

R9

Anne Arundel County Region 9 Plan

PAB Draft | September 11, 2024

*Mayo Peninsula • Galesville • West River •
Shady Side • Churchton • Deale • Tracy's Landing •
North Beach • parts of Edgewater • Friendship*



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

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Overview

The Anne Arundel County Region Plans are community-driven land use documents that build on the goals, policies, and land use decisions of Plan2040—the Countywide General Development Plan—in smaller areas. The Region 9 Plan (the 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, and transportation.

The Region 9 planning process began in January 2023 with research and community outreach to solicit information on the assets and needs of the community. This included:

- Launch of a dedicated website for Region 9 (known as the Region 9 Hub site)
- Notification to over 14,000 property owners informing of the process and a link to the Region 9 Hub site
- Research interviews with community members
- Outreach at community events
- Region Plan open house events
- Questionnaire and Feedback Map on Region 9 Hub site.

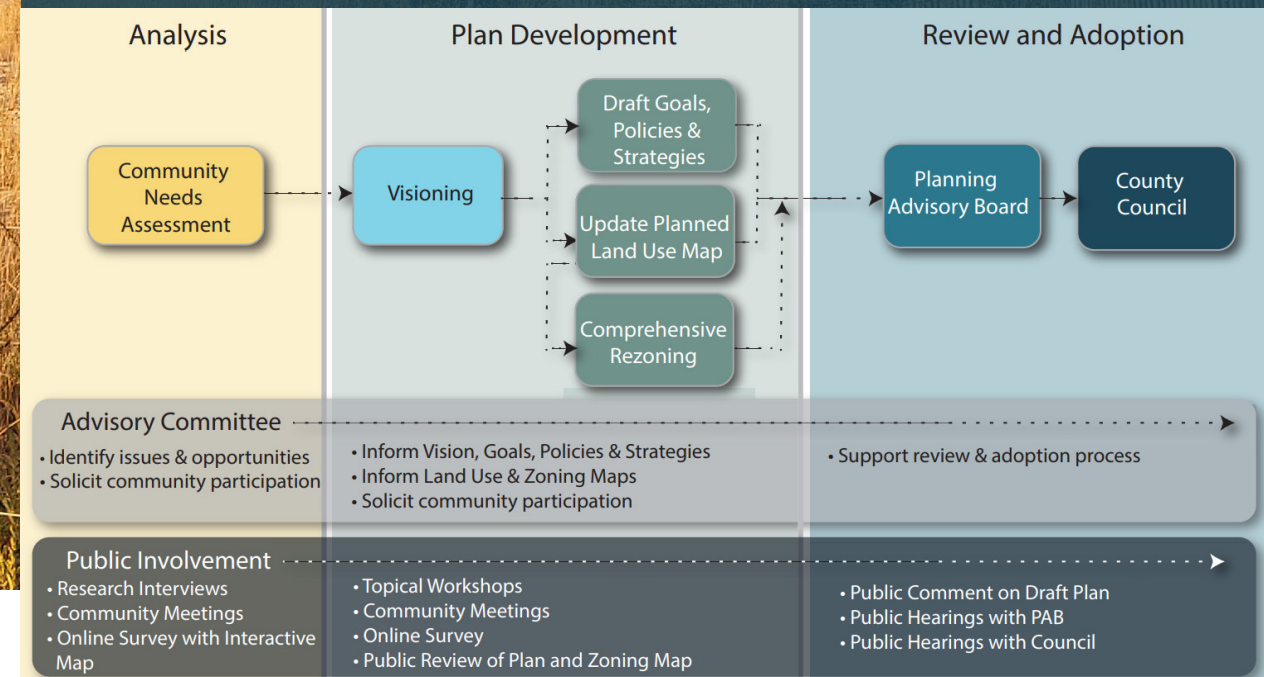
In the spring and summer of 2023, the Office of Planning and Zoning (OPZ) solicited applications for the Stakeholder Advisory Committee (SAC), a group of 15 individuals representing a variety of interest groups, to provide further insights on their communities and the Region as a whole. The SAC first met in October 2023, and met 11 times at public meetings throughout the process to learn about County initiatives from department staff, exchange ideas, examine existing conditions briefing documents created by OPZ staff, and build consensus on the vision, strategies, and recommended planned land use and zoning changes in this Region Plan. These meetings and other community engagement efforts that occurred throughout the planning process were tracked through the Region 9 Hub site, www.aacounty.org/Region9, and allowed community members to stay up-to-date on planning efforts.

The Plan also draws on public and stakeholder engagement to provide regional strategies and zoning recommendations to address community concerns and opportunities while implementing the goals and policies of Plan2040. To better promote the region planning process and to solicit additional community feedback, County staff attended 18 public events, hosted seven drop-in open house sessions throughout the Region, met with senior citizens, students, and other stakeholders in Region 9, and conducted other outreach efforts. A detailed list of outreach efforts is in Appendix ##: Public Involvement & Planning Process.

Plan Purpose

The Region 9 Plan provides regional and community scale perspectives on the coastal communities east of MD 2 from Edgewater to North Beach, including the Mayo Peninsula, Galesville, West River, Shady Side, Churchton, Deale, Tracy's Landing, North Beach, and parts of Edgewater and Friendship. The Region Plan implements and enhances the goals, policies, and strategies of Plan2040 and informs a shared vision for the next 20 years. It identifies specific recommendations about land use, zoning, environmental protection, transportation improvements, public facilities, and community design throughout Region 9. Ultimately, the goal of the Plan is to enhance the quality of life of residents and visitors in Region 9 by working towards the shared vision for the Region.

The other key component of the Region 9 Plan is comprehensive zoning. The Region Planning process is the County's fifth comprehensive zoning process and proposes consistency changes to make the Zoning Map more closely aligned with actual development on the ground and the Plan2040 Planned Land Use Map. County staff conducted an analysis of land use and zoning as part of Plan2040 and the Region Plans, and identified key issues that should be addressed to make Plan2040 and zoning more effective development management tools.





Vision Statement

The quality and diversity of the waterways, shorelines, forests, farms, and small communities within Region 9 will be protected, enhanced, and the natural, historical and cultural significances of the area will be respected. Conservation and restoration of natural shorelines and forests will be prioritized to maintain quality of life. Agricultural and maritime industries and a sustainable level of tourism will continue to be key parts of the economy and culture of the Region. Development will be limited, with a focus on redevelopment in existing centers of commercial activity. Each community within the Region will work together to provide equitable access to: economic opportunities, superb schools, recreation, waterways, healthcare, food security, and housing for all community members. Investments in infrastructure will make it safer and easier to access our communities whether walking, biking, driving, or on public transit. Working in partnership with government, businesses, and private individuals, the Region will become more resilient to flooding and climate change. The ultimate measure of success will be the conservation of the unique geographical, cultural, and historical heritage of this Chesapeake coastal community for future generations.

Developing the Vision

The Region 9 planning process involved a series of public meetings, questionnaires, outreach events, and public engagement that shed light on the community's thoughts on and desires for the future of Region 9. The Region 9 Stakeholder Advisory Committee (SAC) drew from these conversations, informational meetings from County departments, and the SAC's own experiences to develop a shared vision for the future of Region 9. The vision statement is reflected throughout the content of this Plan, and will guide implementation of the Region 9 strategies.

Organization of the Plan

The Plan provides an introduction to pertinent data that illustrates where there are gaps in infrastructure and amenities, inequities for residents and visitors, and imbalances in policies that facilitate where the Region should grow based on public engagement. This data sets the foundation for understanding the issues that face Region 9. 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:



These chapters include contextual information and data that help illustrate the challenges and opportunities of Region 9. Given that this Plan builds on the work of Plan2040, the goals, and policies identified in Plan2040 are referenced to provide a brief overview of the priorities in the Region. Goals represent the desired outcome of a future condition; the end state toward which we aim. Goals tend to be general and broad. Policies are statements of intent upon which County decisions are evaluated.

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

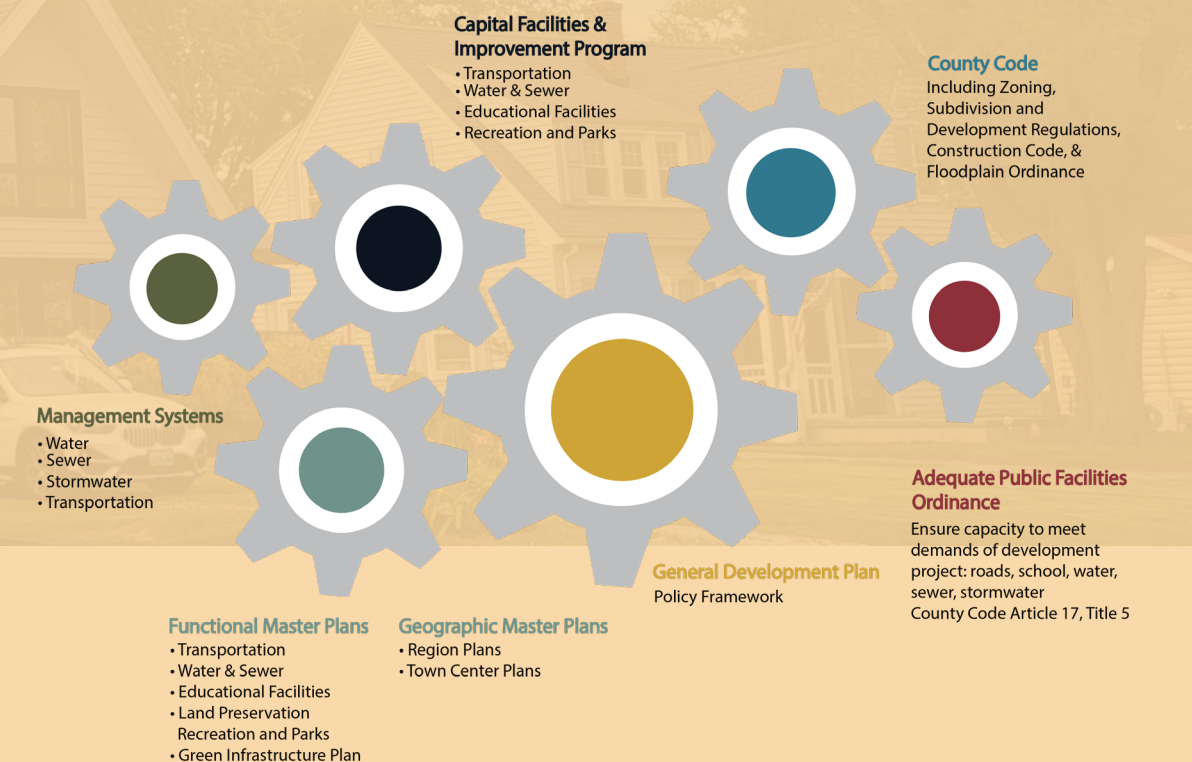
It should be noted that some strategies may refer to other topics. In these situations, some topics, such as housing and jobs, are referenced in multiple goals and policies.

Relationship to Plan2040 and other plans

The Region Plan is intended to guide County policies and decisions. 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. The Region 9 Plan furthers the implementation of Plan2040 by providing Region specific recommendations and policies that are consistent with Plan2040. The elected officials and County staff will use the plan to:

- Provide a framework and common goals for all County plans
- Guide policy decisions
- Inform changes to County 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 use. For a brief description of the relevant plans, please see Appendix 8.2.



Equity in Region 9

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

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

Unlike equality, which connotes sameness, equity recognizes difference. Equitable policies actively mitigate the disproportionate harm faced by certain communities. In an equitable society, a person's access to basic resources such as education, employment, housing, clean air, clean water, and recreation and parks is not strongly linked to a person's race, ethnicity, or economic class. Region 9 has the opportunity to provide additional access to better schools, employment, transportation alternatives, safe neighborhoods and public amenities. While all of the strategies can be seen in the implementation section, some of the strategies that strive to provide greater equity throughout the Region include:



NE6: Improve efforts to engage Hispanic and African American / Black farmers in agricultural preservation programs.

BE3: Support ACDS in acquiring and rehabilitating properties in the Region for affordable rental and ownership opportunities.

HC6: Evaluate the need for updated facility maintenance and expanded programming at the Lula Scott Community Center, Ralph Bunche Community Center, and Deale Library. Evaluate potential for a new community center to serve South County with programs focused on youth and senior citizens.

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.



Our Community, Our Voice

Public involvement is foundational to the Region Plan process. OPZ collected information and built on previous outreach efforts including the Small Area Plans and local efforts such as Envision Mayo and Envision Galesville. The public outreach process began with sending notification postcards to the over 14,000 property owners in Region 9 with information about the Region Plan and a link to the dedicated website. OPZ staff conducted in-person research interviews with key stakeholders and hosted in-person and online opportunities for the public to tell the County what they love about their community, what they want to see improved, and their dreams for the future. Major public engagement activities are illustrated below. Summaries of public feedback from engagement activities are provided in Appendices A-E.

In addition to engaging the general public, a Stakeholder Advisory Committee was appointed through County Council Resolution 35-23 to work collaboratively with County staff to develop the recommendations in this plan. The committee included long-term and recent residents, business owners, and representatives of the agricultural and maritime industries. Committee members represented communities throughout Region 9. Members of the public also provided testimony to the Planning Advisory Board and the County Council through their public hearings and review process. Key themes from public input are summarized below. Summaries of the different outreach efforts are provided in the Appendices.



Key Issues and Recommendations



WHAT WE HEARD

Stormwater management, habitat and wildlife protection, protection of forested areas, siltation of creeks, and pollution from septic tanks are concerns for Region 9 community members.

Region 9 is largely built out and dominated by single-family residential neighborhoods. County Code restrictions limit the potential to develop diverse housing types.

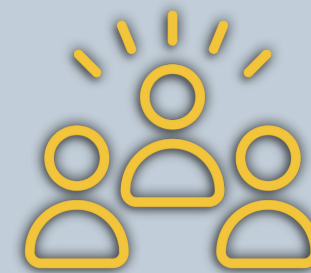
WHAT WE RECOMMEND:

Incentivize stormwater management improvements, retrofit and redevelop aging properties, and implement living shoreline projects with a focus on areas at greatest risk of sea-level rise. Increase forest conservation, especially in areas within the Green Infrastructure Network and near sensitive environmental areas.

Focus the limited amount of new housing development in Region 9 to areas with adequate infrastructure capacity outside of Critical Areas. Reform the Zoning Code to allow small scale Missing Middle housing types in certain communities where there is existing commercial development and public services.

Several key issues emerged from the Region 9 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

The desire to expand community gathering spaces and education, cultural, and service programs for youth and seniors.

Maintain heritage industries and revitalize underperforming commercial buildings and areas.

WHAT WE RECOMMEND:

Evaluate the need for updated facility maintenance and expanded programming at the Lula Scott Community Center, Ralph Bunche Community Center, and Deale Library. Evaluate the potential for a new community center to serve South County with programs focused on youth and senior citizens.

Collaborate with local organizations and businesses to develop and implement a regional approach to tourism focused on nature, history, culture, and recreation that promotes and markets the small and local businesses in the coastal area of Southern Anne Arundel County. Explore improvements to training opportunities for local heritage trades and financial incentives for commercial redevelopment and facade improvements.

Region at a Glance

Region 9 spans approximately 25,600 acres and is home to 154 miles of the County's shoreline. The Region is home to over 33,000 people who live in the coastal communities east of MD 2 from Edgewater to the County boundary with Calvert County, including: the Mayo Peninsula, Galesville, West River, Shady Side, Churchton, Deale, Tracy's Landing, North Beach, and parts of Edgewater and Friendship.

The population in Region 9 has grown from approximately 30,500 in 2010 to about 33,400 in 2021, according to estimates from the US Census Bureau. This equates to an average annual increase of approximately 0.9% per year. The number of households in the Region increased at a slightly lower rate from about 13,400 to 14,150 over that period. This average annual growth rate is expected to decrease over the next 20 years, with approximately 320 additional households in Region 9 by 2040, according to forecasts developed by the Baltimore Metropolitan Council. This slowing growth rate reflects the limited land available for development and redevelopment in the Region based on environmental restrictions and current zoning.

Region 9 has strong ties to its heritage trades, including maritime businesses along the coast and agricultural businesses further inland. Many of these operations are relatively small with few employees, many of whom are seasonal. There are a few, small commercial nodes throughout the Region including MD 2 and Mayo Road in Edgewater, the intersection of MD 468 and MD 256 in Churchton, and along MD 256 in Deale. There is an opportunity to explore financial incentives for commercial redevelopment and facade improvements

in some of these areas, which can lead to more vibrant local businesses, improved stormwater management, and more efficient parking facilities. Additionally, there is an opportunity to better connect visitors with the small and local businesses throughout the Region to enhance regional tourism. While the coastal areas in Region 9 have pockets of residential development, the western areas tend to be more rural. Approximately 92% of the housing stock in the Region is single-family houses, with the few townhome or multifamily options primarily located in Edgewater. The Region has limited opportunities to increase residential development given the constraints of developing on peninsulas, Critical Area requirements, zoning restrictions, and the community desire to preserve the rural feel of Region 9. However, Region 9 also struggles



with rising housing costs and limited housing options that make it challenging for young adults, seniors, and lower income families to stay in the area.

Approximately 90% of employed people living in Region 9 commute outside of the Region for work. This traffic is concentrated on the State highways including MD 2 (Old Solomons Road, MD 214 (Central Avenue) and MD 468 (Muddy Creek Road), connecting to Annapolis, Washington DC and other employment centers. Outside of Edgewater, most of the State and County roads are two lane roads, typically with narrow shoulders. Given the number of peninsulas and the rural nature of the Region, many communities have limited roadway access, and a collision or flooding on a road can leave traffic at a standstill.

Region 9 has limited multimodal transportation options. The County-run Gold Route provides service from the Annapolis

Westfield Mall to south of the intersection of MD 2 and MD 214 in Edgewater, and the South County Call N Ride service provides on-demand transportation throughout South County. While there may be sidewalks within a given neighborhood, there are rarely sidewalks connecting residences with areas of interest such as parks or commercial areas. Additionally, due to the winding nature of the roads and the narrow shoulders, it is not safe to walk or bike on many of the roads in the Region.

There are a number of public facilities in Region 9 that draw people to the area. There are two public libraries, the South County Senior Activity Center, the Lula G Scott Community Center, and 25 County Parks including Beverly Triton Nature Park and Rockhold Creek Farm Park. The Smithsonian Environmental Research Center (SERC) and Franklin Point State Park also provide passive recreation opportunities while conserving large areas of land.



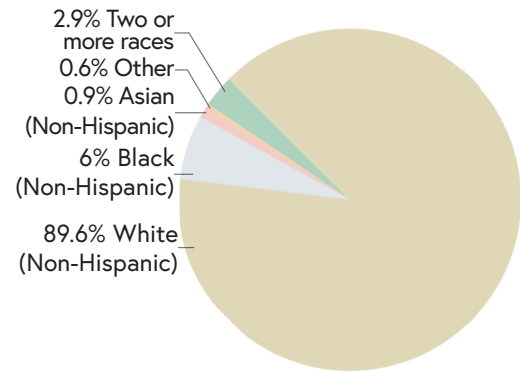
Population

33,391

Region 9 (County)

590,154

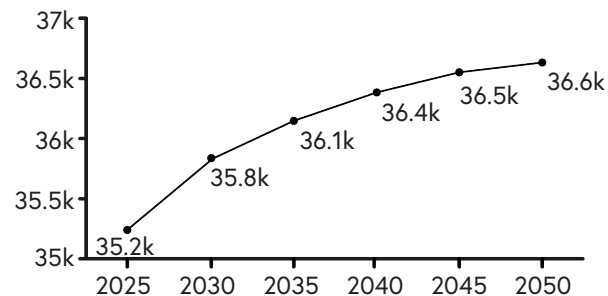
Anne Arundel County



Race/Ethnicity
Region 9
(2021)

Median Age
(2021)
45.3 yrs

Population Growth Forecast



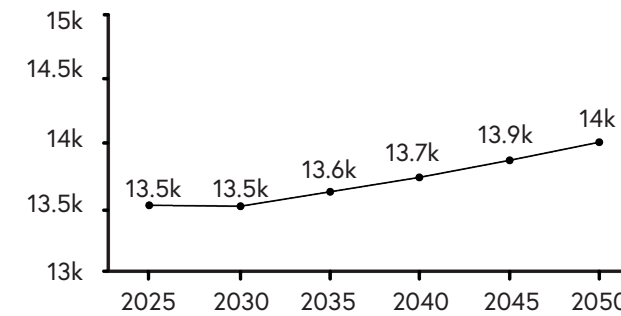
Economics

74.5% Own homes
25.5% Rent

Median Household Income
(2021) **\$114,145**



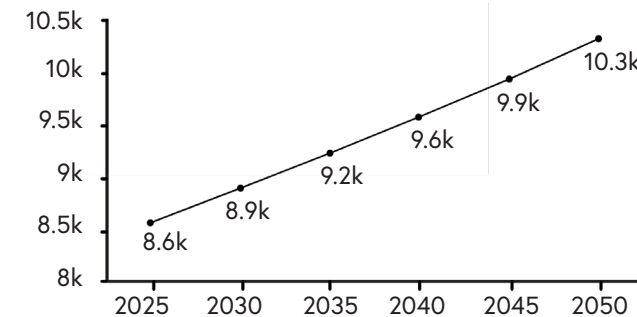
Households Forecast



Employment Status

94.3% Employed
5.7% Unemployed

Employment Forecast

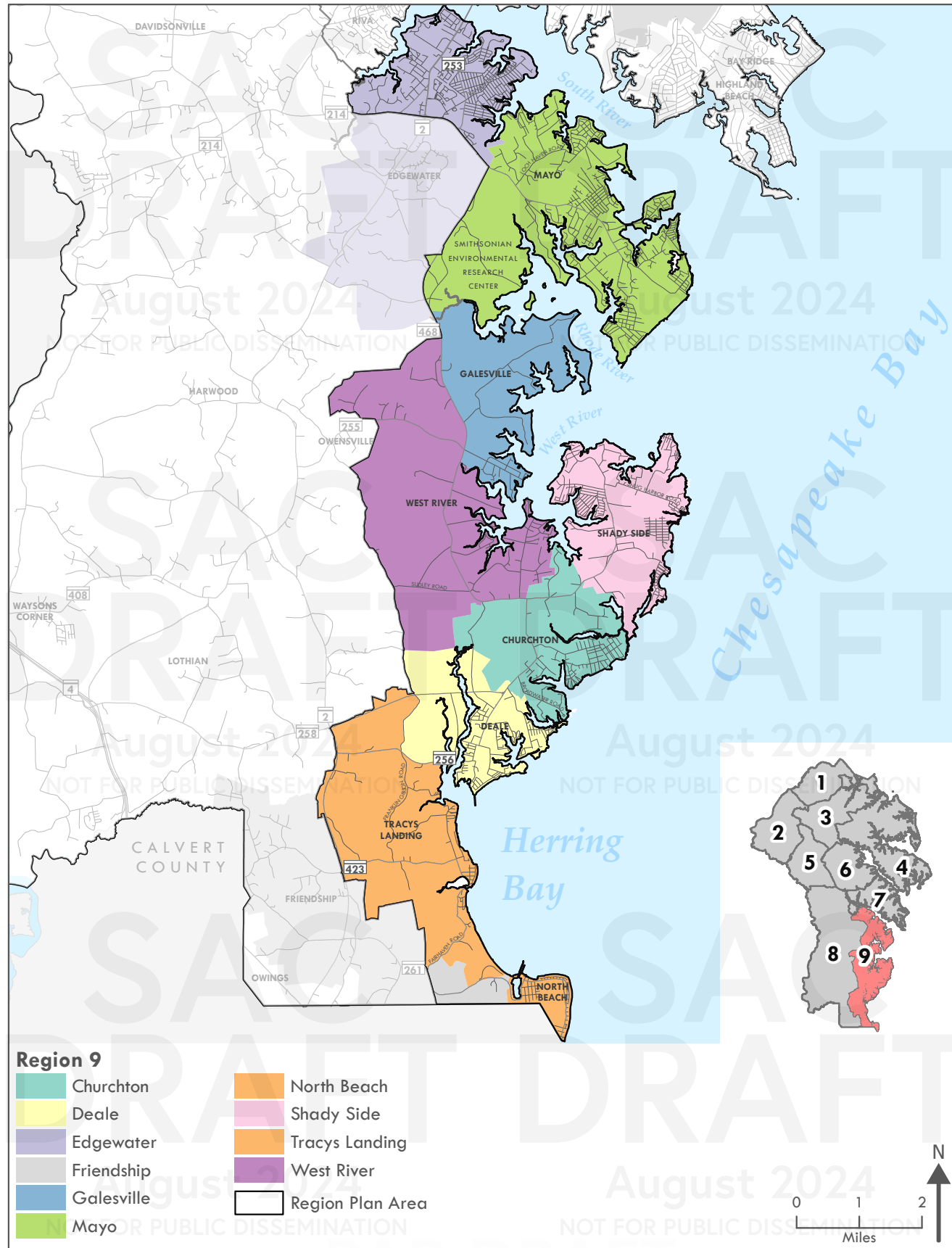


The COVID-19 pandemic has had a dramatic impact on the County prior to the development of this plan. While the long-term ramifications of the pandemic are uncertain at this point, the policies of the Region Plan will support recovery and resilience.

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

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

Figure 1: Region 9



Region 9 Communities



Edgewater

At the most northern edge of Region 9 is the Edgewater community, which is divided between Region 8 and Region 9 at Central Avenue (MD 214). Within Region 9, Edgewater is a peninsula bounded by Beards Creek, Glebe Creek, and the South River. The community is primarily single-family residential neighborhoods served mostly by commercial nodes along Solomons Island Road (MD 2) and Mayo Road (MD 253). While Edgewater has many thriving businesses, there is opportunity for redevelopment of underutilized and vacant commercial properties, such as the South River Colony shopping center. The former Giant grocery store that was vacant for years was acquired by the County in 2024 and will be redeveloped into a recreation center.

Early settlement in Edgewater was largely driven by London Town, which was the County seat from 1684-1695 and served as an important trade and tobacco shipping center. Being situated along a river that could accommodate large ocean-going vessels, and

access for overland traffic on the colonial road network allowed London Town to serve as a vital link in north-south travel through the colonies. In the late 17th century, London Town was a regional hub where transatlantic ships brought enslaved men, women, and children from Africa and the Caribbean on a regular basis. Enslaved people were forced to work for merchants as well as on surrounding plantations and homes in the region until the Civil War. London Town is now a designated site of remembrance for the Port Markers Project.

Due to its historical development patterns as a port town, Edgewater is one of the most densely developed communities within Region 9. As such, many of the services for South County are located in Edgewater such as the Southern District Police Station and the South County Senior Center. At the same time, the major thoroughfares in Edgewater can be congested as there are high rates of vehicles turning in and out of the shopping centers along Solomons Island Road and

Mayo Road. While there is a fixed-route bus service through the County Run Gold Line Route that services the commercial areas within Edgewater, this mainly connects to communities north of Edgewater. The land use and zoning recommendations in this Region Plan reflect the community's concern to limit future development to existing commercial areas and provide improved transportation and safety within those areas. Strategies in the Region Plan focused on Edgewater include:

- Provide funding and technical support for communities to design and implement living shoreline projects with a focus on areas at greatest risk of sea-level rise impacts such as Londontown. (NE11)
- The County should partner with Maryland Department of Transportation to reduce traffic congestion and improve

public safety within the Route 2 Corridor in Edgewater. (BE5)

- In partnership with local property owners and businesses, study the potential for streetscape and parking improvements along Mayo Road in Edgewater to improve safety and accessibility and support economic and community development. (BE12)
- Increase the reliability and frequency of service of the Anne Arundel County Gold bus route. Provide bus shelters and benches at Gold Line bus stops in Edgewater and increase public awareness of the service. (BE16)
- Implement the recommendations identified in the Edgewater Elementary Safe Routes to Schools study. (BE19)



Mayo

The Mayo community includes the Mayo peninsula and the northern portion of the Smithsonian Environmental Research Center (SERC). It is bounded to the west by Muddy Creek Road (MD 468) from Glebe Bay to where the north branch of Muddy Creek joins the Rhode River. The northern boundary of Mayo is the South River, the southern

boundary is the Rhode River, and the eastern boundary is the Chesapeake Bay. While the community is primarily residential with single-family homes, there is limited business development along Central Ave (MD 214).

Much of the early settlement in Mayo consisted of plantations that grew food

crops and tobacco using the labor of enslaved workers. After emancipation, many formerly enslaved people remained in Mayo. The St. Mark's United Methodist Church is a predominantly African American church with one of the oldest congregations in the community, gathering before the Hope Chapel was donated from a white church to the Black community in 1872. Additionally, in the 1920s, a Rosenwald School was opened in Mayo to provide education to African American children.

In the early 20th century, the eastern end of the Mayo peninsula became a beach resort destination with the opening of Beverly and Triton beaches. The beaches included pavilions with refreshments and dance floors, and brought hundreds of city dwellers from Baltimore and Washington to the Chesapeake Bay. These beach resorts were segregated even after the 1964 Civil Rights Act, and in the late 1960s when courts ordered the beaches be racially integrated, the owner closed the beaches.

Today, Beverly-Triton Nature Park is at the site of the former beach resort community, and provides walking trails, car top boat launch, and fishing. Another park on the Mayo peninsula is the South River Farm Park, which is currently in the planning phase for capital improvements but will likely include hiking trails, a car top boat launch, and a picnic area.



Many of the challenges faced in Mayo are due to the geographic nature of the peninsula. There are limited transportation options, and a closure along Muddy Creek Road (MD 468) or Central Avenue (MD 214) can create quality of life and safety concerns. Additionally, Mayo experiences flooding that can exacerbate traffic congestion, lead to human health hazards with septic tanks, and costly damages to property. The land use and zoning recommendations in this Region Plan reflect the realities of living on a peninsula and include:

- Promote conservation of land in the Green Infrastructure Network with a focus on locations most at risk to coastal flooding and sea level rise. (NE1)
- Partner with State Highways Administration to reduce flooding of roads and bridges, with a focus on locations that isolate neighborhoods when they flood, such as Central Ave (MD-214). (B9)
- Conduct sea level rise adaptation plans for Mayo Peninsula and implement recommendations of the plans. (N9)
- Refine the design and construct improvements to MD 214 (Central Avenue) to reduce traffic congestion, improve bicycle and pedestrian connectivity and safety, and minimize environmental impacts. (BE6)
- Provide off-road bikeways and pedestrian trails to popular destinations on the Mayo peninsula, such as Beverly Triton Beach Park, South River Farm Park, and Loch Haven Park. Provide connections to existing multi-modal infrastructure where possible. (BE21)
- Development of new parks on the Mayo Peninsula should be limited until MD 214 is improved. (HC2)

Galesville

In the middle of Region 9 is Galesville, a small peninsula community surrounded by Tenthouse Creek and the West River. Galesville is a historic community that was founded in the 17th century, and still has ties to its history through the community's preservation efforts and development patterns, including an industrial area to the north, the maritime industry to the east, light commercial development along Main Street (MD 255), and low density residential development throughout the community.

Many of the people that settled in the West River area in the early- to mid- 17th century became Quakers, and the meeting house once stood adjacent to the Quaker Burying Ground at the northeast corner of Galesville (MD 255) and Muddy Creek (MD 468) Roads. The area was mainly agricultural until the Civil War, when watermen began to settle in the greater region and harvest oysters, fish, and crabs. Oyster packing houses, canneries, and related industrial maritime operations in and around Galesville sustained many residents, and businesses boomed in the mid 20th century before declining in the 1990s. Additionally, there were many watermen in the community, including the Hartge family who began a boat building legacy in the mid-19th century.

The West Benning Road corridor along Tenthouse Creek was established by formerly enslaved people after the Civil War. Henry Wilson, who was manumitted (released from the bonds of slavery) in 1828, was the first African American landowner in Galesville. He purchased a 2-acre property in 1865, followed by an additional 25 acres in 1871. His house still stands adjacent to the Hot Sox Field at Wilson Park. In 1929 the Galesville Rosenwald School, a schoolhouse

for African American children, was opened in the area and remained an active school until racial integration in 1956. The building of the Rosenwald School was restored and is currently used as the Galesville Community Center Organization.

Galesville still has strong ties to its maritime heritage. Community members are working to improve and better connect the Galesville Wharf with the rest of the community to provide safe walking and biking infrastructure along the waterfront. Additionally, there is a bike lane planned for Main Street which can better connect residents within the community and to the greater Region 9. While there are few infill lots within Galesville, there is an opportunity to redevelop some of the lots along Main Street to provide updated amenities and streetscaping that reflect the small-scale historic village center.

Strategies in the Region Plan focused on the Galesville community include:

- Increase public education efforts on preparedness for coastal flood events, especially on the Mayo Peninsula, Galesville, Shady Side, and Deale. (NE7)
- Partner with the State Highways Administration to improve public safety and traffic flow and the intersection of MD 255 and Muddy Creek Road. (BE8)
- Invest in improvements along Main Street and Riverside Drive in Galesville to support community revitalization and public safety, including paths to and along the waterfront. (BE13)
- Develop and implement strategies to address parking needs during events and busiest times of the year on the Mayo Road corridor in Edgewater, Main Street in Galesville, and Deale. (HE2)



West River, Shady Side, Churchton, and Deale

The Deale/Shady Side Peninsula, which includes the communities of Churchton, West River, Shady Side and Deale, was historically called the Great Swamp. It is a low-lying peninsula with numerous streams and extensive tidal and non-tidal wetlands. The area is predominantly forested with residential communities generally located along shorelines and tidal inlets. Large areas are conserved in public parks including Franklin Point State Park, Jack Creek Park, and Deep Cove Natural Area, and privately owned lands set aside as open spaces in subdivision plats or through voluntary conservation easements. There are small centers of commercial activity in Churchton at the intersection of MD 468 and MD 256, in Shady Side near Snug Harbor Road and Woods Wharf Road, and in Deale along MD 256 between Tracys Landing Road and Bay Front Road.

The history of the area is closely tied to the interface of land and water. Early Native Americans camped, hunted and fished in the area. Colonial settlers established coastal fishing and trading communities that formed a strong maritime community. Steamboats brought thousands of visitors to boarding houses and hotels in Chalk Point, Shady Side, and Deale in the late 1800s. In the mid 1900's, the area's proximity to Baltimore and Washington inspired the development of beachside vacation and weekend cottage communities such as Avalon Shores, Snug Harbor, Cedarhurst, Franklin Manor, and Mason's Beach.

A strong sense of African American heritage is evident in the Deale/Shady Side peninsula's community as well, through historic churches, schools, cemeteries, the beach communities of Cedarhurst and Columbia Beach, and

summer boarding houses. Some of the oldest African American communities in the County can be found in Shady Side. The 1860 Martenet map marks two "African Church[es]" in close proximity near Chalk Point Road, which no longer are standing but their record demonstrates an established community prior to Emancipation. The Franklin United Methodist Church is one of the oldest Black Methodist congregations in the County. Many of today's residents descended from enslaved Africans that arrived during the earliest periods of settlement in the Shady Side area and toiled on plantations until many were manumitted in the 19th century. Previously enslaved individuals were among the earliest land owners beginning in the early 19th century and their names, such as Crowner, Dennis, Matthews, Thompson, Johnson, Gross, Holland, and Brown, can be seen on street signs in the area and are well represented amongst the residents.



Plan reflect the strong community concern to limit future development, conserve the natural environment and sense of place, and protect the heritage industries related to agriculture and maritime trades. Strategies in the Region Plan focused in the Deale/Shade Side communities include:

- Prioritize conservation of natural areas, with a focus on flood prone areas such as forested wetlands and coastal areas. (NE1 and NE2)
- Partner with State Highways Administration to reduce flooding of roads and bridges, with a focus on locations that isolate neighborhoods when they flood, such as Shady Side Road (MD-468) near the Lula G. Scott Community Center. (BE 9)
- Establish a special designation that supports financing for local businesses to invest in building improvements and reuse of vacant buildings in the village centers including Churchton and Deale. (HE 1)
- Develop and implement a regional approach to tourism focused on nature, history, culture, and recreation that promotes and markets the small and local businesses in the coastal area of Southern Anne Arundel County. (HE4).

In the 1960's and 1970's, with a general decline in the oystering and fishing industries, more weekend cottages were converted to full time homes, and new residents moved into the area. The growth in population exceeded the capacity of septic systems and the high water table led to a serious public health hazard in many communities. The Broadwater sewage treatment plant was constructed to resolve the problem, and additional capacity was provided to support a significant increase in the local population. During this time, when local attitudes were more favorable to increased residential development, large parcels of land throughout the community were zoned for residential uses. Attitudes have changed regarding growth and development in the area with an awareness of the negative impacts that can occur to the community's culture, health of the environment, and quality of life. The land use and zoning recommendations in this Region





Tracys Landing, Friendship, and North Beach

The southern portion of Region 9 consists of Tracys Landing, North Beach, and a portion of Friendship. The area is mainly rural, with large tracts of forested and agricultural land. Areas that are developed more densely tend to be residential communities developed at the site of historic beach resort communities, as is the case with Fairhaven and Rose Haven. Due to the rural nature of the area, there tends to be few community oriented spaces such as schools, parks, or post offices. There are relatively few commercial services that are not associated with the maritime industry.

Much of the area was settled by Europeans in the early to mid 17th century and became a strong agricultural producing region with tobacco as its chief crop, but corn and grains were also harvested. The close proximity to the Chesapeake Bay and the Patuxent River, including access to one of the first ports in the Maryland Colony located on the north end of Herring Bay, provided farmers access for regional and trans-Atlantic shipping.

This close proximity to the water also resulted in a strong maritime industry for the commercial fishing and shipping trades. By the late 1800s, steamboats became the main way to transport tobacco and produce as well as oysters, crabs, and fish to commercial markets. The steamboat also transported passengers to recreational opportunities, and brought thousands of visitors to the beach resort communities in Region 9. Some beach resorts were built in response to steamboat popularity, for example, the Weems family built a hotel at Fairhaven (in the Tracys Landing community) in the 1900s so that folks could travel there directly on their steamboat line that was established in 1817. The maritime industry continues to thrive in Tracy's Landing and North Beach today, providing many local jobs and serving as a pillar in the local economy.

Tracys Landing and Fairhaven still have ties to the agricultural past. A number of properties are involved in agricultural and woodland preservation. However, many

of the historic agricultural outbuildings, such as tobacco barns, are threatened as they have become an obsolete agricultural structure. Additionally, there are scenic and historic roads throughout the south of Region 9 where development is reviewed by the Cultural Resources Section of the Office of Planning and Zoning. These roads include Franklin Gibson Road, Solomons Island Road (MD 2), Town Point Road, Fairhaven Road, Leitch Road, and Friendship Road (MD 261). These roads are noted as deserving the highest level of protection, and may require additional protections beyond what currently exists in the Code.

Due to the rural nature of these communities and the fact that most of Tracy's Landing and Friendship are not currently and will not be served by public sewer in the future, there is anticipated to be limited growth in these areas. North Beach and the coastal areas of Friendship and Tracy's Landing are susceptible to flooding and sea level rise that also contribute to anticipated limited future development. Additionally, given the amount of waterfront in these communities and the vulnerability of waterfront properties to sea level rise, there may be an opportunity to increase public water access. The land use and zoning recommendations in this Region Plan reflect the communities' desire to improve transportation safety while maintaining the rural character of the area. Strategies in the Region Plan focused on Tracy's Landing, Friendship, and North Beach include:

- Evaluate and, if feasible, revise the County Agricultural Preservation Program to preserve farms under 50 acres and allow more flexibility of uses, such as agri-tourism. (NE4)
- Evaluate and, if feasible, expand the Rural Legacy Area and Priority

Preservation Area boundaries to include more land, particularly in the southeast corner of the County. (NE5)

- Improve efforts to engage Hispanic and African American / Black farmers in agricultural preservation programs. (NE6)
- Conduct sea level rise adaptation plans for Herring Bay and implement recommendations of the plans. (NE9)
- Study the potential to allow for more worker housing on farms (BE 2.1.f)
- Partner with the State Highways Administration to implement improvements to MD 261 (Walnut Ave) in Rose Haven to address flooding, water quality, and safety concerns. (BE11)
- Collaborate with the State Highways Administration to implement improvements to Walnut Ave between North Beach and Herrington Harbor to reduce the chance of communities being isolated during flood events. (BE9)

Introduction

The natural environment is one of the most defining characteristics of Region 9. In public comments and SAC meetings, people's appreciation and concern for the natural environment was a top priority. Region 9 runs along the shoreline of the Chesapeake Bay and the South and West Rivers. Approximately 50% of the land in Region 9 lies within 1,000 feet of tidal waters and is covered by the Chesapeake Bay Critical Area overlay. The Region is crossed by numerous creeks and its low lying topography includes many forests and wetlands. Environmental resources are cherished by the community and also threatened by the development of the Region. Important environmental issues for the Region include pollution from failing septic systems, stormwater management, and flooding. These issues are all expected to worsen with more intense rainstorms associated with climate change and sea-level rise.

"The high tides are getting higher and more frequent, with more flooding further back onto property."
-Community member

Prioritizing environmental conservation is a fundamental principle of the Region 9 plan. This underlies strategies related to land use and development, transportation, and sewer infrastructure as well as strategies related to shorelines, forests, and water quality.

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

"This is the most beautiful part of the County with many forests and farms."
-Community member

"Rural small town feel set on the Chesapeake Bay."
-Community member

Plan2040 set a strong framework with six primary goals for protecting natural resources in the County.

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

The Region 9 SAC supports the Plan2040 Natural Environment goals, policies, and strategies. They emphasized the need for the County to continuously improve efforts to:

- Strictly enforce environmental requirements.
- Increase financial subsidies to support willing property owners to upgrade septic systems or connect to public sewer where available.
- Partner with and empower local communities to conserve land, manage stormwater runoff, and install native plants to improve wildlife habitat.
- Provide technical and financial resources to private landowners to increase resilience to flooding.

"[Need] greater protection laws of what forest and wetlands we have left. Effective enforcement of the laws protecting our environment."
-Community member



Sensitive Areas

Region 9 includes portions of the South River, Rhode River, West River, and Herring Bay Watersheds (See Figure X). The landscape of the Region is largely rural with forest and agricultural lands, with relatively small developed communities. The Region has greater percentage of tree canopy and land mapped in the Green Infrastructure Network and less impervious surface compared to the entire County (See Table 1).

Table 1. Key Environmental Characteristics of the Region

Characteristic	Region 9	Countywide
Tree Canopy	62.0% (17,082 acres)	56.7% (150,372 acres)
Impervious Surface	10.0% (2,748 acres)	16.5% (43,808 acres)
Land in Green Infrastructure Network	55.7% (15,360 acres)	40.5% (107,509 acres)

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

The County protects its natural resources through a series of development requirements, which are outlined in Table 2. While there are thousands of acres of sensitive environmental features that are protected through the Critical Area program (see Figure 3) and development regulations for streams and floodplains, there is still untreated stormwater runoff that travels downstream to the Chesapeake Bay. Much of this runoff comes from the large number of residential, commercial, and industrial properties that were developed before modern stormwater management practices.

Water Quality

The primary water quality impacts in Region 9 are from excessive amounts of nutrients (nitrogen and phosphorus) and sediments¹. High levels of nutrients contribute to large algae blooms that decrease clarity of the water and lead to low dissolved oxygen levels when they die off and decompose. The major sources of nutrients are from stormwater runoff, septic systems, agriculture, and wastewater treatment plants. Studies indicate that septic systems contribute approximately 8 times more nitrogen per gallon of wastewater than sewer systems. High levels of sediments from erosion and runoff also decrease the water clarity and impact fish, crabs, and other aquatic life.

To address water quality challenges, the County's Phase III Watershed Implementation Plan (WIP) tracks the nutrient and sediment load reductions allocated to the County by the State for achieving the Chesapeake Bay Total Maximum Daily Load (TMDL). The Phase III WIP provides a road map for the numeric and programmatic commitments of the County to achieve the Bay's dissolved oxygen, water clarity/submerged aquatic vegetation, and chlorophyll-a standards.

The County's approach to meeting these commitments involves stormwater management, stream restoration, upgrades to wastewater treatment systems, and conversion of septic systems. With funding from a stormwater runoff fee, the County Bureau of Watershed Protection and Restoration has completed 80 stormwater retrofit projects in Region 9 and 82 stream restoration projects (see Figure 2 - watershed figure)

¹ South River Watershed Study, Anne Arundel County, November 2008; West and Rhode Watersheds Assessment, Anne Arundel County, December 2016; Herring Bay, Middle Patuxent, and Lower Patuxent Watershed Assessment, June 2018.

The County provides funding to incentivize local property owners to connect their conventional septic systems to public sewer and grant subsidies for upgrading on-site sewage disposal systems to nitrogen-reducing technology or converting septic systems on properties in existing sewer service areas or communities within existing or planned sewer services areas, among other uses. Septic systems are discussed in Section 3.6.

The Anne Arundel Soil Conservation District works with agricultural landowners to provide guidance and engineering services to keep soil and nutrients on the land. The Soil Conservation District assists agricultural landowners with creating soil conservation and water quality plans, providing technical assistance in design of agricultural best management practices (BMP), and assisting with funding programs to implement BMPs. The office currently works with approximately 400 agricultural cooperators throughout the County.

The County's General Development Plan (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. There are also specific policies and strategies within Plan2040 to implement that goal.

Figure 2: Watersheds

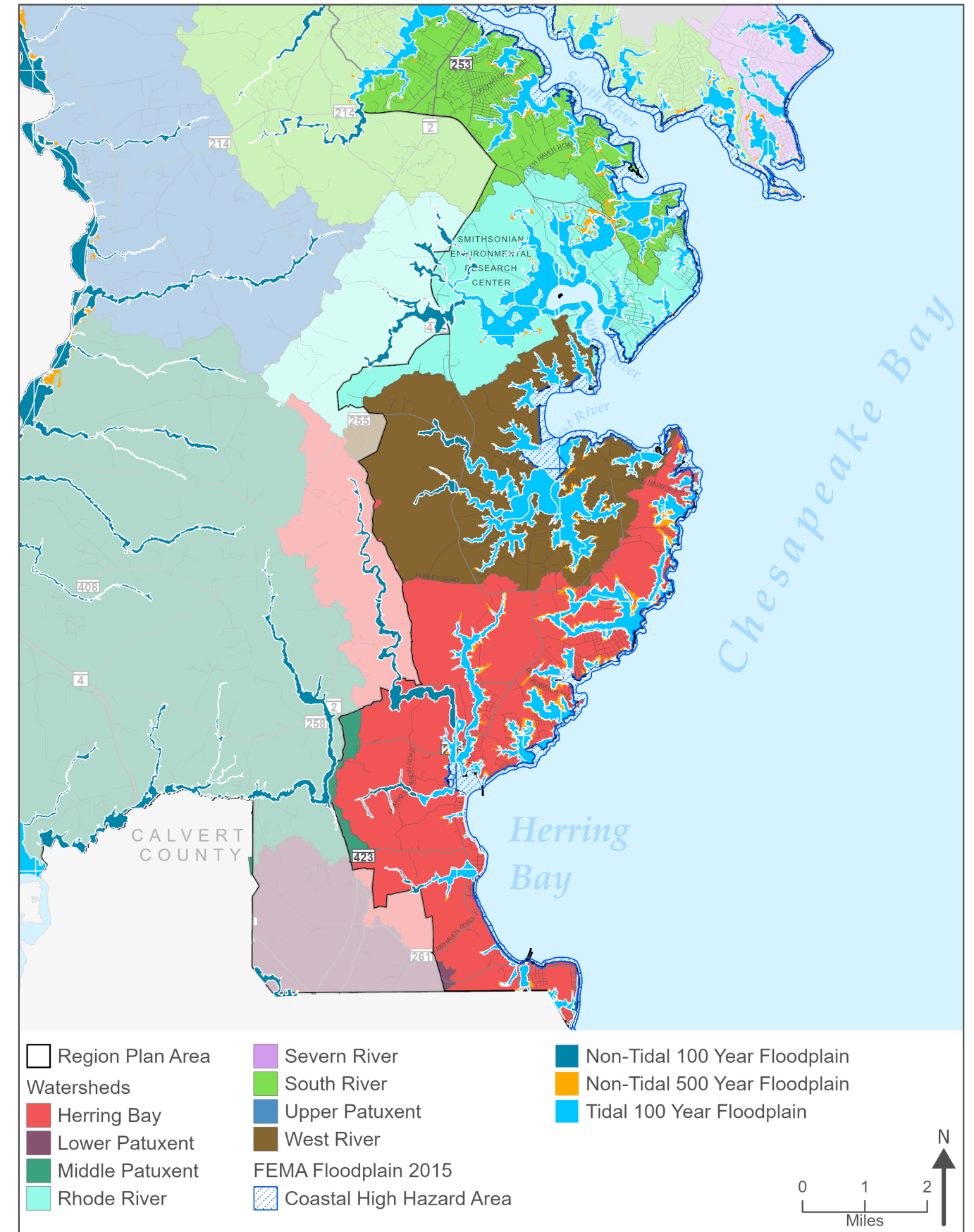
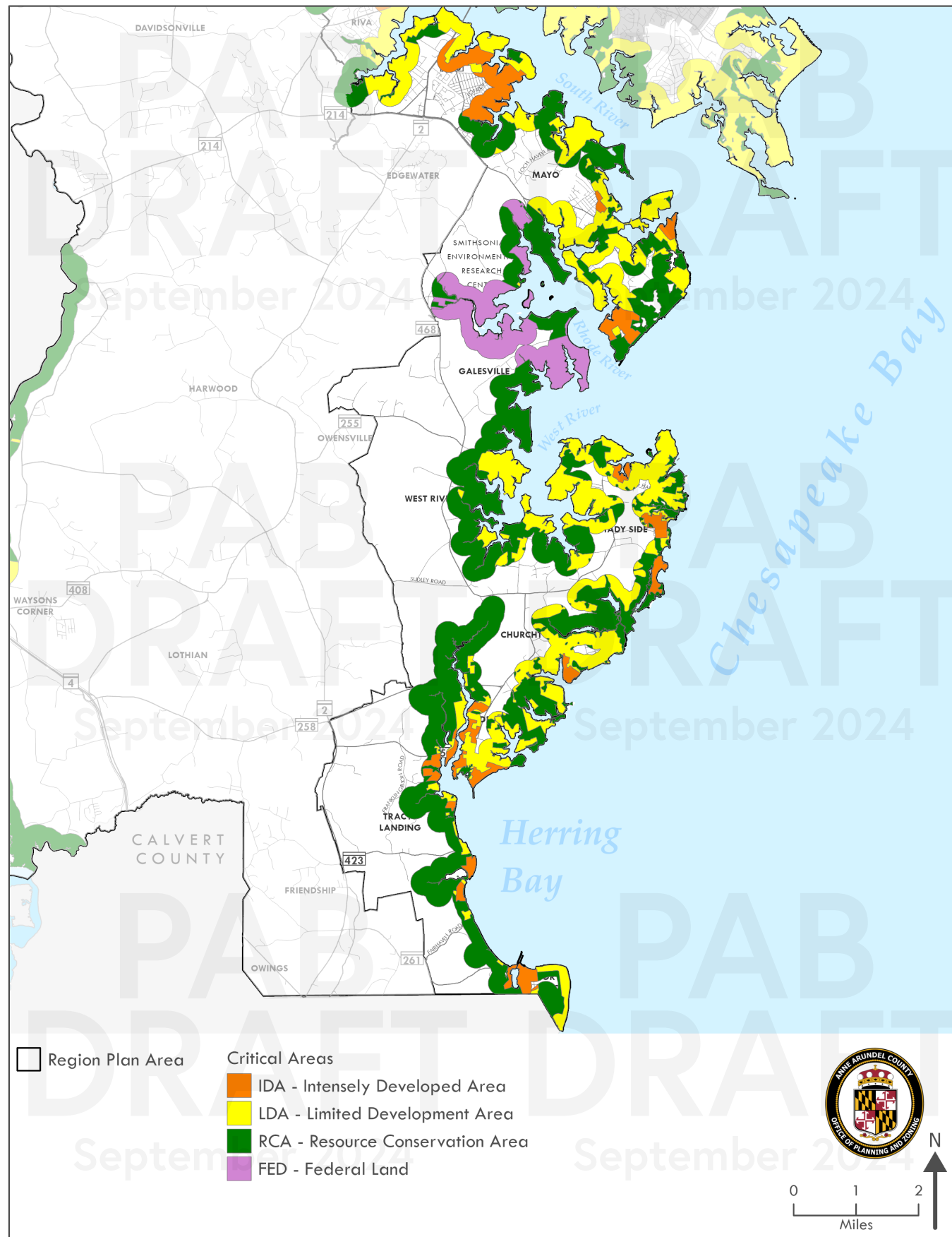


Figure 3: Critical Area



Land Conservation

Region 9 includes several large protected natural areas including the Smithsonian Environmental Research Center (SERC), Franklin Point State Park, multiple County Parks and privately-owned properties conserved through agricultural or conservation easements. Many of these areas are part of the County's Green Infrastructure Network, a connected network of the largest, contiguous natural areas in the County (see Figure 4).

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

Despite the number of conservation tools available, there are gaps when it comes to preserving smaller farms or farms that engage in more modern uses, such as agritourism. The Natural Environment strategies in this plan

include actions to improve the effectiveness of these existing land conservation efforts.

In addition to the strategies outlined, the Region 9 Plan encourages the County to continue exploring possibilities for further land acquisitions that promote land conservation, educational opportunities, and/or address community needs. As noted in the following chapters, the Region's shorelines, maritime and agriculture industries, as well as the historic past, can provide many residents and visitors with meaningful experiences. The County should continue to examine suitable areas, such as the Discovery Village, where residents and tourists alike can experience the history of the County. Discovery Village, for example, provides opportunities to increase tourism throughout the Region as well as provide educational opportunities to learn about historical significance and even expand the skill sets for maritime trades.



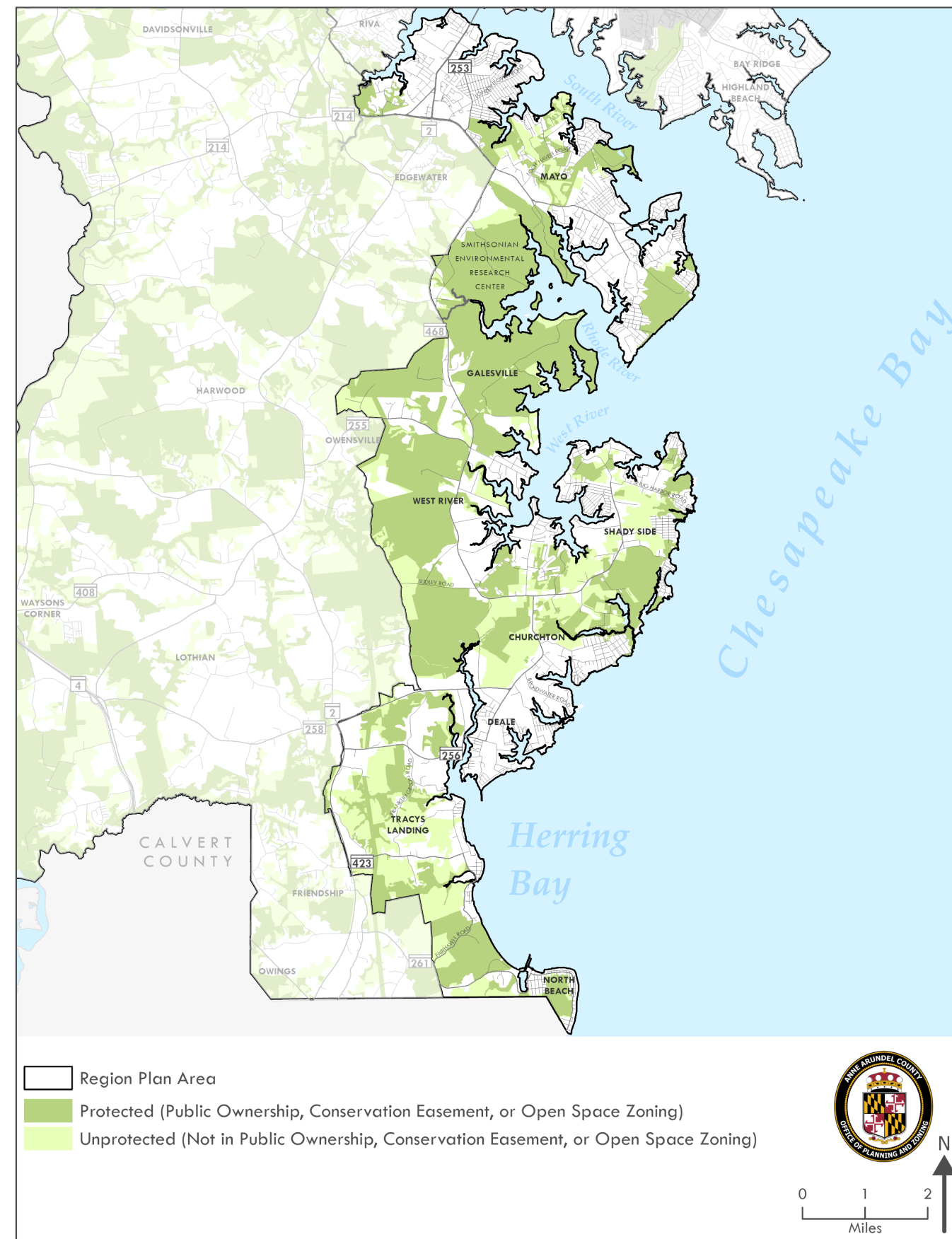
Helping Property Owners and Communities Care for the Environment

There are multiple non-profit organizations and County programs that provide resources for private property owners and community groups to manage their land to improve water quality and wildlife habitat. These include:

- The Watershed Stewards Academy provides training, technical assistance, and funding to plant native trees, shrubs, and wildflowers and install rain gardens on private property and congregational grounds.
- The Arundel Rivers Federation monitors water quality and partners with communities to implement stream and shoreline restoration projects.
- Maryland Department of Natural Resources provides technical assistance to prepare management plans for forests over 5 acres. Participation leads to reduced property tax assessment.
- Watershed Protection and Restoration Fee Credit Program: Eligible property owners have the opportunity to reduce their watershed fees by up to 50% for proactive stormwater runoff controls such as installing rain gardens or cisterns.
- The Waterfront Homeowners Guide provides information and resources for waterfront property owners in Anne Arundel County to responsibly steward their property.
- Scenic Rivers Land Trust: Private, non-profit organization that helps land owners conserve the legacy of their land through conservation easements, which can provide Federal, State, and County tax benefits.
- Agricultural and Woodland Preservation Program: County program provides funding to conserve working farms and forests.



Figure 4: Green Infrastructure Network



Current Environmental Requirements

The Anne Arundel County Code contains requirements related to natural features including streams, wetlands, floodplains and forests that apply across the County. Many of these requirements were updated and made more rigorous in the last twenty years. The following table lists some, but not all, key natural features requirements. The County requirements complement Federal and State laws and regulations.

Table 2. Summary of Key Natural Features Requirements in County Code

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).	17-8-101, et. seq. 18-13-101, et. seq. 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, 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., 17-6-603, et. seq.
Nontidal 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.	Article 17, Title 9
Floodplains	Development limited, including requirements for easement or dedication of floodplain areas to the County through the subdivision process.	Article 16, Title 2 17-3-701, 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.	16-4-101, et. seq. Code of Maryland Regulations 26.17.02.08
Forest Interior Dwelling Species (FIDS)	FIDS require large forest areas to breed successfully and maintain viable populations. A FIDS habitat is any forest tract that is greater than 50 acres with at least 10 acres that is 300 feet or more from the nearest forest edge, or a riparian forest that is at least 300 feet in total width and greater than 50 acres in total forest area. Mitigation is required based on impact to the number of acres of FIDS habitat.	17-8-603, et seq., 18-9-204, et seq.

Water and Sewer Service

Except for Edgewater, Region 9 relies on private wells for drinking water. Well water in the area is drawn from the Aquia and Magothy Aquifers. Studies indicate that water levels in the aquifers are lowering over time. Groundwater levels appear to be declining due to increased withdrawal rather than drought.

Edgewater, Mayo, Galesville, Shady Side, Deale, Churchton, and Rose Haven are served by public sewer, while the remainder of Region 9 relies on septic systems to manage wastewater (see Figure 5). Provision of public sewer in Region 9 is intended to address public health and environmental concerns, not to promote increased development.

Mayo has a STEP (Septic Tank Effluent Pumping) system which is a combination of traditional sewer and septic system. In a STEP system, the liquid effluent is pumped to a treatment plant, and the solids are held in the tank. The County owns the tanks and is responsible for collecting the solids. The tanks have an average life cycle of approximately 40 years, and the County will begin updating the tanks in the FY2025 budget.

Septic tank effluent from the Mayo service area is pumped to the Annapolis Water Reclamation Facility (WRF) for treatment and disposal. Wastewater treatment at the existing Mayo WRF was discontinued and the Mayo WRF pumping station was converted into a regional pumping station capable of pumping the ultimate design peak flow of 3.58 million gallons per day (MGD) from the Mayo peninsula to the Annapolis WRF. The Wastewater Flow Projection Tool indicated that the 2050 average daily flow for the Annapolis WRF would be approximately 10.16 MGD. At the current rated capacity there is

no immediate concern regarding additional capacity requirements in this sewer service area (SSA).

The transition to treating the liquid effluent from Mayo at the Annapolis WRF along with other system improvements has significantly decreased the amount of system overflows in Mayo. Heavy rainfalls, which are increasing in intensity and frequency, used to regularly cause septic backups as the rain water flooded yards and entered the system. The increased volume in the system can overwhelm the pumping stations around the Mayo peninsula, causing the backups which pose a human health hazard and reduce water quality. With the upgrades to the system, there have been less septic backups and the pump out volumes on the Mayo peninsula have significantly decreased.

The developed areas of Shady Side, Deale, and Churchton are served by the Broadwater WRF which has a capacity of 2.0 MGD. Based on the results of the AACO Wastewater Flow Project Tool, 2050 average daily flows will be approximately 1.35 MGD. At the current rated capacity there is no immediate concern regarding additional capacity requirements in this SSA. The Broadwater facility is considered to be adequately sized to service development within the existing and planned service categories with the current land use and zoning.

The communities of Rose Haven and Holland Point have public sewer service to approximately 400 dwelling units and commercial developments including a marina, commercial strip center, restaurant and motel through an intra-jurisdictional agreement, executed between Anne Arundel County and the owners of the Chesapeake Beach Wastewater Treatment Plant in Calvert

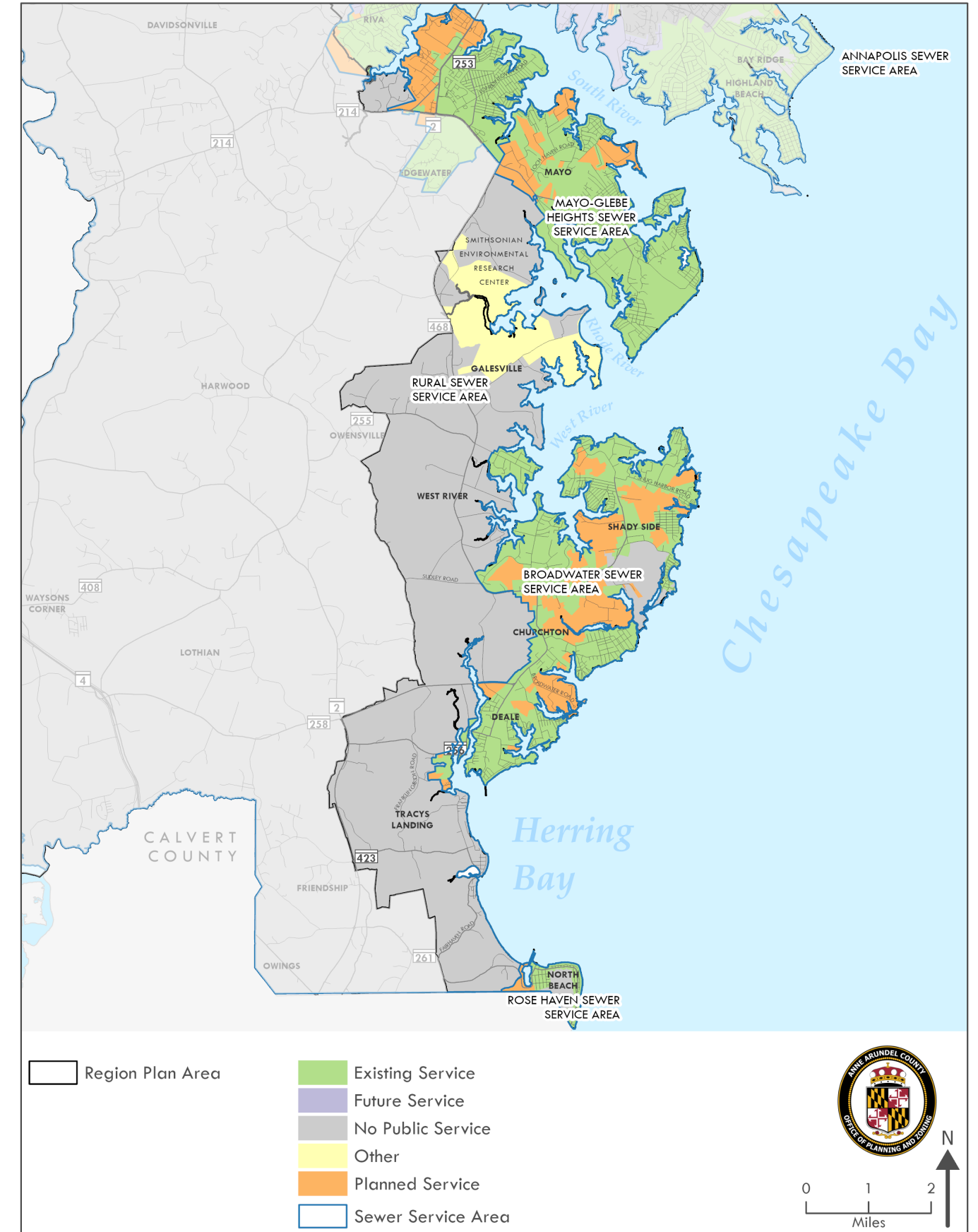
County. The major infrastructure components are currently sized to handle the anticipated flows within the current planning period.

The Smithsonian Environmental Research Center is served by a wastewater treatment and disposal system that is federally owned and operated. The subsurface discharge system has a 30,000 GPD capacity.

The County's Phase II WIP included wastewater nutrient reductions through the implementation of enhanced nutrient removal (ENR) and the County owned water reclamation facilities (WRFs). After investing in over \$250 million, all ENR treatment plant upgrades are complete and operational as of 2017. WRF performance is well below nutrient allocations.



Figure 5: Sewer Service



Septic Systems

Septic systems are an important concern in Region 9 with implications related to water quality, land use, and economics. Historically, housing and commercial development in the Region relied on septic systems to manage sewage. As the area grew, public health and water quality concerns arose related to contamination of groundwater and failing septic systems in areas with shallow groundwater. The wastewater reclamation facilities described previously were constructed to address those issues. There has been a mix of opinions in the public about the impacts of those facilities. The facilities have reduced the pollution impacts from wastewater. However, there is concern that the ability for properties to connect to sewer has allowed for more development, especially on lots that would not pass a percolation test for a septic system. There are also concerns about the high costs that communities must pay to be able to connect to the public sewer system.

The County has worked with communities to lower the costs of connecting to public sewer or to upgrade septic systems to remove nutrients. The County convened a Septics Task Force in 2017 to assist in the development and implementation of a septic to sewer conversion program. The Task Force final report includes the following recommendations:

1. Improve the application process so it is affordable, fair, and understandable for residents and financially stable for the County.
2. Prioritize areas where communities offer the most benefit to connecting to public sewer including focusing on areas identified as wastewater management problem areas, parcels within the Critical Area, proximity to existing sewer infrastructure, and risk to sea level rise

3. Reduce the costs borne by property owners, including deferring a portion of owner charges until property transfer and County increasing contribution, including seeking state Bay Restoration Fund grants.

The County implements the Septics Task Force recommendations through the "Our wAAter" program. Details of the program can be found at ourwaater.aacounty.org

The Region 9 SAC had numerous discussions on septic systems and the majority of the group indicated support for reducing costs for owners to connect to public sewer, empowering communities to decide if they want to connect, and simplifying the process. These ideas are consistent with the recommendations of the Septics Task Force.



Challenges and Opportunities for the Natural Environment



Challenges

- **Impaired water quality.** The high number of septic systems, developments that predate modern stormwater management requirements, and agricultural runoff are key pollution sources.
- **Extensive shoreline armoring.** Previous shoreline armoring to manage erosion leads to loss of intertidal habitat.
- **Coastal flooding and sea level rise.** Sea level rise impacts private property and residences, natural areas, roads and bridges, water, sewer, and septic systems, and historical resources.
- **Loss and fragmentation of natural lands.** Impacts wildlife, stormwater management, and the physical character of communities.
- **Declining groundwater levels and risk of saltwater intrusion.**

Opportunities

- **Community Collaboration.** Increase community education and engagement on environmental issues. Continue to build partnerships among community groups and non-profit organizations (such as Watershed Stewards, Arundel Rivers Federation, and Advocates for Herring Bay), schools, and the County to achieve environmental goals.
- **Forest Conservation.** Encourage opportunities to increase forest conservation especially in areas within the Green Infrastructure Network and near sensitive environmental areas.
- **Improved stormwater management.** Implement stormwater management and stream restoration projects that improve water quality and habitat, and provide public education and recreational benefits.
- **Environmental site design.** Promote redevelopment of aging properties over greenfield development to meet housing and economic needs while minimizing environmental impacts.
- **Enhanced shoreline protections.** Enhance community engagement opportunities relating to education and projects to enhance living shorelines and provide greater protection for communities adjacent to tidal waters.

Introduction

The development pattern of Region 9 is shaped by its history and location along the Chesapeake Bay and its tributaries. The area is historically developed with farms and fishing villages which continue to characterize the landscape and culture of the Region. In the early 20th Century, steamboats and an increase in automobile use supported development of summer resort and beach communities along the shorelines. Over time, the summer cottages were redeveloped as year-round homes and more suburban neighborhoods and commercial centers were built.

This chapter focuses on housing, land use, zoning, transportation, climate change and sea-level rise, and cultural resources within Region 9. Throughout the planning process, members of the public and the Region 9 SAC discussed multiple aspects of the built environment. The most common statements from the public on Region 9's built environment are as follows:

"Peninsulas cannot handle more development because of traffic (one way in and one way out), flooding, and environmental impacts" -Community member

"Existing roadways cannot handle an increased population base or traffic." -Community member

"Need bike paths, sidewalks, crosswalks, to improve connectivity" -Community member

"Coastal flooding is the most important issue facing this region" -Community member

"Keep south county rural and in active agriculture." -Community member

"Make public transportation more frequent and reliable" -Community member



Relevant goals from Plan2040:

- **Goal BE1:** Align development regulations and review practices with Plan2040, that recognizes the importance of the County's environmental features; limitations on infrastructure; and the desire to focus development, redevelopment and revitalization in the Targeted Development, Redevelopment and Revitalization Policy Areas; enhance quality of life; and protect and enhance neighborhoods.
- **Goal BE2:** Preserve the agricultural and rural character of the County's Rural and Agricultural Policy Area.
- **Goal BE3:** Preserve and strengthen the County's existing and historic communities by encouraging resident-participation in planning processes, with particular emphasis on involvement of historically underrepresented and marginalized communities.
- **Goal BE4:** Support quality of life and economic vitality in County Peninsula Policy Areas, while preserving environmentally sensitive areas.
- **Goal BE8:** Encourage hubs of limited commercial and community services for rural or suburban area residents in locations where such uses exist or have traditionally existed.
- **Goal BE10:** Relieve traffic congestion and improve mobility options and safety in the Critical Corridor Policy Areas.
- **Goal BE11:** Provide for a variety of housing types and designs to allow all residents housing choices at different stages of life and at all income levels.
- **Goal BE12:** Ensure the County's workforce, elderly and other vulnerable populations have access to an adequate supply of housing in a variety of neighborhoods that is affordable for a range of income levels. Particular attention should be given to meeting the needs of renter households earning 60% and below of the Area Median Income (AMI) and homebuyer households earning below 120% AMI.
- **Goal BE14:** Protect and preserve the significant historic and archaeological resources and cultural heritage of the County; and promote public awareness of the County's history and the stewardship of historic assets.
- **Goal BE15:** Provide a well-maintained multimodal transportation network that is safe, efficient, environmentally sensitive, and provides practical and reliable transportation choices and connections for all users.
- **Goal BE16:** Increase the County's resilience to future changes in climate and reduce emissions of greenhouse gasses.

The Region 9 SAC supports the Plan2040 Built Environment goals, policies, and strategies. They emphasized the importance of the following Plan2040 strategies:

- Prioritize protection of sensitive environmental features on County peninsulas during long range planning efforts (Policy BE4.1).
- Reduce residential densities on peninsulas where appropriate through the land use and zoning process. (Policy BE4.1.c)
- Reform the County Code to promote redevelopment of under-utilized commercial properties to include residential and other uses at scales that are compatible with existing communities, from rural crossroads to Village Centers. (Policy BE 8.1)
- Encourage development of multifamily, affordable, and workforce housing near transit, services, employment centers, and village centers. (Policy BE5.1)



"Direct growth to areas with existing infrastructure and impervious cover and promote infill where appropriate, along with "missing middle" housing to address the housing crunch" -Community member



"Preserve history and the sustainable agriculture and maritime environment" -Community member

Housing

With its historical development around shipping ports and later as a coastal vacation destination, housing in Region 9 is concentrated along the coast. Many of the residential communities in Region 9, such as Selby on the Bay, Avalon Shores, Cedarhurst and Rose Haven were subdivided in the first half of the 20th century into lots of 4,000 square feet or smaller. This led to a pattern of compact residential neighborhoods separated by large rural areas. Approximately 92% of the housing stock in Region 9 is single-family detached, compared to approximately 63% Countywide (see Figure 6).

Housing costs in Region 9 are high relative to the rest of the County, driven largely by the premium for housing on and near the waterfront and the relative lack of town-homes and apartments. The average home price in Region 9 has more than doubled from \$214,000 in 2000 to \$575,00 in 2023 (see Figure 10).

Housing affordable to low- and middle-incomes is scarce. Approximately 87% of households own their own home, compared to approximately 75% Countywide (see Figure 7.). Nearly half of all renters in Region 9 are considered 'cost-burdened' (spend more than 30% of their income on rent) with nearly half of those households being severely cost-burdened (spending more than

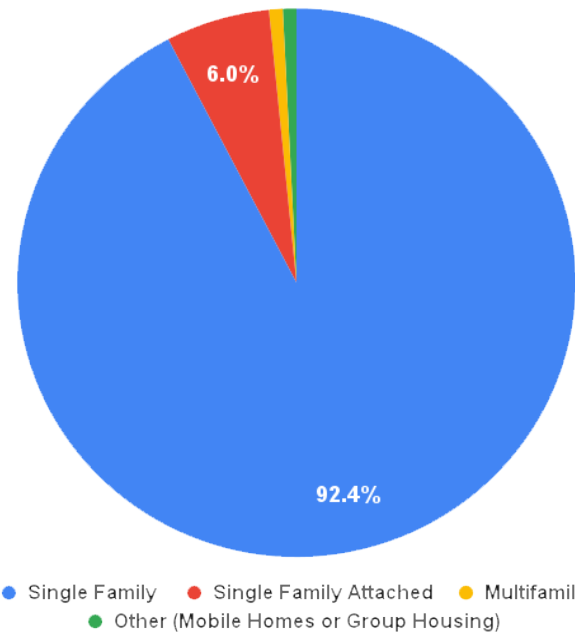
50% of their income on rent) (see Figure 9). Market dynamics, including interest rates and the cost of land, labor, and materials, make delivery of affordable housing challenging. There are existing County programs that provide financial support for affordable housing development projects and homeowners/renters, and advising, but demand outstrips available resources.

Based on Census and American Community Survey data, the average number of people living together in a household has increased slightly over time from 2.3 in 2010 to 2.6 in 2021. Yet, approximately 23% of all homes are occupied by one person living alone, and about half of those living alone are over the age of 65.

These statistics point to a mismatch in people's needs and housing options. Those who can't find an attainable home to suit their needs are forced to double up or live alone in a home they can't afford as indicated by the cost burden data presented in the next section. This is indicative of a need for smaller, more affordable housing units for residents to stay in the community.

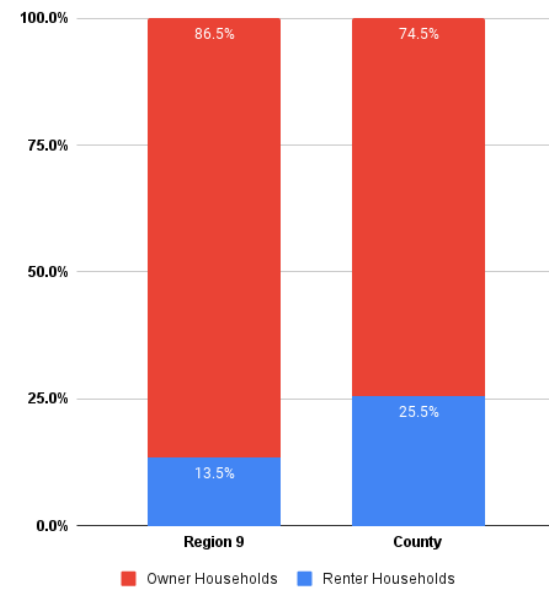


Figure 6. Housing Stock Diversity



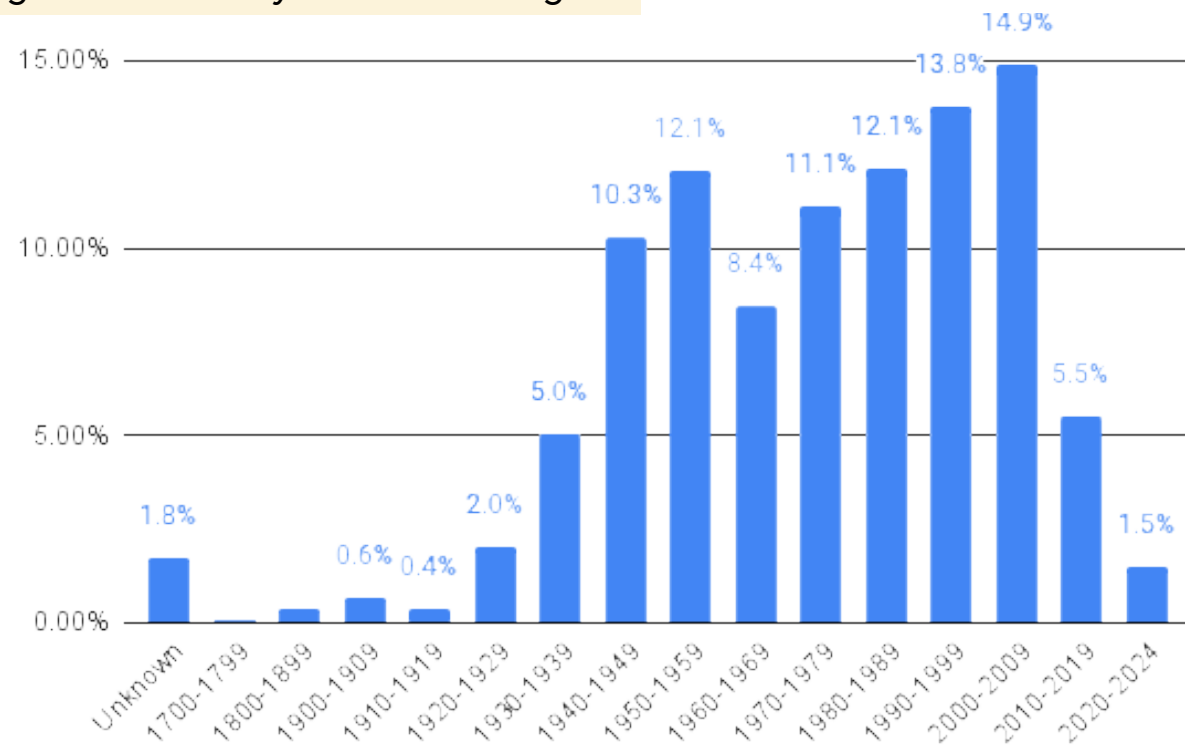
Source: Anne Arundel County Office of Planning and Zoning

Figure 7. Renter vs Owner Households



Source: American Community Survey 2017-2021 American Community Survey 5-Year Estimates.

Figure 8. Homes by Year Built in Region



Source: American Community Survey 2017-2021 American Community Survey 5-Year Estimates.

Housing Affordability

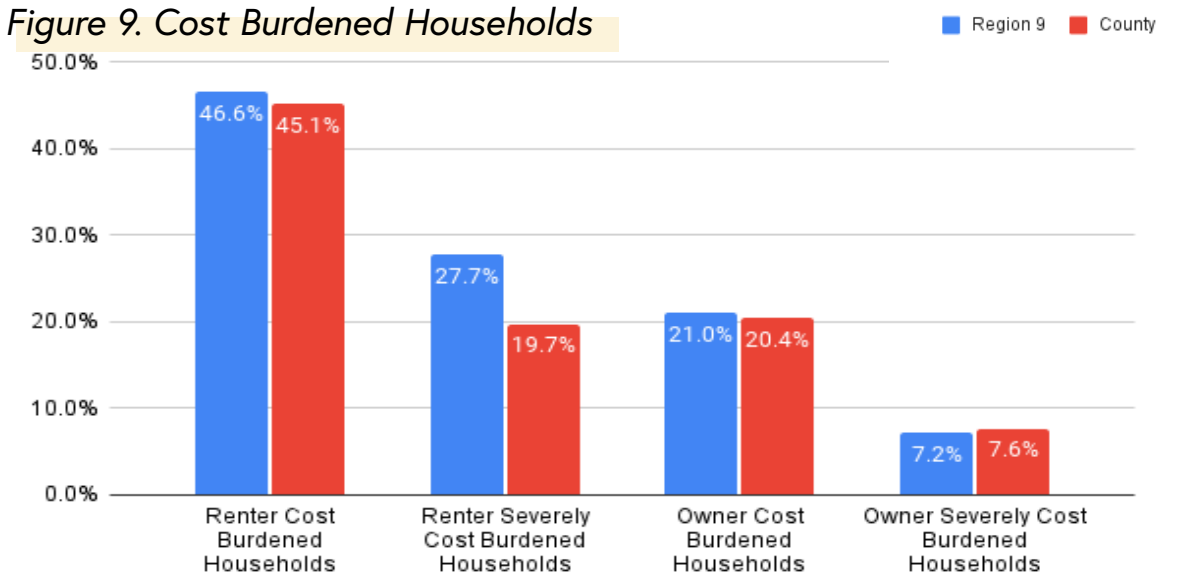
The County has a very strong demand for housing, which ultimately affects pricing. The median price for an owned unit and average rent continues to increase at a rate higher than household income, (see Figure 12). While there are many market factors driving the price of housing, including costs of land, labor, and materials, County public policy can also affect land cost through its local land use controls, especially through the zoning designation. County policy can also add occupancy and cost requirements in development regulations to create more affordable housing.

For housing to be considered "affordable," State and Federal policy says that housing costs should not exceed 30% of a household's income. It is important to specify between housing that is broadly affordable, and housing that is affordable to low- and very-low-income families. Naturally Occurring affordable housing is housing that is affordable based on market conditions. Deed- and Income-Restricted housing has funding or regulatory requirements that

owners / renters meet certain income thresholds. "Workforce Housing" in Anne Arundel County is a type of income- and deed-restricted housing defined in County Code. For rental properties, greater than 60% of units must be occupied by households making no more than 60% of area median income (AMI). For owner occupied properties, more than 40% of units must be occupied by households making no greater than 100% of AMI. Workforce and affordable housing program income numbers for the County are based on AMI at the Baltimore Metropolitan Statistical Area level, where the median income for a family of four is \$116,100.

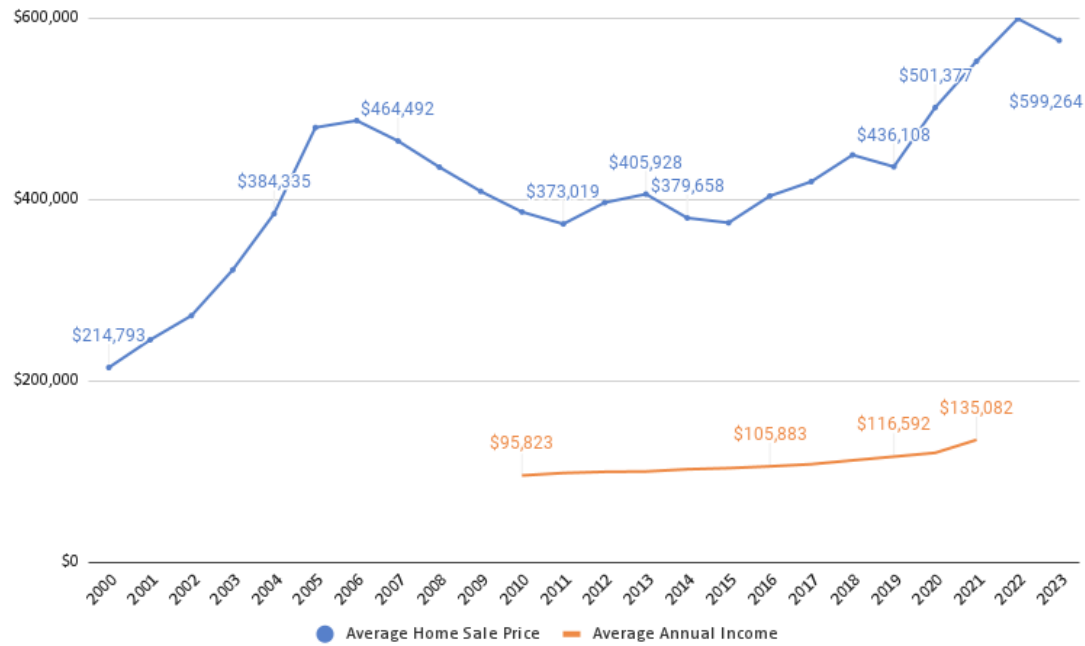
The average price of a home sale in Region 9 rose nearly 60% since 2010 to \$575,000 in 2023 (see Figure 11). Average income in the Region grew 41% comparatively, not keeping up with the pace of home price growth. The average monthly rent is \$1,759 with 80% of renter households paying more than \$1,500 a month and nearly 20% paying more than \$2,500.

Figure 9. Cost Burdened Households



Source: American Community Survey 2017-2021 American Community Survey 5-Year Estimates.

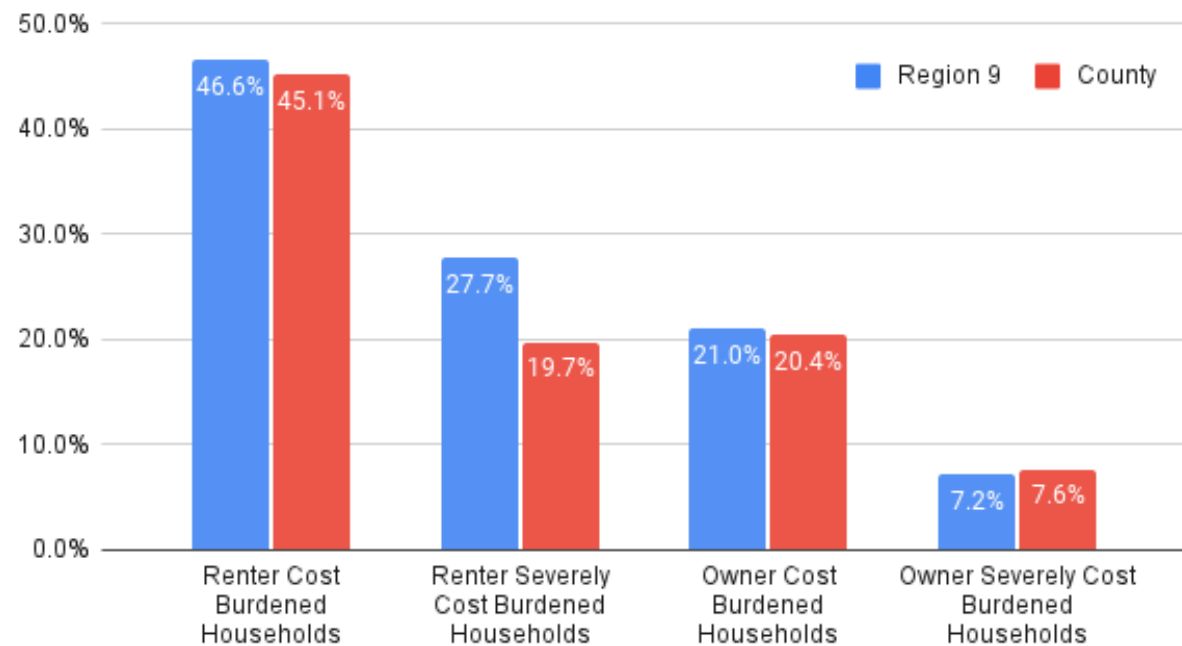
Figure 10. Average Annual Home Sales Price and Average¹ Annual Household Income in Region 9



Source: Bright MLS as provided by Anne Arundel County Association of Realtors; US Census American Community Survey

¹ The average (mean) is the sum of all values in a dataset divided by the number of values, providing a measure of central tendency that considers every data point. The median is the middle value in a dataset, offering a central measure less sensitive to extreme values and particularly useful in skewed distributions. The average is used in this case due to data availability at the region level.

Figure 11. Percentage of Households that are Cost-Burdened in Region 9 and Anne Arundel County



Source: U.S. Census Bureau American Community Survey 5-Year Data (2009-2021)

Housing Diversity and the "Missing Middle"

Missing Middle Housing 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. These housing types are called 'missing' because, while they were common historically, very few of these housing types have been constructed since the 1940s and adoption of modern zoning ordinances. 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.

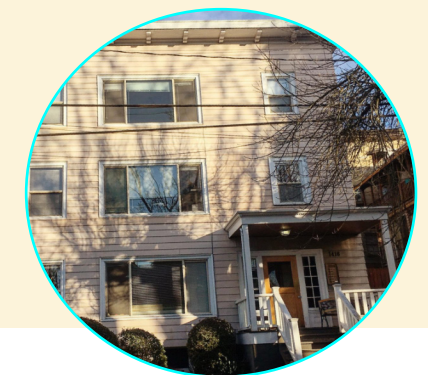
Public comments and SAC discussions expressed interest in the potential for the smaller forms of missing middle housing in Region 9, such as duplexes, triplexes, and cottages on a shared greenspace. These types provide the benefit of being compatible in appearance and design with detached single-family homes, but are also able to accommodate a moderately higher number of residents than large lot dwellings. In doing so, they enable better access to daily services for more people. Cottages around a shared green space were built in the early 1900's on Benning Road in Galesville as worker housing for the local fishing and boat building industry.



Accessory Dwelling Unit



Cottage Court



Multiplex Medium



Equity in Housing

Since waterfront development took off during the era of segregation, many of the summer beach communities were closed to African-Americans. In response to this, several communities in the County were established to provide a retreat for Black families seeking waterfront relaxation and recreation. Columbia Beach was one of those communities. Known as the "Gem of the Bay", it was established in 1940 by a group of African-American families and lots were sold to the families of Black professionals mainly from Baltimore and Washington, D.C. Some current residents and visitors of the still private community are descendents of the founding families.

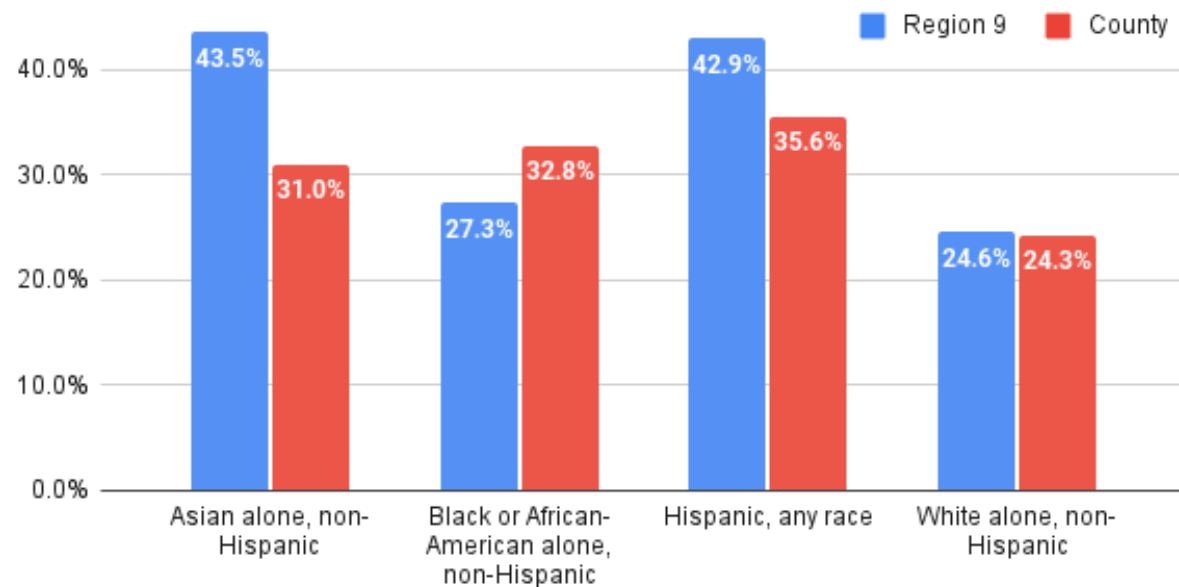
The history of unequal access to homeowners has current day ramifications. According to the U.S. Census Bureau American Community Survey 5-Year Data (2009-2021):

- Approximately 87% of White households are homeowners, while 39% of Hispanic householders are homeowners.
- Approximately 25% of White households are considered cost-burdened compared to 43% of Hispanic households.

Studies have identified contributing factors to this situation including:

- Historic Federal lending guidelines, called 'red lining,' that avoided providing federally-backed loans in Black communities.
- Private lending practices, such as contract, rather than standard loans where the borrower risked loss of their home with any missed payment.

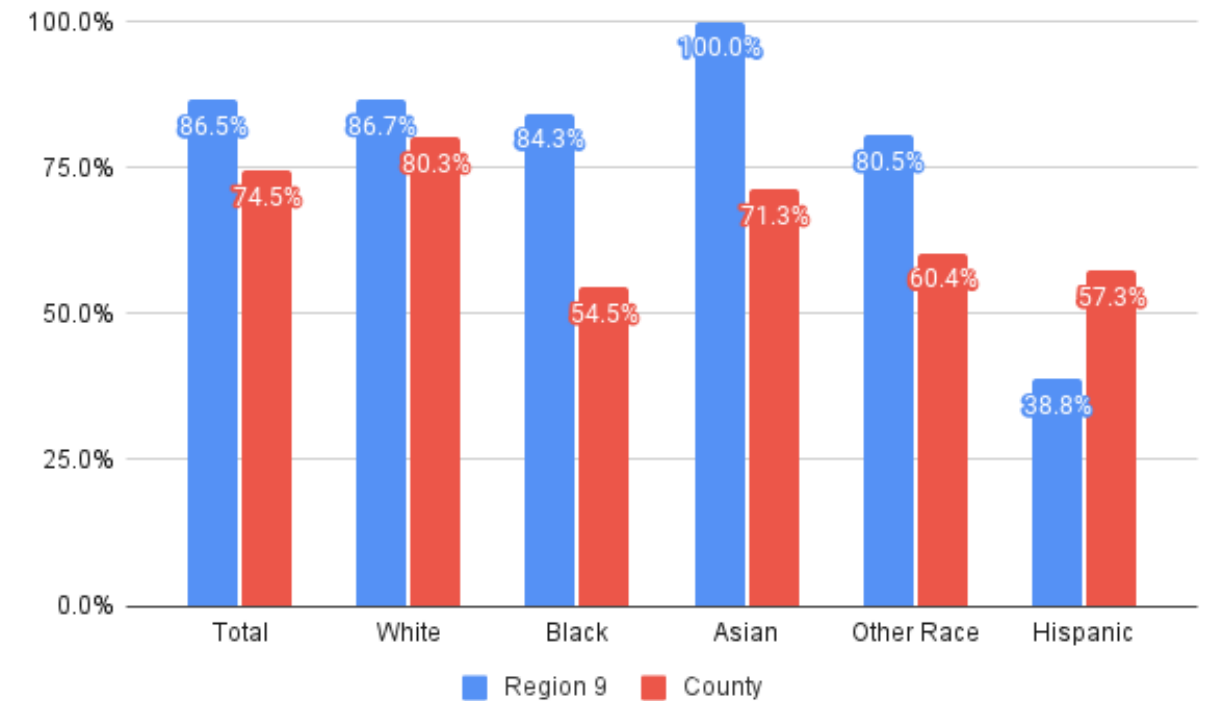
Figure 12. Percentage of Households that are Cost-Burdened



Source: U.S. Census Bureau American Community Survey 5-Year Data (2009-2021)

Approximately 15% of Region 9 households are considered to be very low-income as defined by the US Department of Housing and Urban Development (HUD), making less than \$58,050 annually (family of four). About one in five (20%) of Region 9 households qualify for rental workforce housing units per County Code.

Figure 13. Homeownership Rate



Source: U.S. Census Bureau American Community Survey 5-Year Data (2009-2021)

Holding Capacity

A residential Holding Capacity Analysis was conducted to provide an estimate of the additional housing units that could be built under the existing, adopted zoning and County Code as of March 2024.

The analysis considered zoning, 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 neither a parcel-specific feasibility study nor a guarantee that development will occur.

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.

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

The results of the Holding Capacity analysis for Region 9 are shown in Table 3. Growth projections anticipate that Region 9 will add approximately 312 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 utilizing vacant and redevelopable land. The maximum number of additional housing units that could be built in Region 9 under current zoning and development regulations is estimated at 1,984. Therefore, the Region has excess housing capacity to accommodate forecasted growth, if all land were to be built out.

The number of households has grown by about 8% over the past 10 years, from around 13,000 in 2010 to 14,000 in 2020.

Introducing more diverse housing stock in Region 9 through infill and redevelopment can help people of all ages and abilities to remain in their community. For example, seniors and single adults may be interested in smaller housing units and units with lower maintenance responsibilities. A variety of housing types can also lead to greater diversity of home values, which can make homes more affordable to a diverse population.

A strong community will meet the needs of current and future residents at all stages of life, including young people, families, and older adults. A factor in meeting people's needs is providing affordable, safe, and quality housing. Through the help of County departments and partner agencies, such as Arundel Community Development Services, Region 9 will promote vibrant communities where people of all ages can live comfortably.

Table 3: Household Forecast and Holding Capacity

	County	Region 9
Household Forecast (Change from 2020 to 2040)	31,612	312
Total Estimated Holding Capacity	28,283	1,984
Difference Between Forecast and Capacity	-3,329	1,672
Pipeline - Number of housing units approved, but not constructed	4,612	37

Source: 2024 OPZ Holding Capacity Analysis; Baltimore Metropolitan Council Cooperative Forecast (Round 10). Pipeline data accessed May 13, 2024., <https://aacounty.shinyapps.io/PipelineApp/>



Challenges and Opportunities for Housing



Discussions of housing are complex and full of tension in Region 9. Public comments and SAC discussions expressed concern about the rising price of housing and the lack of options for young adults and senior citizens. They also expressed strong concerns about the impacts of new housing on the environment, traffic, and the rural character of the area and have sought to find a balance that addresses the challenges and leverages opportunities. The following summarizes the Region's key housing challenges and opportunities which provide direction for this Plan's strategies found in the implementation matrix:

Challenges

- **Increasing cost of housing.**
- **Housing diversity.** Limited choice of housing options under current zoning.
- **Strong desire to limit future housing development in the Region.**
- **Lack of diversity of workforce housing types.** Need for workforce and affordable housing closer to jobs and transportation.
- **Climate Change.** Risk of coastal flooding and sea level rise.
- **Policy restrictions.** Constraints under current land use policies and zoning to support historic rural crossroad communities and small villages.
- **Balance between housing and conservation.** Tradeoffs between providing more housing opportunities and maintaining rural development patterns and environmental quality.

Opportunities

- **Allow for increased diversity of housing options** in previously developed areas with sewer infrastructure.
- **Support limited additional housing** in developed areas close to shops and services and with public sewer, such as the village centers in Edgewater, Galesville, Churchton, and Deale.
- **Leverage housing options** to support activity in small villages and rural crossroad communities.
- **Renovate and maintain existing housing stock.**

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.

Plan2040's Planned Land Use map guides development patterns based on the Plan2040 vision, goals, and policies, as well as the Development Policy Areas map. The map provides general guidance in the density, character and location of various land uses, and is implemented primarily through the tools of Zoning regulations and the Subdivision and Development provisions of the County Code. Plan2040, in outlining the Region Planning process, provided for the Region 9 Plan to include recommendations for land use that would amend the Plan2040 Planned Land Use map, and Comprehensive Zoning that would update the Region's zoning to be consistent with the Planned Land Use map.

The Development Policy Area map identifies areas where development and redevelopment are encouraged, as well as areas where preservation of lower density, suburban character and natural features are prioritized.

The Region is predominantly within the Rural and Agricultural Policy Area which aims to limit development to protect the rural and agricultural heritage and economy and limit the costly extension of public facilities and services. Many of the coastal areas are in the Peninsula Policy Areas, which recognizes the communities that are nearly surrounded by water and are served by a single primary road corridor for access and egress. On the peninsulas, there are policies to limit development to infill and ensure that redevelopment is compatible with the existing character of the neighborhood.



Some of the more developed areas within Region 9 are in the Neighborhood Preservation Policy Area, which aims to limit development to infill and the addition of accessory dwelling units; and redevelopment that is compatible with the existing neighborhood character.

Region 9 has five designated Village Centers to provide an opportunity for walkable, pedestrian-oriented, mixed-use areas that are compatible with the underlying Policy Area and surrounding community; encourage development and redevelopment that is oriented toward the community and enhances community heritage.

As part of the Region Plan process, each Village Center designated on the Development Policy Area Map was discussed by members of the SAC to better understand each area as it exists today, but also to understand the vision for the future. The SAC discussed the importance of mixed-use in

certain areas, but came to a consensus that the current Mixed-Use Zoning regulations allowed too much intensity for these village areas. Plan2040 strategy BE1.1.5 recommends reviewing and revising the requirements for Mixed-Use Districts, including those for provision of a combination of uses, consideration of distance to uses, scale, design guidelines and connectivity between uses. A revision to the mixed-use requirements would help realize the communities desires for these Village Centers.

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



Figure 14: Region Plan Development Policy Areas

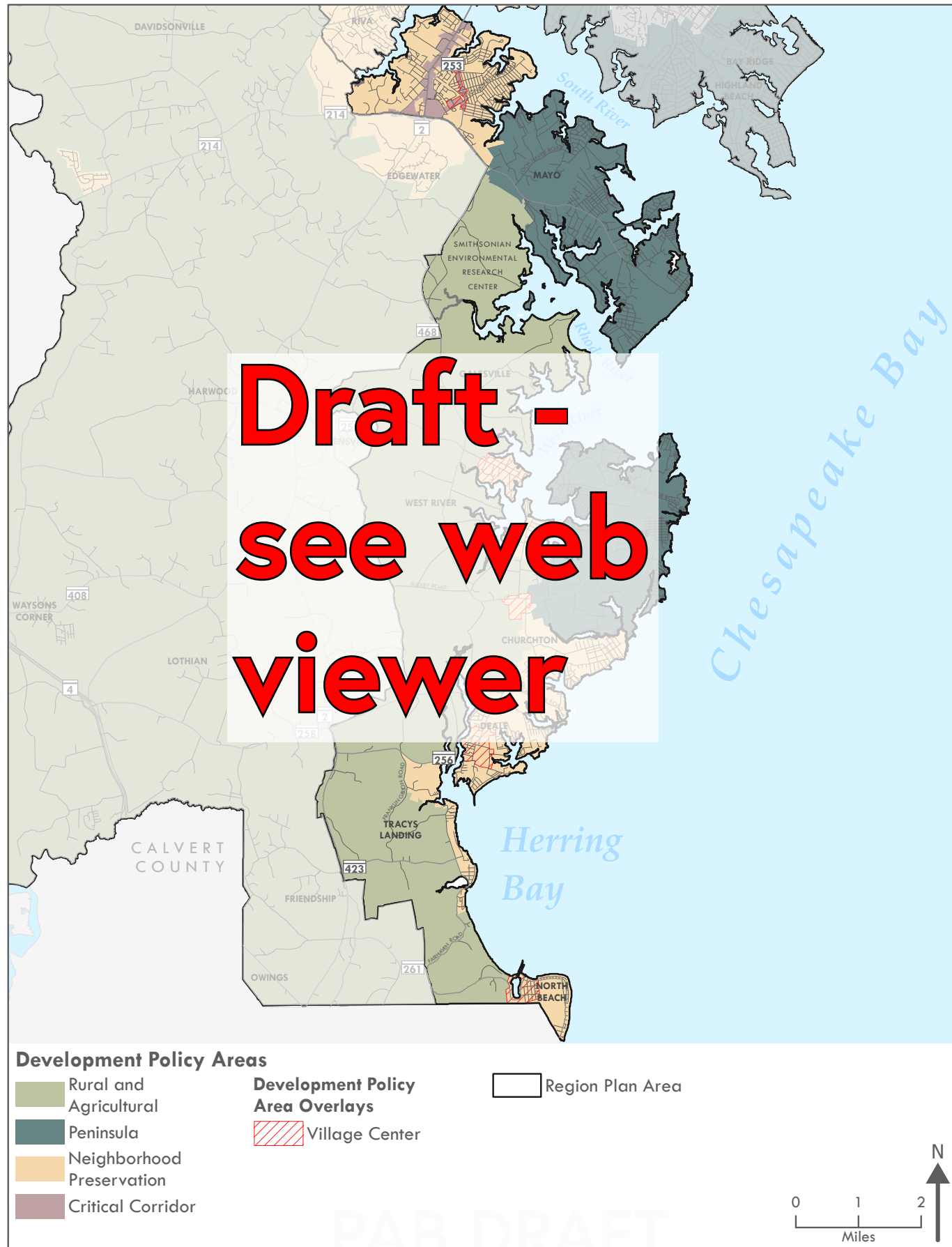
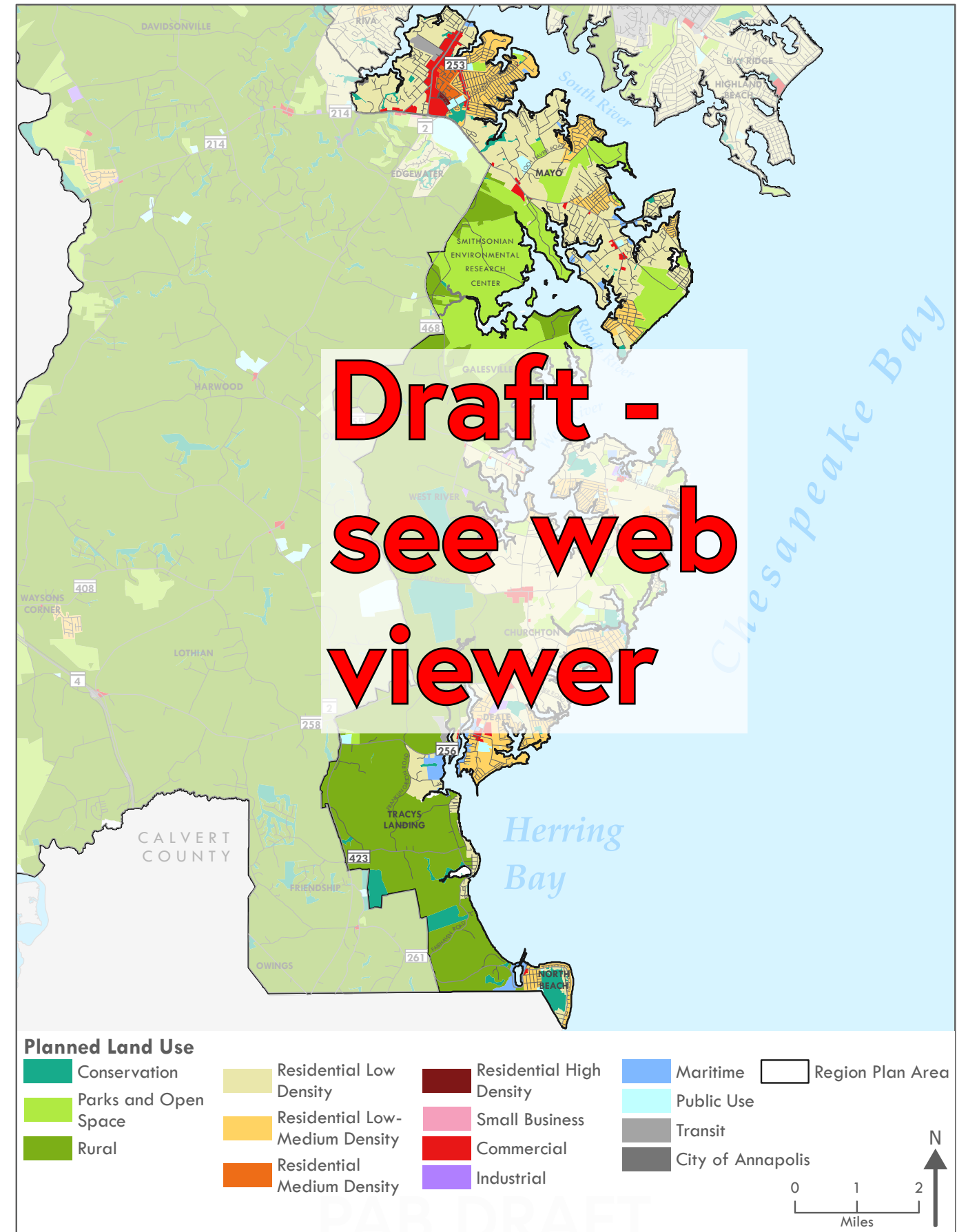


Figure 15: Region Plan Planned Land Use

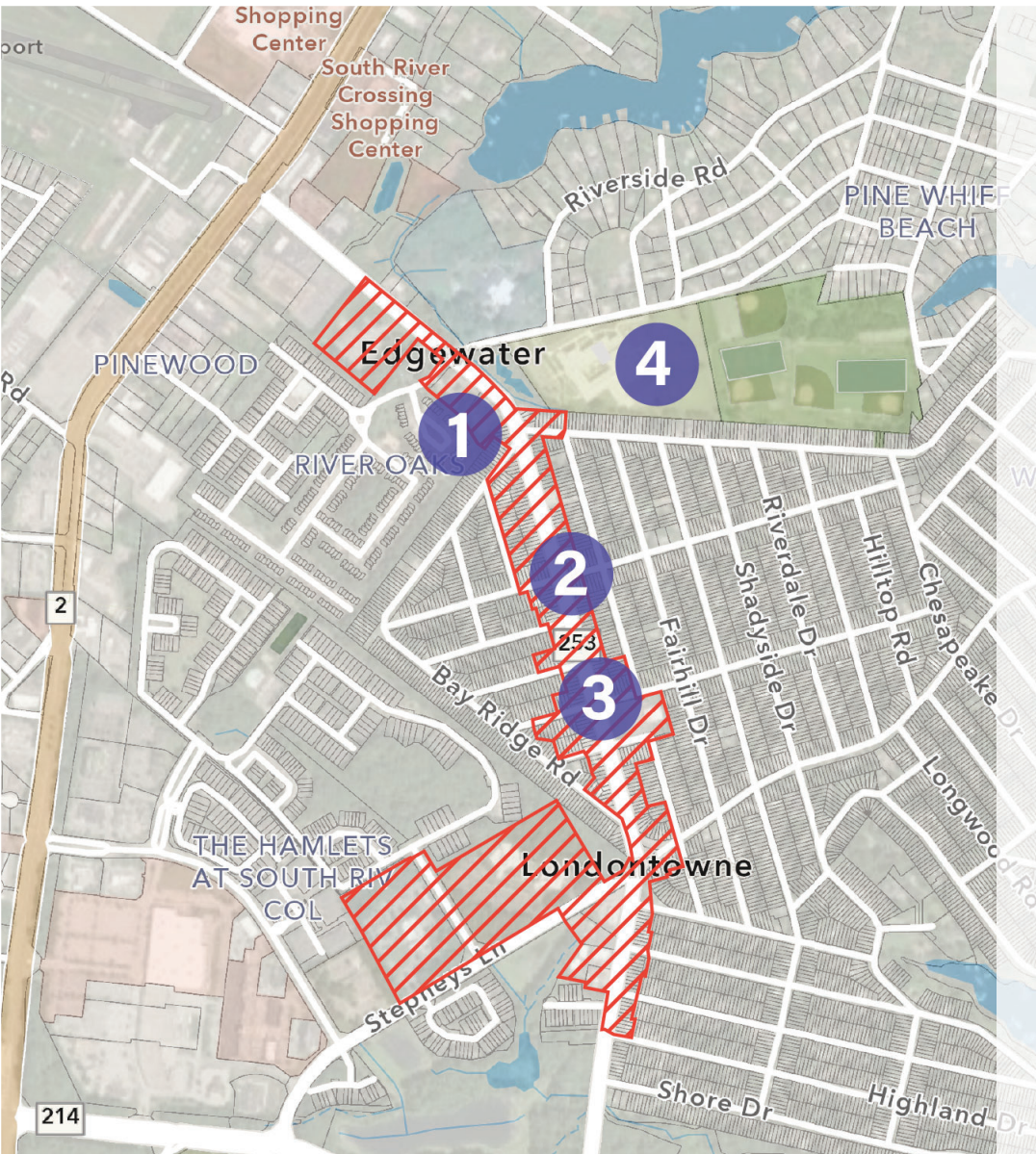


BUILT ENVIRONMENT

Edgewater / Mayo Road Village Center:

Along Mayo Road (MD 253) from approximately 700 feet south of the intersection with MD 2 to Highland Drive is the Edgewater Village Center. Also included in the Village Center is the Police Station, Edgewater Library, and South County Senior Activity Center located on Stepneys Lane. The Edgewater Village Center is considered a Main Street, and includes a variety of retail, dining, shopping, and offices in strip malls and stand alone buildings. Additionally, the Edgewater Village Center is the only Village Center in Region 9 that is along a fixed transit route operated by the County, the Gold Line Route. The SAC recommends pursuing redevelopment that reduces traffic turning on and off of MD 253 and improves the streetscape of this corridor. Recommendations for the future of this area include:

- Optimizing timing of traffic lights to improve traffic flow. (Strategy BE.5)
- Providing connections between parking lots of adjacent businesses through voluntary agreements or requirements as part of the development review process. (Strategy BE.5)
- Studying the potential for an access road east of Route 2 providing connections along commercial properties between Mayo Road and the traffic signal at the Edgewater Marketplace (MD 2 and Southdown Road). (Strategy BE.5)
- Studying the potential for walking and biking infrastructure improvements such as a separated multi-use path. (Strategy BE.5)
- Studying opportunities for shared parking or a public parking lot. (Strategy BE.12)
- Studying the potential for streetscape improvements that incorporate stormwater management to reduce flooding and improve water quality along with providing walking and biking infrastructure.
- Creating design guidelines in commercial revitalization and village center areas and consider opportunities for historic overlay zoning. (Strategy BE.12)



1 Establish designation to allow financial incentives for businesses to renovate or redevelop

2 Study streetscape and parking improvements to improve safety and accessibility, drainage, and support economic and community development

3 Allow flexibility for residential over retail, duplexes, quadplexes and cottage courts in village center

4 Implement Safe Routes to Edgewater Elementary School study recommendations.



Galesville Village Center:

All of the land east of Hot Sox Field in the Galesville Peninsula is within the historic Galesville Village Center. Galesville has a mix of commercial, industrial, maritime, and residential areas that make up this diverse Village Center. This area is a historic district with a mix of commercial, industrial, maritime, and residential developments, many of which include historic structures that are important to consider when discussing the future of the Galesville Village Center. In the future, a historic overlay zoning designation may be suitable for this area.

The village center recognizes the traditional, small-scale village feel of Galesville and provides support to improve the area. The SAC recommends supporting redevelopment that improves landscaping, facade improvements, and economic revitalization. Community driven design guidelines can help preserve the village style character as well as protect the many historic resources within the community. Residents of the community enjoy and appreciate many of the older and historic buildings and structures in this area as they play a key role in promoting the character of the community. Additional improvements should include street lighting, parking, and pedestrian and bicycle facilities among other transportation improvements. The village center includes marinas, restaurants, retail stores, and low density residences.

The Region Plan builds on the concepts identified in previous master plans as well as local community planning efforts. The Galesville Village Center should retain its small-town scale while allowing for increased activity as both a community asset and visitor attraction. Recommendations for the future of this area include, but are not limited to:

- Investment in improvements along Main Street and Riverside Drive in Galesville to support community revitalization and public safety, such as:
 - Improved sidewalks and paths to and along the waterfront. (Strategy BE.13)
 - Continued support of local businesses and maritime trades. (Strategies HE.1, 3-5, 7)
 - Branded wayfinding signage. (Strategy BE.13)
 - Exploring the design and implementation of traffic calming measures on Main Street. (Strategy BE.13)
 - Exploring options to optimize parking throughout the year, especially during peak times of the year. (Strategy BE.13)



Churchton Village Center

The Churchton Village Center at the intersection of Shady Side (MD 468) and Deale Churchton (MD 256) Roads is considered a rural crossroads and is not planned for a large amount of growth. The SAC recommends reducing the size of the area designated as the Village Center by removing land in the southwest corner of the intersection of MD 468 and MD 256 based on the extensive forested wetlands in that area (see below). The village center includes a grocery store, multiple small retail and service businesses and a gas station and convenience store. Recommendations for the future of this area include:

- Building sidewalks or pathways to improve walking and biking access in the area. (Strategy BE.22)
- Establish a special designation that supports financing for local businesses to invest in building improvements and reuse of vacant buildings in the village centers including Churchton and Deale. (Strategy HE.1)
- Explore the potential for zoning changes to allow small scale missing middle housing types in the village center. (Strategy BE.2)

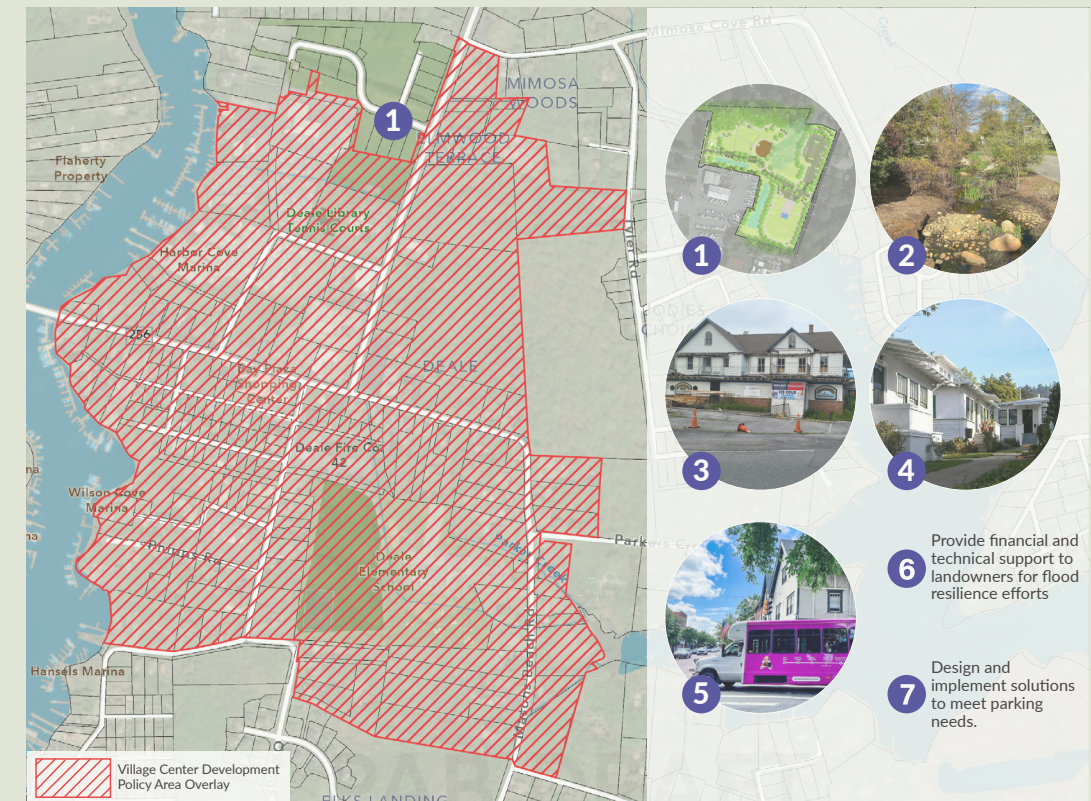


Deale Village Center

The intent of the Deale Village Center is to support and improve this center of community and business activity as well as protect the historic structures in the area. The SAC recommends expanding the area designated as the Deale Village Center to include the peninsula west of the Rockhold Creek Bridge in addition to the area along MD 256 from the Deale Community Park south to Deale Elementary School (see below). The village center includes marinas, restaurants, retail stores, and the Deale Library.

The Region Plan builds on the concepts that this area should retain its small-town scale while, at the same time, allowing for increased activity as both a community asset and visitor attraction. Recommendations for the future of this area include:

- Building sidewalks or pathways to improve walking and biking access in the area. (Strategy BE.14)
- Establish a special designation that supports financing for local businesses to invest in building improvements and reuse of vacant buildings in the village centers including Churchton and Deale. (Strategy HE.1)
- Develop and implement a regional approach to tourism focused on nature, history, culture, and recreation that promotes and markets the small and local businesses in the coastal area of Southern Anne Arundel County. (Strategy HE.4)
- Explore the potential for zoning changes to allow small scale missing middle housing types in the village center. (Strategy BE.2)
- Develop and implement strategies to address parking needs during events and other busy times in the village center. (Strategy HE.2)
- Expand the Deale Library to add space for community meetings and additional programs. (Strategy HC.5)



North Beach Village Center

The North Beach / Rose Haven Village Center from the westside of Herrington Harbour to the development on the east side of Albany Avenue is considered a rural crossroads and is not planned for a large amount of growth. The village center includes the Herrington Harbour South Marina, a shopping center on Lake Shore Drive with a small grocer and other retail and services, the Rose Haven Memorial Park, and the residential neighborhood. Recommendations for the future of this area include:

- Collaborate with the State Highways Administration to implement improvements to Walnut Ave between North Beach and Herrington Harbor to reduce the chance of communities being isolated during flood events. (Strategy BE.9)
- Partner with the State Highways Administration to implement improvements to MD 261 (Walnut Ave) in Rose Haven to address flooding, water quality, and safety concerns, including:
 - Widening and/or re-striping the roadway,
 - Implementing traffic calming measures and
 - Implementing stormwater management that directs runoff into wetlands for water quality treatment and reduces flooding. (Strategy BE.11)

PLACEHOLDER

Comprehensive Zoning

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

Plan2040 Development Policy Areas Map and the adopted Planned Land Use Map. Consistency changes include updates to align the zoning with the actual development of built communities to protect the physical character of an area and better predict infrastructure needs. Additionally, consistency changes include updates so that the OS zoning district applies to public parks and privately owned areas that provide active and passive recreational amenities, platted floodplains, conservation easements and other preservation areas that are primarily used for floodplains, natural areas, public open spaces, and public parks and recreation facilities. Other OPZ-recommended zoning changes are made after analysis of requests by community members through public comments, zoning change applications by property owners or their agents, or to address challenges and opportunities throughout Region 9.

Staff have proposed consistency changes to more closely align zoning with the adopted

Challenges and Opportunities for Land Use and Zoning



The following are the key challenges and opportunities in the area of land use and zoning within Region 9:

Challenges

- **Mixed-use regulations** do not allow for smaller, less intense development in communities that want mixed-use without large scale development.
- **Transportation improvements**, including vehicle and multi-modal, are needed to better connect people to places in a safe manner.

Opportunities

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

Transportation

Plan2040 sets a Countywide framework for transportation that calls for multimodal options, emphasizes safety and reliability, and calls for the transportation system to be well-maintained, environmentally sensitive and resilient. Move Anne Arundell, the County's Transportation Functional Master Plan, Walk and Roll, the County's Pedestrian and Bicycle Master Plan, and the Transit Development Plan, contain various recommendations for making the County's communities more walkable, better connected for bicycle mobility, better served by transit and key upgrades to several Region 9 corridors.

Transportation in Region 9 can be summarized as "car-centric" and is very limited to transportation options for residents, workers, and visitors. The rural, low density, suburban development pattern for this area has primarily focused on automobile transit over other multi-modal options. The geography of peninsulas, often with only one road used for ingress and egress combined with the risks of coastal flooding, create significant transportation challenges for the Region. Safety and reliability in Region 9 is a primary issue as many of the communities are on peninsulas with limited access, and a collision or flooding on a road can leave traffic at a standstill. Throughout the planning process, members of the SAC and the public expressed a desire to reduce traffic congestion and increase overall safety in the Region's transportation network for automobiles, pedestrians, and bicyclists.

Transportation Network and Safety

Region 9 is connected by several State highways (see Figure 14). MD 2 (Solomons Island Road), MD 468 (Muddy Creek Road), MD 256 (Deale Churchton Road), and MD 423 (Fairhaven Road) provide the main north-

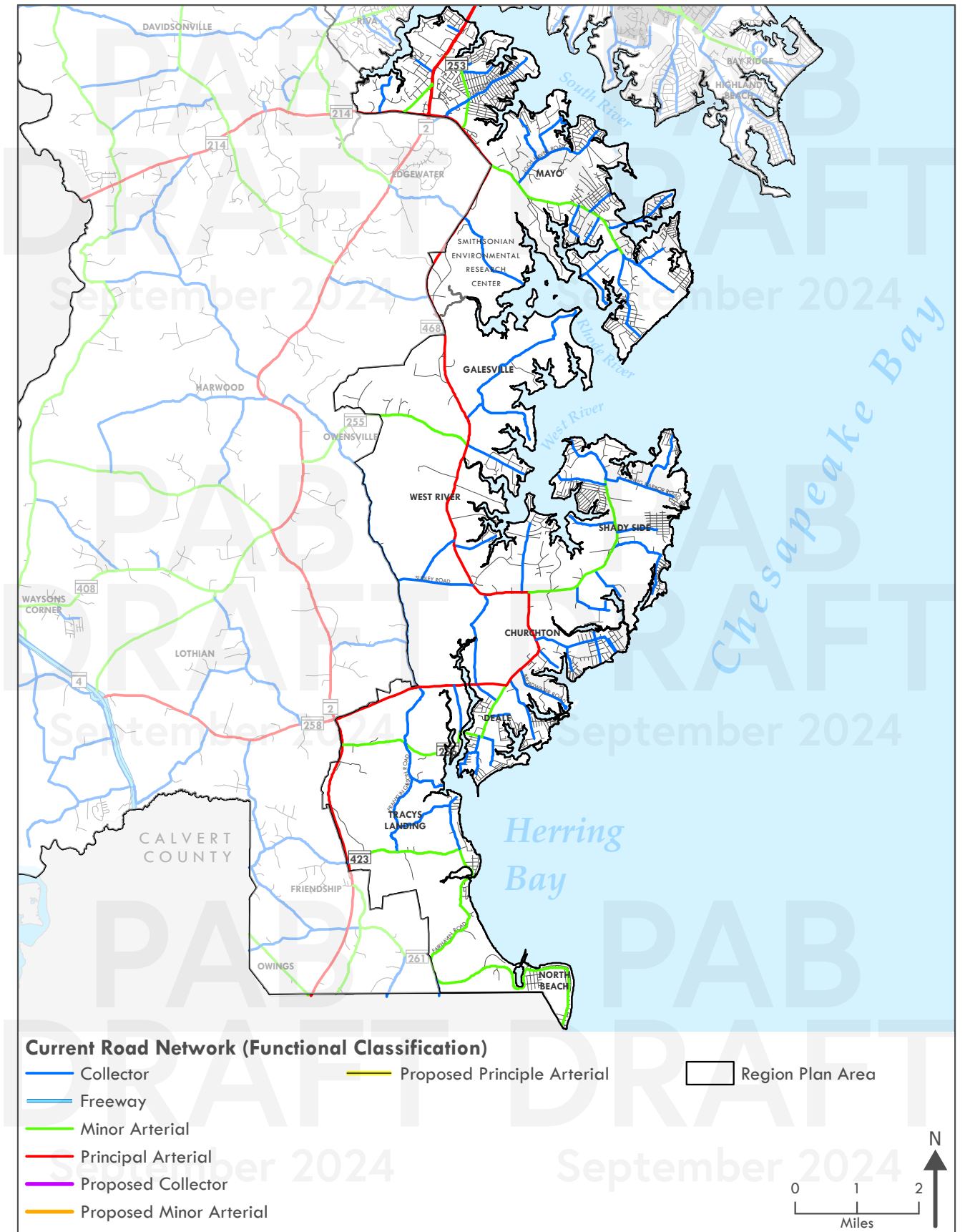
south spines of the roadway system. MD 214 (Central Avenue), MD 258 (Bay Front Road), and MD 261 (Walnut Ave) provide east-west connections. The County maintains local and collector roads in the Region.

While there is a mixture of State and County roads within Region 9, there are limited roadway connections in many areas. Traffic collisions or flooding often block roads and can cause extensive backups which isolate communities for a period of time. Road blockages on the Mayo and Shady Side peninsula caused by collisions, flooding, or downed utility poles have caused major impacts in recent years.

The most significant transportation improvement underway in the Region is a series of State Highways Administration projects on MD 214 (Central Ave). This includes sidewalks and intersection modifications near South River High School to improve pedestrian safety. Design is underway for adding vehicle lanes, a shared-use path, and stormwater management along MD 214 from MD 468 to Camp Letts Road. The project also includes a roundabout at the intersection of Loch Haven Road and MD 214. Future phases will extend further down the peninsula.

Throughout the planning process, road safety was a consistent topic mentioned by the members of the community as well as the SAC. Many of the roads in Region 9 are narrow, winding, and lack shoulders. Often there are roadside drainage ditches with no separating guardrail. While the ditches perform an important water management function, they also pose a hazard when cars come off the road. Speeding and reckless driving were referenced by many members of the community as key issues and often result in collisions. The SAC strongly supports

Figure 14: Current Road Network



the Region 9 Plan recommendation for the County to better enforce speeding and driving laws in these areas and also encourages drivers to safely follow the laws of the roadway network.

Additionally, there are concerns around student safety to and from schools. The Anne Arundel County Office of Transportation partnered with Anne Arundel County Public Schools to perform a pilot program to teach elementary school-aged children how to safely bike and walk on-road and to prioritize infrastructure improvements to make safer routes to schools. Edgewater Elementary school was identified as one of the priority schools. A study of the area around the school, with recommended improvements to support students walking and biking to school was prepared. The Region Plan also includes recommendations to complement the current state intersection changes near South River High School. As we move toward the future, this plan recommends expanding the scope to include all schools within Region 9 to provide the highest level of safe transportation for all students, parents and faculty.

Bicycle and Pedestrian Network

In addition to providing safe multimodal connections to and from schools, a multi-modal network can be beneficial for different areas in Region 9. The transportation network in Region 9 currently includes sidewalks and bicycle infrastructure in addition to the roadways. However, there are many gaps in the bicycle and pedestrian network. While Village Centers in Region 9 provide an opportunity for economic growth and being small commercial hubs for the community, access to these areas are difficult without an automobile. Providing multi-modal transportation improvements, including sidewalks and

bicycle infrastructure, would be an added benefit to providing additional accessibility for residents, workers, and tourists alike.

Walk & Roll Anne Arundel! provides a framework for improving multimodal transportation conditions Countywide, and a prioritized list of proposed projects, both of which County leaders, residents, and stakeholders can use to advance safe and accessible active transportation infrastructure that enables people to move around the County and get where they need to go.

The goals and strategies in Walk & Roll Anne Arundel! are to:

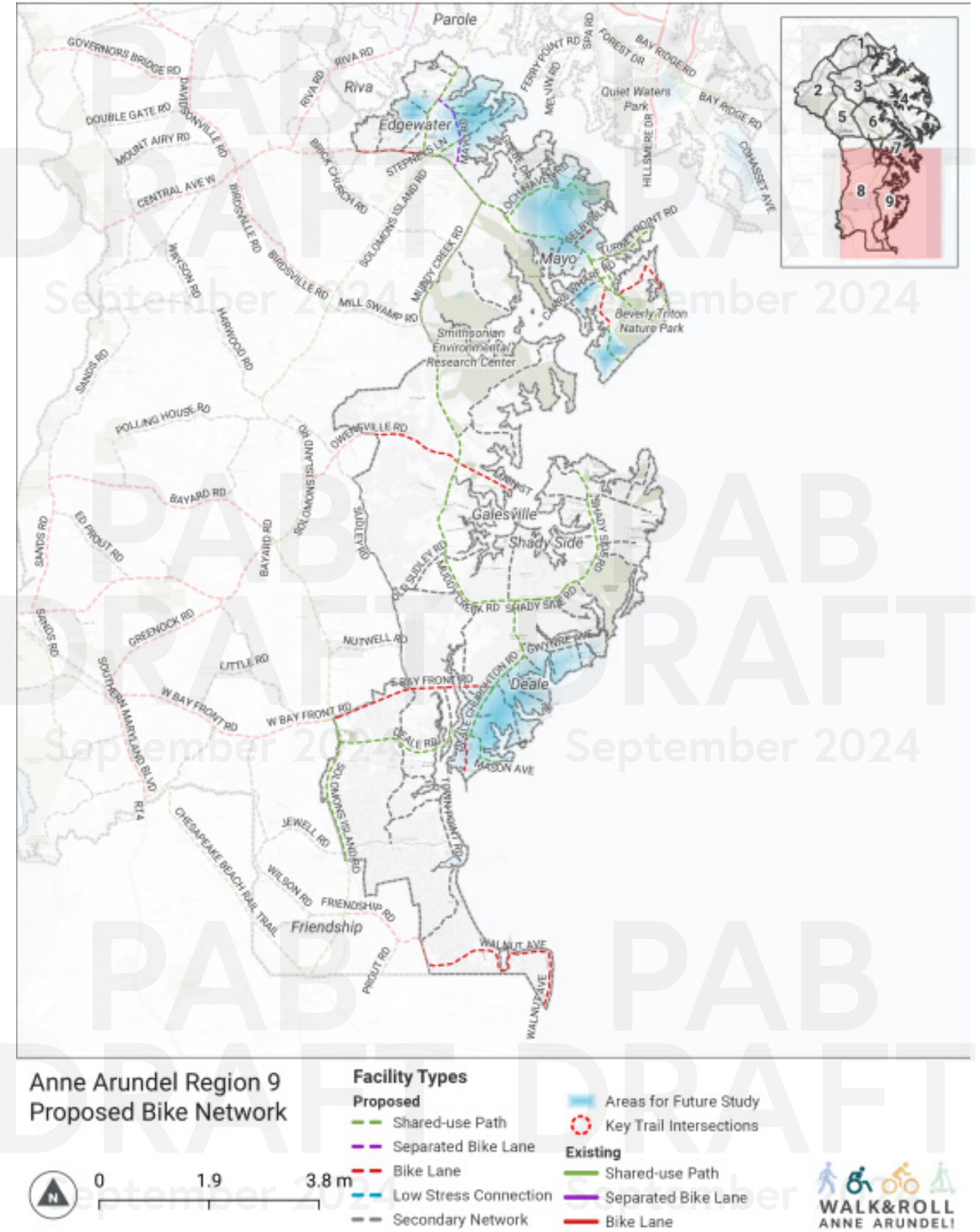
1. Prioritize a safe and comfortable – low-stress –walking and rolling network between essential destinations throughout the County.
2. Ensure that vulnerable populations have access to active transportation infrastructure.
3. Recommend infrastructure proven to reduce crashes, especially at intersections and along corridors with high rates of crashes resulting in death or serious injury.
4. Identify policy recommendations to promote the construction of safe, accessible, and direct walking and rolling infrastructure.

The following are some of the priority projects in Walk & Roll for Region 9:

1. MD 2 (Solomons Island Road). A shared use path¹ on MD 2 (Solomons Island Road) between MD 214 (Central Avenue) and the intersection with Admiral Cochrane Drive and Lake Shore Road would provide a walking and bicycling connection between Parole, Edgewater, and Harwood.

¹ A shared use path is a right-of-way, separated from a road, that is designed to accommodate pedestrians, bicyclists, wheelchair users, and skaters. etc.

Figure 15: Bicycle/Pedestrian Network



2. Mayo Road. A separated bicycle lane on Mayo Road between MD 2 (Solomons Island Road) and MD 214 (Central Avenue East) would serve the center of Edgewater and Lontowne and its many shops, restaurants, residences, and more.
3. Stepneys Lane shared use path between MD 214 (Central Avenue) and Mayo Road. A shared use path on Stepneys Lane between MD 214 (Central Avenue) and Mayo Road would serve numerous job centers, restaurants, a school, a library, a popular recreational walkway, and more. It would also directly connect to the Mayo Road proposed separated bicycle lane and be in close proximity to the proposed MD 2 (Solomons Island Road) shared use path.

Public Transit

Individuals who wish to access public transit in Region 9 are limited to two options. The first option is the AA Gold Edgewater route. This route provides access from the South River Colony shopping center to Westfield Mall and the City of Annapolis. The Gold Route extension continues north to the Cromwell Light Rail Station in Glen Burnie. This service does not extend south of the Edgewater community. Currently, the Gold Route operates from 6:00 AM to 9:00 PM with hourly service.

Public comments in the Region 9 Planning process and the Transit Development Plan process indicated that public knowledge of these services is very low, and that there is interest and need to provide more frequent and reliable public transit. The Region 9 Plan encourages residents, County officials, and all other stakeholders to distribute information on the current services and benefits of using public transportation.

The South County Call N' Ride service provides on demand service throughout South County. Riders make a reservation two hours in advance for the shuttle van service. This service will pick up and drop off riders at any location in South County (generally south of MD 214). Service is provided Monday through Friday from 7:00 AM to 7:00 PM.



Challenges and Opportunities for Transportation

Challenges

- **Bottlenecking on roads.** Access to and from the Region depends mostly on a couple of major roadways which can lead to bottlenecking and traffic congestion.
- **One way in and out on peninsulas.**
- **Roadway flooding** can isolate communities.
- **Ensuring safety** for all transportation network users.
- **Limited reliable public transit options and routes.**
- **Limited bicycle and pedestrian infrastructure.** There are a number of areas around Village Centers with incomplete or missing bicycle and pedestrian infrastructure.

Opportunities

- **Better enforcement.** More stringent enforcement of traffic safety laws.
- **Traffic emergency response improvements.** More coordinated response to emergencies that block traffic.
- **Roadway improvements** to improve safety and drainage.
- **Emergency evacuation planning.** Evacuation routes from peninsulas during emergencies.
- **Pedestrian connections to amenities.** Sidewalks and paths to connect walkers and bikers to shops and parks.
- **Educating residents on available transit options.** Provide marketing and education on alternative transportation options.
- **Study public transit options** to assist with providing safe and reliable systems around Region 9.

Cultural Resources

Region 9 is rich in history serving local, regional, and national importance. Among many historically significant pieces of history, it has been the location of a permanent Native American camp, dating to approximately 2000 B.C. It includes London Town which was the County Seat from 1684 to 1695. The Region was also home to the "Galesville Hot Sox" Negro League baseball team.

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

On April 8, 2021, the Annapolis, London Town, and South County Heritage Area's 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. To reflect the new boundary, the heritage area was renamed and is now known as the Chesapeake Crossroads Heritage Area.

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

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

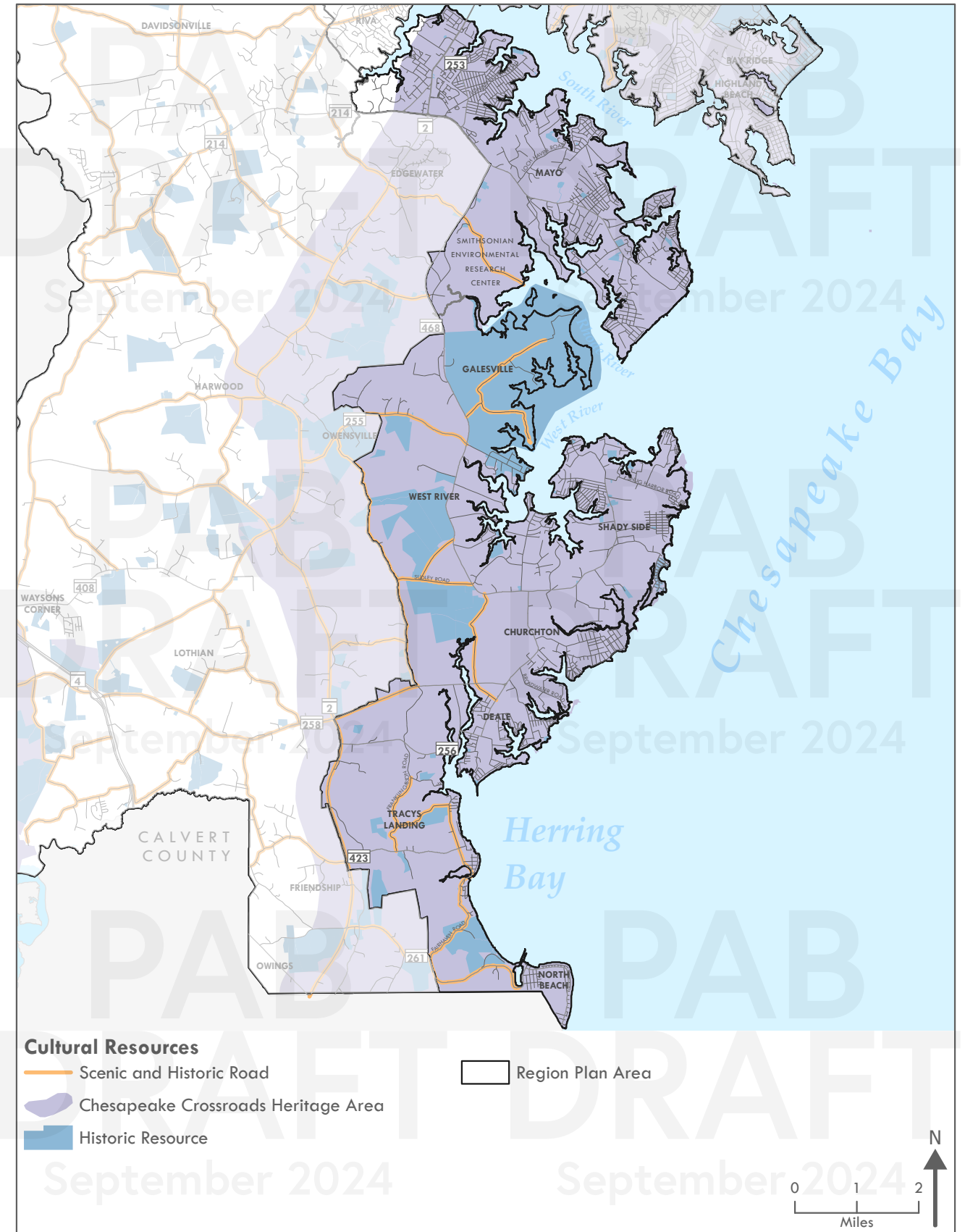
Table 4. Summary of Historic Resources Inventory for Region 9.

Resource Type	Number of Recorded Resources
Historic Buildings and Districts	118
Archeology Sites	316
Historic Cemeteries	81
Scenic and Historic Roads	17

Throughout the Region 9 planning process, many people commented on the need to preserve communities that are historically underrepresented and protect the character and diversity of these areas. CRS recently started to work more closely in partnership with local communities to document the African American history of Anne Arundel County, including supporting designations and interpretive signage for Galesville, Mill Swamp, and the Columbia Beach communities.

The Region 9 Plan encourages County officials and community members to help ensure properties, sites, and locations with historical significance are preserved and identified to help educate people on the historical significance of these communities. Without meaningful preservation measures, there will not be any historic integrity to market, so considering preservation tools in development is essential.

Figure 16: Historic and Cultural Resources



Challenges and Opportunities for Cultural Resources

The following are the key challenges and opportunities facing the preservation of the remaining cultural resources in Region 9:

Challenges

- **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.
- **Historic communities are under surveyed and documented** in the region and are being impacted by new development that could affect their historic character.
- **The Code is outdated**, inconsistent and inadequate in the designation and protection of scenic and historic roads.
- **Historic cemeteries are neglected**, in disrepair, and being actively vandalized amid a lack of legal protections.
- **Preserving historic landscapes and buildings**, such as tobacco barns that are significant to the County's agricultural heritage.

Opportunities

- **Improved preservation of historic resources** to maintain and promote ties to the Region's history.
- **Continue survey and documentation efforts** of the region's historic communities, such as Fairhaven Cliffs, Owings Cliffs, and areas of Deale and engage with their residents to assess historic district potential and their inclusion in the Historic Inventory.
- **Expanded representation in the Historic Inventory** of the contributions of traditionally underrepresented communities and groups to the Region.
- **Reformed and enhanced Code provisions** and regulatory tools to improve protection of the full range of historic resources.

The Region 9 SAC supports the Cultural Resources goals, policies, and strategies from Plan2040. They emphasize the importance of the following Plan204 strategies:

- Assess and review the existing Scenic and Historic Roads program and code (BE14.3.d). The SAC recommends establishing clear eligibility criteria and creating a mechanism for assessing and listing or delisting roads. The SAC also recommends this review include study of potential appropriate safety, pedestrian and bicycle, and traffic improvements that preserve historic integrity on Scenic and Historic Roads.
- Continue to maintain and update the County's inventory of significant historic resource (BE14.2.e). The SAC recommends that the County expands the Region's listings on the Inventory of Historic Resources, with an emphasis on resources that increase the diversity of historic representation, including 20th century communities and resources and historic places associated with African American history. The County should work with those communities to design and install informational placards and identify regulatory tools or incentives to protect the community's historic fabric and cultural integrity.

Climate Change and Sea-Level Rise

The impacts of climate change are becoming more apparent in Anne Arundel County, with increasing temperatures, more frequent heat waves and extreme weather events, coastal flooding exacerbated by sea-level rise, and inland flooding related to heavier precipitation events. In 2018, the Maryland Commission on Climate Change updated sea-level projections for the State, showing that Region 9 is at risk of inundation from sea level rise along the shoreline, especially on the Deale-Shady Side Peninsula, the Mayo Peninsula, and Rose Haven. In the low-lying areas of Region 9, sea-level rise also poses risks of saltwater intrusion into drinking water, wells, and rising groundwater levels causing septic systems to fail.

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

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. The Resilience Authority partners with County agencies and local communities to provide technical assistance and obtain grants to support projects to reduce flood risk and improve water quality and habitat.

There are several recent and on-going efforts to help the County and Region 9 in particular to become more resilient to sea-level rise.

- In 2023, the County prepared a Sea-level Rise Vulnerability and Risk Assessment report, that included a detailed analysis of Region 9.
- The County is developing a coordinated project to re-use clean sediments from dredging boating channels in Region 9 to restore historic shorelines.
- In 2024, the County initiated the Deale-Shady Side Coastal Resilience Feasibility Study to evaluate cost-effective mitigation strategies to address risks of flooding associated with a changing climate.

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

Year	Emissions Scenario	Likely Range (67% probability)	Central Estimate (50% probability)	1 in 20 chance (5% probability)
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.

Source: 2018 Sea-level rise projections. University of Maryland Center for Environmental Science.

Introduction

The health of a community is highly correlated with the quality of the environment, access to safe walking and biking infrastructure, availability of housing, employment opportunities, and community services. This chapter focuses on services provided by the County, while those related topics are addressed in other chapters of this Region Plan. Most of these services are planned and provided for at a Countywide scale, and Plan2040 outlines ten broad healthy communities goals that relate to land use:

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

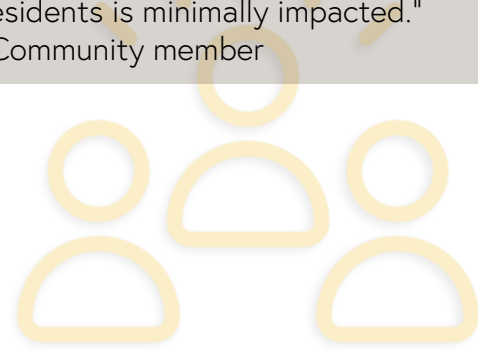
accessible public recreational facilities to serve the needs of all County residents.

- **Goal HC9:** Efficiently manage, reduce and recycle residential solid waste.
- **Goal HC10:** Provide a high-level of emergency medical care, fire protection, police protection, emergency management and an all hazards response to all residents and visitors of the County, including a comprehensive evacuation plan with adequate evacuation shelters.

"We need more green space, activity centers for youth, bowling alleys, and the such."
-Community member

There are a number of facilities and services provided throughout Region 9 that contribute to the health and well-being of community members, including but not limited to schools, senior centers, community centers, libraries, and fire and police stations. Access to these services and facilities is a key reason many community members choose to live in Region 9 over neighboring areas.

"As local communities will have to deal with parks being more accessible (which is a good thing) care must be taken to ensure the quality of life of residents is minimally impacted."
-Community member



Throughout the Region 9 planning process, staff received the following comments on ways to improve community health:

- Improve public recreation opportunities and provide additional community gathering spaces
- Provide more activities and resources for seniors and youth in existing senior centers, community centers, and libraries.
- While Region 9 has extensive shoreline, there is a need for more public facilities to increase public water access.
- Improve public safety.

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

"Would like to see more public access to the waterfront via parks, nature centers, etc."
-Community member

"Children who grew up here come back; raise their family. Great schools, area (community) churches of multiple faiths (Episcopal, Catholic, Methodist, etc.), water activity and beautiful neighborhoods where people know their neighbors"
-Community member

"Safer roadways with shoulder and bike/pedestrian ways; small communities more connected to each other by a common active community center with activities for all ages and genders, yoga."
-Community member



Recreation and Park Facilities

The Department of Recreation and Parks (DRP) manages 25 County parks and natural areas in Region 9 including Beverly-Triton Nature Park, Galesville Wharf, Rockhold Creek Farm Park, and Deep Cove Natural Area. The Region also includes the Smithsonian Environmental Research Center and Franklin Point State Park

In 2022, the County Council adopted the latest update of the Land Preservation, Parks, and Recreation Plan (LPPRP), which is a five-year master plan for parks improvements and program development. The LPPRP process included analysis of demographics, existing parks facilities, and extensive public outreach to understand needs for recreation and open space. Top public priorities in South County included walking and hiking trails, access to natural areas, public water access, and community / recreation center, among other needs.

The LPPRP proximity analysis (see below), shows that Region 9 residents are mostly within approximately five miles of a park and public boat ramp or car top launch. Notably, Region 9 lacks a regional biking and walking trail such as the Baltimore and Annapolis Trail. The popularity of cycling in the Region leads to strategies in the transportation section to build safe biking infrastructure.

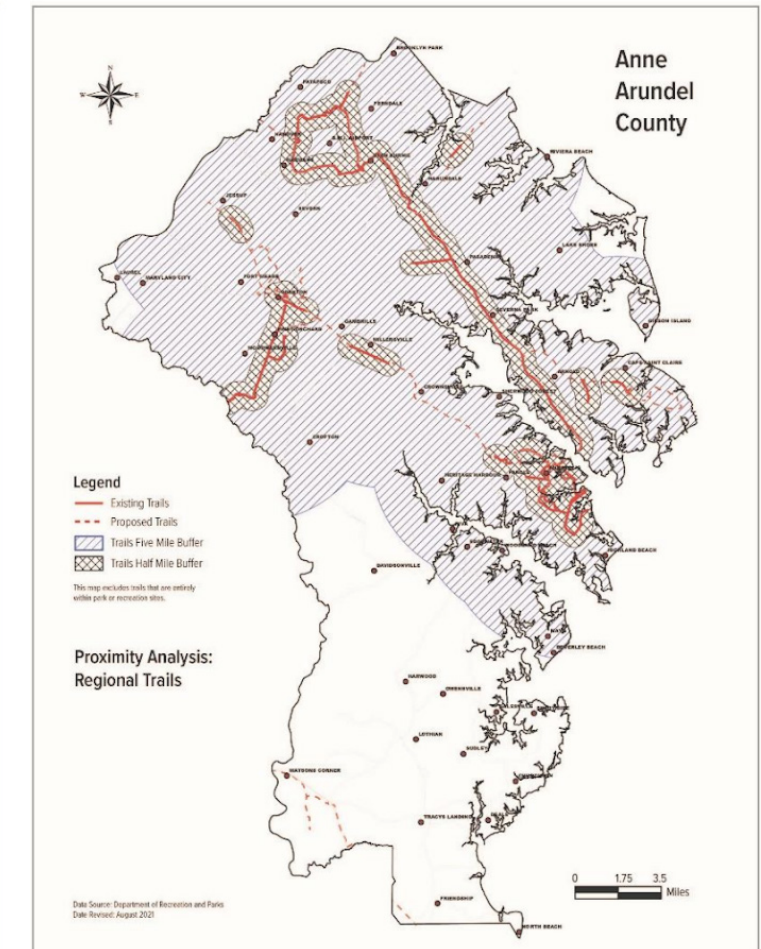
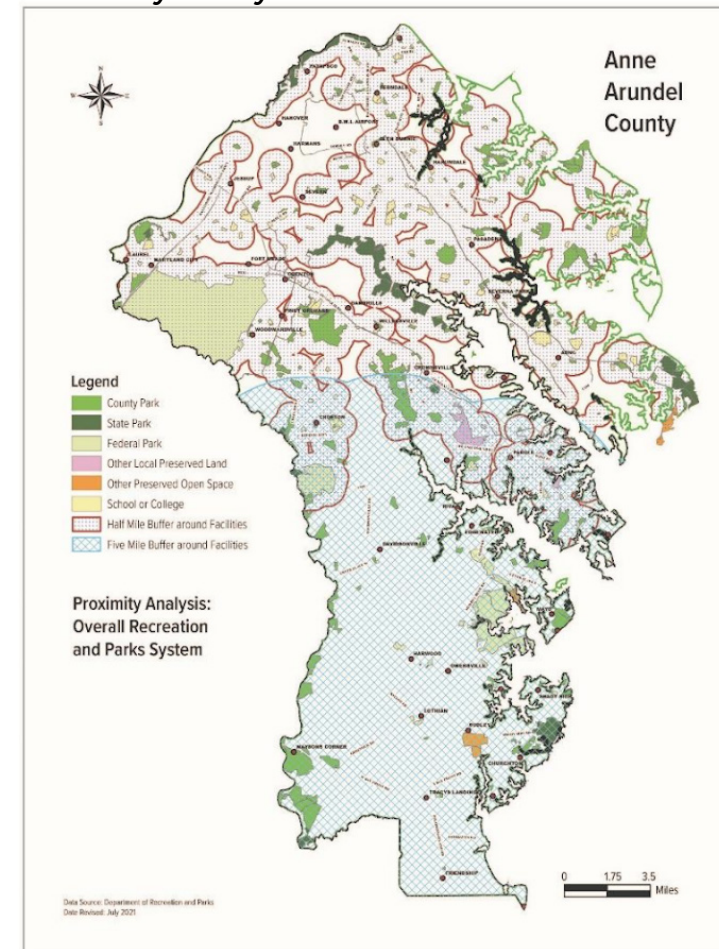
The LPPRP also contains an equity analysis uses the Maryland Park Equity Mapping Tool, developed by the Maryland Department of Natural Resources in partnership with the University of Maryland School of Public Health, which tracks eight factors to determine if there is equitable public access to parks. The results state Region 9

is identified as "Low Need" and "Medium-Low Need".

The following park improvements are currently underway or have been recently completed in Region 9:

- In 2018, DRP prepared a Master Plan for the parks on the Mayo Peninsula.
- Improvements were recently constructed at Beverly-Triton Nature Park including a car top boat launch and shoreline restoration project.
- A parking reservation system was recently established to help manage the large number of visitors to Beverly-Triton Nature Park.
- An Advisory Committee is currently working with DRP to prepare a master plan for South River Farm Park.
- Renovation of the Hot Sox ballfield in Galesville was completed in 2022.
- Improvements to the Galesville Wharf and Carrs Wharf to improve fishing and boating access have been completed.
- The Deale Community Park is currently in the planning process.
- The County acquired the former Giant store on Route 2 in Edgewater and plans to renovate the site as a recreation center.

Proximity Analysis



Public Water Access

Knowing that waterways and the Bay are such an important natural and cultural feature of the County, the DRP is working to increase public water access, and is considering partnering with neighborhoods and community associations. Currently, most water access is limited to those who are an owner or tenant of a private community that has water access. While Region 9 is home to a number of marinas and boat docks, the County currently provides public access to beaches, swimming, and boat ramps at seven locations. The Region 9 SAC recommends the County continue to evaluate and study the Region to provide more public water access points.



Health, Aging and Disability Services

The built environment has a strong correlation to public health, including adult and childhood obesity, heart disease, 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 facilities throughout the County, including the Lula G. Scott Community Center and provides services through the Deale Library, 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 and produces regular Community Health Needs Assessment Reports.

Heart disease is the leading cause of death in the County, followed closely by cancer. Most of Region 9 has been identified as having shortages of primary medical care, dental and mental health providers. Bay Community Health, with locations in Shady Side and West River provides primary care and behavioral health services.

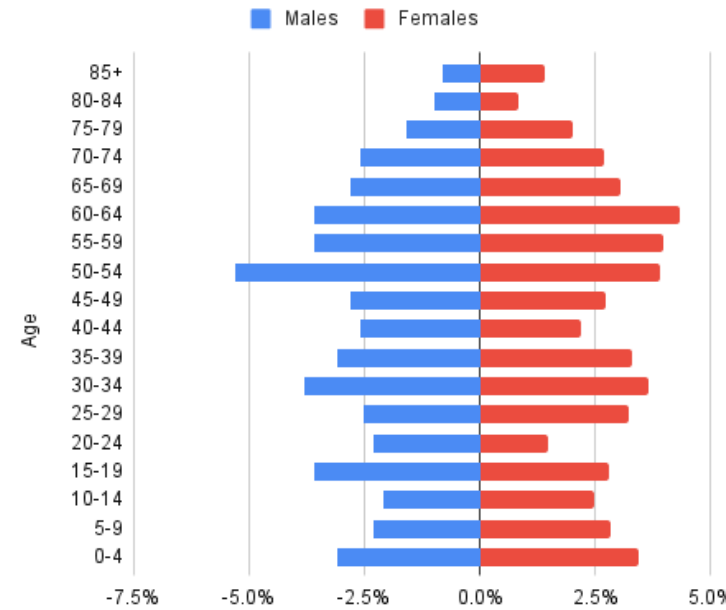
The population of Region 9 has a higher percent of older adults than most of the County. Approximately 19% of the population of Region 9 is 65 or older, compared to 15% for the entire County (see Figure 17) below. The Department of Aging and Disabilities (DOAD) administers a wide range of services to 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.

The South County Senior Center is located in Edgewater. Expansion and renovation of the South County Senior Center was completed in 2023. The project added more than 2,000 square feet for classroom space and included a fitness room and accessibility improvements.

Throughout the planning process, community members expressed a desire for an intergenerational community space: some place where children and adults of all ages can gather, engage in a variety of programs, and receive community resources. While Region 9 has the South County Senior Center, the Lula G. Scott Community Center, and pop up programs at the Deale Library, there is not a set space that fully meets the expressed desires. Additionally, the existing community spaces are few and far between due to the rural nature of South County. The Region 9 SAC recommends the County evaluate the need for expanded programming at the existing centers and evaluate the need for a new community center to serve South County with programs focused on youth and senior citizens.

Large portions of Region 9 face an above average number of households with low food access or greater than average percentage of households receiving Supplemental Nutrition Assistance Program (SNAP) benefits. 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.

Figure 17. Age Pyramid for Region 9

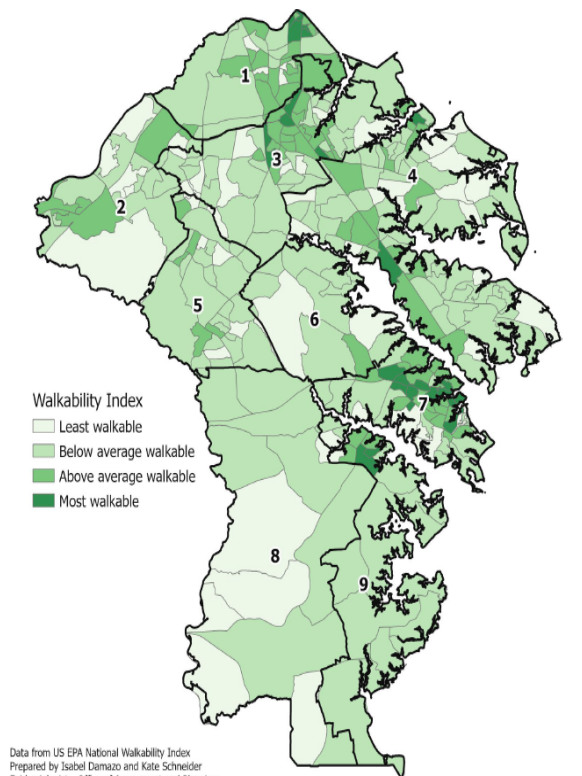
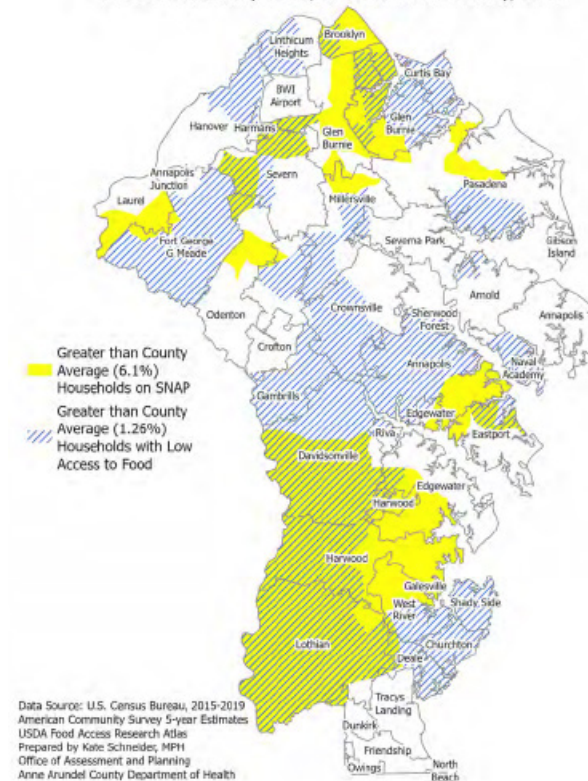


Source: 2017-2021 American Community Survey 5 year Estimates

The "walkability index" below combines a variety of factors that affect whether residents of an area can safely walk around their neighborhood and access businesses and transit. Region 9's walkability scores range widely, with "least walkable" neighborhoods in the peninsula communities and the "most walkable" neighborhoods in Edgewater. The Region 9 Plan supports the County's pedestrian and bicycle master Plan, "Walk and Roll! Anne Arundel" to create a low stress walking and rolling network that better connects residential neighborhoods in Region 9 with places of interest, such as parks, schools, and commercial areas.

As a general rule, designing streets, paths and buildings that are accessible by a community's youngest and oldest residents often leads to communities that are accessible for all. This is especially meaningful as Region 9 is a geography that includes more seniors and families that willingly relocate here.

Access to Healthy Food, Anne Arundel County, 2019



Public Schools

Region 9 is home to nine public schools, and is served by the South River and Southern High School feeder districts. Anne Arundel County Public Schools (AACPS) tracks population growth in feeder districts to anticipate growth in student enrollment and plan for capacity improvements and other renovations at the schools. Based on the 2024 Education Facilities Master Plan, schools within Region 9 are within their State Rated Capacity currently and projected to stay below 100 percent of capacity over the next ten years. The opening of the new Crofton High School in 2020 significantly reduced enrollment at South River High School, which had been at capacity previously.

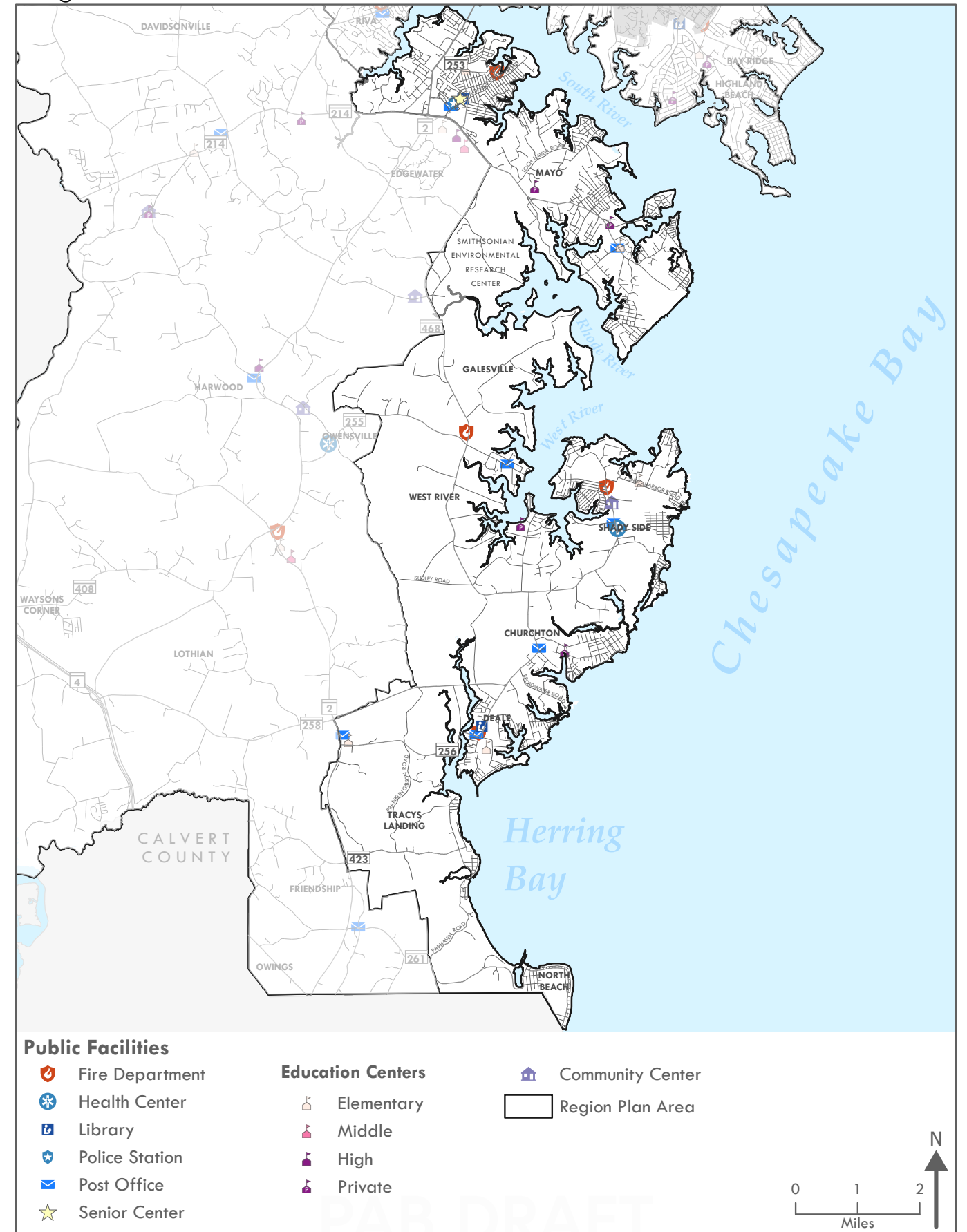
AAPCS is undertaking a redistricting process for the entire County to address the discrepancy in school seat vacancies and school capacity issues. According to AAPCS, from 2002 to 2022 there was an average of 11,616 vacant seats in Anne Arundel schools throughout the County, indicating significant untapped capacity within the overall school system. While some schools are overcrowded, there were over 16,000 vacant seats in 2022. Redistricting 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. The redistricting process will occur in two phases. The Phase 1 plan, which was adopted by the Board of Education in 2023, addressed North County and created districts for the new Severn Run High School and Two Rivers Elementary School. The Phase 1 redistricting plan brought all of the public schools in that area below 100% of State Rated Capacity and will go into effect for the 2024-2025 school year. The Phase 2 redistricting process focusing on Annapolis, Arundel, Broadneck, Crofton, Severna Park,

South River, and Southern feeder districts, will begin in February 2025.

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. The County Council adopted reforms to the APF standards in 2023. 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 through the Capital Improvement Program (CIP). Note that schools' APF testing is not required or is partially waived for certain projects, including non-residential developments, age-re-

Figure 18. Schools and Public facilities



stricted subdivisions, housing for the elderly of moderate means, or projects funded in part by low income housing tax credits.

Other Public Facilities and Services

Within Region 9 there are two libraries, five fire stations, and the Southern Police District of Anne Arundel County.

Library Facilities and Services

The two libraries within Region 9 are in Edgewater and Deale. For planning purposes, Anne Arundel County Public Libraries (AACPL) serves the County through four regions: North, East, West and South¹. Region 9 is in the Southern Region. AACPL has set an objective that there should be a minimum of 0.5 square feet of library space per capita in the County overall and 0.5 GSF per capita in the planning regions where the population density exceeds 1,000 people per square mile. This standard is based on the performance and comparison of peer libraries nationwide and Maryland libraries overall. In the Southern Region there is currently 0.38 square feet of library per capita, slightly below the goal of 0.5 square feet per capita. AACPL plans to renovate and expand the Deale library to meet this goal and address desires expressed by community members for more meeting and gathering space.

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 community outreach services such as vaccine clinics, internet access kits, and community pantry services.

¹ AACPL Facilities Master Plan: 2024-2029. <https://www.aacpl.net/sites/default/files/content/minutes/AACPL%20FMP%20FY%2024-29.pdf>



Public Safety Facilities and Services

Region 9 is served by the Southern Police District which is located on Stepneys Lane in Edgewater. Average response times for County Police have decreased slightly since 2018 to just over 4 minutes for priority #1 calls (which involve loss of life and/or a serious crime in progress); this is notable despite staffing challenges experienced overall.

The fire stations in Region 9 are located in Woodland Beach, Mayo, Galesville, Avalon Shores, and Deale. Galesville has been recently added to this list as this fire station opened in 2020.

Serving a large geographic area of the County creates many unique challenges for first responders. However, the County has provided solutions to help ensure effective service. For example, public water systems are limited in South County. The County has constructed a set of 164 underground water storage tanks to provide water for fire suppression. Additionally, the County has provided many of these stations with additional staffing, including medical personnel, as well as providing new fire engines, fire boats, and other equipment to the first responders in Region 9.

The County's Office of Emergency Management (OEM) actively implements plans and programs to assess and prepare for future emergencies; educate the public on preparedness, mitigation and recovery; activate plans and support functions in an event; and rebuild following an event. The Hazard Mitigation Plan assesses what natural hazards we face, the risks these hazards pose, and what actions the County will take to prepare for and respond to these hazards. The biggest hazards to consider in land use policy in this area include riverine and coastal flooding, erosion and drought, and extreme heat. OEM has developed a Nuisance Flood plan that identifies areas at risk to high-tide flooding. The Department of Public Works in partnership with OEM is conducting a Countywide Roadway Vulnerability Study to prioritize and address flood prone roads and bridges.



Challenges and Opportunities for Healthy Communities



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

Challenges

- **Support for aging population.** Growing number of older individuals in the Region and related need for various support services.
- **Bicycle and pedestrian infrastructure.** Lack of infrastructure for safely walking and biking in many parts of Region 9.
- **Healthy food options.** Access to healthy food options are limited in much of the Region.

Opportunities

- **Public support to help keep people in their homes.** Wide desire for people to retire and age in place in their homes.
- **Turn underutilized space into a public amenity.** Reuse of the former Giant grocery store to create a recreation center in Edgewater.
- **New public facilities.** Potential for a new South County community center.
- **Private/Public Collaboration.** Partnering with communities and private marinas to expand public water access.
- **Facility improvements.** Continue to improve County-owned facilities in Region 9.

Introduction

Region 9 includes the commercial area in Edgewater and smaller nodes of commercial activity in Mayo, Galesville, Deale, Churchton, Shady Side, and North Beach. The Region prides itself on sustaining heritage industries in marine trades, such as commercial fishing, and agriculture. The natural beauty, history, and access to the water also support a vibrant tourism industry. With increasing opportunities to work remotely, many professionals work from home in the Region. The rural development pattern and quality of the environment are fundamental to maintaining traditional maritime trades, such as commercial fishing, and agricultural industries. The rural development pattern also creates challenges of access to jobs and services.

Relevant goals from Plan2040:

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

The Region 9 SAC supports the Plan2040 Healthy Economy goals, policies, and strategies focused on promoting redevelopment of vacant buildings and supporting agricultural businesses, commercial fishing, and other marine trades.

Existing Conditions

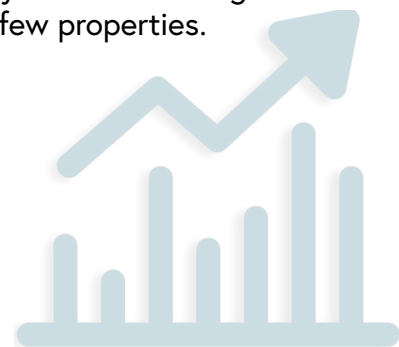
Employment

Approximately 90% of employed people that live in Region 9 have their primary place of employment outside of the Region. The most common commuting destinations for workers living in Region 9 are Annapolis, Washington, DC and Baltimore. The largest numbers of jobs in Region 9 are in the accommodations and food services, retail trade, construction, and health care and social assistance. The majority of these retail and service jobs are located in the Edgewater area along Route 2 and Mayo Road. Additional concentrations of employment exist along the MD 214 corridor in Mayo and the commercial areas of Galesville, Churchton, and Deale.

Retail/Office/Industrial Properties

While one empty storefront may have a dramatic influence on a community, overall there is low vacancy of commercial property in the Region. Despite the impacts of the Covid-19 pandemic, vacancy rates in commercial real estate (retail and office) in Region 9 and the County have remained relatively low. However, demand has been high for the industrial market locally and nationwide.

The market for commercial real estate in Region 9 is significantly smaller than most of the other Regions in the County. Given the limited number of commercial properties, vacancy rates can change dramatically with only a few properties.



Commercial Vacancy Rates in Region 9

Building Type	Retail	Office	Industrial
Current Vacancy Rate	3.1%	8.1%	0%
10 Year Average Vacancy Rate	4.9%	10.1%	3.4%
Inventory	1.3 million SF 165 buildings	347 million SF 51 buildings	117 thousand SF 14 buildings

Source: CoStar, August 2023

Agricultural and Maritime Industries

Agriculture serves a dual role of providing a direct economic benefit as well as preserving the quality of life that is reflected in a rural environment. Farms in the County produce crops (including soybeans, corn, hay, sod, nursery and greenhouse), livestock, horses, timber, and vineyards. Many farms remain family operations. Challenges to sustaining viable farms include the rising cost of land, generational transfer of farmland, pressure to convert farmland to solar power facilities or houses, and adapting to changing market opportunities, including the diversification of activities to make farms profitable.

The maritime industry has grown significantly in recent decades. The number of marinas in the County has increased from 57 in 1980 to 303 in 2018. The number of marina boat slips has increased from 1,767 to 12,035 in the same time period. A recent economic report sponsored by Anne Arundel Economic Development Corporation found the maritime industry in Anne Arundel County:

- Supports approximately 8,600 jobs,
- Generates approximately \$1.2 billion in economic activity,
- Compensates employees in approximately \$417 million in wages annually and
- Contributes approximately \$16 million in County tax revenues.

Current Economic Development Programs

Anne Arundel Economic Development Corporation (AAEDC)

The Anne Arundel Economic Development Corporation (AAEDC) is a quasi-governmental non-profit organization with a mission to support business and serve as a catalyst for business growth in Anne Arundel County, thereby increasing job opportunities, expanding the tax base and improving quality of life. AAEDC provides various forms of support to businesses including marketing, investment and funding programs, and technical assistance. AAEDC also helps businesses navigate the permit process.

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.

Agriculture Program

The AAEDC Agriculture Program (Arundel Ag) meets the business demands of Anne Arundel County Agricultural Businesses by assisting new and existing agriculture businesses in the County. The program also assists with interpreting code, licensing, and permitting requirements, particularly with County, State and Federal health departments. Arundel Ag has partnered with the Farm Bureau, and various other agencies to change legislation to better serve Anne Arundel County farmers.

Arundel Ag assistance programs include:

- Farmers Markets - marketing and logistical support for farmers markets in the County
- Agricultural Equipment Rental Program
- Scrap Tire collection and disposal program
- Arundel Grown - certification and promotional program working with restaurants to use ingredients from farms in Anne Arundel County
- Agricultural education programs - including support for the Ag Education program in Southern High School and the Future Farmers of America
- Marketing the Agricultural Sector

Maritime Industry

AAEDC also supports a Maritime Industry Advisory Board. The Board represents and promotes Anne Arundel County's maritime industry and offers guidance and advises the County Executive and County officials in matters concerning the commercial and recreational maritime industries in the County.

Tourism

Chesapeake Crossroads, one of Maryland's state heritage areas, is an established heritage tourism destination on the Chesapeake Bay's western shore. Framed by the Chesapeake Bay on the east and now including new areas of the northern and western parts of Anne Arundel County, Chesapeake Crossroads reflects Maryland's rich historic, cultural, and natural legacy.

The organizations' management plan, as adopted by Bill 33-01 in 2001, defined the Heritage Area as stretching from Sandy Point State Park to the north, on and along the south side of US 50, (John Hanson Highway), south along the east side of the MD 2 (Solomons Island Road) corridor, including the City of Annapolis, and through southern Anne Arundel County to the Calvert County line, encompassing those lands east of MD 2 to the shores of the Chesapeake Bay and its tributaries.

A 501(c)(3) nonprofit organization, Chesapeake Crossroads is also a partnership among the Maryland Heritage Areas Authority, Anne Arundel County, the City of Annapolis, the Town of Highland Beach, and heritage-related organizations and businesses. Their mission is to protect and strengthen the natural, historic, and cultural resources of the heritage area, to nurture their discovery through educational and recreational experiences for visitors and residents, and to promote the region's rich legacy. As an economic development tool, Chesapeake Crossroads develops and supports activities and projects that enhance heritage tourism, a growing segment of the tourism industry. The Region 9 SAC recommends the County collaborate with community associations, private businesses, and groups such as Chesapeake Crossroads

Heritage Area and Visit Annapolis and Anne Arundel County to develop and implement a regional approach to tourism focused on nature, history, culture, and recreation that promotes and markets the small and local businesses in the coastal area of Southern Anne Arundel County.



Challenges and Opportunities for Healthy Economy

The following summarizes the Region's key economic challenges and opportunities which provide direction for this Plan's strategies found in the implementation matrix. The Region 9 specific Economic strategies focus on:

- Supporting local businesses in existing commercial areas including Edgewater (along MD 2 and Mayo Road), downtown Galesville, crossroads of MD 256 and MD 468 in Churchton, Deale, and Rose Haven. (Strategy HE 1)
- Sustaining heritage maritime trades, such as commercial fishing, and agricultural industries. (Strategies HE 5 and HE 6)
- Promoting responsible, sustainable tourism that highlights the natural, historical, and recreational assets of the Region. (Strategies HE 4 and HE 7)

Challenges

- **Sustaining agriculture and commercial fishing** with changing market and landscape conditions.
- **Sustaining businesses** with relatively small population in market area.
- **Training skilled workforce** for marine trades and other trades.
- **Transportation to employment centers**, limited public transit options
- **Child care** - limited options and high cost.
- **Rising costs of housing** and limited housing options make it challenging for young adults and seniors to stay in the area.
- **Preserving Agricultural Land.**
- **Limited access to affordable, healthy food** and grocery stores in the southern half of the Region.

Opportunities

- **Strength and resilience of locally-owned businesses.**
- **Attractiveness of the area** based on natural environment and landscape.
- **Partnerships with public schools and community college** to bolster workforce training programs.
- **Proximity and accessibility for tourism.**
- **Numerous marinas, commercial fishing operations, and water access opportunities.**

Introduction

The Region 9 Plan consists of a coordinated set of implementation 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 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 the 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.

- A. The successful implementation of the Region 9 Plan is a collaborative effort between various parties, including the County Administration and County agencies, the County Council, various advisory boards and commissions, and a Region Plan Implementation Action Committee. The Implementation Matrix in this chapter lists the implementation strategies of this Plan that support and advance the goals and policies of Plan2040. The matrix focuses on the County's commitments, identifying the lead departments responsible for implementation, along with key supporting

departments. Partnerships with Federal and State agencies, non-profit organizations, and others are key to successful implementation of this Plan.

Roles and Responsibilities

The roles and responsibilities of the departments and/or organizations 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

Implementing the Region Plan's Recommendations

The strategies and recommendations 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 Region 9 strategies, once adopted by the County Council, could be implemented. Please note: these are examples of possibilities on how each strategy could be implemented. Any mentioning of time, cost, or consultants would not be official until approved through the County budget and planning process.

Example Strategy:

Prioritize sidewalk and trail connections between public parks and residential neighborhoods to increase opportunities for people to walk and bike to parks.

- A. The recently adopted "Walk and Roll Anne Arundel!" pedestrian and bicycle master plan has identified Brock Bridge Road area as a secondary network and an "area for future study". Public and private roadway and active transportation projects on the secondary network, while not called out specifically for infrastructure improvements in the "Walk and Roll" plan, play an important role in providing access to the primary network and should always be considered for pedestrian and bicycling infrastructure projects

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 9 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 9 Plan.

using a context-sensitive approach with regard to land use. Within the secondary network, "areas for future study" represent areas to be the first analyzed to make connections to the primary network. In reference to this planning process, previous studies, and changing development to meet the public's demand for increased bicycling and pedestrian infrastructure, these areas were determined to be "areas for future study".

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

complete the design, right of way acquisition, and construction of the roadway.

Example Strategy #2:

Promote conservation of land in the Green Infrastructure Network with a focus on property surrounding existing public parks and protected open spaces such as Jack Creek Park, Deep Creek Natural Area, Franklin Point Park, and other locations most at risk to coastal flooding and sea level rise.

- A. Various plans and studies identify such areas, including the Green Infrastructure Master Plan, Watershed Studies, or a designated Habitat Protection Area. As needed, responsible agencies add to their work program developing or updating such studies.
- B. Areas are prioritized for potential preservation based on ecological value, potential for water quality improvement, location within the floodplain, and other factors.
- C. Land that is identified as a priority for conservation may be acquired or conserved through various means. Some examples include:
 - An economic downturn that limits state or federal funding, or local agency staffing, to carry out certain projects,
 - 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.

- 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.

Annual Monitoring

Annual monitoring will provide an accountability framework for reporting progress on implementing the Region 9 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 clearly demonstrates 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 Plan2040 annual report and the land use measures and indicators report that the County currently prepares as required by Maryland State law.

Four-Year Performance Measures

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

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

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

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

PAB DRAFT

September 2024

Acronyms

AACPS: Anne Arundel County Public Schools	HUD: U.S. Department of Housing and Urban Development
AAEDC: Anne Arundel Economic Development Corporation	I&P: Anne Arundel County Department of Inspections and Permits
AAWDC: Anne Arundel Workforce Development Corporation	LEG: Legislation
ACDS: Arundel Community Development Services	LIHTC: Low-income housing tax credit
APA: American Planning Association	LPPRP: Anne Arundel County Land Preservation, Parks, and Recreation Plan
APF: Adequate Public Facilities	MARC: Maryland Area Rail Commuter
BMC: Baltimore Metropolitan Council	MPDU: Moderately Priced Dwelling Unit
BWI: Baltimore/Washington International Thurgood Marshall Airport	OEM: Anne Arundel County Office of Emergency Management
CEN: Anne Arundel County Office of Central Services	OOT: Anne Arundel County Office of Transportation
CI: Capital Improvements	OP: Operational Procedure
DOAD: Anne Arundel County Department of Aging and Disabilities	OPZ: Anne Arundel County Office of Planning and Zoning
DOH: Anne Arundel County Department of Health	PHA: Public housing agencies
DRP: Anne Arundel County Department of Recreation and Parks	PII: Public Information Initiatives
DPA: Development Policy Area	PSI: Planning Study Initiative
DPW: Anne Arundel County Department of Public Works	PLU: Planned Land Use
DPW-BWPR: Anne Arundel County Department of Public Works, Bureau of Watershed Protection and Restoration	PPI: Program or Policy Initiative
FS: Financial Strategy	REAL: Anne Arundel County Office of Central Services, Real Estate Division
GDP: General Development Plan, also known as Plan2040	RIM: Resource Inventory and Management
HFA: Housing finance agencies	SAC: Stakeholder Advisory Committee
	SUP: Shared use path
	TFMP: Transportation Functional Master Plan
	TOD: Transit-Oriented Development

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 in bold)

Timeframe (short 0-5, mid 5-10, long 10+ yrs)


Performance Measures



Natural Environment

Region 9 Strategies

NE 1	Promote conservation of land in the Green Infrastructure Network with a focus on property surrounding existing public parks and protected open spaces such as Jack Creek Park, Deep Creek Natural Area, Franklin Point Park, and other locations most at risk to coastal flooding and sea level rise.	NE3.1	PPI	DRP , BWPR, I&P, OPZ	Short-Term	Acres of land conserved
NE 2	Support conservation of forested wetlands in Region 9 through more stringent enforcement of forest conservation and non-tidal wetlands requirements in County Code and through technical and financial support for voluntary property owner efforts to manage and conserve these areas	NE1.1	PPI	OPZ , I&P, BWPR	Short-Term	Track acres of forest cleared, conserved, and replanted on an annual basis.
NE 3	Provide grants to non-profit organizations, community associations, and homeowner associations for open space conservation. The intent of these grants would be to support conservation of properties that are not appropriate to include in the County parks system.	NE3.1	FS	DRP , BWPR, I&P, OPZ	Short-Term	Number of grants issued and funding amount.
NE 4	Evaluate and, if feasible, revise the County Agricultural Preservation Program to support farms under 50 acres and allow more flexibility of uses, like agri-tourism.	NE3.3	PPI	OPZ , BWPR, I&P, SCD	Short-Term	Status of evaluation and status of changes to County policy and/or Code.
NE 5	Evaluate and, if feasible, expand the Rural Legacy Area and Priority Preservation Area boundaries to include more land, particularly in the southeast corner of the County.	NE3.3	PPI	OPZ , BWPR, I&P, SCD	Short-Term	Status of change of boundaries of Rural Legacy Area and Priority Preservation Area.
NE 6	Improve efforts to engage Hispanic and African American / Black farmers in agricultural preservation programs.	NE3.3	PPI	OPZ , BWPR, I&P, SCD	Short-Term	Track and evaluate demographics of applicants for agricultural preservation programs.
NE 7	Increase public education efforts on preparedness for coastal flood events, especially on the Mayo Peninsula, Galesville, Shady Side, and Deale.	NE1.3	PII	OEM , BWPR, OPZ	Short-Term	Number of community education events and/or participants
NE 8	Conduct a sea level rise adaptation plan for the Deale-Shady Side Peninsula and implement recommendations of the plan.	NE5.3	PSI	BWPR , OEM, OPZ, OOT, DPW	Short-Term	Status of study and status of implementation of recommendations.


Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>						
NE 9	Conduct sea level rise adaptation plans for Mayo Peninsula, Herring Bay, and other at-risk communities and implement recommendations of the plans.	NE5.3	CI	BWPR , OEM, OPZ, OOT, DPW	Mid-Term	Status of plans and status of implementation of recommendations.
NE 10	Implement the proposed beneficial re-use of dredged material from Broadwater Creek, Carrs Creek, and Parker Creek to restore eroded shorelines and coastal wetlands.	NE1.3	CI	DPW , BWPR, RA	Short-Term	Number of dredge projects completed and acres / linear feet of habitat restoration created.
NE 11	In partnership with the Resilience Authority, provide funding and technical support for communities and individual landowners to design and implement coastal resilience projects with a focus on areas at greatest risk of sea-level rise impacts such as Londontown, Selby, and Columbia Beach.	NE1.3	PPI	BWPR , RA, OPZ	Mid-Term	Status of study and status of implementation of recommendations.
Countywide Strategies to amend Plan2040 Implementation Matrix						
NE 1.1k	Evaluate and consider increasing protections in County Code for forested wetlands such as increasing the required buffer width.	NE1.1	LEG	OPZ , I&P, BWPR	Mid-Term	Status of evaluation and status of changes to County policy and/or Code.
 Built Environment						
Region 9 Strategies						
BE 1	Reform policy and County Code provisions to direct the limited amount of new housing development in Region 9 to areas with adequate infrastructure capacity outside of Critical Areas (outside of shoreline areas), in locations that already have development and provide opportunities to walk from housing to shopping and services.	BE4.1	PPI	OPZ , I&P	Mid-Term	Status of policy or Code changes
BE 2	Explore the potential for zoning changes to allow small-scale missing middle housing types in certain communities where there is existing commercial development and public services such as in the village centers in Edgewater, Galesville, Churchton, and Deale.	BE11.2	LEG	OPZ , I&P	Short-Term	Status of Code changes


Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>						
BE 3	Support ACDS in acquiring and rehabilitating properties in the Region for affordable rental and ownership opportunities.	BE11.2	PPI	ACDS	Mid-Term	Number of housing units owned or renovated by ACDS in Region 9.
BE 4	Maintain roadside ditches to keep them clear and replace collapsed culverts. There is particular need in waterfront communities, including but not limited to Columbia Beach.	BE15.3	PPI	DPW	Short-Term	Linear feet of ditches maintained and number of culverts replaced each year.
BE 5	Partner with Maryland Department of Transportation to reduce traffic congestion and improve public safety within the Route 2 Corridor in Edgewater, including the following: - Optimize timing of traffic lights to improve traffic flow - Provide connections between parking lots of adjacent businesses through voluntary agreements or requirements as part of the development review process - Study the potential for an access road east of Route 2 providing connections along commercial properties between Mayo Road and the traffic signal at the Edgewater Marketplace (MD 2 and Southdown Road) - Study the potential for walking and biking infrastructure improvements such as a separated multi-use path	BE4.3	CI	DPW , OOT	Mid-Term	Status of implementation of improvements
BE 6	Refine the design and construct improvements to MD 214 (Central Avenue) to reduce traffic congestion, improve bicycle and pedestrian connectivity and safety, and minimize environmental impacts.	BE10.1	CI	DPW , OOT	Short-Term	Status of design and construction
BE 7	Partner with the State Highways Administration to improve roadway safety along State routes in Region 9 by widening road shoulders and other measures including along: MD 468 (Muddy Creek Road and West Shady Side Road) MD 256 (Deale Churchton Road) MD 261 (Walnut Ave)	BE10.1	CI	DPW , OOT	Mid-Term	Status of implementation of improvements
BE 8	Partner with the State Highways Administration to improve public safety and traffic flow in Region 9 through improvements such as traffic circles, intelligent transportation systems (ITS), and other practices. Potential locations include: MD 468 and South River Clubhouse Road MD 468 and Mill Swamp Road MD 2 and Mill Swamp Road MD 255 and Muddy Creek Road MD 256 and MD 2	BE10.1	CI	DPW , OOT	Mid-Term	Status of implementation of improvements

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>						
BE 9	Collaborate with the State Highways Administration to implement improvements to roads and bridges at risk to flooding to reduce the chance of communities being isolated during flood events, including: MD 214 (Central Ave), MD 468 (Shady Side Rd north of West River Road) and MD 261 (Walnut Ave between North Beach and Herrington Harbor).	BE15.3.b	CI	DPW , OOT, OEM, BWPR	Short-Term	Status of design and construction of improvements to flood prone roads and bridges.
BE 10	Improve coordination among State and County agencies in responding to vehicle collisions on State roads to direct drivers to alternative routes to reduce backups, especially on Muddy Creek Road.	BE15.1	PPI	PD , FD, DPW, OOT, OEM	Short-Term	Status of development of incident response protocols
BE 11	Partner with the State Highways Administration to implement improvements to MD 261 (Walnut Ave) in Rose Haven to address flooding, water quality, and safety concerns, including: - Widening and/or re-striping the roadway - Implementing traffic calming measures - Implementing stormwater management that directs runoff into wetlands for water quality treatment and reduces flooding	BE15.3.b	CI	DPW , OOT, BWPR	Mid-Term	Status of implementation of improvements
BE 12	In partnership with local property owners and businesses, study the potential for streetscape and parking improvements along Mayo Road in Edgewater to improve safety and accessibility and support economic and community development. This includes: - Opportunities for shared parking or a public parking lot - Study the potential for streetscape improvements that incorporate stormwater management to reduce flooding and improve water quality along with providing walking and biking infrastructure - Creation of design guidelines in commercial revitalization and village center areas throughout Region 9	BE15.3.b	CI	DPW , OOT	Ongoing	Status of implementation of improvements

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>						
BE 13	Invest in improvements along Main Street and Riverside Drive in Galesville to support community revitalization and public safety. This includes: - Improving sidewalks and paths to and along the waterfront - Branded wayfinding signage - Exploring the design and implementation of traffic calming measures on Main Street - Exploring options to optimize parking during large events.	BE4.3	CI	DPW , OOT	Ongoing	Status of capital improvements
BE 14	Construct sidewalks or other pathways to improve the safety of walking and biking along Deale-Churchton Road from Tracy's Creek Bridge to the new Deale Community Park and eventually all the way to Muddy Creek Road. Install branded wayfinding signage in Deale Village Center.	BE15.2.d	CI	DPW , OOT	Mid-Term	Status of studies and capital projects.
BE 15	Invest in improvements to the South County Call N Ride service including: - Increasing public awareness of the service, - Increasing capacity to serve more people, and - Providing on-demand service rather than requiring reservations 2 hours in advance.	BE15.2	PPI	OOT	Short-Term	Monthly ridership for service
BE 16	Increase the reliability and frequency of service of the Anne Arundel County Gold bus route. Provide bus shelters and benches at Gold Line bus stops in Edgewater and increase public awareness of the service.	BE15.2	PPI	OOT	Short-Term	Monthly ridership for service. Percentage of on-time service.
BE 17	Support non-profit organizations that offer ride sharing services to people in need in Region 9.	BE15.2	FS	OOT	Mid-Term	Annual funding from County for non-profit transportation services.
BE 18	The County should continue to explore innovative solutions to increase transportation options in Region 9, with a focus on serving low income, disabled, and elderly people.	BE15.2	PPI	OOT	Mid-Term	Status of new transit initiatives.
BE 19	Implement the recommendations identified in the Edgewater Elementary Safe Routes to Schools study, including installing sidewalks to close gaps along Shore Drive, Riverside Drive, and between the school and Edgewater Park and making crossing improvements at the intersections of Mayo Road with Washington Road and Millhaven Drive.	BE15.1	CI	DPW , OOT, AACPS	Mid-Term	Number of recommended projects in study completed.
BE 20	Construct a pedestrian bridge crossing MD 214 near Mayo Road and South River High School to reduce the safety risk and traffic congestion from students crossing the highway.	BE5.2	CI	DPW , OOT	Mid-Term	Status of pedestrian bridge design and construction.

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>						
BE 21	Provide off-road bikeways and pedestrian trails to popular destinations on the Mayo peninsula, such as Beverly Triton Beach Park, South River Farm Park, and Loch Haven Park. Provide connections to existing multi-modal infrastructure where possible.	BE5.2	CI	DPW, DRP, OOT	Mid-Term	Status of trail connections between parks.
BE 22	Implement recommendations for pedestrian and bicycle infrastructure in the Walk and Roll Plan in Region 9 including, but not limited to, improvements along Shady Side Road and Bay Front Road and explore options to create walking and biking pathways that do not follow roadways to separate walkers and bikers from cars and trucks.	BE5.2	CI	DPW, OOT	Ongoing	Number of recommended projects in Walk and Roll Plan completed.
BE 23	Create a South County education campaign to explain the dangers of speeding and and equitably enforce the speed limit, especially on roadways with more crashes and fatalities.	BE15.1	PII	PD, DPW, OOT	Short-Term	Reduced number of vehicle collisions.
Countywide Strategies to amend Plan2040 Implementation Matrix						
BE1.3.f	Study and track the short-term housing rental market and evaluate whether regulations are needed to manage impacts.	BE1.3	PSI	OPZ	Mid-Term	Status of study
BE2.1.f	Study the potential to allow for more worker housing on farms.	BE2.1	PSI	OPZ, I&P	Mid-Term	Status of Code changes
BE4.1.d	Evaluate the need for and implement Code requirements that limit new housing developments in peninsula policy areas	BE4.1	PPI	OPZ, I&P	Short-Term	Tracking housing development on peninsulas
BE15.2.e.4	Prioritize sidewalk and trail connections between public parks and residential neighborhoods to increase opportunities for people to walk and bike to parks.	BE15.2	CI	DPW, OOT, DRP	Mid-Term	Number of sidewalk and trail connections to parks completed.
BE16.2.k	Conduct a study to evaluate potential for solar and other forms of renewable energy on developed land, landfills, and brownfields, and provide recommendations for reforms to County Code and policies to meet goals for clean energy and agricultural preservation	BE16.2	PPI	OPZ, I&P, RA	Mid-Term	Completion of study. Status of any recommended Code reforms.

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>						
 Healthy Communities						
Region 9 Strategies						
HC 1	Prioritize protection of environmentally sensitive areas when developing parks in Region 9, especially those in the Critical Area and with forests that meet Forest Interior Dwelling Species (FIDS) criteria.	HC8.1	PPI	DRP, BWPR, OPZ	Short-Term	For each park master plan or development project, track percentage of park acreage dedicated to passive recreation.
HC 2	Development of new parks on the Mayo Peninsula should be limited until MD 214 is improved.	HC8.1	PPI	DRP, DPW	Short-Term	Status of development projects on Mayo Peninsula relative to MD-214 project.
HC 3	Maintain, improve, and study ways to expand public waterfront access opportunities in Region 9.	HC8.1	CI	DRP, DPW	Mid-Term	Number of new or improved public waterfront access sites.
HC 4	Construct the planned improvements to Deale Community Park.	HC1.1	CI	DRP, DPW	Short-Term	Status of park development
HC 5	Evaluate the need for updated facility maintenance and expanded programming at the Lula Scott Community Center, Ralph Bunche Community Center, and Deale Library. Evaluate potential for a new community center to serve South County with programs focused on youth and senior citizens.	HC8.2	PPI	DOAD, PCYF, DOH	Mid-Term	Status of evaluation and new or improved community facilities.
HC 6	Consider partnering with local nonprofits and community organizations to design, coordinate, and promote youth summer programs at Region 9 Community Centers.	HC6	PPI	DOAD, PCYF, DOAD	Mid-Term	Status of recreation center development
HC 7	Expand the Deale Library to add space for community meetings and additional programs.	HC4.1	PPI	AACPL	Short-Term	Status of Deale Library expansion.
HC 8	Collaborate with the Department of Health and private medical providers to increase the number of medical, dental, vision, and mental health service providers in Region 9.	HC10	PPI	DOH, PCYF	Short-Term	Number of physical and mental health service providers in the Region.
HC 9	Reuse the former Giant store in Edgewater for a community recreation center.	HC1.2	CI	DRP, DPW	Short-Term	Number of physical and mental health service providers in the Region.
Countywide Strategies to amend Plan2040 Implementation Matrix						
HC7.1.h	Create more opportunities to make locally grown food available to local communities, such as at farmers markets and in schools.	HC7.1	PPI	DOH, AAEDC, AACPS	Short-Term	Number of Farmers Markets and grocery stores in Region 9. Status of making local food available in public schools.

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>						
 Healthy Economy						
Region 9 Strategies						
HE 1	The County should establish a special designation that supports financing for local businesses to invest in building improvements and reuse of vacant buildings in the village centers (Mayo Road corridor in Edgewater, Galesville, Churchton, and Deale).	HE2.2	LEG	OPZ , AAEDC	Short-Term	Establishment of the designation and number of projects and amount of funding provided.
HE 2	Develop and implement strategies to address parking needs during events and busiest times of the year on the Mayo Road corridor in Edgewater, Main Street in Galesville, and Deale. This could include sidewalk improvements and shuttle buses to access public and private parking lots near event locations.	HE1.2	CI	DPW , OOT, OPZ, AAEDC	Mid-Term	Parking strategies developed and implemented.
HE 3	Support local organizations of businesses and property owners to collaborate on marketing, hosting events, and making improvements in the village centers in Region 9. Explore financial incentives and other means of technical and promotional support.	HE2.1	PPI	AAEDC , OPZ	Mid-Term	Establishment and operation of organizations
HE 4	Collaborate with community associations, private businesses, and groups like Chesapeake Crossroads Heritage Area and Visit Annapolis and Anne Arundel County to develop and implement a regional approach to tourism focused on nature, history, culture, and recreation that promotes and markets the small and local businesses in the coastal area of Southern Anne Arundel County.	HE2.5	PPI	AAEDC , OPZ	Short-Term	Status of development of regional tourism strategy.
HE 5	Continue to support and engage local businesses in the Marine Service Technician Program at the Center of Applied Technology (CAT) South. Explore the potential for Region 9 public high schools to offer more resources for maritime trades training. Explore the potential for Anne Arundel Community College to offer marine trades training in Region 9. Encourage industry stakeholders to participate in training programs like the Marine Trades Association of Maryland on-the-job training program.	HE2.6	PPI	AACPS , AAEDC	Short-Term	Number of students graduating. Number of graduates getting jobs in maritime industry

Implementation Matrix		Related Plan2040 Goal and/or Policy	Implementing Mechanism	Responsible Departments (lead in bold)	Timeframe (short 0-5, mid 5-10, long 10+ yrs)	Performance Measures
<i>Implementing Mechanism: CI - Capital Improvements; FS - Financial Strategy; LEG - Legislation; OP - Operational Procedure; PII - Public Information Initiatives; PSI - Planning Study Initiative; PPI - Program or Policy Initiative; RIM - Resource Inventory and Management</i>						
HE 6	Support expansion of agricultural education and professional training opportunities in Region 9 including school programs, adult education, and mentorship programs.	HE2.5.e	PPI	AACPS , AAEDC	Mid-Term	Designation of staff person. Number of projects / applicants assisted in each year.
HE 7	Increase promotion of Roots and Tides Scenic Byway to attract tourists to Region 9. Consider developing a Corridor Management Plan to position for federal funds for improvements.	HE2.6	PPI	Visit Annapolis and Anne Arundel Crossroads Heritage Area, AAEDC, OPZ	Mid-Term	Establishment of program. Funding per year.
Countywide Strategies to amend Plan2040 Implementation Matrix						
HE 2.5.f	Collaborate with the Agricultural Commission, partner organizations, and agricultural businesses and owners to develop and implement a strategy for sustaining agriculture in Anne Arundel County. The strategy should address: generational transfer of farmland, diversification of farms, feasibility of a food hub/processing and distribution center, and marketing locally sourced food and fiber.	HE2.5	PSI	AAEDC , OPZ	Short-Term	Completion of strategy. Tracking implementation.
HE 2.6.f	Designate a staff member to provide guidance and technical support to maritime industry entities trying to navigate the County and State permitting process for new construction and renovation of piers and other marine infrastructure.	HE2.6	PPI	OPZ , AAEDC	Mid-Term	Designation of staff person. Number of projects / applicants assisted in each year.
HE 2.6.g	In partnership with the Resilience Authority, establish a financing program to support marinas and waterfront businesses to replace or renovate piers and marine infrastructure to adapt to rising sea level.	HE2.6	FS	RA , AAEDC, OPZ, BWPR	Mid-Term	Establishment of program. Funding per year.
HE 2.6.h	Review, and revise if appropriate, zoning code requirements related to use of private residences for commercial fishing operations to support long-term viability of this heritage industry.	HE2.6	LEG	OPZ , I&P	Mid-Term	Completion of review. Adoption of code changes, if warranted.
HE 2.6.i	Study the concept of a reduced tax rate for waterfront properties used for commercial fishing, similar to the reduced property tax rate for agricultural land.	HE2.6	PPI	Finance , AAEDC, OPZ,	Mid-Term	Status of study.

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:

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

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

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

Age-Friendly Community: A voluntary designation from the American Association of Retired Persons (AARP) that raises awareness, particularly among elected decision makers 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.

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

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

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

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.

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.

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

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.

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.

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

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

Housing Trust Special Revenue Fund: Authorized through Maryland House Bill 933 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PILOT Agreement: In the context of housing, this refers to an agreement between a property

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

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.

Resilience Authority of Annapolis and Anne Arundel County: A multi-jurisdictional office that plans, funds, and completes infrastructure projects that mitigate current and anticipated effects of climate change.

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.

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 Anne Arundel 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 specify 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. Zoning must be compatible with planned land use.

PAB DRAFT

September 2024

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 connected network of streets and trails where it's safer, easier, and more comfortable to get around outside of a vehicle. The plan builds upon Move Anne Arundel!, the County's recently adopted transportation master plan, as well as the previous 2003 and 2013 Pedestrian and Bicycle Master Plans.

Land Preservation, Parks, and Recreation Plan (LPPRP): Developed by the Anne Arundel County Department of Recreation and Parks, the LPPRP serves as a guide for land preservation and for parks and recreation planning, park development, program improvements, and decision making.

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

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

DPA, DPAO, and PLU Changes

The following tables detail the key changes to the Development Policy Area Overlays 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.

Development Policy Area and Development Policy Area Overlay Changes

Since initial public draft (June 2023)

Change ID Number	Address(es)	Tax Map (s)	Parcel(s)	Acreage	Current DPA	OPZ Recommended DPA	OPZ Justification	SAC Recommended DPA	SAC Justification
DPA-R2-JSP-101	Northern intersection of Brock Bridge Road and Toulson Road	Numerous	Numerous	26.8	Critical Economic	Neighborhood Preservation	The change is consistent with how the area has and will continue to be redeveloped.	Neighborhood Preservation	The change is consistent with how the area has and will continue to be redeveloped.
DPA-R2-JSP-301	Jessup Road (west), Old Jessup Road	Numerous	Numerous	40.3	Neighborhood Preservation	Critical Economic	Vision is to support small-scale mixed use at the Jessup MARC Station.	Critical Economic	Vision is to support small-scale mixed use at the Jessup MARC Station.
DPA-R2-LRL-401	3301 - 3353 Corridor Marketplace	20	1	1	Rural and Agricultural	Critical Corridor	Consistent with the plan.	No position	No position
DPA-R2-FMG-101	MD 32 (west of MD 32)	29	372	212.7	Critical Economic	Critical Economic	The change is consistent with the Sewer Service categories.	No position	No position
DPA-R2-FMG-401	MD 32 (east of MD 32)	29	372	366.3	Critical Economic	Rural	The change is consistent with the Sewer Service categories.	No position	No position
DPA-R2-MDC-101	250, 289 Brock Bridge Road	19	83, 105	0.8	Neighborhood Preservation	Critical Corridor	The change anticipates the properties will be redeveloped into a use more consistent with the Critical Corridor designation.	No position	No position

To be updated

Development Policy Area and Development Policy Area Overlay Changes

Since initial public draft (June 20234)

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

To be updated

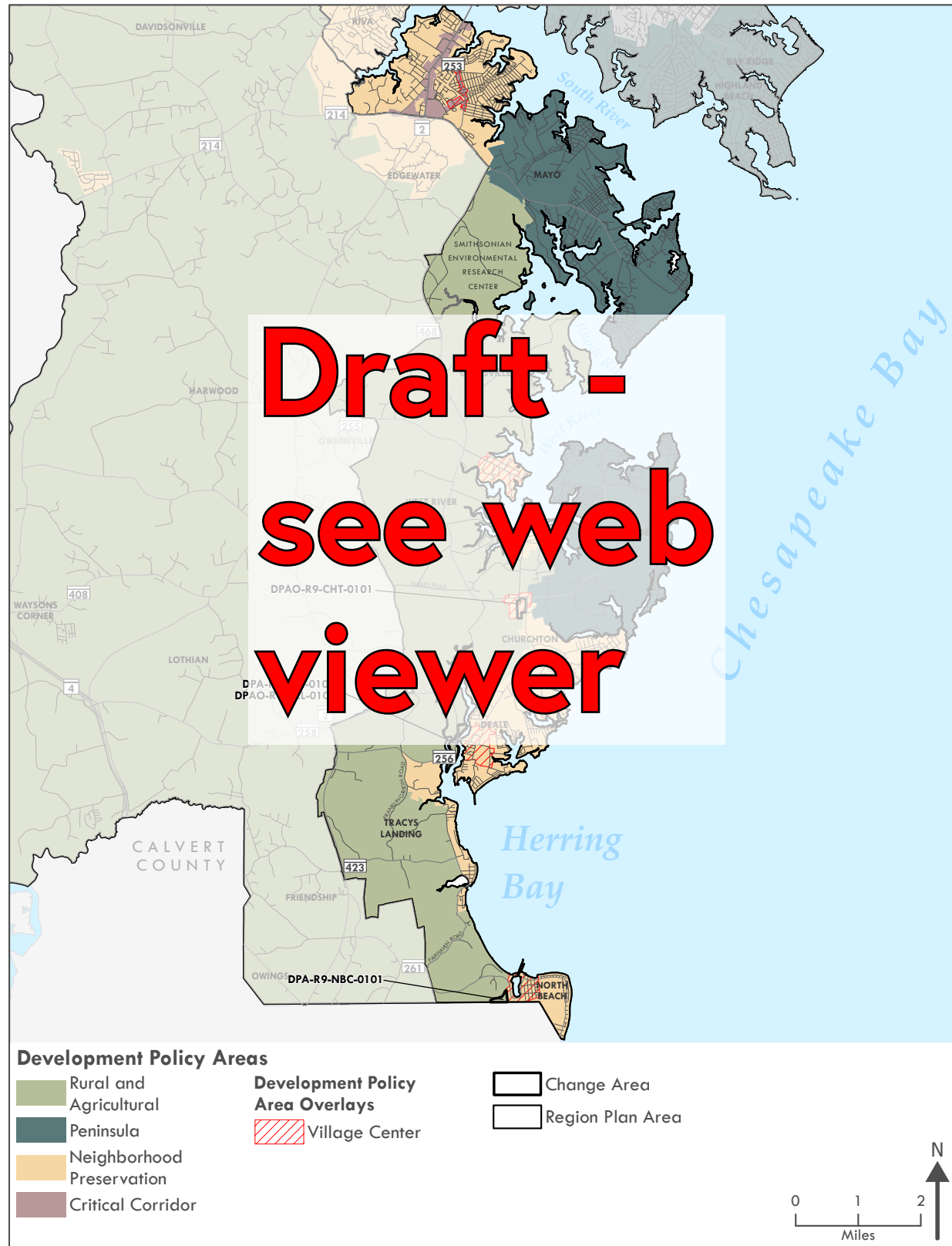
Planned Land Use Changes

Since initial public draft (June 2024)

Change ID Number	Address(es)	Tax Map (s)	Parcel(s)	Acreage	Current DPA	OPZ Recommended DPA	OPZ Justification	SAC Recommended DPA	SAC Justification
DPA-R2-JSP-101	Northern intersection of Brock Bridge Road and Toulson Road	Numerous	Numerous	26.8	Critical Economic	Neighborhood Preservation	The change is consistent with how the area has and will continue to be redeveloped.	Neighborhood Preservation	The change is consistent with how the area has and will continue to be redeveloped.
DPA-R2-JSP-301	Jessup Road (west), Old Jessup Road	Numerous	Numerous	40.3	Neighborhood Preservation	Critical Economic	Vision is to support small-scale mixed use at the Jessup MARC Station.	Critical Economic	Vision is to support small-scale mixed use at the Jessup MARC Station.
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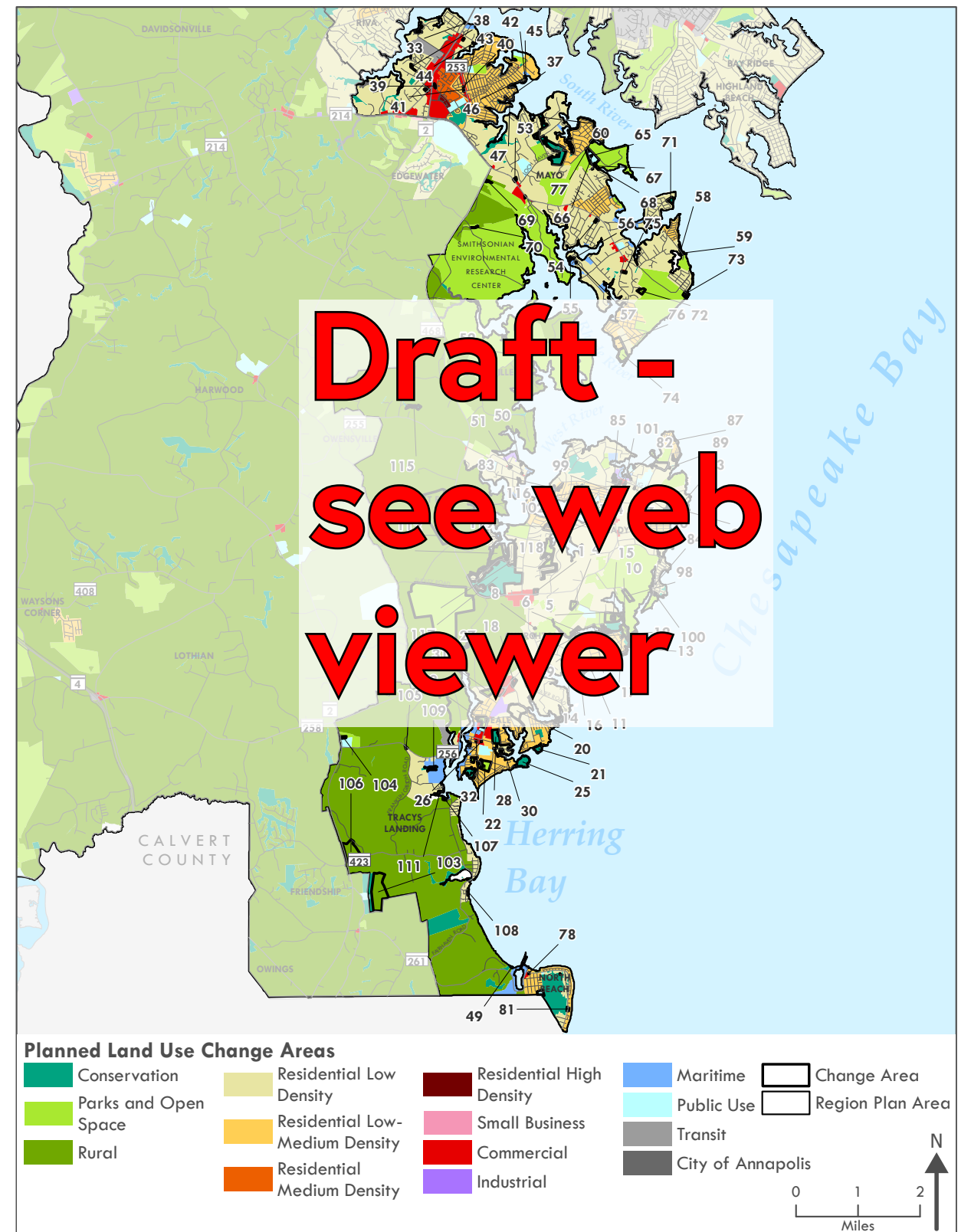
To be updated

Development Policy Area & Development Policy Area Overlay Change Areas Map
Since Plan2040



**Draft -
see web
viewer**

Planned Land Use Change Areas Map
Since Plan2040



**Draft -
see web
viewer**

Public Outreach Summaries

- [Initial Public Outreach Summary](#)
- [Vision Statement Questionnaire Summary](#)
- [Summary of Public Comments on Draft Environmental Strategies](#)
- [Summary of Public Comments on Draft Housing and Economic Development Strategies](#)
- [Summary of Public Comments on Draft Transportation and Healthy Communities Strategies](#)

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