in the County for crashes, significantly exceeding statewide averages for several specific types of crashes. Ongoing, close coordination between the County, the City of Annapolis, and the State Highway Administration will be required to implement recommended improvements and continue to monitor the impact of development accessing Forest Drive to ensure this key corridor functions at acceptable levels for all users and the neighborhoods that adjoin it.

Indeed, 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 7 often expressed concern with the impact of growth and development 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.

Figure 7: Road Network

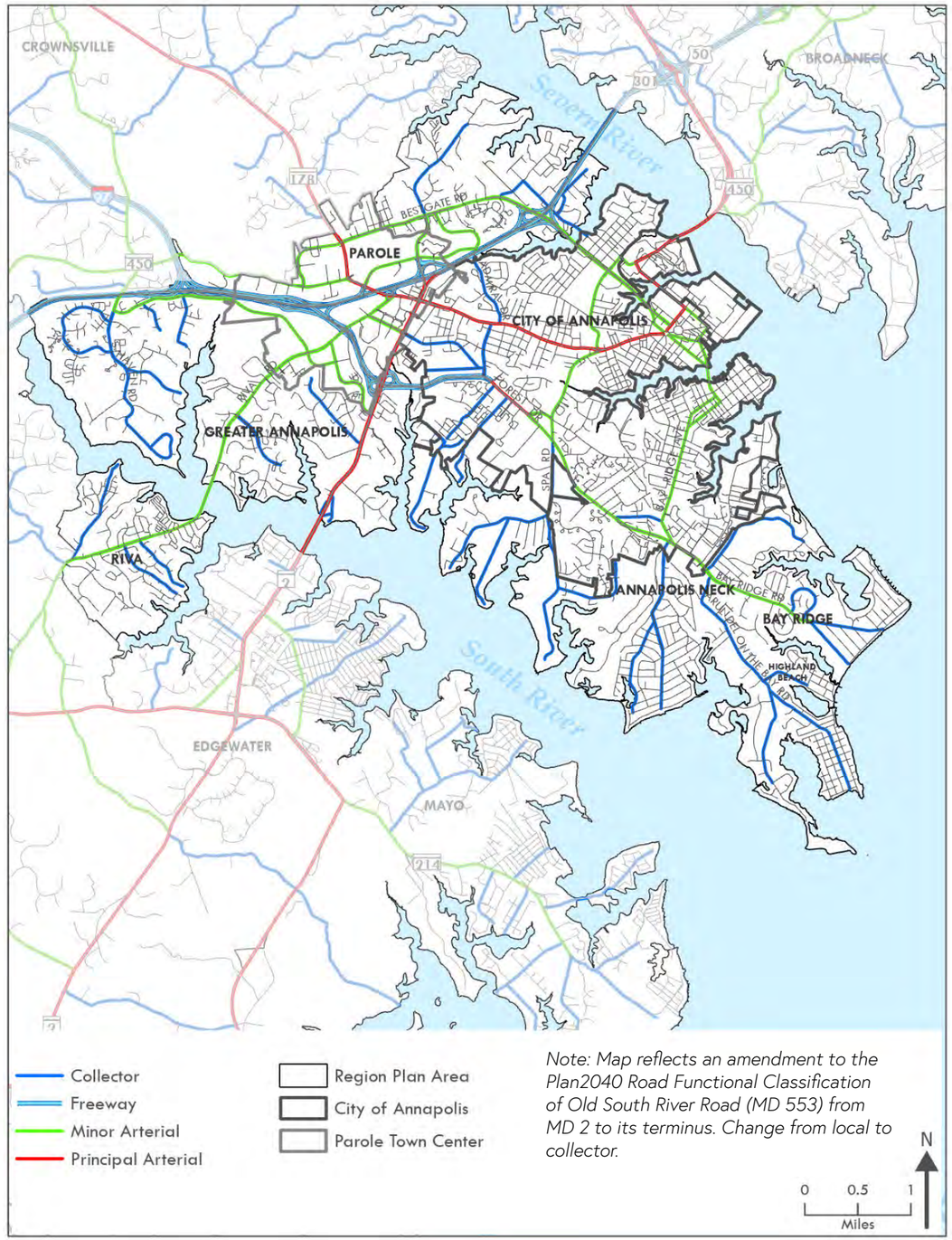


Figure 8: Bicycle and Pedestrian Network

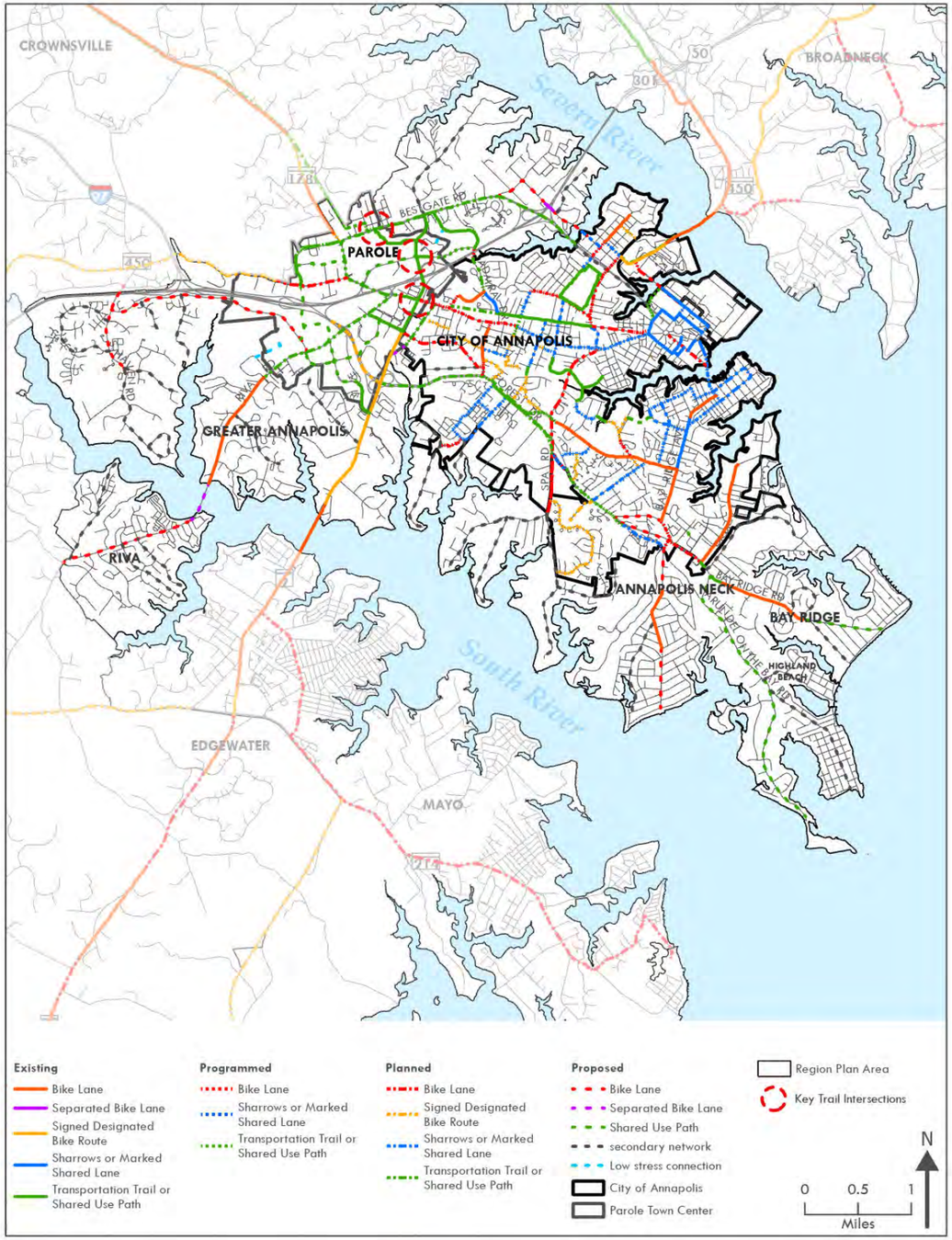
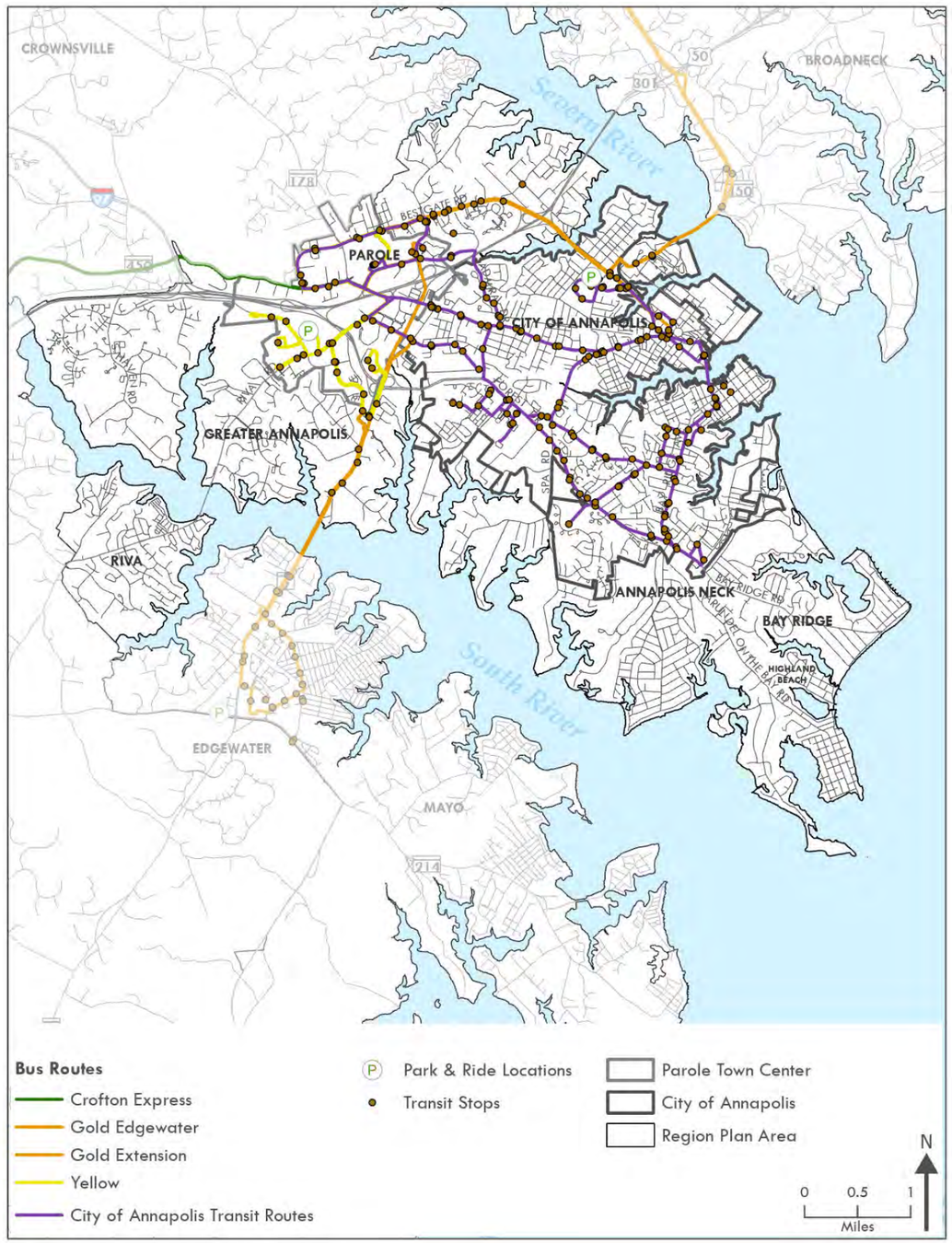


Figure 9: Transit Network



Challenges and Opportunities for Transportation

Challenges

- Separate transit systems (local, regional and commuter) operated by City, County and State that users must navigate.
- Inequitable access to transit from all parts of the Region, including identified areas of greatest need and geographically isolated areas.
- Limited transit opportunities to employment centers and other destinations outside of Region 7.
- Transit service span is infrequent, making transit less desirable than driving.
- Lack of or poorly maintained transit facilities and amenities for passengers.
- Coordination across jurisdictions on roadway improvements, bicycle and pedestrian networks, transit service, microtransit, and call-and-ride services.
- Coordinating and planning for development, including within the City of Annapolis, and its impact on County transportation infrastructure.
- Funding for transportation infrastructure improvements.
- Peninsula geography with one major corridor, Forest Drive, serving much of the area.
- Incomplete and disconnected bicycle and pedestrian networks.
- Lack of walkable areas or bike access in much of the Region.
- Traffic congestion on area roadways.
- Balancing safety for all modes on area roadways.

Opportunities

- Improved transit information that is integrated across all systems serving the Region.
- Creation of a dedicated funding stream for transit.
- Expanded access to transit from all parts of the Region.
- Expanded dynamic technology to improve dissemination and coordination of transit information.
- Clarifying equitable mechanisms for development contribution to transportation infrastructure.
- Potential for coordinated shuttles for similar users, such as for different age restricted communities or various private schools; ensure this does not dilute ridership from City or County transit.
- Promotion of continued work from home models for employers.
- Neighborhood commercial nodes near residential areas to serve local residents and limit longer trips for day-to-day needs.
- Construction of parallel roadways and linkages to existing roadways to improve network interconnectivity.
- Investment in new transportation technologies.

Cultural Resources

As the seat of one of the oldest states in the nation, the Annapolis area is rich in history that is locally, regionally, and nationally important. 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 in Londontown.

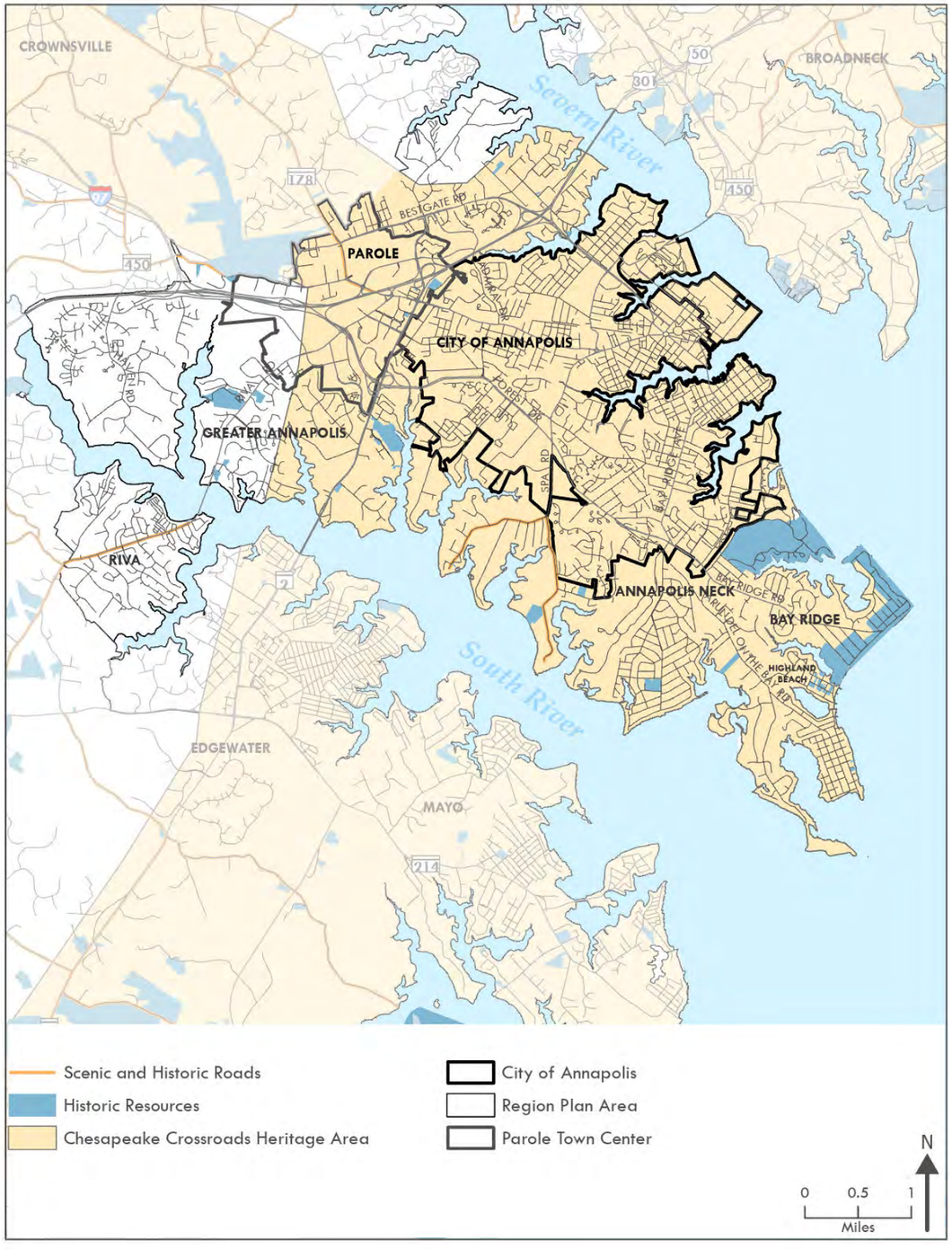
The Cultural Resources Section maintains the County's Historic Properties Inventory, which documents the value and significance of historic buildings and sites using an established framework of the following broad heritage themes:

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

Table 5: Historic Resources in Region 7

Resource Type	Number of Recorded Resources
Historic Buildings and Districts	54
Archeology Sites	99
Historic Cemeteries	17
Scenic and Historic Roads	4
Preservation Easements	9

Figure 10: Historic Resources



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.

Challenges and Opportunities for Cultural Resources

Challenges

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

Opportunities

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

Introduction

The quality of community services provided by the County, and residents' access to those services, is critical to the quality of life in Region 7. Most of these services are planned and provided for at a Countywide scale, and Plan2040 outlines ten broad healthy communities goals that relate to land use:

- Goal HC1 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.

Public input during the Region 7 planning process elicited various responses related to community services, particularly in the following areas:

- Residents value the area's parks and trails, particularly Quiet Waters Park, and there is a desire for expanded access to parks in and adjacent to the Region, such as Broad Creek Park and Waterworks Park. Ideas were also expressed on new areas for parks and greenways, as well as support for expanded trail connections.
- Educational quality and addressing school capacity in the Region are key concerns.
- There is a desire for more community amenities, including features such as gathering spaces, public art, and landscaping.

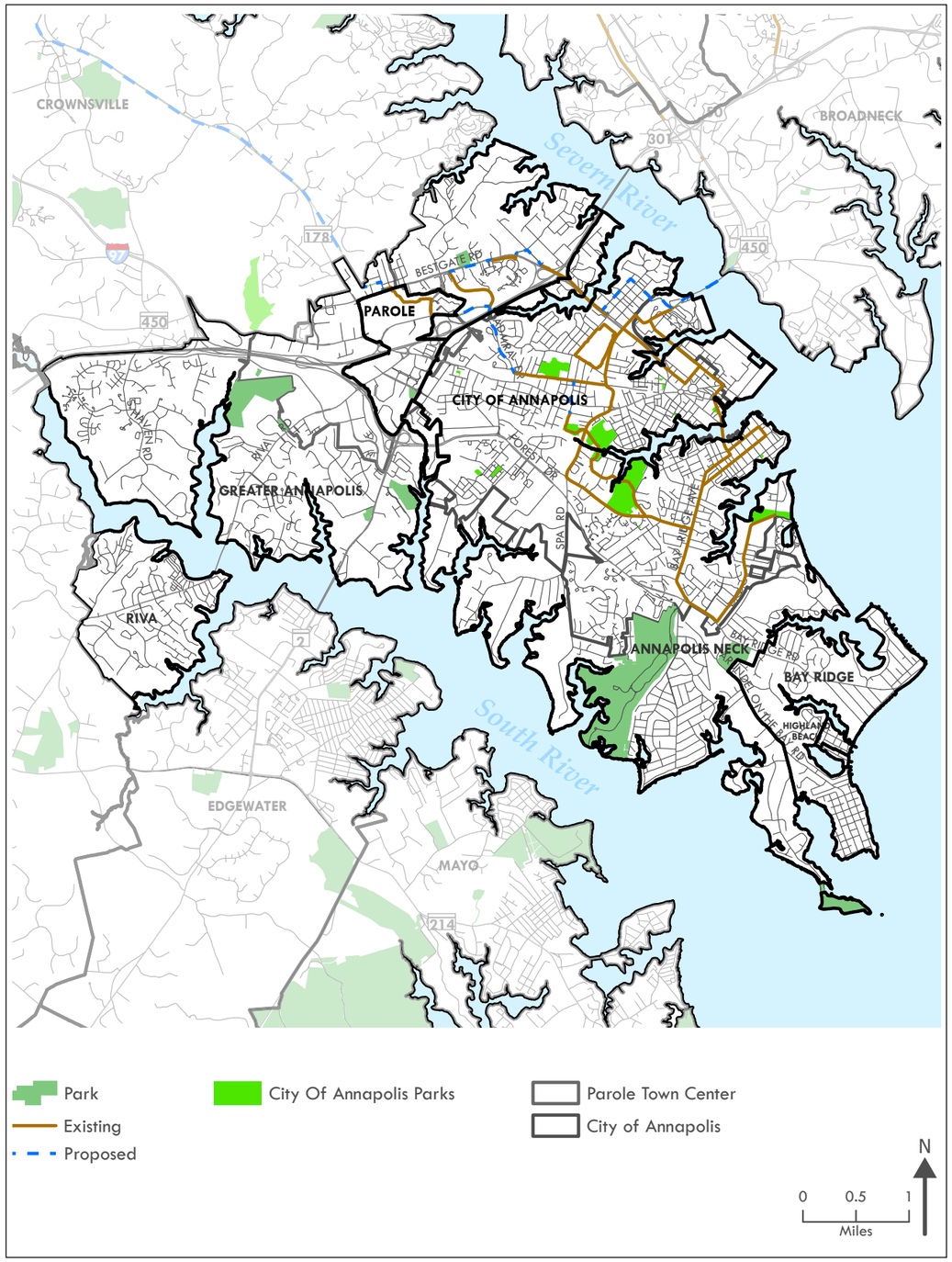
This chapter focuses on the following community services and facilities: parks and recreation; health, aging and disabilities; public schools, libraries, police, fire and emergency management.

Parks

The Department of Recreation and Parks (DRP) manages 657 acres of parkland and recreation space in Region 7. These range from Quiet Waters Park as a large, regional park to community parks such as Bestgate and Peninsula Parks, and active recreation facilities such as the Arundel Olympic Swim Center or the South Shore Trail. DRP also hosts programming at school recreational facilities and works collaboratively with the City of Annapolis in serving various recreational needs, including implementing joint capital projects.

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 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

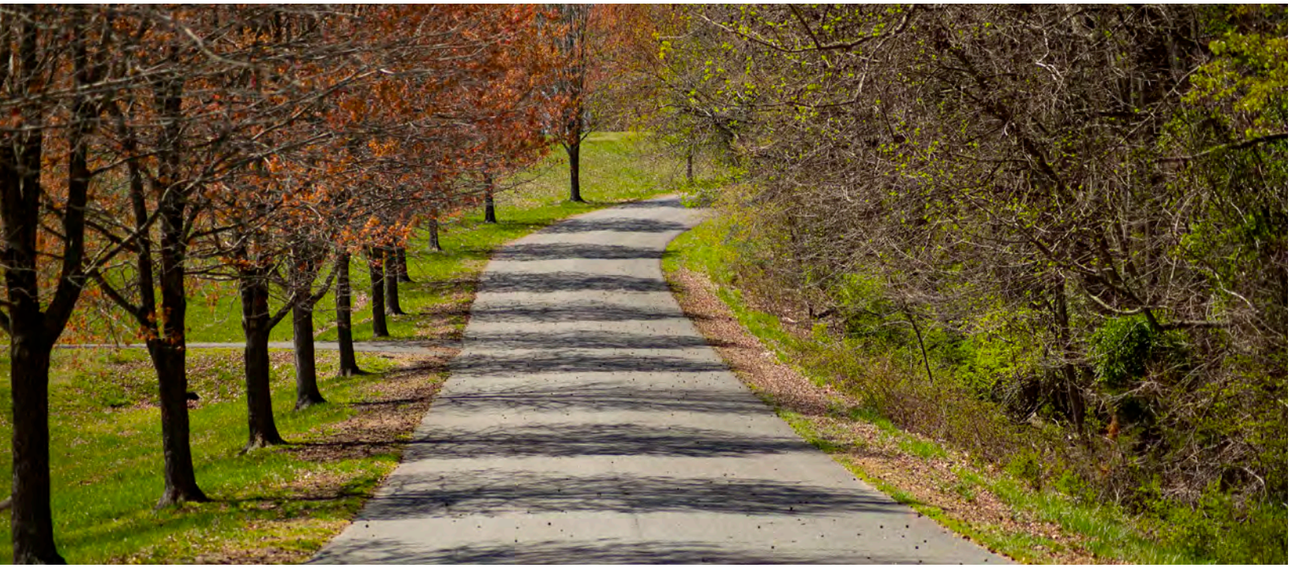
Figure 11: Parks, Open Space, and Trails



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 7, the proximity analysis concludes that a substantial portion of residents are within a half mile of at least one park or recreation facility and the Annapolis area is generally within a half mile of at least one or more existing or planned regional trails. The equity analysis concludes that the Annapolis-Parole Area is in medium- to high-need for park and recreation facilities. The LPPRP notes that there are several specific issues to be prioritized, such as a cross-jurisdictional plan for serving the recreational needs of Region's senior and disabled population; expanding water access, including with a boat ramp; and investing in trails and connections to the Region's trail network.

Health, Aging, and Disabilities

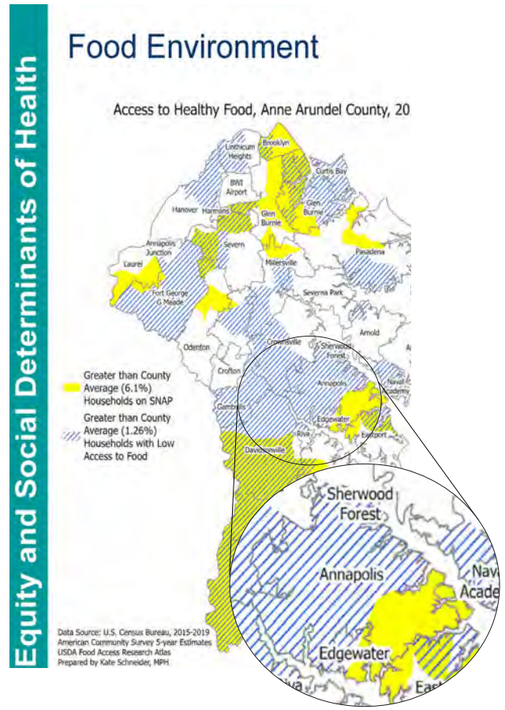
The built environment has a direct connection to public health, including water quality, adult and childhood obesity, inactivity, cancer and respiratory problems. The Department of Health (DOH) manages community, school, behavioral and environmental health programs and initiatives that are critical to chronic disease prevention and safety. DOH operates several facilities in Region 7, including the Annapolis and Parole Health Centers, Behavioral Health Services - South, and the Health Annex, as well as a mobile wellness unit. 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.



Region 7 reports a relatively high incidence of inpatient and emergency department encounters for cardiovascular disease and diabetes[1]. Large portions of the Region face an above average number of households with low food access. 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 7 has over 9,000 older adults and 16.8% of households with at least one disabled person. Many face challenges such as access to geriatric mental health services and facilities; market rate housing and community-based assisted living facilities; and safe transportation options, including bicycle and pedestrian linkages and accessible transit. Improvements in these areas, including expansion of 4- to 16-bed assisted living facilities, enhanced bicycle and pedestrian linkages, and more accessible transit opportunities, will help people more fully live and function within their community.



Public Schools

Region 7 is primarily within the Annapolis feeder district of the Anne Arundel County Public Schools, with a small portion served by the South River feeder district. 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. Current enrollments in elementary schools are below state-rated capacity limits, but there are projected capacity issues at Tyler Heights and Eastport Elementary Schools. Few capacity issues (current or projected) exist in the Region's Middle Schools, but Annapolis High School is at capacity and projected to exceed capacity limits.

1 *Data from HSRC files, 2016-2020. Anne Arundel County DOH*

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.

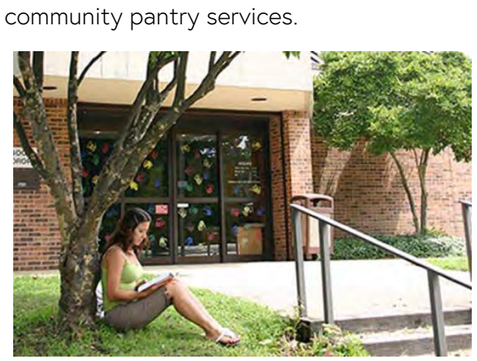
Article 17, Title 5 of the County Code sets APF standards that test for adequacy of school facilities. OPZ reports the number and type of dwelling units approved to the Board of Education, who develop an annual "utilization chart" showing all vacant seats in the school system and the number of students 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.

There have been an average of over 11,616 vacant seats in Anne Arundel schools throughout the County over the last twenty years, indicating significant untapped capacity within the overall school system. In 2022, there were over 16,000 vacant seats Countywide. 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 7 is primarily within the Eastern Library Region (Riva is within the Southern Library Region), and there are three libraries within the Region: Busch Annapolis, Eastport-Annapolis Neck, and Discoveries, the Library at the Mall; the Edgewater branch serves many residents from Riva and some portions of Greater Annapolis. Overall, there is 0.62 square feet of library space per capita in the Region, well above the goal of 0.50 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.



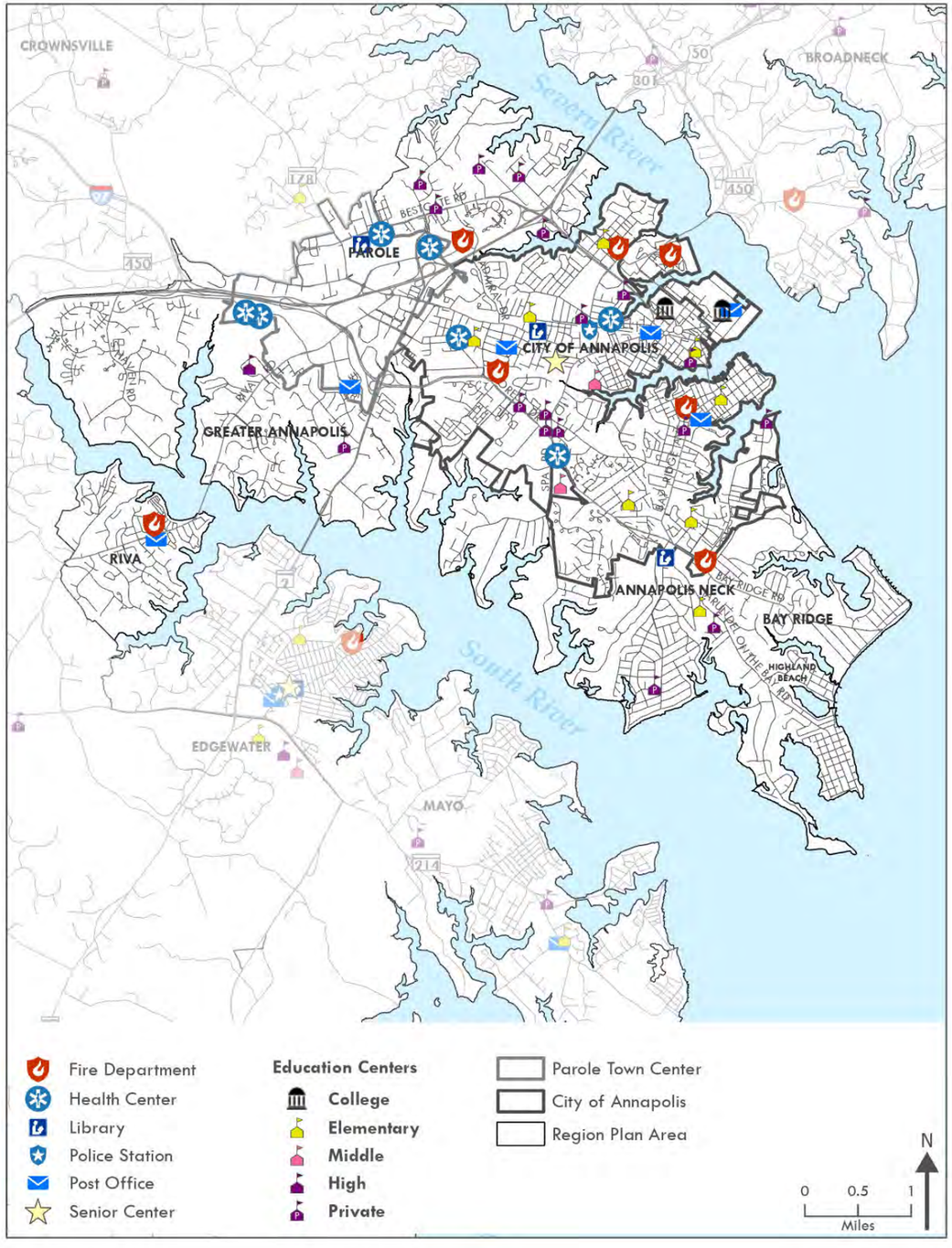
Public Safety Services and Facilities

Region 7 falls within the Southern Police District, and the Southern District Police Station facility was constructed in Edgewater in 2003. Average response times for County Police have decreased slightly from 2018 and 2021 to just over 4 minutes for priority #1 calls (involving loss of life and/or a serious crime in progress); this is notable despite staffing challenges experienced overall.

The Anne Arundel County Fire Department maintains both career and volunteer staff at Region 7's three fire stations in Riva, West Annapolis, and Annapolis Neck, the latter of which shares space with the City of Annapolis Fire Department. There are also four mutual aid stations within the City of Annapolis and at the Naval Academy. Average response times within Region 7 were just over 6 minutes in 2021.

The County's Office of Emergency Management (OEM) actively implements plans and programs to assess and prepare for future emergencies; educate the public on preparedness, mitigation and recovery; activate plans and support functions in an event; and rebuild following an event. The Hazard Mitigation Plan assesses what natural hazards we face, the risks these hazards pose, and what actions the County will take to prepare for and respond to these hazards. The biggest hazards to consider in land use policy in this area include riverine and coastal flooding, 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

- Growing number of older individuals in the Region and related need for various support services.
- Limited availability of reasonably-priced housing, particularly for older adults on fixed incomes, to age in their communities.
- Numerous schools in Region with more than 50% of students eligible for free and reduced-price meals.
- Poor walkability of built environment in many parts of Region, a key motivator of physical activity.
- High incidence of key health indicators in the Region, including heart disease and diabetes.
- General need for additional park or recreational facilities, particularly in underserved parts of the region.
- Limited recreational programs for adults with disabilities.
- Limited water access, including beach swimming and cartop boat access.
- Gaps in Regional trail networks and a desire for more walkability throughout the Region.
- Maintenance and improvements for the Region's existing recreational facilities.
- Annapolis High School is currently at capacity and is projected to be over capacity in coming years.
- Coordination between the County and the City regarding emergency planning and services.

Opportunities

- Wide desire for people to retire and age in place in their homes.
- Potential to expand recreational programs at existing parks, including for older adults and adults with disabilities.
- Greater access to natural areas, green space and parks throughout the Region, particularly in the Parole area (Broad Creek and Waterworks Park).
- Opportunities to partner with the City of Annapolis for a robust, interconnected system of parks, trails and recreational programming for the entire region.
- Opportunity to more equitably distribute school students throughout the County.
- Opportunities to expand after school child care programs.

Introduction

Region 7's location at the heart of Anne Arundel County and surrounding the City of Annapolis makes it an important location for economic development and job growth. The Region is home to several major employers such as the Anne Arundel Medical Center, the City of Annapolis, Westfield Annapolis, Annapolis Town Center, the United States Naval Academy, and the State of Maryland. The Region provides approximately 61,724 jobs[1] ranging from public administration, healthcare, professional, scientific and technical, to retail and food services.

Plan2040 outlines two key economic goals that are relevant to Region 7:

- Goal HE1 is about economic development that reinforces smart growth.
- Goal HE2 sets up various strategies for business and industry growth.

Public input during the development of the Region Plan showed support for economic policies, with appreciation for a variety of shopping, dining and event options, and support for small-scale mixed-use development in appropriate areas of the region. Indeed, Plan2040 sets a framework for Countywide economic goals, including attracting, retaining and expanding businesses, and promoting commercial hubs and corridors to serve local communities and regional needs.

This chapter will focus on redevelopment and business assistance.

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

Redevelopment

Parts of Region 7, particularly the Parole Town Center and parts of the City of Annapolis, have experienced substantial commercial growth in the past several decades which has made the Region a hub for shopping, dining, and recreation. Yet, in many areas of the Region, particularly in the Parole Town Center, land values are relatively high and many aging strip malls and underutilized or dilapidated buildings remain. The Region has approximately 7.1 million square feet of retail space, of which approximately 10% is currently vacant[2]. The Westfield Mall in particular has seen some loss of tenants over the last decade, and provides one of the Region's most significant opportunities for redevelopment to transform an older suburban development pattern to a more modern mix of uses with site amenities and strong sense of place. Many residents have expressed interest in alternative retail and mixed-use options for the mall, or for redevelopment of the mall to support more affordable or workforce housing options for the Region. The Parole Town Center Master Plan provides a detailed framework to guide and promote redevelopment, with expanded flexibility and allowances for mixed uses within the Town Center, which encompasses the Mall area.

The Parole Town Center area is ripe for redevelopment and Plan2040 and the Parole Town Center Master Plan establish a vision for economic development in the Town Center that capitalizes on redevelopment to improve the Region's existing built environment.

Plan2040 Goal HE1 promotes economic development that supports smart growth and provides opportunities for all County residents. The Parole Town Center Master Plan identifies several strategies to implement that goal within the designated Town Center.

2 Anne Arundel Economic Development Corporation, Presentation to the SAC on April 26, 2022.

Business Assistance

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

AAEDC offers many programs to assist existing business owners such as the Inclusive Ventures Program (IVP), which seeks to help small, minority-owned, woman-owned, and Veteran owned businesses in Anne Arundel County succeed and grow. The program offers business education, mentorship and access to capital with the goal of helping small businesses maximize opportunity, create jobs, and grow the economy.

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

Challenges and Opportunities for the Economy

Challenges

- Lack of safe and accessible walking or biking options to access retail, shopping, and entertainment.
- Lack of efficient transit options for workers to reach job opportunities, particularly beyond Region 7.
- Attracting and retaining small businesses.
- Large inventory of commercial space, with a 10.1% retail vacancy rate (compared to 5.2% Countywide).
- Decline of older shopping centers and malls.

Opportunities

- High redevelopment potential in Parole Town Center, and other aging strip mall areas such as Bay Ridge Road across from Giant, Riverview Avenue Area, etc.
- Expand resources for small businesses to successfully open and grow their businesses.
- Strong market for business growth and development/redevelopment.
- Creative reuse of vacant retail space
- Large inventory of commercial space (retail, office, flex, and industrial).

Introduction

The Region 7 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 7 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 7 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 7 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 7 Plan.

Implementing the Region Plan's Recommendations

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

Example Strategy #1:

Acquire or conserve through easement or other mechanisms additional land in the Severn and South River Watersheds. Allow public access where possible and not in conflict with conservation goals.

1. Areas are prioritized for potential preservation based on ecological value, potential for water quality improvement, and other factors.
   A. Various plans and studies identify such areas, including the Green Infrastructure Master Plan, Watershed Studies, or a designated Habitat Protection Area.
      i. As needed, responsible agencies add to their work program developing or updating such studies.
2. Land that is identified as a priority for conservation may be acquired or conserved through various means. Some examples include:
   A. The Department of Recreation and Parks uses a portion of funding from the State's Program Open Space for the fiscal year to purchase a key property that has become available. Large portions of the property are conserved as woodland, with public access to trails and other passive recreation areas.
   B. The Scenic Rivers Land Trust acquires a conservation easement from a willing landowner on several acres of their privately-owned property. The landowner continues to own the property, but agrees to extinguish future development rights in exchange for a property tax reduction and various other tax benefits.
   C. A private developer redeveloping a vacant retail property, in the process of site design, subdivides a portion of the property adjacent to an intermittent stream as a protected floodplain parcel.

Example Strategy #2:

Promote development of neighborhood mixed-use commercial and service hubs near and compatible with residential neighborhoods, linked by bicycle and pedestrian connections and to allow shorter vehicle trips for many daily needs.

1. The Region Plan identifies a "Village Center" Development Policy Area overlay for an area. The identified area contains a number of viable retail businesses, vacant structures, previously developed properties that are underutilized, and several undeveloped parcels.

    A. Either the Office of Planning and Zoning requests funding in an upcoming fiscal year budget to hire a contractor/consultant to develop a sector plan to guide the Village Center's rehabilitation or if capacity exists, staff from OPZ develop a sector plan. The consultant/staff undertake a one-year process of engagement with the Village Center's property and business owners, as well as the adjacent neighborhood, to develop a Village Center Sector Plan.

    B. Different County agencies begin to implement various recommendations of the Village Center Sector Plan:

        i. OPZ works with the County Executive to introduce a bill to County Council for changes to Article 17 (Subdivision and Development Article) and Article 18 (Zoning Article) that will tailor development provisions within the identified Village Center.

        ii. The DPW Bureau of Engineering requests funding in the upcoming Capital Budget to study and develop plans for various roadway improvements as recommended in the Sector Plan. Subsequent fiscal year budgets include requests for construction funding.

        iii. AAEDC markets the Sector Plan to a developer who is interested in acquiring an underutilized property for redevelopment within the identified Village Center. AAEDC helps arrange meetings between the developer and County staff to inform the developer of the tailored vision and specialized requirements for redevelopment within the Village Center.

    C. The private and nonprofit sector may also implement some recommendations of the Village Center Sector Plan:

        i. A private developer acquires a vacant property and redevelops it, following the area's Vision as expressed in the Sector Plan and outlined in newly-adopted County Code provisions. The same developer adds sidewalk links, contributes to a fund for identified improvements to a nearby intersection, and works with ACDS to provide some affordable housing units within the new mixed-use spaces they are building.

        ii. Area Watershed Stewards partner with the DPW Bureau of Watershed Protection to organize a volunteer event for a stream restoration planting, thus implementing a Sector Plan recommendation to improve the quality of area waterways.

2. The owner of a property with commercial zoning near a residential neighborhood submits a proposal to OPZ to redevelop the site as a small store.

    A. OPZ staff reviews the proposal and requires, as a condition of approval, pedestrian sidewalks and dedication of right-of-way for a bicycle lane, as identified in the County's Bicycle and Pedestrian Master Plan.

    B. The redevelopment project is constructed by the developer with pedestrian sidewalks. The right-of-way for a bicycle lane is retained by the County for future implementation as funding and opportunity allows.

Example Strategy #3:

Extend connected, parallel (relief) roads and other interconnections between neighborhoods and properties along major corridors where possible, especially along Forest Drive and MD 2. Consider gated/ bollarded access for bicycle and pedestrian users that can be opened for vehicles in emergency situations.

3. In an area mobility study, OOT identifies for future study a potential roadway connection that would extend an existing local road from its current "dead end" through two parcels to a new outlet along the corridor.

    A. OOT requests funding in the coming fiscal year's budget for a consultant to complete a feasibility study for the potential road connection. The study determines the connection is technically feasible and identifies a more precise alignment for the road link, the potential environmental impact and mitigation measures, and the recommended cross-section showing the road segment's width with bicycle and pedestrian facilities.

    B. The owner of one of the parcels submits a redevelopment project proposal to County OPZ. OPZ works with OOT and the developer to ensure the design of the redevelopment project includes the dedication of right-of-way for a future roadway alignment.

    C. DPW and/or OPZ reaches out to the second property owner, and if interested, DPW secures interest in completing the roadway link and gains dedication of right-of-way to continue the roadway.

    D. OOT makes a project request and 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 and construct the roadway.

4. An area mobility study prepared by OOT calls for site interconnections between office and commercial properties along a major road corridor.

    A. The owner of one parcel submits a redevelopment project proposal for one of the parcels. OPZ staff reviews the proposal and requires a site design with a connection to an adjacent property with access to a signalized intersection. The property owner negotiates with the adjacent property owner to coordinate the location of site interconnection.

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.

Annual Monitoring

Annual monitoring will provide an accountability framework for reporting progress on implementation of the Region 7 Plan strategies. Annual compilation of this information will promote inter-departmental coordination as each department shares and can view the progress made on the strategies. It also demonstrates clearly to elected officials and the public that their local government is following through on the commitments made in the Region Plan. The Office of Planning and Zoning will take the lead in coordinating the Region Plan annual monitoring report. The Region Plan monitoring report will complement the annual Plan2040 annual report and the land use measures and indicators report that the County currently prepares as required by Maryland State law.

Four-Year Performance Measures

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

Acronyms

AACC:	Anne Arundel Community College
AACPS:	Anne Arundel County Public Schools
AAEDC:	Anne Arundel Economic Development Corporation
AAWDC:	Anne Arundel Workforce Development Corporation
ACAAC:	Arts Council of Anne Arundel County
ACDS:	Arundel Community Development Services
ACS:	American Community Survey
AMI:	Area median income
APA:	American Planning Association
APF:	Adequate Public Facilities
BMC:	Baltimore Metropolitan Council
BWI:	Baltimore/Washington International Thurgood Marshall Airport
CEN:	Anne Arundel County Office of Central Services
DDA:	Difficult to Develop Areas
DOAD:	Anne Arundel County Department of Aging and Disabilities
DOH:	Anne Arundel County Department of Health
DRP:	Anne Arundel County Department of Recreation and Parks
DPA:	Development Policy Area
DPW:	Anne Arundel County Department of Public Works
DPW-BWPR:	Anne Arundel County Department of Public Works, Bureau of Watershed Protection and Restoration
FAR:	Floor area ratio
GDP:	General Development Plan, also known as Plan2040
HFA:	Housing finance agencies
HUD:	U.S. Department of Housing and Urban Development
I&P:	Anne Arundel County Department of Inspections and Permits
ITS:	Intelligent Transportation Systems
LIHTC:	Low-income housing tax credit
LPPRP:	Anne Arundel County Land Preservation, Parks, and Recreation Plan
MARC:	Maryland Area Rail Commuter
MPDU:	Moderately Priced Dwelling Unit
OEM:	Anne Arundel County Office of Emergency Management
OOT:	Anne Arundel County Office of Transportation
OPZ:	Anne Arundel County Office of Planning and Zoning
PHA:	Public housing agencies
PILOT:	Payment in lieu of taxes
PLU:	Planned Land Use
RA:	Resilience Authority
REAL:	Anne Arundel County Office of Central Services, Real Estate Division
SAC:	Stakeholder Advisory Committee
SUP:	Shared use path
TAZ:	Traffic Analysis Zone
TFMP:	Transportation Functional Master Plan
TIF:	Tax increment financing
TOD:	Transit-Oriented Development
USNA:	United States Naval Academy

Implementation Matrix *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*		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead agency in bold; see Acronym List in Appendix)	Timeframe (Short-Term 0-5, Mid-Term 5-10, Long-Term 10+ yrs)	Performance Measures	Strategy also supported in Regions 2 and/or 4
Natural Environment							
Region 7 Strategies							
1	Acquire or conserve through easement or other mechanisms additional land in the Severn and South River Watersheds. Allow public access where possible and not in conflict with conservation goals.	NE3.2	CI	DRP	Ongoing	Acres of land conserved	N/A
2	Work with property owners to conserve land within the Green Infrastructure Network, with a focus along South River and connections with City of Annapolis Greenways.	NE3.2	PII	DRP	Ongoing	Acres of land conserved	N/A
3	Continue to promote redevelopment or retrofit of aging and underperforming stormwater management sites, particularly in the Parole Town Center.	NE4.5	PII	DPW-BWPR	Ongoing	Number of facilities improved	N/A
4	Coordinate with the City of Annapolis, USNA, and St. Johns College to prepare a feasibility study of sea level rise adaptation measures for the Annapolis Neck Peninsula, and provide and implement recommendations for community-scale actions.	NE6	PSI	RA	Mid-Term	Status of feasibility study	N/A
5	Implement recommendations of the US Navy-City of Annapolis-Anne Arundel County Military Installation Resilience Review. Conduct a feasibility study and implement measures to increase resilience of Annapolis Wastewater Reclamation Facility and Broad Creek Water Treatment Plant and their respective pipe networks to coastal flooding.	NE6	CI, PSI	RA, **DPW**	Mid-Term	Status of feasibility study; number of recommendations implemented	N/A
6	Increase funding and technical support for communities to design and implement living shorelines projects with a focus on areas at greatest risk of sea level rise impacts such as Arundel on the Bay, Highland Beach, and Bay Ridge.	NE6	CI or FS	DPW-BWPR	Short-Term	Feet of living shoreline created	N/A
Countywide Strategies to amend Plan2040 Implementation Matrix							
NE1.1.h	Build and maintain needed capacity in County review agencies to appropriately evaluate development applications and verify conditions in the field.	NE1.1	OP	OPZ, DPW, I&P	Ongoing	Tracking development review metrics	Y

Implementation Matrix *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*		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead agency in bold; see Acronym List in Appendix)	Timeframe (Short-Term 0-5, Mid-Term 5-10, Long-Term 10+ yrs)	Performance Measures	Strategy also supported in Regions 2 and/or 4
NE1.3.f	Review and revise, as necessary, regulations and design standards for shoreline stabilization projects to use living shoreline techniques unless demonstrated to be infeasible and to establish design elevations that account for sea level rise.	NE1.3	LEG	OPZ; DPW-BWPR	Mid-Term	Status of County Code and policy updates	Y
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	Ongoing	Tracking outreach efforts	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	Tracking outreach efforts	Y
NE2.1.k	Evaluate, and reform if needed, the performance bond and maintenance requirements under the forest conservation ordinance to ensure forest conservation easements are being properly maintained.	NE2.1	LEG	**I&P**, OPZ	Short-Term	Adoption of changed text of Forest Conservation Ordinance	Y
NE2.2.d	Provide resources to support the promotion and maintenance of tree planting in underserved communities.	NE2.2	FS, RIM	**DPW-BWPR**, I&P	Ongoing	Track education programs	Y
NE2.2.e	Prioritize tree plantings in areas with relatively low tree canopy.	NE2.2	PSI	DPW-BWPR	Ongoing	Tracking percent of tree canopy	N
NE3.1.j	Provide financial and technical support to residents, neighborhood associations, and community organizations to purchase and conserve open spaces near their neighborhoods, particularly in areas with steep slopes, wetlands, or containing other environmental features.	NE3.1	RIM, CI	**DRP,** DPW-BWPR	Ongoing	Track financial and technical programs	Y
NE4.1.f	Implement multiple-benefit stream restoration and stormwater retrofit projects that improve water quality while also reducing flood risk.	NE4.1	CI	DPW-BWPR	Ongoing	Track projects and investment	Y
NE4.2.d	Identify pilot and demonstration projects to retrofit and improve parking lot and pavement areas at County facilities, such as bioswales, rain gardens, and pollinator habitats.	NE4.2	CI	CEN, **DPW-BWPR**	Short-Term	Track status of projects	Y
NE4.2.e	Continue to partner with owners, homeowner associations, and other similar community associations of properties developed before contemporary stormwater regulations to reduce existing paving, install rain gardens and other stormwater management retrofits, and properly maintain stormwater management facilities.	NE4.2	PII	DPW-BWPR	Ongoing	Number of projects implemented	Y

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NE4.3.h	Engage with community associations and property owners in Wastewater Management Problem Areas to upgrade or convert more households from septic systems to sewer, with a focus on priority areas identified in the Our wAAter program.	NE4.3	PII	DPW	Ongoing	Number of properties in WMPAs upgraded to sewer	N
NE4.5.e	Provide incentives such as density and floor area ratio allowances, reduction in setbacks, reforestation, and open space for development and redevelopment projects that manage stormwater quantity and quality above County Code.	NE4.5	PPI, OP, LEG	OPZ	Mid-Term	Status of reforms to County Code (Articles 17 and 18)	Y
Built Environment							
Region 7 Strategies							
1	Absorb approximately 75% of new housing units in the Region within the Parole Town Center; ensure investment in infrastructure capacity to support Town Center growth.	BE12.1	LEG, CI	OPZ	Ongoing	Tracking percentage of housing construction in Parole Town Center	N/A
2	Promote the creation of affordable housing in the Parole Growth Management Area through strategic changes to zoning and development regulations, as well as through incentives such as density bonuses, reduced parking requirements, and waivers for water and sewer connection fees.	BE12.1	LEG	OPZ	Short-Term	Status of County Code updates	N/A
3	Improve integration of cross-jurisdictional transit service between the County and the City of Annapolis, particularly for paratransit and appropriate first and last-mile connections, such as Parole Town Center, etc.	BE15.2	PPI	OOT	Ongoing	Expanded cross-jurisdictional transit service	N/A
4	Expand access to reliable, efficient, timely, and affordable transit service within Region 7, especially in the Region's key areas of transit need as outlined in Transit Development Plans, such as Heritage Harbour, outer Annapolis Neck, and Riva.	BE15.2	PPI	OOT	Ongoing	Expanded areas and hours of service	N/A
5	Support the City of Annapolis in developing a direct link by Annapolis Transit to the Truman Park and Ride.	BE15.2	PPI	OOT	Short-Term	New transit link	N/A
6	Support expanded on-demand microtransit and Call and Ride options across the City-County boundary to provide better transit access for seniors and people with disabilities.	BE15.2	PPI	OOT	Ongoing	Expanded areas and integration of service	N/A

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7	Encourage coordination of private transit services between similar user groups during the development review process. Such services may include shuttles serving individual senior communities, private schools, and attendees to special events in the Region.	BE15.2	PPI	**OOT**, OPZ	Ongoing	Tracking of outreach efforts	N/A
8	Coordinate with the City of Annapolis as appropriate to explore opportunities for water transportation to key destinations in the Region and beyond. Support opportunities for short-term trials of new water transit links, such as during special or seasonal events.	BE15.2	PPI	OOT	Ongoing	New water transit trials or routes	N/A
9	Study the feasibility of and market for commuter bus service on Forest Drive and the potential for a transit hub in the Hillsmere/Bay Ridge area of Annapolis Neck.	BE15.2	PSI	OOT	Short-Term	Status of feasibility study	N/A
10	Coordinate with the City of Annapolis, the State Highway Administration, the Navy, and St. John's College to identify and provide additional multi-modal safety improvements for areas traveled by students, midshipmen and other personnel. Consider improved links along MD 450 and MD 648 and the potential for water transit solutions.	BE15.2	PPI	**OOT**, DPW	Short-to Mid-Term	Status of study and implementation	N/A
11	Coordinate with the City of Annapolis and other parties as needed to implement safe, connected bicycle and pedestrian links between Region 7 neighborhoods and primary bicycle and pedestrian corridors: a. Connect the Riva community over the South River bridge; b. Build out a complete network within and to Parole Town Center; c. Connect Downtown Annapolis to Quiet Waters Park through Eastport; and d. Prioritize connections to the B&A Trail	BE15.2	CI	**OOT**, DPW	Ongoing	Number of facility improvements	N/A

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12	Prioritize completion of gaps in the region's bicycle and pedestrian network and infrastructure to key destinations, including: a. Extending the Poplar Trail to Parole Town Center (including Annapolis mall, Anne Arundel Medical Center, and Annapolis Town Center at Parole), and the South Shore Trail; b. Completing a path along the Forest Drive corridor from the Parole Town Center to Hillsmere and Bay Ridge; c. Completing a shared use path along MD 2, linking to Edgewater; d. Providing safe bicycle and pedestrian access to Region 7 schools and parks, especially Annapolis High School from the southern portion of Riva Road and Waterworks Park along Housley Road; e. Evaluating the potential for added bike facilities in the Heritage Harbour area (South Haven Road) and along Ridgely Avenue to connect with bike lanes on the US-50 bridge.	BE15.2	CI	OOT	Ongoing	Status of facility improvements	N/A
13	Prioritize improvements to the bicycle and pedestrian facilities at the following intersection locations: a. Intersections along Forest Drive, Riva Road and Bestgate Road identified in the Parole Mobility Study; b. Chinquapin Round Road/Fairfax Road and Forest Drive; c. South Cherry Grove Avenue and Forest Drive; and d. Bay Ridge Avenue and Forest Drive.	BE15.2	CI	OOT	Ongoing	Status of facility improvements	N/A
14	Prioritize implementation of key recommendations from transportation plans, including: a. Improvements at the US50/I-97 interchange to address bottleneck and safety issues; b. Invest in identified safety and congestion improvements at the Chinquapin/Forest/MD 665 intersection; c. Intersection improvements at MD 665 and Riva Road to improve flow/safety; d. Invest in identified improvements to Forest Drive Corridor; e. Invest in identifying improvements for congestion and safety along Ridgely Avenue; f. Intersection improvements at Riva Road and West Street to improve flow/safety; and g. Expanded use of Intelligent Transportation Systems technologies, where applicable.	BE15.2	CI	OOT	Ongoing	Status of facility improvements	N/A

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15	Extend connected, parallel (relief) roads and other interconnections between neighborhoods and properties along major corridors where possible, especially along Forest Drive and MD 2. Consider gated/bollarded access for bicycle and pedestrian users that can be opened for vehicles in emergency situations.	BE15.2	CI	OOT	Long-Term	New links provided	N/A
16	Promote safety on roadways for all modes. Implement recommendations of other transportation studies, such as the Forest Drive Safety Study, the Parole Mobility Study, and others, to improve capacity and safety on Region 7 roadways.	BE15.3	PII	OOT	Mid - to Long-Term	Status of implementation of recommended improvements	N/A
17	Collaborate with the City of Annapolis on a Sector Plan to guide redevelopment within the Bay Ridge Road commercial area from Hillsmere Drive to Edgewood Road.	BE8	PSI	OPZ	Short - to Mid-Term	Status of Sector Plan	N/A
18	Conduct a Sector Plan for the Ridgely Avenue area that will allow for additional engagement with the community, tailor a vision for the next twenty years and enable development of a professional master plan analysis of the area's needs and opportunities.	BE8	PSI	OPZ	Short - to Mid-Term	Status of Sector Plan	N/A
Countywide Strategies to amend Plan2040 Implementation Matrix							
BE1.1.c	Enact regulatory changes to facilitate establishment of small, home-based childcare centers in all residential and appropriate non-residential zoning categories.	BE1.1	LEG	OPZ	Mid-Term	Status of County Code updates	Y
BE1.1.d	Update the County Code to incentivize space for childcare in different types of new development, including mixed-use, residential, office, and other appropriate commercial locations. Potential incentives may include density bonuses, waiving of impact fees, or others.	BE1.1	LEG	OPZ	Mid-Term	Status of County Code updates	Y
BE1.1.g	Review the Landscape Manual and/or development regulations for potential revisions to strengthen the mitigation of visual conflict and noise, fumes and light impacts of intensive non-residential areas on residential neighborhoods.	BE1.1	PPI	OPZ	Mid-Term	Status and report of review	N

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BE1.4.c	Enhance coordination between the City of Annapolis, the County, and State partners in current planning and development where impacts cross jurisdictions and responsibility, particularly along key corridors such as MD2, Forest Drive/MD665 and MD450. Establish an MOU or other formal mechanism to require regular coordination between agency partners to ensure alignment in assessing impacts of development proposals on land use and infrastructure and coordinating mitigation and implementation of recommended improvements.	BE 1.4	OP	**OPZ**, OOT, DPW	Short-Term	Status of MOU	N
BE1.4.d	Create a mechanism and process that requires coordination between the City of Annapolis, the County, and State partners in long-range land use, transportation and infrastructure planning. Implement quarterly agency meetings, in addition to existing mechanisms, to align priorities and investment.	BE 1.4	OP	**OPZ**, OOT, DPW	Short-Term	Status of ongoing meetings	N
BE5.1.f	Revise the County Code 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	Mid-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 - to Mid-Term	Status of County Code updates	Y
BE8.1.e	Promote development of neighborhood mixed-use commercial and service hubs near and compatible with residential neighborhoods, linked by bicycle and pedestrian connections and to allow shorter vehicle trips for many daily needs.	BE8.1	LEG	OPZ	Ongoing		N
BE11.2.e	Add definitions for Missing Middle residential forms in the County Code.	BE11.2	LEG	OPZ	Short-Term	Status of County Code updates	Y
BE11.2.f	Develop and implement Design Guidelines to ensure new Missing Middle forms are compatible with surrounding existing neighborhoods.	BE11.2	PSI	OPZ	Mid-Term	Status of planning study and implementation	Y

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BE11.2.h	Identify challenges of constructing Missing Middle housing as redevelopment and infill, including County Code requirements, market feasibility, and infrastructure capacity. Implement recommendations to facilitate the development of Missing Middle housing in a manner that enhances the built environment of these areas and considers infrastructure availability. Consider changes to provisions related to lot and dwelling unit size requirements, and allowances for duplexes, triplexes, and quadplexes in additional zoning categories.	BE11.2	PSI, LEG	OPZ	Mid-Term	Status of County Code updates	N
BE12.1.n	Continue to explore and define a possible Moderately Priced Dwelling Unit (MPDU) policy and draft recommendations and County Code revisions to implement Plan2040 goals related to MPDUs. Evaluate the potential and impact of various options.	BE12.1	LEG	**ACDS**, OPZ	Short-Term	Status of study; status of County Code updates	N
BE12.1.o	Consider updating the 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.p	Create a payment in lieu of taxes (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	Mid-Term	Status of program / amount of funding	Y
BE12.1.r	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.s	Increase the multifamily land inventory within Communities of Opportunity, Transit-Oriented Development Policy Areas, Difficult Development Areas, and 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.v	Review and modify conditions of Workforce Housing use that are barriers for workforce housing developers. Consider simplifying provisions for bulk regulations, density and access while maintaining criteria for occupant income thresholds and long-term timeframes for eligibility.	BE12.1	LEG	OPZ	Mid-Term	Status of County Code updates	N

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BE12.1.y	Implement a faster, more streamlined development review and permitting process for affordable housing projects. Study successes and challenges from other localities.	BE12.1	OP	**OPZ**, I&P	Mid-Term	Tracking review timeline	N
BE12.1.z	Designate and train a dedicated County staff position to conduct review of all affordable housing projects on an accelerated review timeline.	BE12.1	OP	**OPZ**, I&P	Mid-Term	Tracking review timeline	Y
BE12.1.ac	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.	BE12.1	LEG	OPZ	Mid-Term	Status of County Code updates	N
BE12.1.ad	Create a funding mechanism to 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 program / funding	Y
BE12.1.ae	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	**ACDS**, OPZ, REAL	Mid-Term	Status of inventory and map	Y
BE12.1.af	Develop a strategic plan for encouraging the development of income-restricted housing and facilitating construction of lower-end market rate housing.	BE12.1	PSI	ACDS	Mid-Term	Status of strategic plan	Y
BE12.1.ag	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 programs/ funding	Y
BE14.1.f	Explore updates to the Code that would better protect historic settings, view sheds and outbuildings associated with and adjacent to historic dwellings, agricultural complexes, and historic districts.	BE14.1	LEG	OPZ	Mid-Term	Status of County Code updates	Y

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BE14.1.g	Adopt community-driven Overlay Design Guidelines for historic districts and communities on the County Inventory to enhance protections, govern infill development, and help preserve their historic character. Identify regulatory tools or incentives to protect the community's historic fabric and cultural integrity.	BE14.1	LEG	OPZ	Mid-Term	Status of design guidelines	Y
BE14.1.h	Expand the Region's listings on the Inventory of Historic Resources, with an emphasis on resources that expand the diversity of historic representation, including 20th century communities and resources and historic places associated with African American history. Work with those communities to identify regulatory tools or incentives to protect the community's historic fabric and cultural integrity.	BE14.1	RIM	OPZ	Ongoing	Number of properties added to County Inventory of Historic Resources	Y
BE14.3.f	Develop and expand tax incentives to reuse and rehabilitate existing historic building stock.	BE14.3	LEG	OPZ	Mid-Term	Status of County Code updates	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	LEG, PPI	OPZ	Mid-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	Mid-Term	Status of County Code updates	Y
BE14.3.i	Implement cohesive preservation planning and historic interpretation for County-owned historic resources, including more comprehensive survey and protection of archaeological resources.	BE14.3	OP	**OPZ**, DRP	Ongoing	Track County-owned historic resources	Y
BE14.3.j	Undertake a study to reevaluate the Scenic and Historic Roads inventory to identify if protection of certain roads is still warranted. Establish clear eligibility criteria and create a mechanism for assessing and listing or delisting roads.	BE14.3	PSI	OPZ	Mid-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	Mid-Term	Completion of study	Y
BE14.3.l	Update the DPW 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	**OPZ**, DPW, OOT	Short - to Mid-Term	Status of County DPW Design Manual updates	Y

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BE14.3.n	Establish an Appointed Cemetery Oversight Advisory Committee.	BE14.3	LEG	OPZ	Mid-Term	Appointment of committee	N
BE15.2.i	Prioritize new transit routes and connections to them, particularly in Communities of Opportunity.	BE15.2	PII	OOT	Ongoing	Number of new routes/ decreased headway times/new geographies served	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 other local and regional jurisdictions, and the State to increase the efficiency, reliability and affordability 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 new routes/ decreased headways/ expanded hours of service	Y
BE15.2.l	Work with regional transportation partners to enhance the design and amenities provided at transit stops, including lighting improvements, smart and enhanced information equipment, protection from elements, art, safety upgrades for emergency use, and sidewalk and crosswalk access. Consider a uniform style to help brand service for the region.	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 (AACC) facilities planning to provide adequate bus service between AACC and the rest of the County.	BE15.2	OP, PPI	OOT	Ongoing	Number of established routes/Route headway time	Y
BE15.2.p	Add and maintain amenities such as benches, lighting, landscaping, bicycle parking, audible crosswalk indicators, wayfinding signs and bus shelters in mixed-use areas, village centers, near transit and trail crossings, and by shopping and dining opportunities.	BE15.2	PPI	**OOT,** OPZ	Ongoing	Tracking of amenity installation	Y

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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 bicycle and pedestrian master plan.	BE15.2	CI	OOT	Ongoing	Track implementation of Walk and Roll Plan	Y
BE15.2.r	Evaluate, research and potentially revise the zoning ordinance to update bicycle parking requirements. Consider standards for short- and long-term bicycle parking, and related amenities.	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
BE15.2.t	Review and revise Adequate Public Facilities 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
BE15.3.e	Implement projects from the Road Vulnerability Analysis to reduce flood risk where repeat flooding occurs. Note: The Countywide Road Vulnerability Analysis is underway by the Department of Public Works.	BE15.3	CI	OOT	Mid - to Long-Term	Miles of roadway improved	N
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	Tracking of retrofit projects	Y
BE16.2.j	Investigate the feasibility of pilot projects and funding to retrofit County owned parking lots and buildings with solar panels. Explore the potential for public-private partnerships.	BE16.2	CI	CEN	Short - to Mid-Term	Status of feasibility study	N
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 number of new alternative energy projects	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, and 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	PPI, LEG	**OOT,** OPZ, CEN	Short - to Mid-Term	Status of County Code updates / Status of program / Funding level	Y
Healthy Community							
Region 7 Strategies							
1	Address capacity issues at Annapolis High School by exploring options such as redistricting, moving programs to other school locations, or funding an expansion of the school.	HC2.1	PPI	BOE	Mid - to Long-Term	Track capacity and enrollment	N/A
2	Invest in improvements to paratransit service within Region 7 and beyond, 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	Expanded areas, span, headways, and/or hours of service	N/A
3	Expand public water access in Region 7 for City and County residents. Prioritize developing a boat ramp, additional swimming locations, and additional water access points on the South River.	HC8.2	CI	DRP	Ongoing	New areas of public water access	N/A
4	Invest in extending the Region's trail network and provide links to existing trails, including within the City of Annapolis, from all parts of Region. Prioritize areas south of Forest Drive for trail access.	HC8.2	PSI, CI	OPZ, **DRP**	Ongoing	Miles of new trails and trail links	N/A
5	Develop smaller neighborhood parks throughout the Region with features such as dog runs, pollinator gardens, and other passive park opportunities. Prioritize the Parole Town Center and coordinating with the City of Annapolis for such facilities in high density areas of the City.	HC8.2	PPI, CI	DRP	Short - to Mid-Term	New parks created	Y

Implementation Matrix *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*		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead agency in bold; see Acronym List in Appendix)	Timeframe (Short-Term 0-5, Mid-Term 5-10, Long-Term 10+ yrs)	Performance Measures	Strategy also supported in Regions 2 and/or 4
6	Ensure public programming and features at parks are relevant and accessible to the community, including older adults, people with disabilities, and Spanish-speaking residents. Develop a cross-jurisdictional plan with the City of Annapolis to identify recreational needs and recommendations for the Region. Implement recommendations to provide physical park space and amenities that are accessible to all.	HC8.1	PPI, CI	DRP	Ongoing	Status of plan; number of park improvements; status of park programming	Y
Countywide Strategies to amend Plan2040 Implementation Matrix							
HC1.1.g	Encourage the redevelopment and reuse of existing vacant buildings to accommodate future government offices, libraries, classrooms, and other public uses; and for affordable housing or for key public needs, such as childcare, where appropriate.	HC1.1	OP, PPI	CEN	Ongoing	Track public redevelopment and reuse projects	N
HC5.1.i	Pursue the American Association of Retired Person's (AARP) Age-Friendly Community designation.	HC5.1	PPI	DOAD	Short-Term	Status of application	Y
HC8.2.i	Ensure all existing and future parks and trails are equipped with a full range of amenities, including proper signage, trash receptacles, adequate lighting, and other amenities as appropriate to promote their full use.	HC8.2	PPI, CI	DRP	Ongoing	Track new amenities provided	Y
HC8.2.j	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	**DRP,** OPZ	Ongoing	Status of County Code updates	Y
HC10.1.g	Continue to strengthen coordination between Federal, State, County and City partners in planning for emergency events, hazard mitigation, and resiliency planning. Ensure cross-jurisdictional capacity to address Regional needs.	HC10.1	OP	OEM	Ongoing	Status of coordination efforts	Y
Healthy Economy							
Region 7 Strategies							
1	Support public art wherever possible, particularly in gathering spaces associated with commercial, multifamily, and mixed-use areas and along the Region's major corridors, to strengthen economic development and tourism, enhance sense of identity and transform public spaces.	HE5.1	PPI	ACAAC, **OPZ**	Ongoing	Number of public art installations	N

Implementation Matrix *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*		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead agency in bold; see Acronym List in Appendix)	Timeframe (Short-Term 0-5, Mid-Term 5-10, Long-Term 10+ yrs)	Performance Measures	Strategy also supported in Regions 2 and/ or 4
Countywide Strategies to amend Plan2040 Implementation Matrix							
HE2.1.f	Promote assistance and resources to help retain existing small, local businesses in redevelopment areas.	HE2.1	PPI	AAEDC	Ongoing	Track marketing efforts	N
HE2.4.c	Work with small business development agencies to connect start-up businesses with financing and additional training opportunities.	HE2.4.c	PPI	**AAEDC,** AAWDC, ACDS	Ongoing	Track marketing efforts	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, and financial assistance given)	Y

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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:

Defined in the County Code as:

I. Housing that complies with the requirements for workforce housing listed in Title 10 of Article 18 of the County Code; or

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

Bulk Regulations: Controls on building size, placement and coverage through floor-area ratio (FAR), height, setback, and open area regulations as set forth in Article 18 of the County Code.

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

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

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

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

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

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

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

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

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

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

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

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

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

Form-Based Code: A land development regulation that facilitates predictable built results and a high-quality public realm by using physical form—rather than separation of uses—as the organizing principle for the County 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 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. See § 4-2-312 of the County Code.

Historic Resources, County Inventory of: 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.

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. See § 4-2-312 of the County Code.

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 in Chapter 10 of 2021, and established in § 4-11-124 of the County Code, allows an increase in the rate of the transfer tax imposed on certain written instruments conveying title to property or a leasehold interest in real property where the consideration is $1,000,000 or more. 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 § 17-11-203 of the County Code. Impact fees collected under § 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, 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.

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.

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

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

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

Market-Rate Housing: indicates housing (rented or sold) that is based on existing area market values and demand, rather than any kind of subsidies or government assistance.

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

Missing Middle Housing: "Missing middle" is a commonly-used term that refers to the range of housing types that fit between single-family detached homes and mid-to-high-rise apartment

buildings. Examples include duplexes, triplexes, townhomes, and more. Used in this context, "middle" references the size and type of a home, relative to its location – in the middle – on a housing scale spectrum. The cost of these homes vary based on style, size, location, and market forces; therefore missing middle housing types do not correlate with a specific income bracket.

Mixed-Use: A development or project that blends two or more residential, civic/institutional, commercial, office, or other uses. Vertical mixed-use refers to one building that includes two or more uses. Horizontal mixed-use refers to a site or area that may have multiple uses, such as when the uses are in individual buildings located near each other.

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

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

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

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

Neighborhood Preservation Development Policy Area: Existing, stable residential communities and natural areas (may include local commercial and industrial uses) that are not intended for substantial growth or land use change, but may have specific areas targeted for revitalization. Development is limited to infill and redevelopment that must be compatible with the existing neighborhood character. Public infrastructure exists but may need capacity improvements.

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

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.

Parole Growth Management Area: Also referred to as the Parole Town Center, this is the area west of the City of Annapolis within the Town Center Development Policy Area. One of three Town Centers in the County, it is an area within Region 7 designated as a Targeted Development, Redevelopment and Revitalization Policy Area, or Growth Area.

Parole Town Center: Refer to Parole Growth Management Area.

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 County real property taxes in exchange for a negotiated fee. PILOT agreements 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 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.

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.

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. 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.

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 scenic 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.

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

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 Park MARC Stations.

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.

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.

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.

Workforce Housing: A conditional use, requiring 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 specifies allowed types of uses, regulates 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 uses, setbacks from the street, maximum heights of buildings, or minimum sizes of lots. Comprehensive Zoning is a legislative process that classifies land into different zones consistent with the adopted land use plan as required by State law.

Relevant Plans

This section includes additional reports and plans that have been adopted or are in progress 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 wIts 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.

Parole Town Center Master Plan: The Parole Town Center Master Plan guides land use and development in the Parole Town Center, which includes nearly 1,500 acres west of and adjacent to the City of Annapolis. Parole Town Center is one of three designated Town Centers in the County, identified as an area where development, redevelopment and revitalization are focused and encouraged to take advantage of existing infrastructure.

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.

Water and Sewer Master Plan: The Water and Sewer Master Plan is a document that is required by Maryland State Law for all Counties to monitor, manage and plan for the orderly development within each County that coordinates the goals and policies of the current Comprehensive Plan(s), serves to protect and care for the surface and sub-surface environmental resources and provides a tool for the daily management of the support infrastructure.

City of Annapolis Comprehensive Plan: The update to the City of Annapolis Comprehensive Plan aims to bring about the careful development of the City and conservation of what is most exceptional about it, with a focus on protecting and enhancing neighborhood character and health, supporting inclusive economic growth and diversity, and ensuring that the local environment is resilient.

Public Involvement & Planning Process

The Region 7 planning process kicked off in December 2021 with a questionnaire for the public to provide general information about what is working and not working in the Region. At that same time, the 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 7.

The second public questionnaire, a public feedback map, went live on March 11, 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 120 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 also held tabling events during this timeframe 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. 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 convened 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 and April 2023, the SAC met to review draft zoning, planned land use, and development policy area maps. Similar to the draft strategies process, these maps were then shared with the public to receive feedback. That public comment period ran from May 1, 2023 - June 1, 2023, concurrently with the comprehensive zoning application period when property owners had the opportunity to submit a request to change 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, and two drop-in open house sessions were held in the Region to allow in-person review of these maps.

Finally the SAC held 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 7 Plan.

For a complete list of meetings, the meeting minutes, recordings, questionnaire summaries, please visit the Region 7 Hub Site.

Development Policy Area Changes

Since Plan2040

The following tables detail the key changes to the Development Policy Area and Planned Land Use maps from the maps in Plan 2040. Changes initiated by owner application, by OPZ staff recommendation, and by public comments to the preliminary land use plan shared via the Online Open House web tool are included.

The land use changes set forth in the columns entitled "Final Recommendation" shall become effective upon approval and enactment of this Plan, except where the land use is amended in the column entitled "Council Amendments." In that case, the land use changes that become effective upon approval and enactment of this Plan shall be those set forth in the column entitled "Council Amendments." This Region Plan and amendments to the maps herein shall be considered amendments to Plan 2040, until adoption of the next General Development Plan in accordance with § 18-2-103(e)(5) of the County Code.

Community	Change ID Number Council Districts	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	Acres *Change Acreage (if different)	Plan2040 DPA	SAC Recommended DPA	SAC Justification	PAB Recommended DPA (if applicable)	Final Recommendation (DPA)	Final Justification	County Council Amendment
Parole and Greater Annapolis (Parole Town Center Area and North of Parole)	DPA-R7-GRA-115 6	Area generally located on the South side of Bestgate Road, including Gate Drive, Gate Court and Parker Drive.	45	330, 331, 334, 335, 336 (all lots), 402, 438, 494 (all lots), 517, 524, 778 (Streets)		20.9	Town Center	Neighborhood Preservation	SAC supports OPZ recommendation.	Neighborhood Preservation	Neighborhood Preservation	This change to include this area in the Neighborhood Preservation Development Policy Area is consistent with Plan2040 Goal BE3 by preserving an existing and historic community and providing an opportunity for the community to participate in the planning process. The community expressed their desire to limit future development to residential infill consistent with the existing single-family character of the neighborhood rather than be brought into the Parole Town Center. The Neighborhood Preservation Development Policy Area recognizes the existing stable community that is not intended for substantial growth.	
Parole and Greater Annapolis (Parole Town Center Area and North of Parole)	DPAO-R7-GRA-115 6	Area generally located on the South side of Bestgate Road, including Parker Drive	45	330, 331, 336 (all lots)		8.2	Transit-Oriented	No Overlay	SAC supports OPZ recommendation.	No Overlay	No Overlay	This change to remove this area from the Transit-Oriented Development Policy Area Overlay is consistent with Plan2040 Goal BE3 by preserving an existing and historic community and providing an opportunity for the community to participate in the planning process. The community expressed their desire to limit future development to residential infill consistent with the existing single-family character of the neighborhood rather than be brought into the Parole Town Center.	
Greater Annapolis (MD2 at South River)	DPA-R7-GRA-114 6	2764 Solomons Island Road, and 2 adjacent parcels to the north	51	118, 119, 122		0.9	Neighborhood Preservation	Critical Corridor	SAC supports OPZ recommendation.	Critical Corridor	Critical Corridor	This change to the Critical Corridor Development Policy Area is consistent with Plan2040 Goal BE10 to relieve traffic congestion and recognizes the opportunities along MD 2 to improve safety and mobility.	

Planned Land Use Changes

Since Plan2040

Community	Change ID Number Council Districts	Address(es)	Tax Map(s)	Parcel(s)	Lot(s)	Acres *Change Acreage (if different)	Plan2040 PLU *deferred to Region Plans	SAC Recommended PLU	SAC Justification	PAB Recommended PLU (if applicable)	Final Recommendation (PLU)	Final Justification	County Council Amendment
Riva	PLU-R7-RIV-101 7	Blue Heron Estates residential properties (Glen Isle Road, Kathe Court)	50	22	1-12	21.8	Rural	Low Density Residential	SAC supports OPZ recommendation	Low Density Residential	Low Density Residential	This change to Low Density Residential Planned Land Use is consistent with Plan2040 Goal BE3 by preserving the existing density of the community and providing an opportunity for the residents to participate in the planning process. The change is also consistent with the existing R1 zoning on the properties and the desire of the Blue Heron Homeowners Association to remain Low Density Residential.	
Parole and Greater Annapolis (including Parole Town Center)	PLU-R7-GRA-120 6	North of Bestgate Rd, In front of and behind Monticello community	45	300		10.75	Conservation	--	--	Parks and Open Space	Parks and Open Space	This change to Parks and Open Space Planned Land Use is consistent with Table 17 in Plan2040, Volume II for a community's platted open space or recreation area that is not under conservation easement in perpetuity.	
Parole and Greater Annapolis (including Parole Town Center)	PLU-R7-GRA-121 6	various on Bestgate Road, Gate Drive, Gate Court and Parker Drive	45	330, 331, 334, 335, 336 (lots 1-20), 402, 438, 494 (lots 1-15), 517, 524, 778		19.85	Town Center	Low-Medium Density Residential, Commercial	SAC supports OPZ recommendation.	Low-Medium Density Residential, Commercial	Low-Medium Density Residential, Commercial	These changes to Low-Medium Density Residential and Commercial planned land uses are consistent with Plan2040 Goal BE3 by preserving an existing and historic community and providing an opportunity for the community to participate in the planning process. The community expressed their desire to limit future development to residential infill consistent with the existing single-family character of the neighborhood rather than be brought into the Parole Town Center.	
Parole and Greater Annapolis (including Parole Town Center)	PLU-R7-GRA-121 6	2049 Herndon Drive	45	402		1.00	Town Center	--	--	High Density Residential	High Density Residential	This change to High Density Residential Planned Land Use is consistent with Plan2040 Goals BE11 and BE12 by providing an opportunity for a variety of housing types that is affordable for a range of incomes and is close to transit. The change is also consistent with the property's adopted zoning and adjacent properties to the east.	

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Parole and Greater Annapolis (including Parole Town Center)	PLU-R7-GRA-122 6	812 Bestgate Road	45	306		0.91	Low Density Residential	Commercial	SAC supports OPZ recommendation.	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 by providing an opportunity to expand business and industries to maintain a balanced tax base and meet current employment projections. The change is also consistent with surrounding properties that are designated as Commercial.	
Parole and Greater Annapolis (including Parole Town Center)	PLU-R7-GRA-190 6	1990 Severn Grove Road	45	309		5.02	Low Density Residential	Commercial	SAC supports OPZ recommendation.	Commercial	Commercial	This change to Commercial is consistent with Plan2040 Goal HE2 by providing an opportunity to expand business and industries to maintain a balanced tax base and meet current employment projections. The change is also consistent with surrounding properties that are designated as Commercial.	
Greater Annapolis (North Region 7 Area, including Ridgely Avenue)	PLU-R7-GRA-102 6	600 Ridgely Avenue	45	114		6.61 *2.0	*Commercial	Commercial/Low Density Residential	SAC supports OPZ recommendation.	Commercial/Low Density Residential	Commercial / Low Density Residential	This change is to split the parcel with Commercial and Low Density Residential planned land uses is consistent with Plan2040 Goal BE3 by preserving the residential character of the community along Pafel Road and providing an opportunity for the residents to participate in the planning process who expressed a desire to protect the character of their neighborhood.	
Greater Annapolis (North Region 7 Area, including Ridgely Avenue)	PLU-R7-GRA-123 6	Porters Hill Road	45	630		0.31	Low Density Residential	--	--	--	Parks and Open Space	This change to Parks and Open Space Planned Land Use is consistent with Table 17 in Plan2040, Volume II for a community's platted open space or recreation area that is not under conservation easement in perpetuity.	

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Greater Annapolis (North Region 7 Area, including Ridgely Avenue)	PLU-R7-GRA-124 6	Kingswood Court	45	738		0.77	Low Density Residential	--	--	--	Parks and Open Space	This change to Parks and Open Space Planned Land Use is consistent with Table 17 in Plan2040, Volume II for a community's platted open space or recreation area that is not under conservation easement in perpetuity.	
Greater Annapolis (North Region 7 Area, including Ridgely Avenue)	PLU-R7-GRA-125 6	213 Margaret's Glen Lane	45	58	Open Space A	25.61	Low Density Residential	--	--	--	Parks and Open Space	This change to Parks and Open Space Planned Land Use is consistent with Table 17 in Plan2040, Volume II for a community's platted open space or recreation area that is not under conservation easement in perpetuity.	
Greater Annapolis (North Region 7 Area, including Ridgely Avenue)	PLU-R7-GRA-125 6	213 Margaret's Glen Lane	45	58	Open Space A	9.85	Low Density Residential	--	--	--	Parks and Open Space	This change to Parks and Open Space Planned Land Use is consistent with Table 17 in Plan2040, Volume II for a community's platted open space or recreation area that is not under conservation easement in perpetuity.	
Greater Annapolis (MD2 at South River)	PLU-R7-GRA-103 6	34 Wilelinor Drive	51	142		4.12	Low Density Residential	Conservation	SAC supports OPZ recommendation.	Conservation	Conservation	This change to Conservation Planned Land Use is consistent with Table 17 in Plan2040, Volume II for property that has a primary function of conservation in perpetuity and is consistent with Plan2040 Goals NE1 and NE2 of preserving sensitive areas and retaining existing forest cover.	
Greater Annapolis (MD2 at South River)	PLU-R7-GRA-114 6	Solomons Island Rd and Oak Grove Rd	51	p/o 117, 118, 119, 122		4.49	Maritime, Commercial, Low Density Residential	Commercial	SAC supports OPZ recommendation.	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goals HE2 and HE5 by providing an opportunity to expand businesses and industries to maintain a balanced tax base and meet current employment projections as well as enhancing a commercial hub within the MD 2 corridor.	

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Greater Annapolis (MD2 at South River)	PLU-R7-GRA-114 6	Solomons Island Rd and Oak Grove Rd	51	123		3.48	Maritime, Commercial	Maritime, Commercial	SAC supports OPZ recommendation.	Maritime, Commercial	Maritime, Commercial	This change reconfigures the existing Maritime and Commercial planned land uses to provide greater flexibility in supporting potential redevelopment. This is consistent with Plan2040 Goals HE2 and HE5 by providing an opportunity to expand businesses and industries to maintain a balanced tax base and meet current employment projections as well as enhancing a commercial hub within the MD 2 corridor.	
Greater Annapolis (MD2 at South River)	PLU-R7-GRA-118 6	2840 Solomons Island Rd	51	179	18	1.10	Maritime	Commercial	SAC supports OPZ recommendation.	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal HE2 by providing an opportunity to retain an existing business to maintain a balanced tax base and meet current employment projections.	
Greater Annapolis (MD2 at South River)	PLU-R7-GRA-119 6	Liberty Marina	51	134		4.11	Maritime	Maritime, Commercial	SAC supports OPZ recommendation.	Maritime, Commercial	Maritime, Commercial	This change to split this property with Maritime and Commercial planned land uses is consistent with Plan2040 Goals HE2 and HE5 by retaining existing maritime uses on the back portion of the property and provide an opportunity to expand businesses and industries on the front portion of the property where there is highway frontage and better redevelopment opportunities as well as enhancement of this commercial hub in the MD 2 corridor.	
Greater Annapolis (MD2 at South River)	PLU-R7-GRA-126 6	Gingerville wetlands	51	132		0.43	Low Density Residential	--	--	--	Conservation	This change to Conservation Planned Land Use is consistent with Table 17 in Plan2040, Volume II for property that has a primary function of conservation in perpetuity and is consistent with Plan2040 Goal NE1 of preserving sensitive area.	

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Greater Annapolis (MD2 at South River)	PLU-R7-GRA-127 6	MD Rt 665	51	368		0.35	Conservation	--	--	--	Low Density Residential	This portion of the parcel is no longer under a permanent conservation easement. A change to Low Density Residential is consistent with Table 17 in Plan2040, Volume II for land that is not protected in perpetuity. The change is also consistent with the existing R2 zoning of the parcel and the surrounding property.	
Annapolis Neck (Church Creek to Quiet Waters Park)	PLU-R7-ANK-103 6	1700 Quiet Waters Court	56	87		19.14 *0.89	Parks and Open Space	Parks and Open Space / Low Density Residential *per recommendation of County prior to discussion with Chesapeake Conservancy*	Parks and Open Space is appropriate for the newly-acquired County-owned Quiet Waters Park properties, except for the area of the existing lease agreement. *per recommendation of County prior to discussion with Chesapeake Conservancy*	Parks and Open Space / Low Density Residential *per recommendation of County prior to discussion with Chesapeake Conservancy*	Parks and Open Space	This change to Parks and Open Space Planned Land Use is consistent with Table 17 in Plan2040, Volume II for public parks.	
Annapolis Neck (outer portion) and Bay Ridge	PLU-R7-ANK-101 6	Fishing Creek Farm, Various Thomas Point Rd South of Arundel on the Bay Rd	57	121	Parcels H, I, and E	22.78	Conservation	Low Density Residential	SAC supports OPZ recommendation.	Low Density Residential	Low Density Residential	This change to Low Density Residential Planned Land Use is consistent with Plan2040 Goal BE3 by providing an opportunity for the community to participate in the planning process. The community expressed their desire to change their community open space and recreation areas to Low Density Residential planned land use.	
Annapolis Neck (outer portion) and Bay Ridge	PLU-R7-ANK-102 6	Fishing Creek Farm, Various	57	121	Parcels D, B, M, T, Recreation Area B, and S	25.14	Conservation	Low Density Residential	SAC supports OPZ recommendation.	Low Density Residential	Low Density Residential	This change to Low Density Residential Planned Land Use is consistent with Plan2040 Goal BE3 by providing an opportunity for the community to participate in the planning process. The community expressed their desire to change their community open space and recreation areas to Low Density Residential planned land use.	

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Annapolis Neck (outer portion) and Bay Ridge	PLU-R7-ANK-104 6	Hillsmere Elementary School	57.0	139		15.86	Parks and Open Space	Public Use	SAC supports OPZ recommendation.	Public Use	Public Use	This change to Public Use Planned Land Use is consistent with Table 17 in Plan2040, Volume II for government-owned facilities not designated as Conservation, Parks and Open Space or Transit.	
Annapolis Neck (outer portion) and Bay Ridge	PLU-R7-ANK-105 6	Ogleton Road	57	1281, 1216		33.30	Conservation	Low Density Residential	Community input shows support for Low Density Residential Planned Land Use and R2 zoning of these properties.	Low Density Residential	Low Density Residential	This change to Low Density Residential Planned Land Use is consistent with Plan2040 Goal BE3 by providing an opportunity for the community to participate in the planning process. The community expressed their desire to change their community open space and recreation areas to Low Density Residential planned land use, consistent with the remainder of the neighborhood.	
Annapolis Neck (outer portion) and Bay Ridge	PLU-R7-ANK-106 6	2634 Carrollton Road	57	23		0.37	Low Density Residential	--	--	--	Conservation	This change to Conservation Planned Land Use is consistent with Table 17 in Plan2040, Volume II for property that has a primary function of conservation in perpetuity and is consistent with Plan2040 Goals NE1 and NE2 of preserving sensitive areas and retaining existing forest cover.	
Annapolis Neck (outer portion) and Bay Ridge	PLU-R7-ANK-107 6	1257 Cherry Tree Lane	57	121	28R	0.49	Low Density Residential	--	--	--	Conservation	This change to Conservation Planned Land Use is consistent with Table 17 in Plan2040, Volume II for property that has a primary function of conservation in perpetuity and is consistent with Plan2040 Goal NE1 of preserving sensitive areas.	

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Annapolis Neck (outer portion) and Bay Ridge	PLU-R7-BAY-101 6	Various on Hull Ave, Herndon Ave, Farragut Rd, and West Lake Drive ("Big Woods" property of Bay Ridge)	Various	Various		99.46	Conservation	Low Density Residential	--	Low Density Residential	Low Density Residential	This change to Low Density Residential Planned Land Use is consistent with Plan2040 Goal BE3 by providing an opportunity for the community to participate in the planning process. The community expressed their desire to change areas with conservation easements in their community to Low Density Residential planned land use, consistent with the remainder of the neighborhood and the existing zoning. In the early 2000s, the residents of the Bay Ridge Community raised funds to buy the "Big Woods" to preserve its conservation value from being developed. A total of 332 lots were put into two private conservation easements. The County recognizes that there is an outstanding loan on the property and that both conservation easement documents allow for future division of land if agreed to by the Grantee.	
Annapolis Neck (outer portion) and Bay Ridge	PLU-R7-BAY-103 6	Bay Drive and River Drive	57	207 28		13.46	Conservation	No consensus	No consensus	Low Density Residential	Low Density Residential	This change to Low Density Residential Planned Land Use is consistent with Plan2040 Goal BE3 by providing an opportunity for the community to participate in the planning process. The community expressed their desire to change this community area to Low Density Residential planned land use, consistent with the remainder of the neighborhood.	

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Annapolis Neck (outer portion) and Bay Ridge	PLU-R7-BAY-104 6	226 West Lake Drive	57	26	36, 37, 38	0.38	Conservation	--	--	Low Density Residential	Low Density Residential	This change to Low Density Residential Planned Land Use is consistent with Plan2040 Goal BE3 by providing an opportunity for the community to participate in the planning process. The community expressed their desire to change areas with conservation easements in their community to Low Density Residential planned land use, consistent with the remainder of the neighborhood and the existing zoning.	
Annapolis Neck (outer portion) and Bay Ridge	PLU-R7-BAY-105 6	West Lake Drive	57	26	6, 7	1.10	Conservation	--	--	Low Density Residential	Low Density Residential	This change to Low Density Residential Planned Land Use is consistent with Plan2040 Goal BE3 by providing an opportunity for the community to participate in the planning process. The community expressed their desire to change areas with conservation easements in their community to Low Density Residential planned land use, consistent with the remainder of the neighborhood and the existing zoning.	
Annapolis Neck (outer portion) and Bay Ridge	PLU-R7-BAY-106 6	2 Herndon Avenue	57	86		2.50	Parks and Open Space	Commercial	SAC supports OPZ recommendation.	Commercial	Commercial	This change to Commercial Planned Land Use is consistent with Plan2040 Goal BE3 by providing an opportunity for the community to participate in the planning process. The community expressed their desire to facilitate additional accessory uses for their community pool that would be more consistent with Commercial planned land use and the property's existing zoning.	

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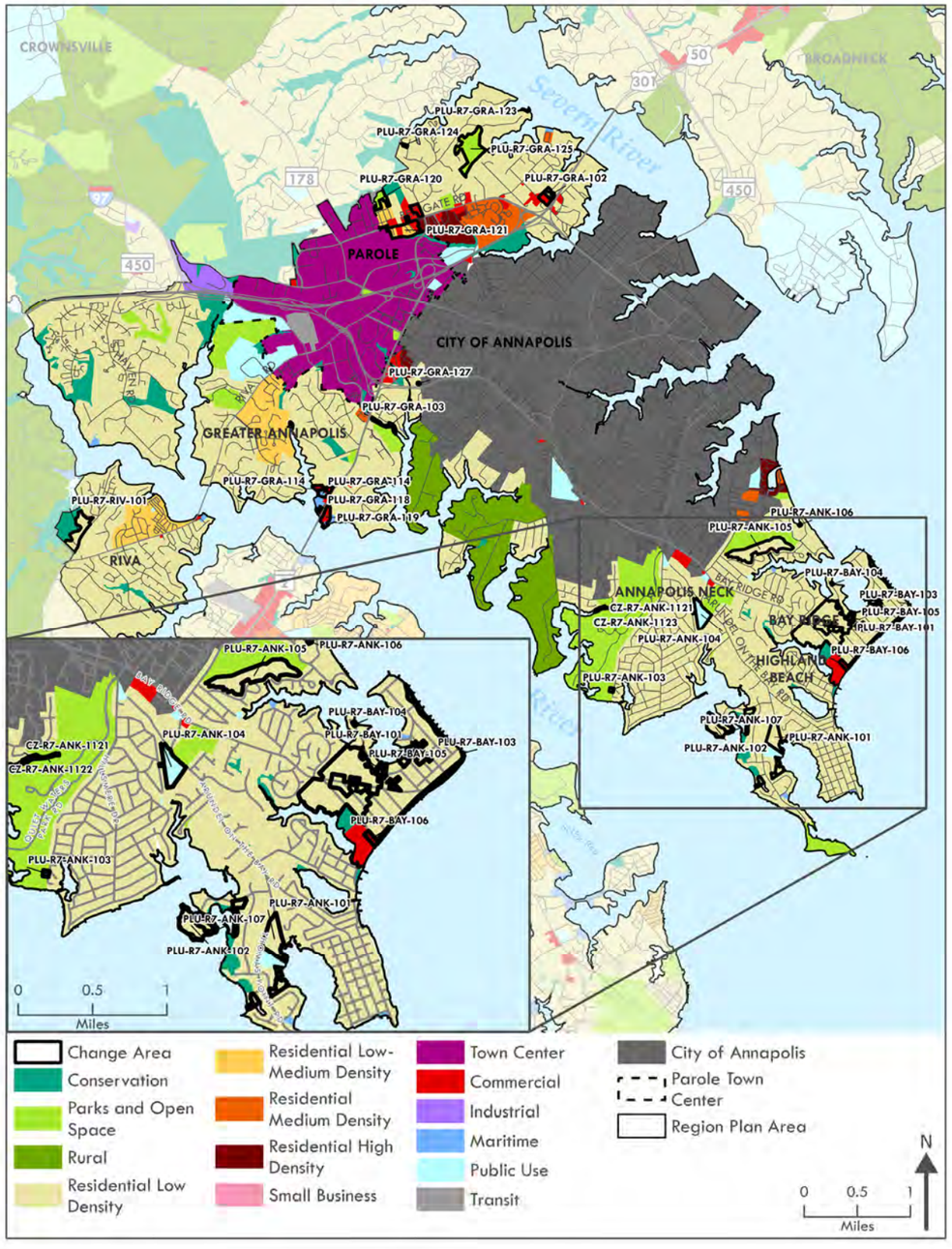
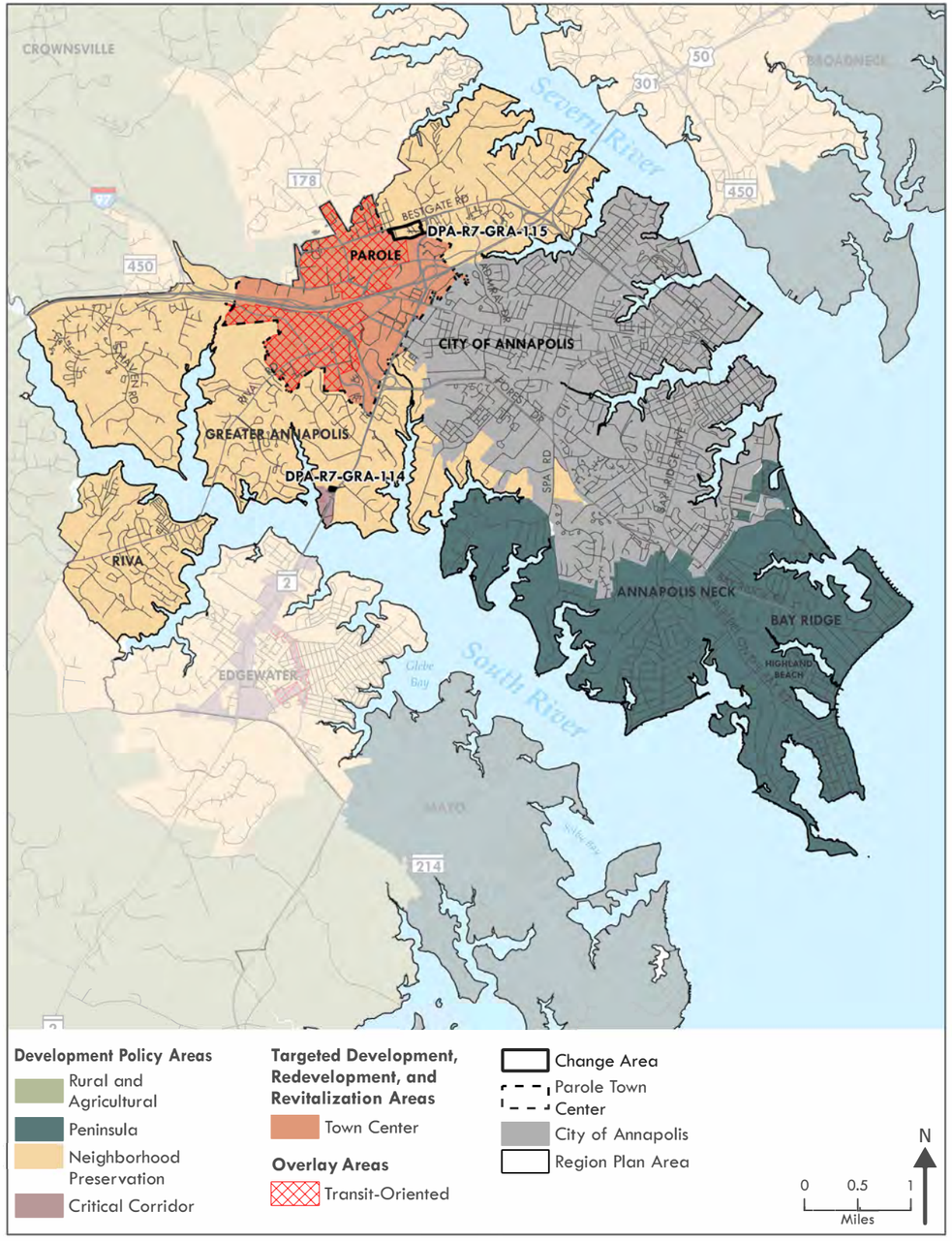
Planned Land Use Change Areas Map

Since Plan2040



Development Policy Area & Development Policy Area Overlay Change Areas Map

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