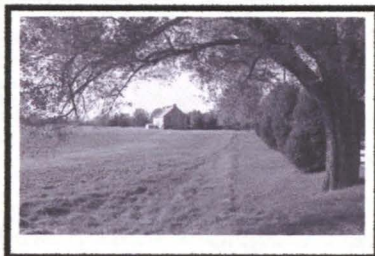
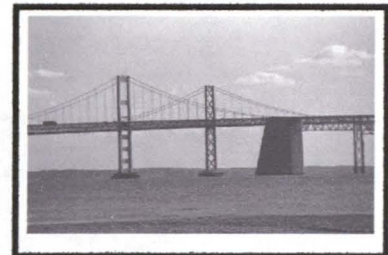
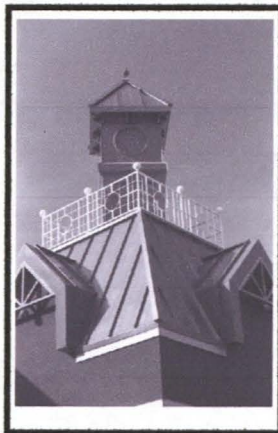
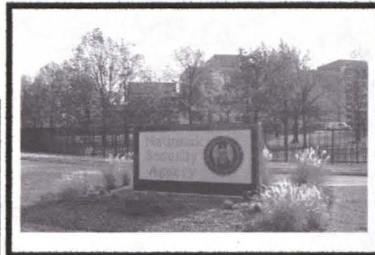
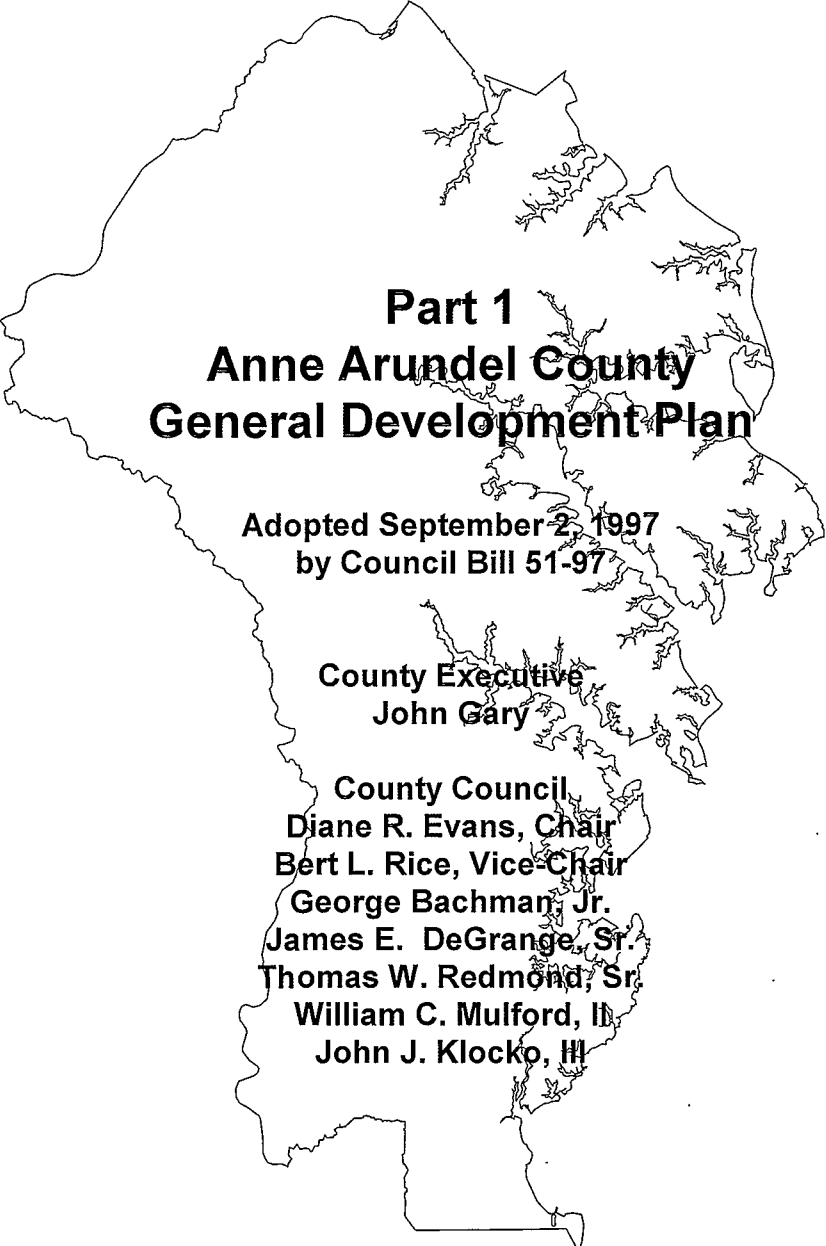


# ANNE ARUNDEL COUNTY



## PART 1 SUMMARY AND RECOMMENDATIONS

## 1997 GENERAL DEVELOPMENT PLAN



**Part 1  
Anne Arundel County  
General Development Plan**

**Adopted September 2, 1997  
by Council Bill 51-97**

**County Executive  
John Gary**

**County Council  
Diane R. Evans, Chair  
Bert L. Rice, Vice-Chair  
George Bachman, Jr.  
James E. DeGrange, Sr.  
Thomas W. Redmond, Sr.  
William C. Mulford, II  
John J. Klocko, III**

*Revised per Bill 51-99, enacted July 13, 1999  
Revised per Bill 69-99, enacted October 10, 1999*

**Department of Planning and Code Enforcement  
410-222-7432**

**Anne Arundel County General Development Plan  
Summary of Revisions**

<b>Subject</b>	<b>Revision</b>	<b>Bill #</b>	<b>Adopted</b>	<b>Pages</b>
Transportation Plan	Added two State road projects and one local road project. State projects are MD 295 and Arundel Mills Blvd (S17) and Ridge Road and Arundel Mills Blvd (S18); County project is Arundel Mills Blvd (L34)	51-99	7/6/99	Part 1, Pages 25 and 30 and Transportation Map
Land Use Plan Map	Changed National Business Park from Commercial to Industrial Park on the Land Use Plan Map and changed Cedar Knoll School from Government/Institutional to Industrial Park	69-99	10/4/99	Land Use Plan Map
Crownsville Small Area Plan	Plan amends GDP	22-00	5/15/00	
Crofton Small Area Plan	Plan amends GDP	69-00	1/2/01	
Deale/Shady Side Small Area Plan	Plan amends GDP	25-01	6/1/01	
Annapolis, London Town, and South County Heritage Area Management Plan	Plan amends GDP	33-01	6/4/01	
South County Small Area Plan	Plan amends GDP	68-01	11/5/01	
Broadneck Small Area Plan	Plan amends GDP	77-01	12/3/01	
Edgewater/Mayo Small Area Plan	Plan amends GDP	92-01	2/19/02	
Severna Park Small Area Plan	Plan amends GDP	5-02	3/4/02	
Severn Small Area Plan	Plan amends GDP	42-02	7/15/02	
Greenways Master Plan	Plan amends GDP	67-02	10/15/02	
Annapolis Neck Small Area Plan	Plan amends GDP	83-02	3/17/03	

<b>Subject</b>	<b>Revision</b>	<b>Bill #</b>	<b>Adopted</b>	<b>Pages</b>
Pedestrian and Bicycle Master Plan	Plan amends GDP	2-03	3/17/03	
Odenton Small Area Plan	Plan amends GDP	39-03	9/15/03	
BWI/Linthicum Small Area Plan	Plan amends GDP	48-03	11/3/03	
Odenton Town Center Master Plan	Plan amends GDP	69-03	1/20/04	
Jessup/Maryland City Small Area Plan	Plan amends GDP	75-03	2/17/04	
Lake Shore Small Area Plan	Plan amends GDP	16-04	5/3/04	
Pasadena/Marley Neck Small Area Plan	Plan amends GDP	46-04	8/16/04	
Brooklyn Park Small Area Plan	Plan amends GDP	51-04	9/7/04	
Land Use Plan Map (Edgewater/Mayo Small Area Plan)	Changed Old Edgewater Police Station property from Government/Institutional to Commercial on the Land Use Plan Map	52-04	8/2/04	Land Use Plan Map
Glen Burnie Small Area Plan	Plan amends GDP	60-04	9/20/04	

This Plan is dedicated to the memory of Elaine Peiffer, whose tireless efforts to protect the Chesapeake Bay improved the quality of life for every citizen of Anne Arundel County

"The problems are indeed complex. The answers are not in the back of anyone's books. . . . 'It is common sense to take a method and try it,' FDR said. If it fails, admit it frankly and try another. But above all try something."

Arthur M. Schlesinger, Jr.

"A pessimist is one who makes difficulties of his opportunities; an optimist is one who makes opportunities of his difficulties."

Vice-Admiral Mansell, R.N.

## **PART 1 - SUMMARY AND RECOMMENDATIONS**

### **ANNE ARUNDEL COUNTY GENERAL DEVELOPMENT PLAN**

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## INTRODUCTION

This General Development Plan (Plan) is the culmination of an effort involving extensive public participation beginning in 1994 with the General Development Plan Oversight Committee and continuing with meetings of the General Development Plan Steering Committee. Between June 1995 and January 1997, the Steering Committee conducted 16 public forums and held countless public meetings to develop a plan for the future land use of the County. The Plan's development was a collaborative process involving the Steering Committee, staff from the Department of Planning and Code Enforcement, other County agencies and the public. This Plan updates the 1986 General Development Plan Addendum.

The primary goal of the plan is to conserve areas that are mostly rural, agricultural and open space by concentrating development in more suitable areas that have existing or planned public facilities. In this regard, the Plan seeks to channel growth away from sensitive, natural resources and toward existing or planned water and sewer services, schools, roads, libraries and other infrastructure. The Plan also offers the County an opportunity to enhance the function and appearance of our communities. It recommends the adoption of improved development requirements that emphasize mixed use and good design.

The Plan is divided into two parts. Both parts constitute the whole and are to be used in conjunction with one another.

Part 1 is the Summary and Recommendations. It provides a synopsis of the Plan, including major recommendations, a description of the Land Use Plan Map and an implementation section. The implementation section provides a priority list of recommendations, a timeline for when they should be started and completed, and the agency or entity that is responsible for carrying them out.

Part 2 includes background information on process and vision, demographic data, a review of issues and goals that directed the Plan's development, and recommended policies and actions that support those goals. This review is divided into three areas: Conserving the Environment, Managing Development and Meeting People's Needs. Part 2 also includes appendices containing concepts and guidelines for community design, a list and schedule of proposed transportation improvements, and a glossary of terms.

This Plan recommends measures to improve the way we manage development and natural resources as well as enhance the quality of life for residents and businesses. The Plan sets the stage to begin looking at ways to improve our existing communities. Small Area Plans, to be completed subsequent to adoption of the General Development Plan, will help achieve the overall goals of the Plan.

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**ACKNOWLEDGMENTS**
**General Development Plan Oversight Committee**

Dr. Perry Ballard	Anne Arundel Community College
Scarlett Breeding	John Alt-Scarlett Breeding Architects
Davis Craven	South County Environmental Commission
Dallas Evans	Anne Arundel County Planning Advisory Committee
Oscar Grimes	Anne Arundel Agricultural Land Preservation Advisory Board
George Hatch	Anne Arundel County Public Schools
David Plott	Home Builders Association of Maryland
Ernie Shinaman	Commercial and Industrial Association
A.L. "Red" Waldron	Severn River Commission

**General Development Plan Steering Committee Members**

Rick Morgan, Chair	Annapolis National Bank
David Plott, Vice-Chair	Homebuilders Association of Maryland
Glenn Akers	Greater Odenton Improvement Association
Sheryl E. Banks	Black Political Forum of Maryland
Lewis Bracy	Maryland Forum of African American Leaders
Theda Braddock	League of Women Voters
Davis Craven	South County Environmental Commission
Jon Arason	City of Annapolis Department of Planning and Zoning
Newton Gentry, III	Anne Arundel County Planning Advisory Board
Donald Gibson	Glen Burnie Improvement Association
Neal Hickson	Annapolis Community Partnership
Geoffrey L. Johnson	West Anne Arundel County Chamber of Commerce
Albert Johnston	Greater Severna Park Council
Edward P. Kennedy	Northern Anne Arundel County Chamber of Commerce
Kathleen Koch	Arundel Community Development Services
Michael Lofton	Anne Arundel Economic Development Corporation
Ed Lowman	Council of Consulting Engineers and Planners
Mary Marsh	Broadneck Federation of Community Associations
Paul T. McHenry, Jr.	Southern Anne Arundel County Chamber of Commerce
Scott Mobley	Annapolis Neck Peninsula Federation
Ross Moreland	Agricultural Land Preservation Advisory Board
Christine O=Meara	Anne Arundel Trade Council
Marion Phelps	Naval Academy
Robert Scott	Greater Crofton Council
Jane Sinclair	Severn River Association
Neil M. Shpritz	BWI Business Partnership
A.L. "Red" Waldron	Severn River Commission
Donald Yeskey	Generals Highway Council of Civic Associations

**Anne Arundel County:**

## DEPARTMENT OF PLANNING AND CODE ENFORCEMENT

Steven R. Cover, Director

James J. Cannelli, Assistant Director

**Long Range Planning**

Richard Josephson, Administrator, Long Range Planning

Robert Caffrey, Regional Planning

Roland Davis, Transportation Planning (retired)

Dwight Flowers, Planning and Urban Design

Harvey Gold, Transportation Planning

John Leocha, Sewer and Water Facilities Planning

Mike Somers, Transportation Planning

Alexander Speer, Demography and Market Analysis

Yolanda Takesian, Public Facilities Planning

Elaine Williams, Public Facilities Planning

**Environmental Planning**

Ginger Ellis, Administrator, Environmental Planning

Charlie Abrahamson, Environmental Planning/GIS

Rodney Banks, Forest Conservation Planning

Dean Baudler, Water Quality

James Johnson, Forest Conservation Planning

Al Luckenbach, Archaeology

Elaine Peiffer, Chesapeake Bay Critical Areas

Donna Ware, Historic Sites Planner

**Mapping and Graphics**

Mike Eismeier            Dave Gillum

Sandra Carr                Brian Maher

Danny Decker

**Information and Secretarial Support**

Laura Griffin                Joyce Baehr

Tami Hook                    Debbie Garrett

Shirley Kimball            Jean Tinsley

Brenda Weeks Tina White

**Consultant Assistance**

Mary Means and Associates - Mary Means, Jinni Benson, Carol Ann Pervoshek, Andrea Weiss

**Other Public Agency Support****Anne Arundel County:**

LAND USE AND ENVIRONMENT OFFICE - Thomas Andrews, John Morris, Faye Scheibe, Jody Vollmar

DEPARTMENT OF AGING - Patricia McGarty

BOARD OF EDUCATION - Teresa Dowd, George Hatch, Larry Ripley, Rodell Phaire

BUDGET AND FINANCE - Carolyn Kirby

CENTRAL SERVICES - Jerome Klasmeier

COMMUNITY SERVICES - Ruthanne Gary

FIRE DEPARTMENT - Mark Pfister, J. Robert Ray, Gary Rogers

HEALTH DEPARTMENT - Robert Weber

HUMAN RELATIONS OFFICE - Adrian Wiseman

HUMAN SERVICES OFFICE - Vanessa Carter, Patricia Barland

LIBRARY - David Marshall, Andrea Lewis, Cathy Butler, Susan Schmidt

POLICE DEPARTMENT - George Gibmeyer, David Shipley

DEPARTMENT OF PUBLIC WORKS - Ronald Bowen, Molly Cannon, James Hurley, Robert Loomis, James Pittman, Charlie Rimbach

DEPARTMENT OF RECREATION AND PARKS - Jack Keene, Thomas Donlin, Jay Cuccia

DEPARTMENT OF SOCIAL SERVICES - Larry Houseman

ARUNDEL COMMUNITY DEVELOPMENT CORPORATION - Sharon Huffman, Elizabeth Harber

ARUNDEL ECONOMIC DEVELOPMENT CORPORATION - Mike Lofton

**State of Maryland:**

Maryland Department of Transportation

Maryland Office of Planning

Maryland Department of the Environment

Maryland Department of Natural Resources

## **PURPOSE OF THE PLAN**

### **What is the Plan**

The Plan is an official policy document adopted by the County Council to guide future decisions relating to growth, development, resource management and protection, and the provision of services. It is long-range and comprehensive. It is not site specific.

As a countywide plan, it applies directly to all of Anne Arundel County and indirectly to the City of Annapolis and major federal and state installations. Land use and development in Annapolis is governed by the City's Comprehensive Plan.

The County has had a General Development Plan in effect since the first one was adopted in 1968. Prior to 1968, the County's future growth was guided primarily by its adopted development ordinances.

The 1997 Plan revises and updates the 1978 General Development Plan and 1986 Addendum.

### **Why are We Updating the Plan**

The Plan is being updated to reflect demographic, economic, social and environmental changes that have occurred since 1986 and to plan for changes that will occur between now and 2020. It also provides an opportunity to recognize and incorporate key policies relating to the State of Maryland's Economic Growth, Resource Protection and Planning Act of 1992 and the Federal Clean Air Act Amendments and Intermodal Surface Transportation Efficiency Act.

The Maryland Economic Growth Resource Protection and Planning Act of 1992 requires all jurisdictions in the State to incorporate seven visions into their local plans. These visions seek to concentrate growth in suitable areas and preserve sensitive, natural resources.

The Plan also provides the County with an opportunity to more effectively manage growth and to improve the design and type of development that occur here. By establishing goals, policies and actions, the Plan provides the public and private sectors with a framework for decision making.

## **PROCESS FOR UPDATING THE PLAN**

### **Who Updates the Plan**

The County Code provides for the Department of Planning and Code Enforcement (PACE) to prepare and periodically update a master plan for growth and development. Since 1965, when charter government was enacted, the County has prepared and adopted plans in 1968 and 1978 and an addendum in 1986.

The planning process has been a collaborative and interactive effort between the general public, citizen volunteers serving on oversight and steering committees, and County staff.

### **How Has the Public been Involved**

The County set out from the beginning to make the development of the Plan a highly public process. The citizen Oversight Committee reviewed goals and objectives from previous General Development Plans. They also reviewed historic trends and helped to identify issues and concerns of County residents.

The subsequent Steering Committee solicited comments on issues, goals, policies, alternatives, and a draft plan through 16 public forums held throughout the County. The committee received verbal written comments from 400 residents who attended the first four forums in June 1995 alone. County staff also solicited comments on issues and concerns through a questionnaire mailed to citizen and business associations. Sixty civic and five business groups responded. The comments and responses helped the Steering Committee

understand the growth and development issues important to County residents.

## **MAJOR TRENDS**

The Plan was prepared to manage development better over the next 25 years. Within this period, the number of people, jobs and houses in the County will increase.

### **Population**

The population is projected to increase from 459,000 to 531,00 persons between 1995 and 2020. Most of the new residents will be the children and grandchildren of existing residents. A smaller amount will migrate here from outside.

The school age population in 2020 is not expected to increase above the 1995 level, and may actually decrease somewhat.

By far the most significant change in population over the next 25 years will be the number of persons aged 65 and older. Persons aged 65 and over will nearly double from 43,000 in 1995 to 82,000 in 2020.

### **Jobs**

Jobs are expected to increase as well. An additional 55,000 new jobs are projected over the next 25 years. Most of these jobs will be in the service, retail, finance, insurance and real estate sectors. Many will be located in the western part of the County, close to the National Security Agency, Fort Meade and the Baltimore Washington International Airport (BWI).

## Housing

Many of these new employees will live as well as work in the County, and they will need homes. An additional 55,000 new households are projected for the County over the next 25 years. This represents a slower rate of growth than in the past, but it will require careful planning to determine where and how to accommodate these additional households.

### PRIMARY GOAL OF THE PLAN



#### The primary goal of the General Development Plan is:

*To balance residential and business land uses by focusing growth in areas which best utilize existing and planned infrastructure in order to protect the natural environment*

This Plan addresses where new residents, housing and jobs should be located as well as recommending actions to manage these changes and the impact they will have on our existing communities and natural resources.

A major goal of the Plan is to provide jobs, housing and services in close proximity to one another to reduce travel times and distances and to conserve land. The best plan for the future is one that takes advantage of our existing Town Center Growth Management areas, transit station areas and existing community areas.

### PLAN RECOMMENDATIONS

The Plan recommends more than 120 actions. The Implementation Section at the end of this Summary shows a timeline and priorities for completing these actions.

#### Key Recommendations:

Some of the major recommendations presented in this Plan include:

□ **Small Area Plans** — The purpose of Small Area Plans is to enhance the quality of life in our communities, to help implement the goals and recommendations of the General Development Plan, and to promote citizen, business and County cooperation in the planning and development process.

The Plan divides the County into 16 Small Planning Areas. County planners with a citizen panel from each area will develop a separate Small Area Plan for each. These plans will identify where land uses should occur, how they should be zoned, where pedestrian and road improvements are needed, and how communities can use design to improve their overall function and appearance. The General Development Plan and Land Use Plan Map will serve as the

overall policy guide for these Small Area Plans. Small area planning will begin after the overall Plan is adopted and after changes to development ordinances are enacted.

Each Small Area Plan will consist of a document and maps. The document will address land use, zoning, circulation, community design and the environment. Maps will show existing and proposed land use and zoning. Together, after adoption by the County Council, the Small Area Plans will amend to the General Development Plan and official zoning maps. Small Area Plans should be updated approximately every 10 years.

The Plan shows preliminary boundaries for each of 16 Small Planning Areas using existing census tracts, geographic community areas, and major man-made and natural physical barriers such as roads and waterways. Census tract data on population, housing, employment, income, travel to work, and other demographic subjects will be useful in developing these Small Area Plans.

Citizens will play a central role in developing Small Area Plans. The County Executive will appoint 11 to 15 people to Small Area Plan committees. The appointees will be selected from community, business and environmental organizations within the boundaries of the Small Area Plans.

PACE will assign a planner to each Small Planning Area. He or she will be assisted as needed by other staff in the areas of traffic, design, environment, and demography. The County may hire consultants to provide expert advice on matters such as community design and traffic and pedestrian circulation.

Each committee and PACE will work collaboratively to develop the best plan for the area. Together, they will establish the Small Planning Area boundary, agree on a work program and schedule, review land use, zoning, environmental features, and infrastructure, including schools, roads, sewer and water facilities, and parks. They will evaluate how various, existing land uses work, and identify opportunities where future development or redevelopment might be harnessed to achieve the Plan's goals. They will develop a land use plan and a recommended zoning map, lead public forums to garner their neighbors' perspectives, consider proposed changes to the recommended zoning map from individual property owners, review and discuss changes to the proposed land use plan, and participate in the presentation of the plan to the Planning Advisory Board and County Council.

Small Area Plans will be completed and adopted at the rate of approximately four per year. It is estimated that it will take from 4-6 years to complete all 16. The first Small Area Plans should be complete in 1999. While each Small Area Plan is being considered, other areas will be subject to the normal piecemeal zoning process. However, the Plan discourages consideration of piecemeal rezoning requests outside of the Small Area Plan process once it has begun in a particular area.

**□ Watershed Management Planning —** The Plan recommends the completion of watershed management plans at the rate of one per year until the entire County is complete. These plans will be coordinated

with Small Area Plans and will provide environmental guidance for land use and other activities. It is not anticipated that all watershed management plans will be completed prior to the small area planning process. The Plan also recommends that we maintain the current schedule for watershed management plan implementation by completing and adopting the South River Plan and initiating the development of the Herring Bay Plan. Watershed management plans for the Severn and Patuxent Rivers will be developed by utilizing previously completed studies and plans.

□ **Greenways** — The Plan recommends developing a countywide greenways master plan and integrating it into regional greenway planning efforts. The Plan also calls for identifying greenways and open space for conservation easements and establishing mechanisms, such as a set aside of funds and incentives as part of development agreements, to acquire them.

□ **Historic Preservation** — The Plan recommends the revision of existing county codes and regulations to protect historic and archaeological resources. These include historic sites, historic neighborhoods, rural villages, and scenic and historic roads and bridges. The Plan calls for adoption and implementation of the scenic and historic roads program and creation of development guidelines for siting new structures in proximity to existing historic or archeological sites, including the use of topography, vegetation, landscaping, reforestation and scenic/agricultural easements. The plan recommends the creation of grants, loans and tax incentives to preserve historic sites and structures, and archaeological properties and sites. Finally,

it recommends incentives for property owners to renovate, rehabilitate, preserve, adaptively reuse and protect historic structures and neighborhoods.

□ **Mixed Use** — A key concept of the Plan is mixed use. Mixed use areas combine residential, commercial, employment, open space, recreation, and community uses in close proximity to one another. Having a variety of uses close to one another encourages walking and traveling shorter distances for community and commercial services, housing and employment. Shorter trips mean fewer vehicle miles traveled, which helps to reduce auto emissions and air pollution. Mixed use also concentrates development into smaller, more compact areas, reducing the amount of land consumed by development.

Mixed use is defined generally as a combination of two or more different uses on the same site or in close proximity so as to complement each other's function and facilitate pedestrian access between them. The term was coined to describe a more flexible context for planning, perhaps as a reaction to the strict segregation of the land uses under more conventional zoning. It serves to bring diverse but compatible uses together under a cohesive plan, reintroducing variety and choice to the County.

Mixed use development is not new to the County. Almost all older commercial areas are located in or near residential neighborhoods with public uses, such as schools and parks, located nearby. Communities such as Annapolis, Brooklyn Park, Crofton, Deale, Edgewater, Glen Burnie, Linthicum, Severna Park, Odenton,

and Shady Side are examples of older, mixed use areas.

Mixed use also has been incorporated into several zoning districts. Although zoning might allow mixed use in certain residential, commercial and industrial areas, developers still tend to follow the conventional pattern of separation. This may be because developers tend to specialize in either commercial or residential projects. It may be because of the fear of potential conflicts between the uses in terms of parking and amenities. In any case, current regulations do not adequately encourage a inclusive approach to development. They do not encourage mixed use. Therefore, the Plan recommends a policy to encourage mixed use development in certain suggested areas.

Mixed use development is ideally located where public utilities and access to major transportation systems, including roadways and transit, are available. It is particularly well suited near existing population and employment centers.

Mixed use developments can consist of a combination of new uses or combine new and existing uses. In either case, mixed use areas should strive for a high quality of design. Individual elements that comprise the mixed use should relate well to one another, both in design and access. Open space and recreation are essential elements. Public use areas, such as plazas and parks, should be centrally located in all mixed use areas.

The Plan suggests four different types of

mixed use. These are Transit, Employment, Commercial and Community Mixed Use. The type, proportion and intensity of uses within these different mixed use categories will vary. Employment Mixed Use areas are intended to provide employment uses mixed with limited residential and commercial services. Transit Mixed Use areas will include a balance of employment and residential uses near transit stations. Commercial Mixed Use areas will include predominantly community-oriented commercial uses mixed with residential. Community Mixed Use areas will be comprised of predominantly residential uses, with some community-oriented commercial services. Specific requirements for each mixed use category will be developed subsequent to adoption of the Plan as revisions to current development regulations.

Areas identified for mixed use should be established as overlay areas, and not as euclidean zoning districts. An overlay can place additional requirements or restrictions over an area determined to be suitable for mixed use development. Requirements in a mixed use overlay area should include a minimum site size. Criteria for allowing mixed use would include compatibility with the neighborhood, quality design, improved pedestrian circulation, public open space or recreational areas, improved access to transit stations, and provision of public transportation such as shuttle buses. The County will require a comprehensive development plan for mixed use developments. The development plan should show how the mixed use proposal relates to and benefits nearby existing areas.

Mixed use areas will not be areas targeted for piecemeal or comprehensive rezoning. The designation of mixed use is not intended to be used as evidence of change in the character of a neighborhood for purposes of rezoning. The process for approval of mixed use development will involve public review of the proposed development and opportunity for public input into the proposed mixed use plan.

**□ Transferable Development Rights (TDR's)** — The Plan recommends the use of TDRs to help protect rural, agricultural, historic and sensitive environmental areas from the pressures of development. TDRs transfer development from areas that are to be protected into areas that are designated for growth, such as mixed use areas.

**□ Rural Villages** — The Plan classifies a large portion of the County as rural and agricultural. Residential development in this area will be permitted, but the Plan recommends that a Rural Village ordinance be established to require rural residential and commercial development to be clustered near crossroad locations to encourage the preservation of large open spaces.

**□ Community Design** — The Plan recommends that we establish and adopt standards and guidelines for the design of residential, commercial, mixed use and industrial projects, addressing site layout, preservation of natural features, use of open space, construction materials, landscaping, lighting, signage and other design elements. It would also incorporate design review early in the development review process. It is recommended that new signage regulations incorporate improved design standards and principles relative to height,

placement and size compatible with surrounding areas.

**□ Traditional Neighborhood Design** — The Plan recommends the adoption of a Traditional Neighborhood Design ordinance as an alternate method of residential development. Traditional Neighborhood Design relies on methods that were used successfully in the past, such as parallel and perpendicular streets that do not dead end, sidewalks and alleys for safe pedestrian movement, community open space that is used by residents as a gathering place, and placement of neighborhood commercial and community services near or adjacent to residential areas.

**□ Housing** — The Plan recommends providing incentives, such as fee credits, for the development of affordable, senior housing. The Plan also calls for revising zoning regulations to allow accessory apartments in appropriate locations and investigating the feasibility of a Moderately Priced Dwelling Unit (MPDU) Program that would provide moderately priced housing throughout the County.

**□ Plan Implementation** — The Plan includes an implementation section that sets forth the approximate timing to begin and complete the recommended actions. The recommendations that involve the revision of existing codes and ordinances, such as adoption of mixed use categories, traditional neighborhood design and transferable development rights, are to begin after the Plan is adopted and be completed within the first two years. Recommended plans and studies, such as Small Area Plans and Watershed Management Plans, will begin after the Plan is adopted but may take up to

six years to complete.

### THE LAND USE PLAN MAP

A major component of the General Development Plan is the Land Use Plan Map (Map). Many of the goals, policies and actions contained in the Plan are expressed in the Map, attached to and a part of the Plan. The Map illustrates where agricultural, residential, commercial, industrial, mixed use, open space and other land uses are currently located in the County and where they are to be located in the future. It shows general land use classifications. The Map will be used to help guide and direct more detailed land use and zoning maps as part of small area planning.

A major goal of the Plan is to concentrate development in areas where there are existing and planned public facilities and to protect rural, agricultural and sensitive environmental resources. The Map illustrates how this can be accomplished. It shows a number of land use categories. These include:

**Rural** land use covers a large portion of the County. Land use in this category is meant to continue as rural and agricultural. These areas are not planned for public sewer or water service in the future. Agriculture and forestry are two of the primary uses in this area. Residential uses are also allowed within this area. However, the Plan recommends that new residential uses in these areas be developed in villages or clusters to preserve as much land as possible for open space. Commercial uses in this area will be limited to neighborhood and community level services at crossroad locations near residential villages.

**Residential** land use is shown on the Map in four different categories: Low Residential, Low-Medium Residential, Medium Residential and High Residential.

**Low Residential** areas indicate where housing densities are two dwellings per acre or less. Public sewer and water are generally not provided in these areas and are not planned in the near future. In areas where public sewer and/or water is provided, areas may be designated as low residential due to environmental features such as critical areas or wetlands. In these areas, new residential growth will be discouraged. Neighborhood commercial and community services should be provided in convenient locations near existing developed areas. New residential uses in these areas should be encouraged to provide smaller lot sizes and a greater amount of community open space.

**Low-Medium Residential** areas indicate where housing densities range from 2-5 dwellings per acre and where public sewer and water facilities exist or are planned. Dwelling types in this category can include single family homes as well as townhouses. Neighborhood commercial and community services should be located in close proximity to these areas in order to reduce travel times. Traditional Neighborhood Design is encouraged in these areas.

**Medium Residential** areas are intended for housing at densities ranging from 5-10 dwellings per acre. Typical dwelling types in this category include single family detached and attached dwellings. Public sewer and water are provided in these areas. Commercial and community facilities to serve these areas should be located nearby,

to encourage pedestrian activity. These areas are also suitable candidates for Traditional Neighborhood Design.

**High Residential** areas are typically areas where higher residential densities are encouraged. Densities at and above 10 dwellings per acre fall into this category. Public sewer and water are provided in these areas. As with Medium Residential areas, commercial and community facilities to serve these areas should be located nearby, to encourage pedestrian activity. These areas are well suited for Traditional Neighborhood Design.

**Commercial** areas are shown in various locations on the Map. Most of the commercial areas shown already exist. The Map does not display every existing commercial use or area that is currently zoned commercial. The areas not shown include transitional residential-commercial areas that have developed independently and other areas that serve local commercial and convenience needs. Existing commercially zoned uses not shown are not necessarily being recommended for change. These areas will be reflected by the more detailed plans and zoning maps produced by small area planning. Some new commercial uses are contemplated under the Plan to be located within mixed use areas.

**Commercial Revitalization** areas are existing commercial areas that serve communities and which may be in need of improvement. These are areas where public and private improvements can enhance building and parking, landscaping, streetscape and signage. The County has recognized seven areas as proposed revitalization areas for eligibility in the State

of Maryland's Neighborhood Business Development Program. The commercial redevelopment areas shown on the Land Use Plan Map include these seven areas as well as other areas that should be targeted for State and County revitalization efforts. The areas shown on the Map are Glen Burnie Town Center, Odenton Growth Management Area, Parole Growth Management Area, Brooklyn Park Corridor, Sun Valley/Jumper's Hole Road Corridor, Mayo Road Corridor, Deale/Churchton Business Corridor, Shadyside business area, Veteran's Highway business area, Wayson's Corner business area, Severna Park business area, Riviera Beach business area, and Mountain Road business area.

**Industrial** areas are categorized into three classifications: Industrial Park, Light Industry and Heavy Industry.

**Industrial Park** areas are well designed employment areas that may include ancillary commercial uses. These areas are typically located in a park-like setting, with convenient access to major roads and rail.

**Light Industrial** areas are intended for manufacturing, processing, warehousing and storage activities. These areas may require good access to rail and transportation routes to accommodate truck traffic. These areas may not be compatible with and should be buffered from surrounding uses.

**Heavy Industrial** areas are designed for heavy manufacturing and processing uses. Some of these uses may require rail or water access for transport of goods and materials. These areas should be buffered from nearby residential areas.

**Town Center** areas are designated for the County's three existing Town Centers: Glen Burnie, Odenton and Parole. These are areas that will provide a substantial amount of regional commercial services, higher density residential uses, and multimodal transportation facilities. Mixed use development is strongly encouraged in Town Center areas.

**Mixed Use** is a new category. Mixed use symbols are shown in different classifications and indicate where different kinds of mixed use development are encouraged. The Plan identifies four different kinds of mixed use. These are Transit Mixed Use, Employment Mixed Use, Commercial Mixed Use and Community Mixed Use. In areas recommended for mixed use that are adjacent to existing communities, new development should be of a density and scale that are compatible with those communities. Mixed use areas that are not adjacent to existing communities are recommended for residential densities described in the following four paragraphs:

**Transit Mixed Use** is anticipated to include primarily a mix of residential and employment uses, including office and retail. Transit Mixed Use areas are identified in and adjacent to Light Rail and Commuter Rail stations. Residential densities for transit mixed use areas are suggested in the range of 5-15 dwellings per acre.

**Employment Mixed Use** areas are envisioned to include mostly employment uses, such as light and industrial parks and office uses, but may also allow limited retail and residential uses. Densities for the residential component of employment mixed

use areas are suggested in the 10-20 dwellings per acre range.

**Commercial Mixed Use** areas would include a combination of commercial office, retail and residential uses, with office and retail uses being the primary use. Residential densities in these areas are suggested in the range from 5-15 dwellings per acre.

**Community Mixed Use** areas are primarily residential areas with community retail and/or office uses provided within the mixed use development. Densities for residential uses are suggested in the range of 2-5 dwellings per acre.

A separate section on mixed use development areas is included in Appendix 1 to Part 2 of the Plan.

**Marine Activity Centers** are shown on the Land Use Plan Map in locations where access to waterfront areas can be provided without disrupting established communities. Areas shown as Marine Activity Centers should be located where the water body is large enough to accommodate land and water traffic and where tidal flows are sufficient to dispose of sedimentation and other wastes not handled by onshore disposal systems.

**Natural Features** include areas in the County that are designated as open space and includes areas such as floodplains, parks and environmental preservation areas.

**Government/Institutional** areas are composed of land that is owned and used by Federal, State or local governments. Included in this category are Fort Meade, BWI, Crownsville Hospital, the Naval Academy Dairy Farm and the Anne Arundel Community College.

If and when any of these sites would be retired and sold, the resulting land use on the site would have to be consistent with the surrounding land uses. General geographic areas containing government/institutional lands will be subject to review at least once every two years. Should any proposed development require a change in a zoning classification, the applicant for rezoning must



also apply to PACE for consideration of a change in the Plan designation for that general geographical area. PACE will review the general area of the government or institutional use. It will not limit its review to any one tract unless the tract constitutes the whole of the government or institutional property.

If required, PACE will recommend changes in the use designations to the Planning Advisory Board for recommendation to the County Executive for legislative action. A rezoning may not be granted by the Administrative Hearing Officer until the

Plan has been amended or otherwise considered by the County Council and signed by the County Executive; or for a period of two years after the date of application to change the Plan, whichever is earlier.

The biannual reviews for government or institutional properties will no longer be required once all of the land available for private development has been developed or rezoned as contemplated under this section.

**Closed Landfills** are shown on the Map in Glen Burnie, Marley Neck, Crownsville and Sudley. Future development of these and any adjacent properties should be closely scrutinized for potential negative impacts before development occurs.

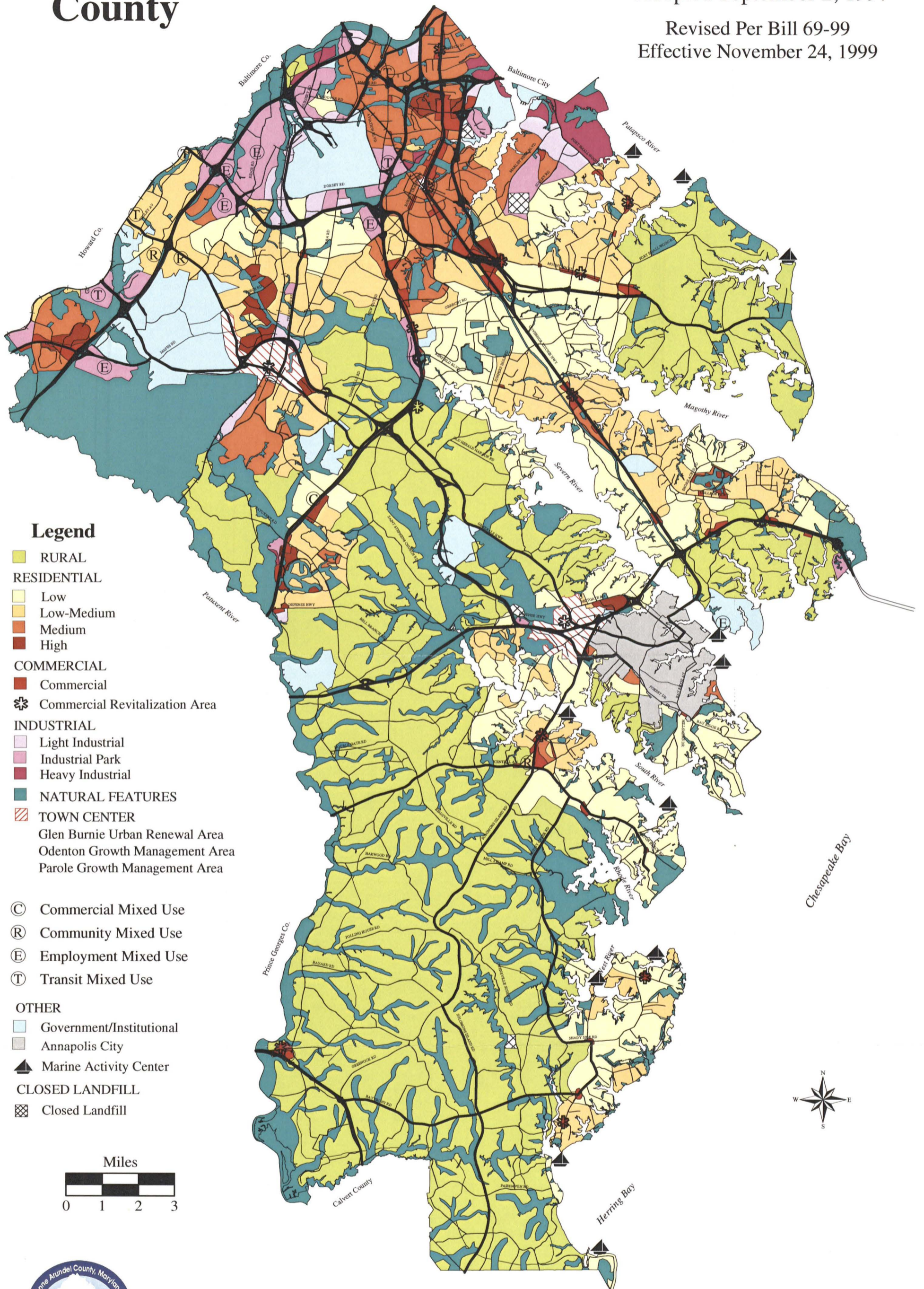
The Map also shows major transportation elements, including existing and proposed roads and transit corridors.

# Anne Arundel County

## General Development Plan

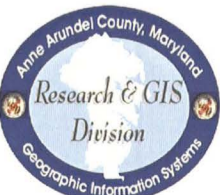
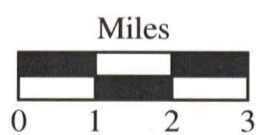
Adopted September 2, 1997

Revised Per Bill 69-99  
Effective November 24, 1999



### Legend

- RURAL
- RESIDENTIAL
  - Low
  - Low-Medium
  - Medium
  - High
- COMMERCIAL
  - Commercial
  - Commercial Revitalization Area
- INDUSTRIAL
  - Light Industrial
  - Industrial Park
  - Heavy Industrial
- NATURAL FEATURES
- TOWN CENTER
  - Glen Burnie Urban Renewal Area
  - Odenton Growth Management Area
  - Parole Growth Management Area
- Commercial Mixed Use
  - Community Mixed Use
  - Employment Mixed Use
  - Transit Mixed Use
- OTHER
  - Government/Institutional
  - Annapolis City
  - Marine Activity Center
- CLOSED LANDFILL
  - Closed Landfill



DATE: July 21, 2004  
 FILE: n:\mapdata\gdp\projects\gdp\_revised  
 MAP PRODUCTION: Department of Planning and Zoning  
 Research and GIS  
 Copyright 2004

## LAND USE PLAN MAP LOCATIONAL POLICIES

The following summary of North, East, South and West County provides a view of the location and extent of proposed land use changes included on the Map. Changes have been made to land use classifications from the 1986 Land Use Plan Map based on the Goals and Policies of this Plan. Areas that are not to be served by public sewer generally fall into the Rural land use category. Areas that are designated Future Sewer Service category are generally classified as Residential Low. Areas that fall into existing and planned sewer areas are generally designated as Residential Low-Medium or higher classifications.

The Plan, in the text and through the use of symbols on the Map, recommends general locations for mixed use that will be considered during the small area planning process. The Small Area Plan committees will evaluate the Plan's proposals and make recommendations regarding location, area and densities for Mixed Use to the Planning Advisory Board and the County Executive. The committees may also make recommendations on Mixed Use in addition to those proposed by the Plan. However, in no case will the implementation of mixed use development occur unless a recommendation is incorporated in a Small Area Plan adopted by the County Council.

### Land Use Map — North

North County includes Brooklyn Park, Linthicum, BWI, greater Glen Burnie, Marley Neck and Pasadena/Lake Shore. The Map shows a mix of residential, commercial and industrial uses in North

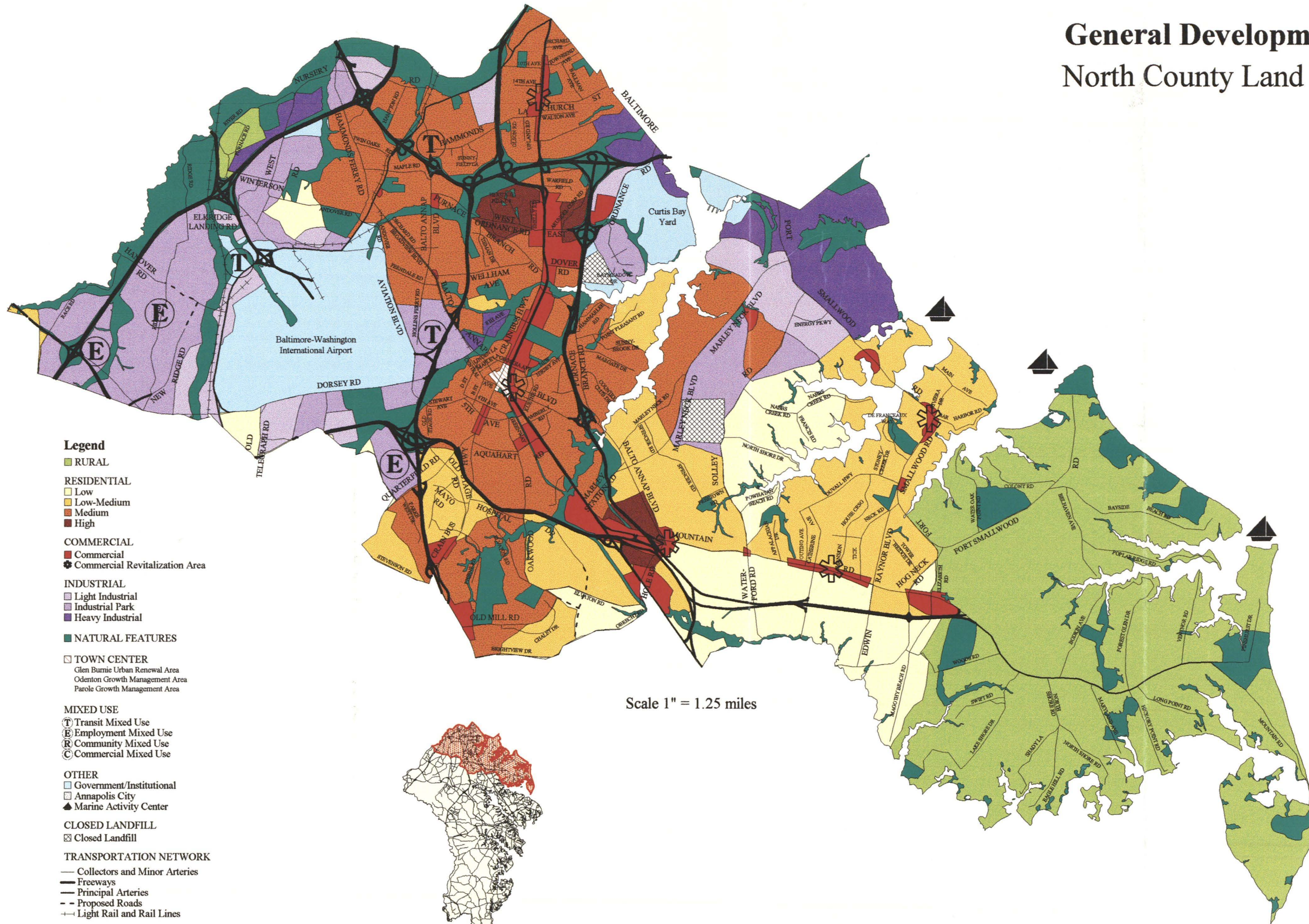
County. Major changes from the 1986 Land

Use Plan Map include new land use symbols for Transit Mixed Use near the Cromwell, Ferndale and North Linthicum Light Rail stations and the BWI Commuter Rail Station. Transit Mixed Use is anticipated to include primarily a mix of residential and employment uses, including office, retail, hotel and motel. Areas identified as Transit Mixed Use that are located within the BWI Airport Noise zone would prohibit residential uses. Residential uses, where permitted, within this classification should be of a density and scale that are compatible with surrounding communities. Pedestrian improvements for better access in these areas are also recommended by the Plan.

An Employment Mixed Use symbol is shown in the area west and south of BWI to the Howard County line and near the intersection of I-97 and Quarterfield Road. Employment Mixed Use areas are envisioned to include mostly employment uses, such as industrial parks, light industry and office uses, but may also include limited retail and residential uses. These areas will continue to be shown on the Map as mostly industrial areas. Two of the areas identified as Employment Mixed Use are located within the BWI Noise Zone which would prohibit residential uses.

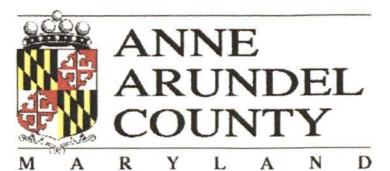
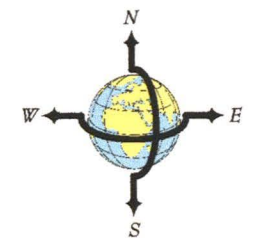
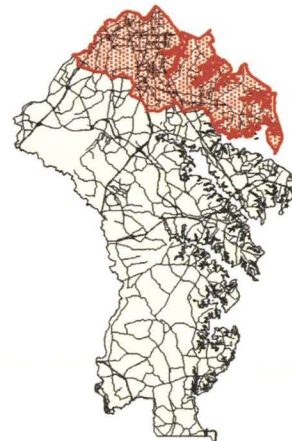
Other changes include the areas south of BWI and near Dorchester which have been changed from Rural Residential to Residential Low to reflect their status in the Future Sewer Service category. The area south of Route 100 and west of Ritchie Highway is shown as Residential Low-Medium to reflect its location within the Planned Sewer Service area.

# General Development Plan North County Land Use Plan



- Legend**
- RURAL
  - RESIDENTIAL**
    - Low
    - Low-Medium
    - Medium
    - High
  - COMMERCIAL**
    - Commercial
    - Commercial Revitalization Area
  - INDUSTRIAL**
    - Light Industrial
    - Industrial Park
    - Heavy Industrial
  - NATURAL FEATURES**
    - NATURAL FEATURES
  - TOWN CENTER**
    - Glen Burnie Urban Renewal Area
    - Odenton Growth Management Area
    - Parole Growth Management Area
  - MIXED USE**
    - Transit Mixed Use
    - Employment Mixed Use
    - Community Mixed Use
    - Commercial Mixed Use
  - OTHER**
    - Government/Institutional
    - Annapolis City
    - Marine Activity Center
  - CLOSED LANDFILL**
    - Closed Landfill
  - TRANSPORTATION NETWORK**
    - Collectors and Minor Arteries
    - Freeways
    - Principal Arteries
    - Proposed Roads
    - Light Rail and Rail Lines

Scale 1" = 1.25 miles



The Glen Burnie Town Center area is shown under the Town Center classification on the Map to reflect the existing Town Center area.

Commercial Revitalization areas shown on the Map are located in the Glen Burnie Town Center, Ritchie Highway corridor in Brooklyn Park, the Sun Valley/Jumpers Hole Road area in Pasadena, the Riviera Beach area on Fort Smallwood Road, and the Mountain Road corridor. Commercial Revitalization areas are existing commercial areas where public and private improvements can enhance building and parking, landscaping, streetscape and signage.

#### **Land Use Map — East**

East County consists of Severna Park, Broadneck, Annapolis Neck/Parole and Crownsville. The Map shows predominantly residential uses, interspersed with some commercial uses, in East County. Major changes from the 1986 Land Use Plan Map include an Employment Mixed Use symbol in the North Severn Naval Station area (David Taylor Research Center).

Commercial Revitalization areas are shown along Ritchie Highway near McKinsey Road, the Parole Town Center Growth Management Area, and along Veteran's Highway between Benfield Boulevard and Old Mill Road and just north of Generals' Highway.

The Parole Town Center Growth Management Area is shown on the Map under the Town Center land use classification. A separate land use plan,

which governs land use and development in this area, was adopted in 1994.

Additional changes from the 1986 Land Use Plan Map include a change from Rural Residential to Residential Low on the west side of Ritchie Highway and in the area south of the Community College. This change reflects the area being located within the Future Sewer Service area. In the area south of Forest Drive near Aris Allen Boulevard, the Map shows a change from Residential Low to Rural/Agricultural to reflect the area's status in the No Planned Service category for public sewer.

#### **Land Use Map — South**

South County includes most of the area below Route 50, except Parole. South County also includes Edgewater/Mayo and the Deale/Shady Side area.

In South County, the Map shows predominantly Rural land use except for areas to the east, along the Bay and rivers, which are shown as mostly residential. These areas are served, for the most part, by public sewer. New areas shown on the Map include a symbol for Community Mixed Use in the Pike Ridge Road area in Edgewater and a symbol for Commercial Mixed Use in the Wayson's Corner area.

A Community Mixed Use symbol is shown in the Edgewater area between Route 2, Route 214 and Pike Ridge Road. This area could include the existing residential community supplemented by new commercial and/or office use.

A Commercial Mixed Use symbol is shown in the Wayson's Corner area. This would allow a continuation of the commercial uses in the area, with the possibility of additional commercial uses such as a grocery store and community convenience services, to serve new residential uses in the immediate area and existing residential uses within the general area. The area is also strategically located at the intersection of major roads.

### **Land Use Map — West**

West County includes the Maryland City/Jessup, Severn, Odenton, Gambrills and Crofton areas. In West County, the Map shows a mix of residential, commercial, industrial and institutional uses. New land uses in the west include Transit Mixed Use near commuter rail stations, Employment Mixed Use in the areas near MD Route 100 and the Baltimore-Washington (BW) Parkway, and MD Route 198 and the BW Parkway, and Community Mixed Use near MD Route 175 and the BW Parkway.

A Transit Mixed Use symbol is shown in the vicinity of the Savage and Jessup MARC Stations. Access improvements will be required in both of these station areas if they are to be suitable for mixed use development.

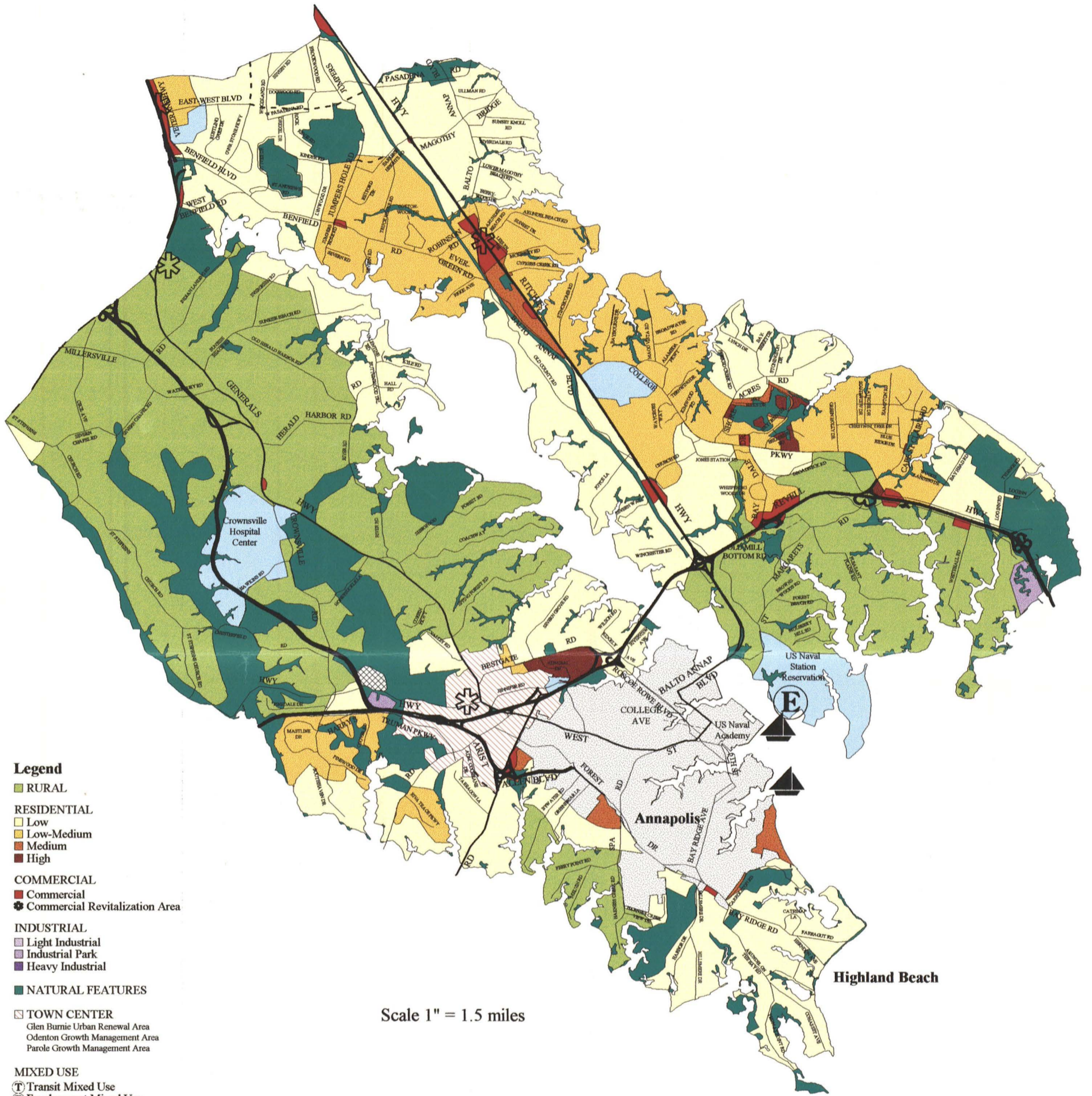
An Employment Mixed Use symbol is shown near the Baltimore-Washington Parkway at MD Routes 198 and 100. Both of these locations are near major arterial roads. Improvements to MD Route 198 east of the BW Parkway will be necessary to support new mixed use development in this area.

The Map shows a Community Mixed Use symbol for the area at MD Route 175 and the BW Parkway. This area is located near major employment and commercial services at Fort Meade and the National Security Agency. It is served by major roads. This area, and other similar large areas, are suitable for development using Traditional Neighborhood Design. There are road access and capacity issues as well as historic sites on the west side of the Parkway that will have to be resolved to support future development in this area.

A Commercial Mixed Use symbol is shown on the Map at the intersection of Waugh Chapel Road and MD Route 3. The land use for this area is shown as low residential. While this area has access from a major arterial road, it is contemplated that mixed use development in this area will emphasize more of a community commercial, village center use and not be highway oriented.

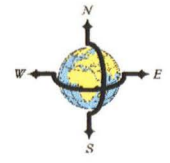
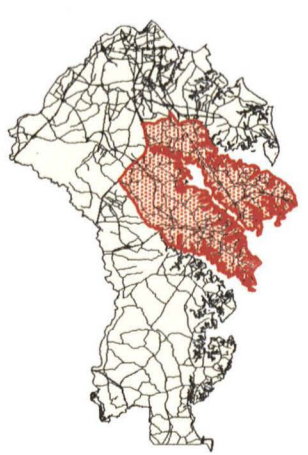
Other changes shown on the Map include the area west of the BW Parkway between MD Routes 175 and 100. This area was shown on the 1986 Land Use Plan Map as Residential Low. It is shown on the Map as Residential Low-Medium, since the area is located within the planned sewer service category. Another change from the 1986 map is the area near MD Route 175 and Reece Road. This area is currently a portion of Fort Meade. It is shown as Residential Low-Medium and is contemplated for use as senior independent or assisted living facilities.

# General Development Plan East County Land Use Plan



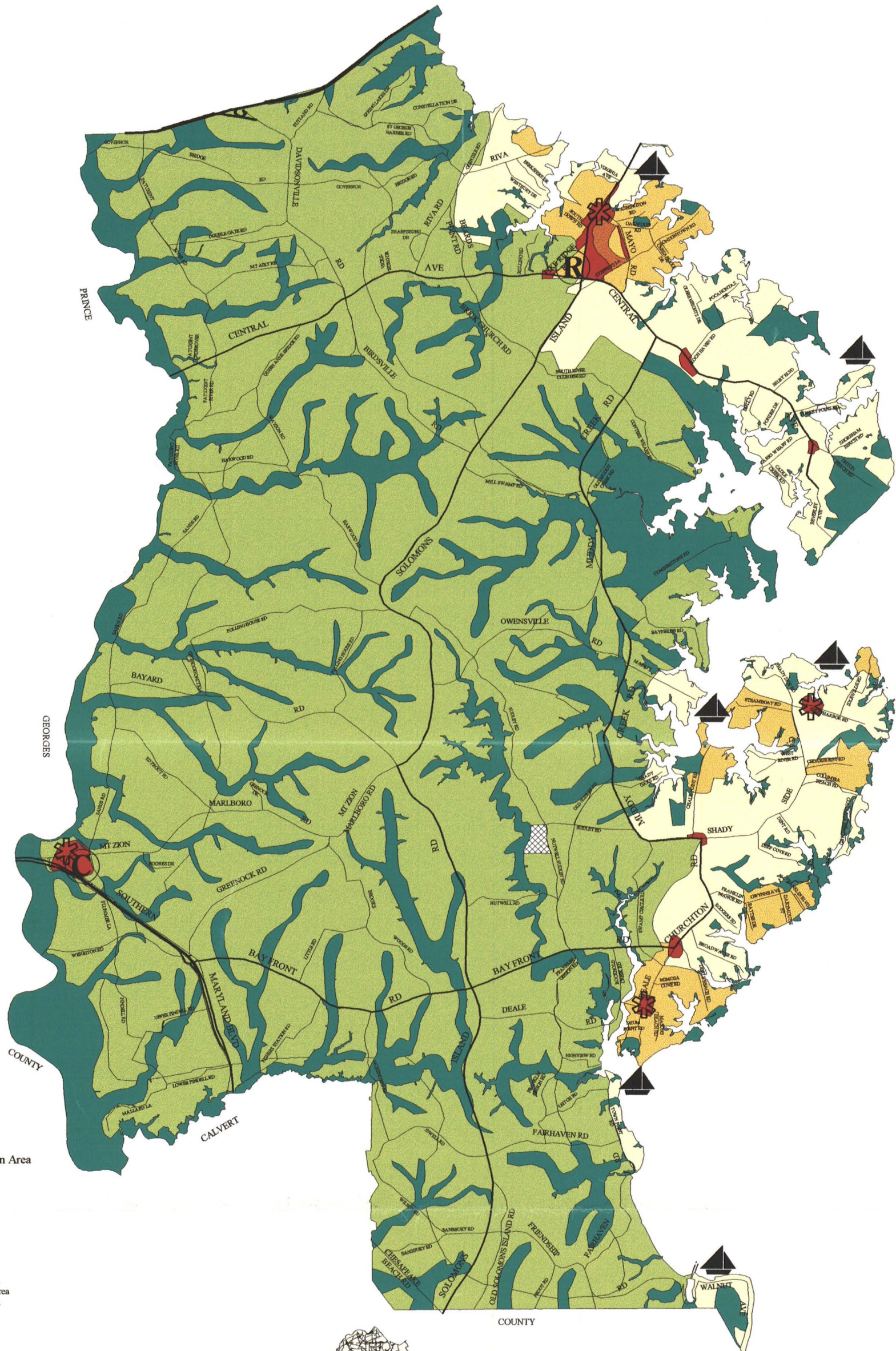
- Legend**
- RURAL
  - RESIDENTIAL**
    - Low
    - Low-Medium
    - Medium
    - High
  - COMMERCIAL**
    - Commercial
    - Commercial Revitalization Area
  - INDUSTRIAL**
    - Light Industrial
    - Industrial Park
    - Heavy Industrial
  - NATURAL FEATURES**
  - TOWN CENTER
    - Glen Burnie Urban Renewal Area
    - Odenton Growth Management Area
    - Parole Growth Management Area
  - MIXED USE**
    - T Transit Mixed Use
    - E Employment Mixed Use
    - R Community Mixed Use
    - C Commercial Mixed Use
  - OTHER**
    - Government/Institutional
    - Annapolis City
    - Marine Activity Center
  - CLOSED LANDFILL**
    - Closed Landfill
  - TRANSPORTATION NETWORK**
    - Collectors and Minor Arteries
    - Freeways
    - Principal Arteries
    - Proposed Roads
    - Light Rail and Rail Lines

Scale 1" = 1.5 miles

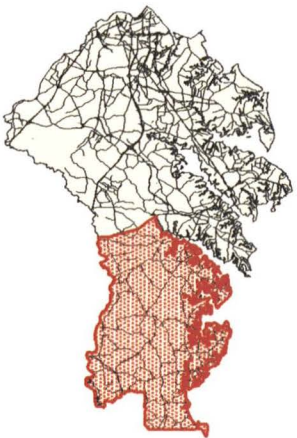


# General Development Plan

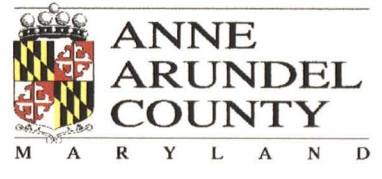
## South County Land Use Plan



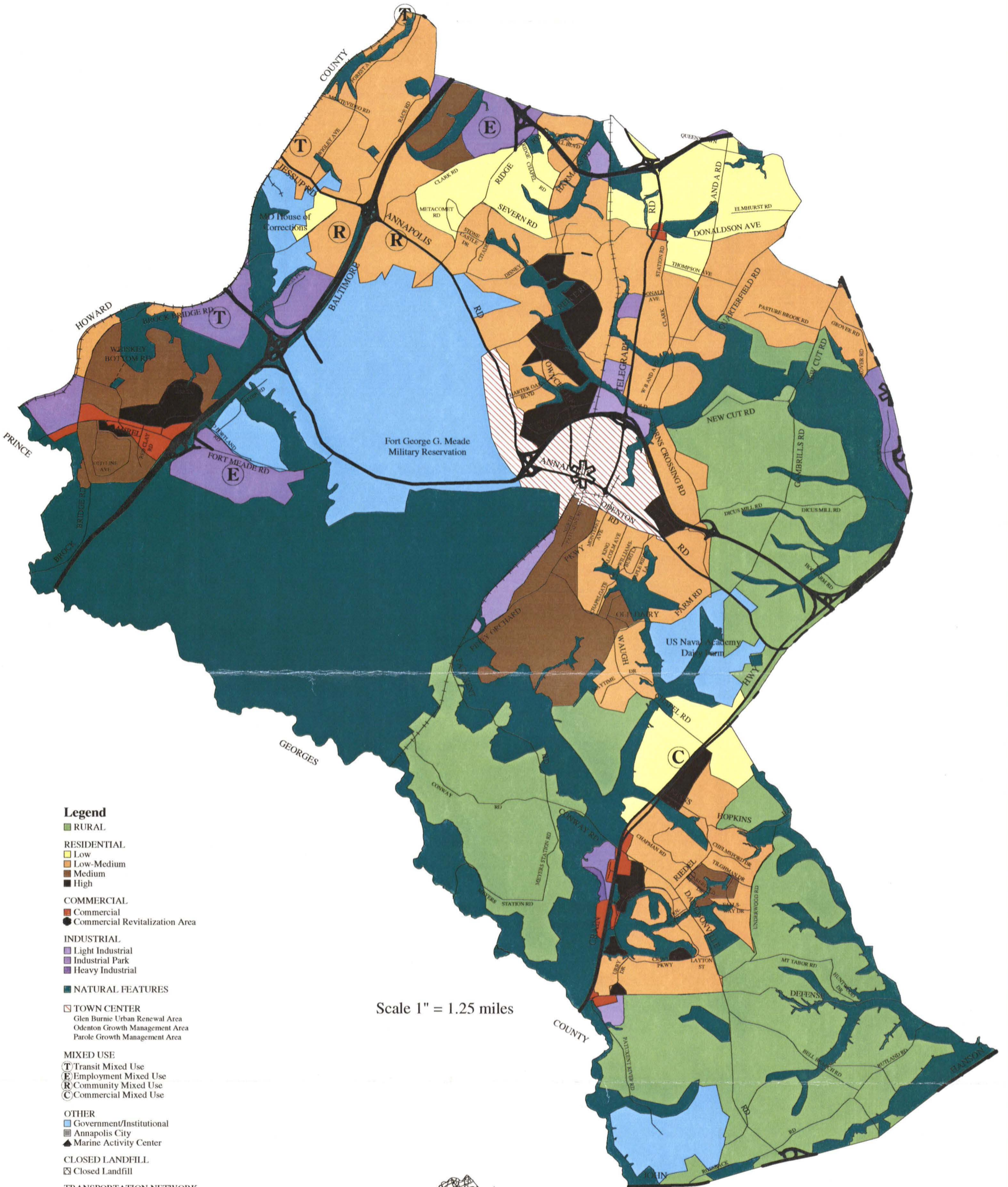
- Legend**
- RURAL
  - RESIDENTIAL**
    - Low
    - Low-Medium
    - Medium
    - High
  - COMMERCIAL**
    - Commercial
    - Commercial Revitalization Area
  - INDUSTRIAL**
    - Light Industrial
    - Industrial Park
    - Heavy Industrial
  - NATURAL FEATURES**
    - Natural Features
  - TOWN CENTER**
    - Glen Burnie Urban Renewal Area
    - Odenton Growth Management Area
    - Parole Growth Management Area
  - MIXED USE**
    - Transit Mixed Use
    - Employment Mixed Use
    - Community Mixed Use
    - Commercial Mixed Use
  - OTHER**
    - Government/Institutional
    - Annapolis City
    - Marine Activity Center
  - CLOSED LANDFILL**
    - Closed Landfill
  - TRANSPORTATION NETWORK**
    - Collectors and Minor Arteries
    - Freeways
    - Principal Arteries
    - Proposed Roads
    - Light Rail and Rail Lines



Scale 1" = 1.5 miles

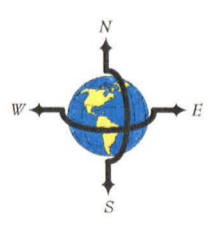
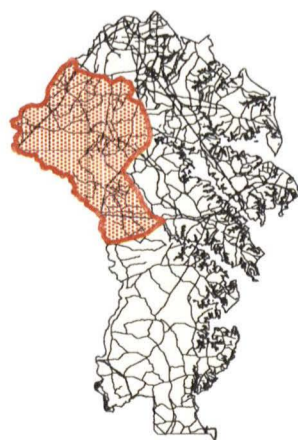


# General Development Plan West County Land Use Plan



Scale 1" = 1.25 miles

- Legend**
- RURAL
  - RESIDENTIAL
    - Low
    - Low-Medium
    - Medium
    - High
  - COMMERCIAL
    - Commercial
    - Commercial Revitalization Area
  - INDUSTRIAL
    - Light Industrial
    - Industrial Park
    - Heavy Industrial
  - NATURAL FEATURES
    - NATURAL FEATURES
  - TOWN CENTER
    - Glen Burnie Urban Renewal Area
    - Odenton Growth Management Area
    - Parole Growth Management Area
  - MIXED USE
    - (T) Transit Mixed Use
    - (E) Employment Mixed Use
    - (R) Community Mixed Use
    - (C) Commercial Mixed Use
  - OTHER
    - Government/Institutional
    - Annapolis City
    - Marine Activity Center
  - CLOSED LANDFILL
    - Closed Landfill
  - TRANSPORTATION NETWORK
    - Collectors and Minor Arteries
    - Freeways
    - Principal Arteries
    - Proposed Roads
    - Light Rail and Rail Lines



Revised Per Bill 69-99  
Effective November 24, 1999

## **THE TRANSPORTATION PLAN MAP**

Another major component of the Plan is the Transportation Plan Map. This map shows the location and classification of the existing transportation network and indicates where major transportation improvements are proposed in the County. The Transportation Plan Map shows existing freeways, arterial roads and collector roads as well as proposed roads, potential commuter/transit corridors, potential light rail corridors, transportation study areas and the location of Light Rail and Commuter Rail lines and stations. The transportation map also shows County and State transportation projects, which are keyed to a list included in this document. A description of the various road and transportation classifications on the map is as follows:

### **Freeway**

Freeways provide for efficient and uninterrupted travel over long distances serving interstate and commuter needs. They allow for a high level of mobility and speed and provide full control of access through the use of grade separated interchanges. Freeways provide no direct access to abutting properties.

### **Principal Arterial**

Principal Arterials serve the needs of through traffic for moderately long trips. They serve the major activity centers in the County and major portions of the trips entering or leaving urban areas. Principal Arterials are the primary travel route for commercial, commuter and recreational travel in rural areas. They also Proposed Roads are shown on the

provide secondary linkages between large urban centers and between suburban population/employment centers. Principal Arterials provide full or partial control of access with direct access to individual properties allowed only under extreme circumstances.

### **Minor Arterial**

Minor Arterials serve trips of moderate length at a lower level of travel mobility than a Principal Arterial. They interconnect and augment the principal arterial system. They also provide primary access to or through communities of high density residential, commercial, retail or industrial land use and distribute traffic to smaller geographic areas. Minor Arterials at least partially control access to abutting commercial, industrial and residential properties at predetermined locations and discourage direct access to individual properties at other locations.

### **Collector**

Collector roads provide primary access to an arterial road from one or more neighborhoods. They allow for traffic circulation within residential, commercial and industrial areas and for the internal distribution of trips within a neighborhood. They also provide for a limited amount of travel through neighborhoods that originate or terminate externally. Collectors provide direct access to local roads and other collector roads and may provide direct access to abutting properties.

### **Proposed Roads**

Transportation Plan map. These are roads

that will provide connections to existing or proposed residential, commercial or employment areas for improved access and distribution of traffic to help relieve congestion.

### **Study Areas**

There are five major transportation study areas indicated on the General Development Plan Transportation Plan Map. They are the MD Route 3 Corridor Study, the Forest Drive Relief Road Study, the North Shore Road Extended Study, Mountain Road Bypass Study and the Marley Neck/Solley Road Connector.

#### **MD Route 3 Corridor Study**

There is currently an ongoing study to determine improvements necessary to relieve congestion in the MD Route 3 corridor. The study area is between MD Route 32 and US Route 50/301 and between I-97 and Fort Meade. Possible improvements could include a limited or controlled access facility that would serve residential, commercial and commuter traffic and improve mobility and overall safety. There have been no specific alignments chosen.

#### **Forest Drive Relief Road**

Recognizing the existing high level of traffic congestion in the Forest Drive Corridor, the City of Annapolis and the County have

undertaken a joint study to determine the ramifications of construction of a relief road to the south of existing Forest Drive. This study will determine the feasibility and possible alignments of such a relief road.

#### **North Shore Road Extended Study**

This project would provide an important connection between Solley Road and Marley Neck Boulevard, at the lower end of Solley Road, as an extension of North Shore Drive. Further study will be required to determine the feasibility of such an extension and possible alignments.

#### **Marley Neck/Solley Road Connector Study**

This project would provide an east-west connection between Solley Road and Marley Neck Boulevard at Energy Parkway, on the northern end of Solley Road. Further study will be required to determine possible alignments and the feasibility of such an extension.

#### **Mountain Road Bypass Study**

This is a study project for a road between the Maryland Avenue area and Magothy Bridge Road to provide a relief route for the high level of traffic congestion on MD Route 177. Alignments will be proposed as part of the study process.

#### **Potential Commuter/Transit Corridors**

The Plan recommends that major roads in the County be considered as Commuter and/or Transit corridors. These major roads carry a large number of daily commuters and are the logical focus for County ridesharing

efforts and other congestion management measures, such as high occupancy vehicle lanes. They have also been identified as routes that might benefit from some type of transit options. Further study will be required to determine the type and feasibility of these options.

### **Potential Light Rail Corridor**

The Plan has identified the corridor along MD Route 2 between Glen Burnie and Annapolis for possible extension of the Central Light Rail from Baltimore. The route such an extension would take has not been determined, but it is assumed that for such a system to be viable, it would have to have access to the commercial, cultural and educational centers along MD Route 2 and in the City of Annapolis. A facility of this type would not only serve the Annapolis-Baltimore commuter, it would also serve to make the employment, educational and cultural opportunities in this corridor much more widely available. Further study will be required to determine the feasibility of such an extension and possible alignments.

### **Light Rail Stations**

The Transportation Plan shows the location of existing light rail stations along the Central Light Rail line. These stations include Nursery Road, North Linthicum, Linthicum, Ferndale and Cromwell. There are also stations proposed for BWI and Glen Burnie Town Center. These Light rail stations provide transit service to walk-up passengers as well as automobile and bus commuters.

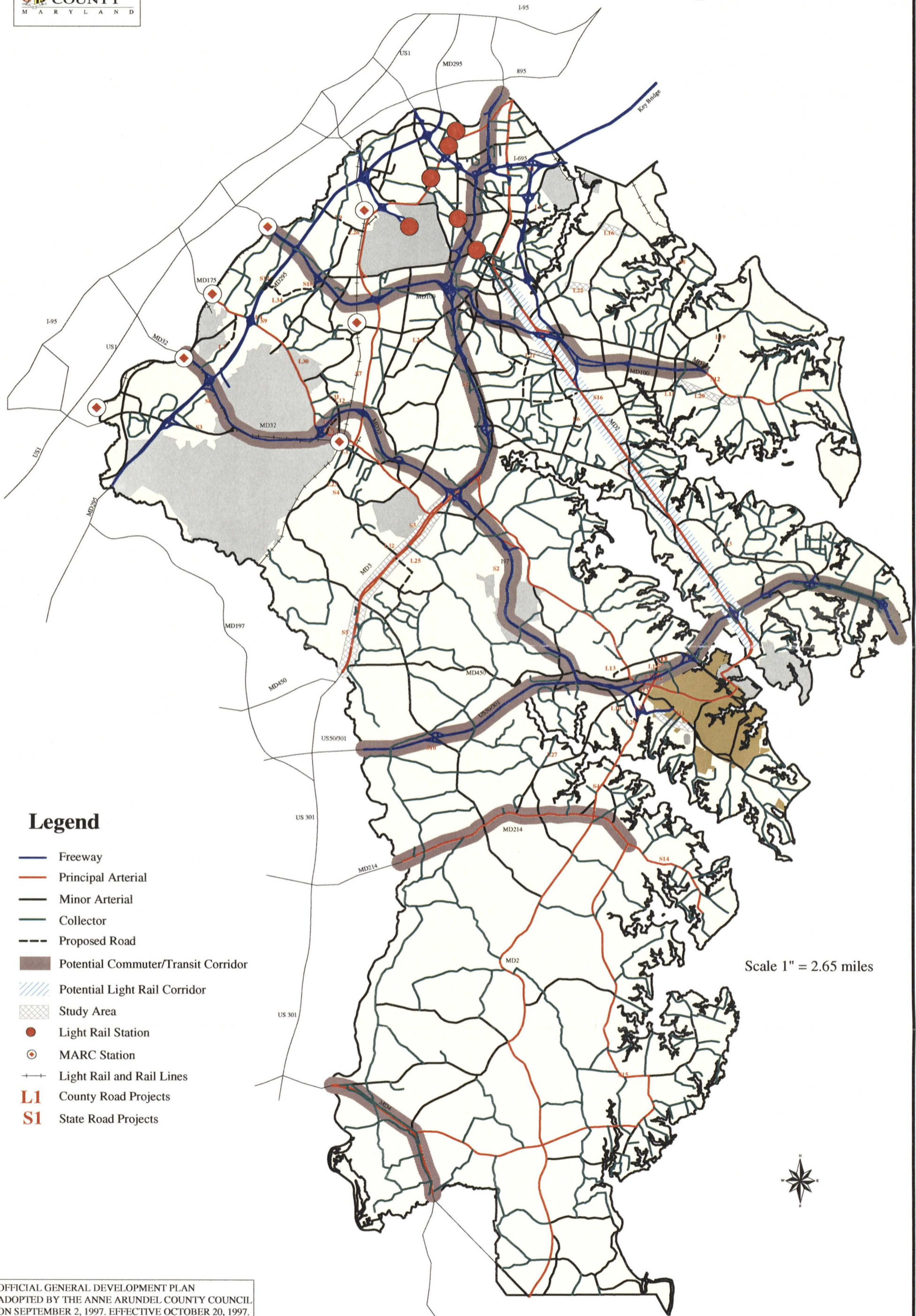
### **MARC Stations**

Maryland Rail Commuter (MARC) Stations are shown on the Transportation Plan Map. These stations are located within the County near BWI, Odenton, and Jessup areas and immediately adjacent to the County near Dorsey, Savage and Laurel. MARC serves commuters who travel by automobile and park at station lots. Most MARC commuters travel to the Washington area.











### **County and State Transportation Projects**

The Transportation Plan Map shows where County and State capital projects and long-range transportation improvements are proposed. Some of these improvements are planned for existing roads and some involve new transportation or transit routes. Most of these projects have been identified in the County's Capital Improvement Program (CIP), the Parole and Odenton Growth Management Plans, the State's Consolidated Transportation Program (CTP) or the State's Long Range Transportation Plan (MTP). These are shown on the map by letter and numerical designations, such as L1 for County projects and S1 for State projects. Explanations and a schedule for these projects are provided in the table that follows.





**Legend**

-  Freeway
-  Principal Arterial
-  Minor Arterial
-  Collector
-  Proposed Road
-  Potential Commuter/Transit Corridor
-  Potential Light Rail Corridor
-  Study Area
-  Light Rail Station
-  MARC Station
-  Light Rail and Rail Lines
- L1** County Road Projects
- S1** State Road Projects

Scale 1" = 2.65 miles



OFFICIAL GENERAL DEVELOPMENT PLAN  
 ADOPTED BY THE ANNE ARUNDEL COUNTY COUNCIL  
 ON SEPTEMBER 2, 1997. EFFECTIVE OCTOBER 20, 1997.  
 BY BILL NO. 51-97.  
 REVISED AS PER BILL NO. 51-99 EFFECTIVE  
 July 13, 1999

		SCHEDULE		
		<2 years	2-6 years	> 6 years
	<b>STATE TRANSPORTATION FACILITIES</b>			
<b>S1</b>	<b>I-695 (Baltimore Beltway)</b>			
	<ul style="list-style-type: none"> <li>Provide improvements to the interchange with MD Route 2 in Glen Burnie (GDP)</li> </ul>			x
	<ul style="list-style-type: none"> <li>Install advanced Traffic Management Systems from Baltimore City to the Baltimore County Line (CTP)</li> </ul>	x		
<b>S2</b>	<b>I-97 - HOV Lanes from MD 100 to US 50/301</b>			
	<ul style="list-style-type: none"> <li>Provide High Occupancy Vehicle (HOV) lanes along this heavily traveled commuter corridor to encourage ridesharing (1995 MTP)</li> </ul>			x
<b>S3</b>	<b>MD 198 - MD 295 to MD 32</b>			
	<ul style="list-style-type: none"> <li>Improve capacity and access to serve the commercial corridor and Tipton Airport (GDP)</li> </ul>			x
<b>S4</b>	<b>MD 2</b>			
	<ul style="list-style-type: none"> <li>Virginia Avenue to Mayo Road - Excessive traffic congestion in this corridor necessitates corrective measures. This study will determine the range of possible solutions (CTP)</li> </ul>	x		
	<ul style="list-style-type: none"> <li>MD 2 and College Parkway - The grade separation of MD 2 and College Parkway is proposed to improve capacity for both roads (CTP)</li> </ul>			x
	<ul style="list-style-type: none"> <li>MD 2 and US 50/301 - A new ramp from Northbound MD 2 to Westbound US 50/301 is proposed to improve traffic circulation in the Parole area (CTP)</li> </ul>	x		
	<ul style="list-style-type: none"> <li>MD 2 and MD 450 - Grade separation of MD 2 at MD 450 to alleviate congestion at the current intersection (Parole Plan)</li> </ul>			x

		<2 years	2-6 years	> 6 years
	<b>STATE TRANSPORTATION FACILITIES</b>			
<b>S5</b>	<b>MD 3 - MD 32 to US 50/301</b>			
	<ul style="list-style-type: none"> <li>Study to determine improvements necessary to relieve congestion in the MD 3 corridor. It would be either a limited or controlled access facility that would serve residential, commercial and commuter traffic and improve mobility and overall safety. It would be designed to accommodate existing and projected volumes of local and through traffic while maintaining, as much as possible, the existing natural, social and economic conditions (CTP)</li> </ul>	x		
<b>S6</b>	<b>MD 32 - East of MD 198 to West of MD 295</b>			
	<ul style="list-style-type: none"> <li>This is the only segment of MD 32 between I-97 and MD 108 (Howard County) that has not been built to freeway standards. As a result, there are extensive morning and evening congestion problems. This study will offer various possible solutions necessary to alleviate these problems (CTP)</li> </ul>	x		
<b>S7</b>	<b>MD 170 - Reconstructed, from MD Route 175 to MD Route 100</b>			
	<ul style="list-style-type: none"> <li>Planned development in this corridor will require capacity improvements. These improvement are anticipated to be provided as development occurs (GDP)</li> </ul>			x
<b>S8</b>	<b>MD 173 - Bridge over Stoney Creek and the approach road south to Cottage Grove Road</b>			
	<ul style="list-style-type: none"> <li>Replace the aging bridge over Stoney Creek and upgrade the approach roads (GDP)</li> </ul>			x
<b>S9</b>	<b>MD 175 - Widen from the Howard County line to MD Route 32</b>			
	<ul style="list-style-type: none"> <li>Upgrade the roadway to accommodate anticipated development in this corridor which will ultimately require capacity improvements (GDP)</li> </ul>			x

		<2 years	2-6 years	>6 years
	<b>STATE TRANSPORTATION FACILITIES</b>			
<b>S10</b>	<b>US 50/301 - HOV Lanes I-97 to Prince Georges County</b>			
	<ul style="list-style-type: none"> <li>Provide High Occupancy Vehicle (HOV) lanes along US 50/301 between I-97 and the Prince Georges County line to encourage ridesharing (MTP)</li> </ul>			x
<b>S11</b>	<b>Forest Drive Enhancements - SHA portion</b>			
	<ul style="list-style-type: none"> <li>Widen and resurface from Bywater Road to Gemini Drive to address congestion problems in this area (CTP)</li> </ul>	x		
<b>S12</b>	<b>Mountain Road, from MD Route 100 to Pinehurst Road</b>			
	<ul style="list-style-type: none"> <li>Upgrade Mountain Road and improve safety conditions along much of its length (GDP)</li> </ul>			x
<b>S13</b>	<b>MD 450 from US 50/301 ramp to Jennifer Road</b>			
	<ul style="list-style-type: none"> <li>An additional channelized lane to allow a free right turn from the ramp and through the signal without the need to stop at the Riva Signal (Parole Plan)</li> </ul>		x	
<b>S14</b>	<b>MD 214</b>			
	<ul style="list-style-type: none"> <li>A study to determine the feasibility and desirability of future roadway improvements in the Edgewater/Mayo Peninsula area (GDP)</li> </ul>	x		
<b>S15</b>	<b>MD 468</b>			
	<ul style="list-style-type: none"> <li>A study in this area is necessary to determine future improvements needed to address safety and capacity concerns especially in the Deale/Shady Side area (GDP)</li> </ul>	x		
<b>S16</b>	<b>Light Rail Extension</b>			
	<ul style="list-style-type: none"> <li>Possible extension of the existing light rail line through Glen Burnie to Annapolis. The first segment of the extension is currently being studied for extension to the Glen Burnie Town Center. Future studies will determine the feasibility of further extensions to Annapolis (GDP)</li> </ul>			x

	<b>STATE TRANSPORTATION FACILITIES</b>	<2 years	2-6 years	>6 years
<b>S17</b>	<b>Interchange at MD 295 (Baltimore-Washington Parkway) and Arundel Mills Boulevard</b>			
	<ul style="list-style-type: none"> <li>Provide an interchange connecting the Arundel Mills Boulevard and MD 295 to improve access and accommodate the proposed development for the area <i>(Added per Bill 51-99)</i></li> </ul>		x	
<b>S18</b>	<b>Ridge Road/MD 100 Interchange and Arundel Mills Boulevard</b>			
	<ul style="list-style-type: none"> <li>Provide the necessary modifications to the MD 100/Ridge Road interchange and Ridge Road and Arundel Mills Boulevard to improve access and accommodate the proposed development for the area <i>(Added per Bill 51-99)</i></li> </ul>	x		
	<b>COUNTY TRANSPORTATION FACILITIES</b>	< 2 years	2-6 years	> 6 years
<b>L1</b>	<b>Academy Junction</b>			
	<ul style="list-style-type: none"> <li>Provide safety and geometric improvements on Piney Orchard Parkway, between Odenton Road and MD 175 to coincide with the planned roadway improvements south of Odenton Road (CIP)</li> </ul>	x		
<b>L2</b>	<b>Brockbridge Road</b>			
	<ul style="list-style-type: none"> <li>Extension of the National Business Parkway from MD 32 to MD 175 (CIP)</li> </ul>			x
<b>L3</b>	<b>College Parkway</b>			
	<ul style="list-style-type: none"> <li>Consider safety and bikeway improvements on College Parkway from MD Route 2 to Cape St. Claire Road and possible bikeway extension to Sandy Point State Park (CIP)</li> </ul>			x
<b>L4</b>	<b>Clark Road Relocated</b>			
	<ul style="list-style-type: none"> <li>Relocation and Signalization of Clark Road at MD 175 (CIP)</li> </ul>			x
<b>L5</b>	<b>Dover Road</b>			
	<ul style="list-style-type: none"> <li>Extend to Bay Meadow Drive to alleviate congestion in the Glen Burnie Mall area (CIP)</li> </ul>			x

Revised per Bill 51-99

	<b>COUNTY TRANSPORTATION FACILITIES</b>	< 2 years	2-6 years	> 6 years
<b>L6</b>	<b>Earleigh Heights Road</b>			
	<ul style="list-style-type: none"> <li>Provide for the relocation of Earleigh Heights Road, from Truckhouse Road to Jumpers Hole Road, to address safety issues (CIP)</li> </ul>		x	
<b>L7</b>	<b>East-West Boulevard</b>			
	<ul style="list-style-type: none"> <li>Provide for the construction of this roadway in two parts. The first part will extend the existing portion of East/West Boulevard from Governor Stone Parkway to Woodland Road. The second part will continue East/West Boulevard from Woodland Road to MD Route 2 via the current alignment of Mission Street. This project will provide an important east/west link in the local road network (CIP)</li> </ul>	x		
<b>L8</b>	<b>Forest Drive, Parallel Road</b>			
	<ul style="list-style-type: none"> <li>A joint Anne Arundel County and City of Annapolis study to determine the feasibility of constructing a road parallel to Forest Drive which would help alleviate the congestion in this corridor (CIP)</li> </ul>	x		
	<ul style="list-style-type: none"> <li>Provide a center turn lane, safety improvements and beautification from Pal Park to Catrina Lane with provisions for a bikeway. This is a combined State and County project (CIP)</li> </ul>	x		
<b>L9</b>	<b>Hanover Road</b>			
	<ul style="list-style-type: none"> <li>Complete the connection between Stony Run Road to MD Route 170 to replace the railroad grade crossing on Stony Run Road. Future extension to existing Hanover Road at Ridge Road should be built when traffic or development warrants (GDP)</li> </ul>			x
<b>L10</b>	<b>Harry S. Truman Parkway</b>			
	<ul style="list-style-type: none"> <li>A connection to Admiral Cochrane Drive from the intersection of Riva Road and existing Harry S. Truman Parkway. This project will help reduce traffic congestion on Riva Road and provide additional access to the Science Park (CIP)</li> </ul>		x	
<b>L11</b>	<b>Holly Avenue</b>			
	<ul style="list-style-type: none"> <li>Holly Road will be extended to Forest Drive with a possible connection to Jennifer Road north of US 50/301 (Parole Plan)</li> </ul>			x

	<b>COUNTY TRANSPORTATION FACILITIES</b>	< 2 years	2-6 years	> 6 years
<b>L12</b>	<b>Hospital Drive</b>			
	<ul style="list-style-type: none"> <li>Hospital Drive is planned to be extended to Governor Stone Parkway from its current terminus north of Elvaton Road. This project will be constructed in three parts. Part one will extend from the existing terminus to Oakwood Road, part two will extend to Obrecht Road, and part three will extend to Governor Stone Parkway. This project will also include the connection to Oakwood Road (CIP)</li> </ul>			
<b>L13</b>	<b>Housley Road Extended</b>			
	<ul style="list-style-type: none"> <li>As part of the ongoing development in the northern portion of Parole, Housley Road will be completed between MD 178 and MD 450. A possible connection to US 50/301 has also been considered in this area (Parole Plan)</li> </ul>	x		
<b>L14</b>	<b>Jennifer Road Ramp</b>			
	<ul style="list-style-type: none"> <li>This project would provide a connection between Medical Parkway and MD 2 via the existing underpass under US 50/301 which would allow improved traffic circulation in the Parole area (Parole Plan)</li> </ul>		x	
<b>L15</b>	<b>Magothy Beach/Magothy Bridge Road Connector</b>			
	<ul style="list-style-type: none"> <li>This project is to provide a one-way connector to provide access to the Beachwood Forest Community (CIP)</li> </ul>	x		
<b>L16</b>	<b>Marley Neck/Solly Road Connector</b>			
	<ul style="list-style-type: none"> <li>There are limited connections between Marley Neck Road and Solley Road. This would provide for an additional connection for improved traffic circulation (CIP)</li> </ul>			x
<b>L17</b>	<b>Medical Boulevard</b>			
	<ul style="list-style-type: none"> <li>Extend Severn Grove Road to provide a new collector road from Jennifer Road to Bestgate Road in the vicinity of the New Anne Arundel General Hospital Annex. This project will improve the traffic congestion problems in the northern Parole area (CIP/Parole Plan)</li> </ul>		x	
<b>L18</b>	<b>Morgan Road Extension</b>			
	<ul style="list-style-type: none"> <li>Construct the first segment of Town Center Boulevard from MD 175 to north of Hale Street (CIP/Odenton Plan)</li> </ul>	x		

	<b>COUNTY TRANSPORTATION FACILITIES</b>	< 2 years	2-6 years	> 6 years
<b>L19</b>	<b>Mountain Road/Fort Smallwood Road Connector</b>			
	<ul style="list-style-type: none"> <li>Construct a road connection between Mountain Road and Fort Smallwood Road to relieve traffic congestion and improve traffic circulation and safety in the area (CIP)</li> </ul>		x	
<b>L20</b>	<b>Mountain Road Bypass</b>			
	<ul style="list-style-type: none"> <li>This is a study project for a road between the Maryland Avenue area and Magothy Bridge Road to provide relief for the high level of traffic congestion on MD 177 (CIP)</li> </ul>	x		
<b>L21</b>	<b>New Road</b>			
	<ul style="list-style-type: none"> <li>An arterial connection from Hospital Drive to Jumpers Hole Road is needed to avoid future impacts on Elvaton Road and to provide an east-west link in the local road network (GDP)</li> </ul>			x
<b>L22</b>	<b>North Shore Drive Extension</b>			
	<ul style="list-style-type: none"> <li>A new connection between Solley Road and Marley Neck Boulevard to enhance mobility in this corridor (CIP)</li> </ul>			x
<b>L23</b>	<b>Patuxent/Conway Road</b>			
	<ul style="list-style-type: none"> <li>Provide additional capacity on Conway Road in the vicinity of MD 3 as development warrants (CIP)</li> </ul>		x	
<b>L24</b>	<b>Quarterfield Road</b>			
	<ul style="list-style-type: none"> <li>The upgrading of the existing road for safety and capacity considerations from MD 100 to WB&amp;A Road (GDP)</li> </ul>			x
<b>L25</b>	<b>Reidel Road</b>			
	<ul style="list-style-type: none"> <li>The extension of the existing road to connect from MD Route 424 to MD Route 3 at Waugh Chapel Road (GDP)</li> </ul>		x	
<b>L26</b>	<b>Ridge Road</b>			
	<ul style="list-style-type: none"> <li>This project is programmed for construction on new alignment, to provide alternative access to the industrial centers in the area (CIP)</li> </ul>	x		

	<b>COUNTY TRANSPORTATION FACILITIES</b>	< 2 years	2-6 years	> 6 years
<b>L27</b>	<b>Riva Road</b>			
	<ul style="list-style-type: none"> <li>Provide widening and safety improvements from the South River Bridge to MD 214. (CIP)</li> </ul>		x	
<b>L28</b>	<b>Riva Town Center Boulevard</b>			
	<ul style="list-style-type: none"> <li>Completion of the road linkages between Festival at Riva, Annapolis Harbor Center and the Forest Plaza Shopping Centers. This connection will enhance mobility in the Parole Town Center area (Parole Plan)</li> </ul>			x
<b>L29</b>	<b>Science Park Road Improvements</b>			
	<ul style="list-style-type: none"> <li>Provide for improved access and egress the Admiral Cochrane Drive area including a connection to MD 2. This is an important employment center, but access is very difficult under existing conditions. The proposed improvements, along with other improvements in the area, will significantly improve the traffic congestion problems (Parole Plan/CIP)</li> </ul>	x		
<b>L30</b>	<b>Town Center Boulevard From Reece Road to MD 175 through Fort Meade</b>			
	<ul style="list-style-type: none"> <li>Complete the connection of Town Center Boulevard from MD 175 in Odenton to MD 175 at Fort Meade. This connection will serve the Severn Oaks community as well as the Odenton Town Center and Fort Meade (Odenton Plan)</li> </ul>			x
<b>L31</b>	<b>Town Center Boulevard to Reece Road</b>			
	<ul style="list-style-type: none"> <li>Provide a link from Reece Road to Town Center Boulevard. constructed through the Seven Oaks PUD. The road is one of two connections needed to complete a new road linking the MARC train station at Odenton (CIP)</li> </ul>	x		
<b>L32</b>	<b>Waugh Chapel Road</b>			
	<ul style="list-style-type: none"> <li>Provide safety and capacity improvements in the vicinity of MD 3 (GDP)</li> </ul>		x	

	<b>COUNTY TRANSPORTATION FACILITIES</b>	< 2 years	2-6 years	> 6 years
<b>L33</b>	<b>West Town Center Avenue</b>			
	<ul style="list-style-type: none"> <li>Provide access to the proposed Odenton Town Center from the MD 32 ramp connection at MD 175. This road will connect to the Town Center Boulevard. This project would serve the proposed development in the Odenton Town Center area (Odenton Plan)</li> </ul>	x		
	<b>Transit Access Improvements</b>			
	<ul style="list-style-type: none"> <li>Study to improve access to the MARC and Light Rail stations throughout the County (GDP)</li> </ul>	x		
<b>L34</b>	<b>Arundel Mills Boulevard</b>			
	<ul style="list-style-type: none"> <li>Provide a arterial roadway connection between Ridge Road/MD 100 and MD 295 to service the proposed development for the area. <i>(Added per Bill 51-99)</i></li> </ul>	x		

Revised per Bill 51-99

# Implementation

## Implementation

The recommendations included in Part 2 of the Plan under Conserving the Environment, Managing Development, and Meeting People's Needs are shown in this section. They have been categorized into six areas which include *Resource Inventory and Management*, *Planning Initiatives and Studies*, *Financial Strategies*, *Development Regulations*, *Public Information Initiatives*, and *Capital Improvements*.

*Resource Inventory and Management* includes identification of land and other resources where improved management can enhance and protect these resources. In some cases, acquisition will be appropriate.

*Planning Initiatives and Studies* includes actions such as developing Small Area Plans, a Greenways Master Plan, and pedestrian and streetscape plans.

*Financial Strategies* includes pursuit of funding mechanisms and financial strategies to carry out recommendations of the Plan, such as developing financial incentives for redevelopment of commercial areas.

*Development Regulations* involves revision of existing development regulations, including zoning and subdivision ordinances, and creation of new requirements in areas such as design.

*Public Information Initiatives* include actions recommended to better inform the public about current programs or new programs that further the goals of the Plan.

*Capital Improvements*, such as transportation and community facility

projects, indicate specific types of projects that are recommended to accomplish the goals and policies of the Plan.

The Plan will be implemented over a number of years. Recommendations included in the Plan will be carried out by actions of the public and private sectors.

This section is intended to serve as a guide for implementation of the Plan. It includes a priority listing of action items, an approximate timeline for starting each recommended action and which County agency or other public or private entity has the primary responsibility for carrying out the action. This section will be useful in the future in determining what actions have been accomplished and what actions remain to be implemented. In this regard, it can serve as a checklist to measure the progress of the Plan's recommendations.

Implementation of these items will require the assistance and cooperation of many individuals and agencies. It will also require understanding on the part of the public that unlimited resources are not available to accomplish all of these items all at once. Additional resources may be required to accomplish many of these items.

### The priority listings have the following meanings:

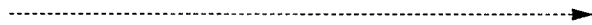
- 1 **Very High Priority** - use all available resources and obtain necessary resources to accomplish within the indicated timeline
- 2 **High Priority** - use available resources to accomplish within the indicated timeline
- 3 **Priority** - accomplish within the indicated timeline or extend timeline as resources become available

Some of the recommendations in this section are items that are currently being done and will continue to be pursued. These recommendations are included in the Implementation Section because it is important to acknowledge that these actions will continue to be done and that they are important. **These actions are designated with a prefix C.**

**The following timeline symbols have the following meaning:**



Item to be completed within indicated time



Item is currently being done and will continue to be pursued

**The following abbreviations are used in this section:**

- ACDC - Arundel Community Development Corp.
- AEDC - Arundel Economic Development Corp.
- AGING - Anne Arundel County Department Of Aging
- BD.ED. - Anne Arundel County Board of Education
- BMC - Baltimore Metropolitan Council
- BUDGET - Anne Arundel County Office of Management and Budget
- DBED - Maryland Department of Business and Economic Development
- DNR - Maryland Department of Natural Resources
- DPW - Anne Arundel County Department of

- Public Works
- FED - United States Government and it Agencies
- FIRE - Anne Arundel County Fire Department
- HEALTH - Anne Arundel County Department of Health
- LIBRARY - Anne Arundel County Libraries
- MDA - Maryland Department of Agriculture
- MDE - Maryland Department of the Environment
- MDOT - Maryland Department of Transportation
- MHT - Maryland Historical Trust
- MTA - Maryland Transit Administration
- PACE - Anne Arundel County Department of Planning and Code Enforcement
- PD - Anne Arundel County Police Department
- REC & PARKS - Anne Arundel County Department of Recreation and Parks
- SCD - Anne Arundel Soil Conservation District
- TMA'S - Transportation Management Associations
- USACOE - United States Army Corps of Engineers

PART 1 - IMPLEMENTATION

RESOURCE INVENTORY AND MANAGEMENT

Prior	Action Item	Who	Timeline													
			97	98	99	00	01	02	03	04	05	06	07&>			
	<b>RESOURCE INVENTORY AND MANAGEMENT</b>															
1	Implement Chesapeake Bay Program initiatives for local government involvement through active representation on the tributary strategy teams for the Patapsco/Back Rivers, Lower Western Shore and Patuxent Rivers and incorporate the teams recommendations, as set forth in the annual report to the Governor, into PACE's work program	PACE														
1	Evaluate location and amount of commercial and industrial zoning to ensure it is adequate to support retention and expansion of existing business and to help guide new business to appropriate locations	PACE AEDC														
1	Inventory shoreline areas for restoration of submerged aquatic vegetation and establish a program to restore these areas	PACE DNR														
1	Continue to work with other jurisdictions in the Metropolitan Baltimore Intrastate Air Quality Control Region (AQCR) to attain the ozone standard through a combination of controls on industrial sources, vehicle inspection and maintenance programs and transportation control measures	PACE HEALTH BMC														
1	Identify preservation areas and establish growth boundaries through adoption of land use and infrastructure plans and the small area planning process	PACE														
1	Work with the State to provide stricter standards and improved enforcement for rubble landfills	PACE DPW MDE														
2	Identify environmentally sensitive areas for acquisition by the County	PACE DNR														
2	Determine amount and provide zoned developable land to accommodate growth in appropriate locations	PACE														
2	Identify appropriate areas within Town Centers for higher density residential use	PACE														
2	Identify publicly owned properties in the vicinity of transit stations that could be used for joint public/private development	PACE MDOT														
2	Provide complementary land uses in and around transit stations that will make transit station areas focal points of activity	PACE MTA														
2	Maintain cooperative relationships with neighboring jurisdictions to assure that sewer and water interests in the County are protected	PACE DPW														
2	Identify and prioritize stream restoration projects for inclusion in development projects and the capital budget	PACE DPW														
2	Require use of Best Management Practices in Agriculture	SCD PACE														
2	Increase efforts to add to preservation and creation of upland forested areas	PACE														

PART 1 - IMPLEMENTATION

RESOURCE INVENTORY AND MANAGEMENT

		Timeline												
Prior	Action Item	Who	97	98	99	00	01	02	03	04	05	06	07&>	
	<b>RESOURCE INVENTORY AND MANAGEMENT</b>													
2	Identify potential sites for regional stormwater management and funding mechanisms including the capital program and developer contributions	PACE DPW	→											
2	Evaluate transfer of County surplus land for construction of affordable housing by private and non-profit developers	PACE DPW	→											
2	Identify and acquire, where feasible, available land, including suitable Federal and State owned surplus land, to meet County recreation needs	REC AND PARK	→											
2	Initiate and maintain community oriented policing partnerships to promote greater understanding to meet the needs of communities and to identify non-traditional police responses to crime	PD	→											
3	Identify wetland sites for mitigation banking and establish a County wetland bank	PACE			→									
3	Enforce floodplain regulations	PACE	→											
3	Identify areas where public access to the waterfront may be possible and establish a program to determine public support, funding and access	PACE REC & PARKS	→											
3	Identify and evaluate inactive sand and gravel mines for reclamation and restoration, including wetlands mitigation sites, local/regional recreation facilities and regional stormwater management sites	PACE MDE			→									
3	Work with State to monitor and conserve existing water supplies in the county and to determine actions necessary to maintain the stability of aquifers	PACE DPW MDE	→											
3	Maintain periodic testing to assess saltwater intrusion, excessive drawdowns and related groundwater problems	DPW MDE	→											
3	Identify sites and possible funding mechanisms for community and regional recreation areas	PACE REC & PARK	→											
3	Expand electronic resources in libraries available to all County residents regardless of location	LIBRARY	→											
3	Identify existing buildings that could be renovated for use as senior service delivery sites (housing, aging services, medical services, etc.)	PACE AGING	→											
3	Identify potential for senior housing, senior services and medical services in storefronts, shopping centers and shopping malls and for co-location with other community services (libraries, recreation centers, senior centers)	AGING ACDC PACE	→											
3	Develop "menu of services" options enabling senior program clients to pay only for services received	AGING	→											

PART 1 - IMPLEMENTATION

RESOURCE INVENTORY AND MANAGEMENT

Prior	Action Item	Who	Timeline											
			97	98	99	00	01	02	03	04	05	06	07&>	
	<b>PLANNING INITIATIVES AND STUDIES</b>													
1	Maintain the current schedule for watershed management plan implementation by completing and adopting the South River Plan and initiating the development of the Herring Bay Plan	PACE DPW												
1	Complete watershed management plans at the rate of one per year until the entire County is complete; these plans will be coordinated with small area plans	PACE DPW												
1	Develop a countywide greenways master plan and integrate it into regional greenway planning efforts	PACE REC & PARKS												
1	Prepare Small Area Plans and determine appropriate boundaries of Small Areas with participation from citizens representing varied interests in order to refine the type, timing, location and extent of future development, circulation patterns and community design	PACE												
1	Prepare comprehensive pedestrian and streetscape plans	PACE												
1	Study feasibility of transit, including bus transit and rail transit, along corridors such as Rt.2, Rt. 50/301, I-97, Rt. 214, Rt. 100/32, Rt. 3	PACE MDOT DPW												
1	Study the extension of light rail and commuter rail to other areas of the County	PACE MDOT												
1	Study the feasibility of extending light rail to the Annapolis area	PACE MDOT												
1	Study the feasibility of adding stations on the commuter rail line	PACE MDOT												
1	Develop interconnected pedestrian ways and bikeways , for the County by small areas	PACE DPW												
1	Develop watershed management plans for the Severn and Patuxent Rivers by utilizing previously completed studies and plans	PACE DPW												
1	Conduct a comprehensive study by the City of Annapolis and the County to address the various growth issues that affect the Annapolis Neck Peninsula	PACE												
1	Determine the viability of a transferable development rights (TDR) program and implement, if appropriate	PACE												
2	Research design and development standards through analysis of comparable projects in the region or elsewhere and prepare guidelines for use in preliminary project planning	PACE												
2	Prepare conceptual streetscape/landscape plans along major routes, tailored to urban or suburban frontage and identify projects for funding through the capital budget or development process	PACE												
2	Develop a Class III stream watershed management Plan	PACE DPW												

**PART 1 - IMPLEMENTATION**

**PLANNING INITIATIVES AND STUDIES**

Prior	Action Item	Who	Timeline													
			97	98	99	00	01	02	03	04	05	06	07 & >			
	<b>PLANNING INITIATIVES AND STUDIES</b>															
2	Evaluate location, function and adequacy of business centers throughout the County in relation to population and employment served and identify opportunities for development or redevelopment to accommodate desired uses	PACE AEDC	→	→												
2	Develop circulation plans and reserve land for future roads and improvements around transit stations	PACE DPW			→	→	→	→	→	→	→	→	→	→		
2	Conduct comprehensive study of potential park and ride locations to expand ridesharing and transit use	PACE MDOT	→	→												
2	Review development regulations affecting housing costs to determine if they impose excessive costs, delay or discourage provision of a broad range of housing choices	PACE ACDC	→	→												
2	Initiate periodic review and revision of impact fees to reflect current costs	PACE	→	→												
2	Develop and disseminate rules and procedures for maximizing use of schools	BD ED.	→	→												
2	Conduct fiscal impact analysis in conjunction with planning of special areas, such as Growth Management Areas and Small Areas	PACE			→	→	→	→	→	→	→	→	→	→		
3	Establish a program for wetland and forest restoration or creation in rural areas and in appropriate areas in growth areas	PACE			→	→	→	→	→	→	→	→	→	→		
3	Investigate land use, financial and regulatory methods and incentives that can be used to increase recycling	DPW PACE	→	→												
3	Investigate the feasibility of a Moderately Priced Dwelling Unit (MPDU) Program that would provide moderately priced housing throughout the County	PACE ACDC	→	→												
3	Study the future expansion of northern and southern regional library facilities to meet growing needs for library services	LIBRARY	→	→												

			Timeline												
Prior	Action Item	Who	97	98	99	00	01	02	03	04	05	06	07&>		
	<b>FINANCIAL STRATEGIES</b>														
1	Provide funding to establish an installment payment program for acquisition of agricultural easements	PACE	→												
1	Investigate innovative methods to finance the purchase of agricultural and woodland easements	PACE	→												
1	Secure funding to purchase agricultural and woodland easements	PACE	→												
1	Secure private and public funding for infrastructure improvements in the County's designated Town Centers	PACE	→												
1	Explore alternative funding to select and pay for school improvements	PACE BUDGET BD.ED.	→												
1	Provide options for developers to build additions, facilities to existing schools	PACE BD.ED.	→												
1	Enhance marketing strategies to attract diversified business	AEDC	→												
2	Develop a tidal shoreline mitigation fund by charging impact fees for impacts to the shoreline	PACE			→										
2	Secure authority to use off-site drainage fees and continue to use Critical Area and Tree Bill Reforestation fees to acquire mitigation sites	PACE	→												
2	Identify greenways and open space for conservation easements and establish a funding mechanism, such as set aside of funds and incentives as part of development agreements, to acquire open space and greenways	PACE REC & PARKS			→										
2	Develop a challenge grant program by using Tree Bill reforestation funds to assist organizations in preserving sensitive areas	PACE	→												
2	Establish grant and loan programs and tax incentives for the preservation of historic sites and structures and archaeological properties and sites	PACE MHT	→												
2	Provide incentives to property owners to encourage renovation, rehabilitation, preservation, adaptive reuse and protection of historic structures and neighborhoods	PACE			→										
2	Conduct study of development regulations and costs to determine appropriate changes to minimize excessive standards and costs, without sacrificing environmental standards	PACE AEDC	→												
2	Use the development review and approval process to encourage the provision of or contribution toward transportation or transit service	PACE	→												
2	Develop incentives such as tax and fee credits and expediting the development review process for the use of infill lots for commercial and residential development in designated revitalization areas	PACE AEDC	→												
2	Pursue public-private partnership in funding for sewer, water and solid waste facilities	DPW PACE	→												
2	Conduct an economic analysis of the tax revenues and expenditures related to the long range impact of buildout of RA land under existing zoning laws	PACE	→												

			Timeline												
Prior	Action Item	Who	97	98	99	00	01	02	03	04	05	06	07&>		
	<b>FINANCIAL STRATEGIES</b>														
2	Develop a program of incentives, including tax and financing measures, for the redevelopment of existing commercial sites	DEED PACE		→											
3	Create an incentive program to encourage water conservation	DPW PACE		→											
3	Form cooperatives for local produce in local chain and supermarkets and restaurants	MDA			→	→	→								
3	Form an Agricultural and Marketing Cooperative or Council to promote various local agricultural products, to develop a Farm directory, farm tours and harvest sales	MDA			→	→	→								
3	Develop financial incentives for environmentally sensitive land use such as loan programs that target growth areas and split tax rates for growth and limited growth areas	PACE AEDC			→	→	→								
3	Define and designate transit station areas as special assessment districts	PACE			→	→	→								
3	Provide incentives to developers, such as fee credits for development of affordable, senior housing	PACE	→	→											
3	Explore the feasibility of providing tax credits or tax abatement to seniors for home improvements	BUDGET PACE	→	→											
3	Conduct a comprehensive review of existing development fees and services and determine appropriate methods and levels of funding and fees for development and services	PACE	→	→											

PART 1 - IMPLEMENTATION

DEVELOPMENT REGULATIONS

Prior	Action Item	Who	Timeline													
			97	98	99	00	01	02	03	04	05	06	07>			
	<b>DEVELOPMENT REGULATIONS</b>															
1	Revise development regulations to require undisturbed buffers along upland streams	PACE		→												
1	Revise subdivision regulations to provide pedestrian access and recreation linkage between subdivisions	PACE		→												
1	Implement buffers to protect adjacent or nearby residential uses from mining activities	PACE MDE			→											
1	Establish land use regulations that provide incentives to preserve agricultural land and restore and create upland forest areas, including Transferable Development Rights (TDR's) and rural residential clustering that provide optimum environmental protection and other innovative techniques	PACE		→												
1	Perform analysis and revision of zoning regulations to include up to date uses and to incorporate improved methods to achieve goals and policies of the General Development Plan prior to comprehensive rezoning	PACE		→												
1	Use zoning and land use regulations to provide incentives to develop in areas that have or are planned for infrastructure	PACE		→												
1	Develop new mixed use zoning overlay districts or categories that combine commercial, office, employment and/or residential development	PACE		→												
1	Revise zoning and subdivision regulations to allow traditional neighborhood design regulations and to improve residential cluster and planned development requirements	PACE		→												
1	Revise development regulations to incorporate standards for design and interconnection/access between commercial areas and employment and residential areas	PACE		→												
1	Revise existing development regulations in commercial and industrial zoning districts to provide standards for improved design and flexible use requirements	PACE		→												
1	Provide incentives for mixed use development in the Odenton Town Center Growth Management Area and consider changes to allow an incentive program as exists in the Parole Town Center Growth Management Area	PACE		→												
1	Establish and adopt standards and guidelines for design of residential, commercial, mixed use and industrial projects, addressing site layout, preservation of natural features, use of open space, construction materials, landscaping, lighting, signage and other design elements	PACE		→												
1	Develop and adopt Transit Station Area Zoning overlay districts and/or categories and designate them as receiving areas for TDR's	PACE		→												
1	Revise development regulations to require improvements to access, parking and feeder bus service in and around transit station areas	PACE		→												

PART 1 - IMPLEMENTATION

DEVELOPMENT REGULATIONS

Prior	Action Item	Who	Timeline													
			97	98	99	00	01	02	03	04	05	06	07&>			
	<b>DEVELOPMENT REGULATIONS</b>															
1	Revise development regulations to promote mixed use and flexibility in existing industrial zoning districts near the BWI Airport, particularly for ancillary commercial service uses including retail uses, health clubs, restaurants, etc.	PACE		→												
1	Review and revise requirements for adequate facilities for fire suppression facilities	FIRE PACE		→												
1	Develop and implement right-to-farm legislation	PACE		→												
2	Revise development regulations to clearly define steep slopes	PACE		→												
2	Revise development regulations to incorporate innovative methods to minimize impervious surfaces	PACE		→												
2	Revise existing County codes and regulations to protect historic and archaeological resources, including historic sites, historic neighborhoods and rural villages and scenic and historic roads and bridges; adopt and implement the scenic and historic roads program	PACE		→												
2	Create development guidelines for siting new structures in proximity to significant historic or archaeological sites, including the use of topography, vegetation, landscaping, reforestation and scenic/agricultural easements	PACE		→												
2	Reduce required minimum lot sizes in residential zoning districts to reduce site costs, increase open space and public space and preserve sensitive areas	PACE		→												
2	Expedite the development review and approval process in designated growth areas such as Transit Oriented Development Areas, Community Enhancement Areas, the BWI Business District and Town Center Growth Management Areas	PACE		→												
2	Define development limits in areas not planned to be served by public sewer	PACE		→												
2	Require concept alternatives for site plan review, prior to formal submittal and engineering design for all major subdivisions and permits	PACE		→												
2	Develop an ordinance that would permit the reuse and revitalization of existing vacant or underutilized buildings	PACE		→												
2	Incorporate design review early in the development review process	PACE		→												
2	Revise signage regulations to incorporate improved design standards and principles relative to height, placement and size compatible with surrounding areas	PACE				→										
2	Revise the County's design manual to provide for flexibility in road design requirements including reduction of road widths in residential areas and road requirements adjacent to scenic and historic sites and areas	PACE DPW		→												

**PART 1 - IMPLEMENTATION**

**DEVELOPMENT REGULATIONS**

Prior	Action Item	Who	Timeline												
			97	98	99	00	01	02	03	04	05	06	07&>		
	<b>DEVELOPMENT REGULATIONS</b>														
2	Review and revise development regulations to ensure that they are consistent with sewer and water plan policies	PACE	→												
2	Provide incentives for innovative on-site stormwater facilities	PACE	→												
2	Revise zoning and subdivision regulations to permit greater densities for specific target markets, such as handicapped and elderly	PACE	→												
2	Provide incentives for affordable housing	PACE	→												
2	Revise development regulations to allow for bonus densities for senior projects	PACE	→												
2	Revise zoning regulations to allow accessory apartments in appropriate locations	PACE	→												
2	Establish fast track permit review process for job creation projects	PACE	→												
3	Identify and develop incentives for achieving net gain of tidal and nontidal wetlands	PACE	→												
3	Incorporate use of innovative septic systems such as sand filters and mounds into building and site design standards; investigate new technologies to protect water supplies	PACE HEALTH	→												
3	Revise existing County code to include noise reduction standards that are linked to decibel levels for specific uses	PACE HEALTH	→												
3	Review and revise development regulations to determine appropriate changes to allow health and senior care facilities that are compatible with existing neighborhoods in convenient locations	PACE HEALTH	→												

PART 1 - IMPLEMENTATION

PUBLIC INFORMATION INITIATIVES

Prior	Action Item	Who	Timeline													
			97	98	99	00	01	02	03	04	05	06	07&>			
	<b>PUBLIC INFORMATION INITIATIVES</b>															
1	Develop and implement methodology to utilize current technology such as the library system, print media, cable TV and on-line services to communicate information on land use issues, changes in development regulations, and meetings/hearings on development projects	PACE		→												
1	Develop and implement an outreach program to elicit citizen input on planning and development issues	PACE		→												
2	Inventory community associations willing to place conservation easements on community open space and provide the inventory to land trusts for implementation	PACE DNR		→												
C	Use Transportation Management Associations to promote transit and ridesharing	PACE BMC TMA'S														→
3	Coordinate with State and Federal agencies to develop a public education program on the hazards of toxic spills	DPW PACE		→												
3	Develop a program to provide information to the public about water conservation technologies and ways to minimize stormwater runoff	DPW PACE		→												
3	Develop a Countywide marketing strategy for rural Anne Arundel County agricultural and Chesapeake Bay products	PACE MDA				→	→	→								
3	Develop demonstration programs for alternative agriculture and forestry enterprises, including the development of specialty crops	PACE MDA				→	→	→								
3	Develop an agricultural awareness campaign including conference and farm days to create a positive awareness of the agricultural and seafood industry	PACE MDA				→	→	→								
C	Continue to support the Soil Conservation District in its efforts to educate and assist farmers in establishing Best Management Practices	SCD PACE														→
C	Provide public education, information and technical expertise on historic and archaeological resources	PACE														→
3	Develop a program to promote the availability of the County's Department of Aging as a resource in planning housing for older persons	AGING		→												
3	Develop a network of partnerships with government, private and academic institutions to improve community awareness of health and wellness issues, particularly in the area of cancer control	HEALTH		→												

PART 1 - IMPLEMENTATION

CAPITAL IMPROVEMENTS

Prior	Action Item	Who	Timeline												
			97	98	99	00	01	02	03	04	05	06	07&>		
	<b>CAPITAL IMPROVEMENTS</b>														
1	Provide walkways and bikeways to connect residential areas with nearby activity centers	PACE													
1	Develop interconnected pedestrian ways and bikeways for the County by small areas	PACE													
1	Complete planned transportation and utility projects in the vicinity of the BWI Airport, including completion of MD 32 and extension of Ridge Road	MDOT DPW													
1	Establish a program to target capital expenditures in existing and planned sewer areas to remedy utility deficiencies in existing communities	DPW PACE													
1	Phase in development of additional school facilities to accommodate new residential growth.	PAB BD.ED													
1	Provide a western regional library to serve the entire West County area	LIBRARY													
1	Provide improvements in public services and facilities and encourage improvements such as installation of utilities and roads by the private sector and the State in areas designated for residential, commercial and industrial development	PACE DPW													
2	Provide east-west bus links between light rail and commuter rail facilities and nearby employment and residential areas	MTA TMA'S													
2	Establish priorities for County transportation projects consistent with the General Development Plan and coordinate the timing of infrastructure improvements to address existing and projected needs	PACE DPW													
2	Improve citizen convenience centers for solid waste and recyclables	DPW													
2	Coordinate the School Board and General County budget process to look at maintenance of existing school infrastructure	PAB BD.ED.													
2	Increase the quantity of EMS and medical facilities to meet the demands of an increasing aging population	FIRE AGING													
2	Provide funding for medical units in new and existing fire stations or provide advanced life support engine response with private EMS transport from new and existing fire stations	FIRE													
2	Co-locate fire stations with other County facilities where possible	FIRE PACE DPW													
3	Retrofit existing storm drains and stormwater management systems to provide water quality management as identified by the County's National Pollutant Discharge Elimination System program	DPW PACE													
3	Incorporate new wastewater treatment technology into County's program as it becomes technically and financially feasible	DPW													

Prior	Action Item	Who	Timeline											
			97	98	99	00	01	02	03	04	05	06	07&>	
	<b>CAPITAL IMPROVEMENTS</b>													
3	Incorporate new wastewater treatment technology into County's program as it becomes technically and financially feasible	DPW												
			—————→											
3	Identify sites for wetland creation for stormwater management	PACE DPW	→											

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 1999, Legislative Day No. 29

Bill No. 51-99

Introduced by Mr. Klosterman, Chairman  
(by request of the County Executive)

By the County Council, June 7, 1999

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Introduced and first read on June 7, 1999  
Public Hearing set for and held on July 6, 1999

By Order: Judy C. Holmes, Administrative Officer

---

A BILL ENTITLED

1 AN ORDINANCE concerning: Planning and Development - The General Development  
2 Plan for Anne Arundel County

3  
4 FOR the purpose of adopting revisions to the General Development Plan for Anne Arundel  
5 County; amending the text and Transportation Plan Maps to provide for certain road  
6 improvements in the area of Arundel Mills Boulevard; and generally relating to the  
7 General Development Plan.

8  
9 BY repealing and reenacting, with amendments: Article 24, §1-102(1)  
10 Anne Arundel County Code (1985, as amended)

11  
12 SECTION 1. *Be it enacted by the County Council of Anne Arundel County, Maryland,*  
13 That Section(s) of the Anne Arundel County Code (1985, as amended) read as follows:

14  
15 ARTICLE 24 PLANNING AND DEVELOPMENT  
16 Title 1. General Provisions

17  
18 1-102. Planning for future development.

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

22  
23 (1) the General Development Plan for Anne Arundel County prepared by the  
24 Department of Planning and Code Enforcement dated June, 1997, AS AMENDED BY BILL  
25 NO. 51-99.

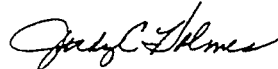
26  
27 SECTION 2. *And be it further enacted,* That the text of the General Development Plan  
28 for Anne Arundel County prepared by the Department of Planning and Code Enforcement  
29 dated June, 1997, a copy of which is on file with the Department of Planning and Code  
30 Enforcement, is hereby amended as follows:

31  
32 (A) on page 24 of Part I, Summary and Recommendations, at the end of the existing  
33 text, add the following:




READ AND PASSED this 6th day of July, 1999


By Order:

  
Judy C. Holmes  
Administrative Officer

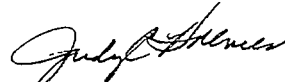
PRESENTED to the County Executive for her approval this 7th day of July, 1999

  
Judy C. Holmes  
Administrative Officer

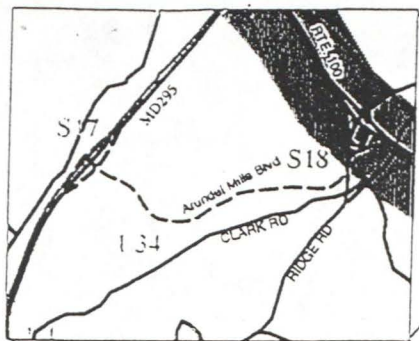
APPROVED AND ENACTED this 13 day of July, 1999

  
Janet S. Owens  
County Executive

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF BILL NO. 51-99, THE ORIGINAL OF WHICH IS RETAINED IN THE FILES OF THE COUNTY COUNCIL.

  
Judy C. Holmes  
Administrative Officer

B. 51-99



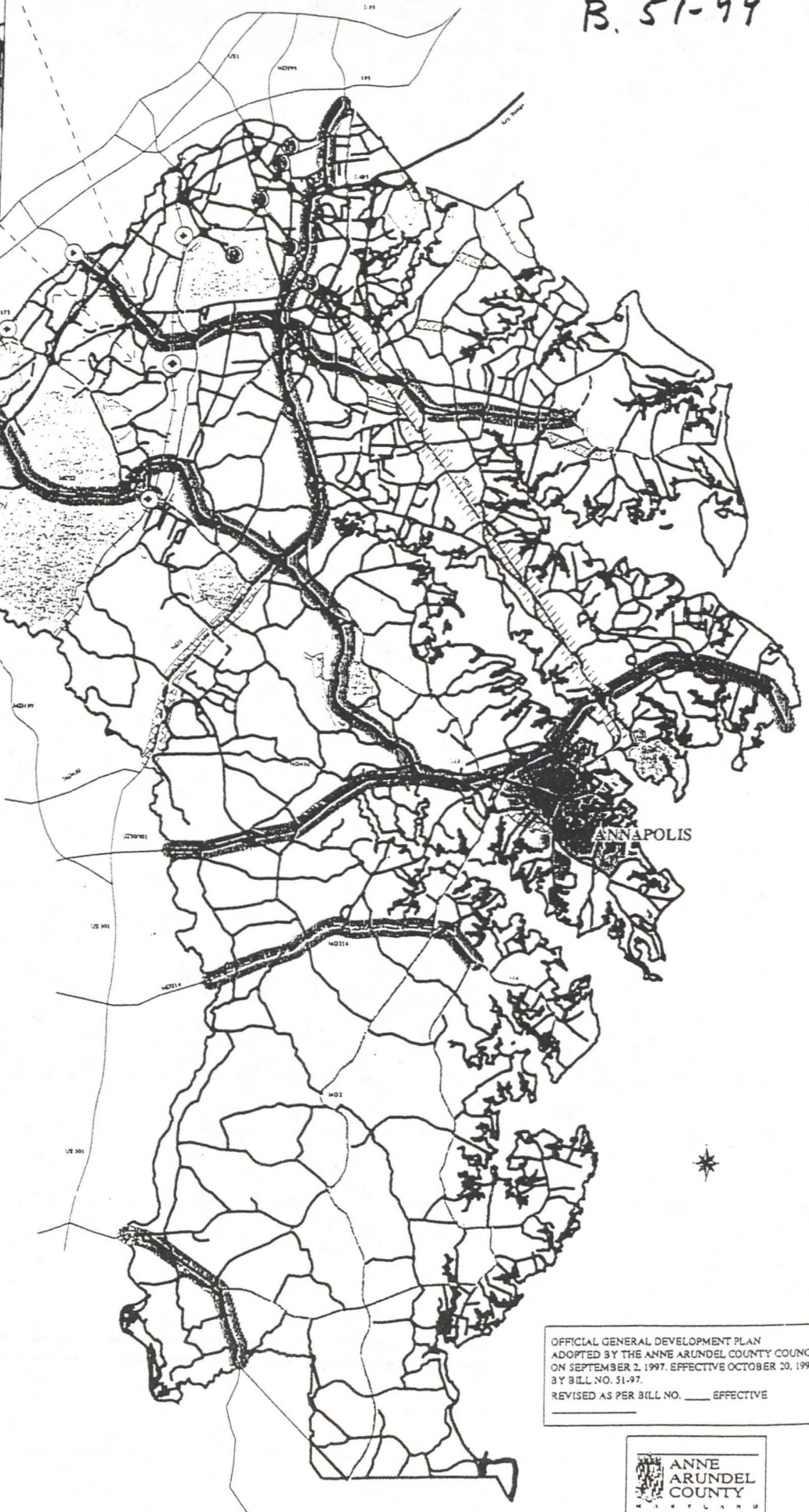
1997 General Development Plan  
Transportation Plan

Legend

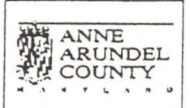
- Freeway
- Principal Arterial
- Minor Arterial
- Collector
- Proposed Road
- ▬ Potential Commuter/Transit Corridor
- ▨ Potential Light Rail Corridor
- ▧ Study Area
- Light Rail Station
- MARC Station
- Light Rail and Rail Lines
- L I County Road Projects
- S I State Road Projects

Scale 1" = 4 miles

EXHIBIT 1



OFFICIAL GENERAL DEVELOPMENT PLAN  
ADOPTED BY THE ANNE ARUNDEL COUNTY COUNCIL  
ON SEPTEMBER 2, 1997. EFFECTIVE OCTOBER 20, 1997.  
BY BILL NO. 51-97.  
REVISED AS PER BILL NO. \_\_\_\_ EFFECTIVE



**FINAL**

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 1999, Legislative Day No. 35

Bill No. 69-99

Introduced by Mr. Klosterman, Chairman  
(by request of the County Executive)

By the County Council, September 7, 1999

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Introduced and first read on September 7, 1999  
Public Hearing set for and held on October 4, 1999

By Order: Judy C. Holmes, Administrative Officer

---

A BILL ENTITLED

1 AN ORDINANCE concerning: General Development Plan

2  
3 FOR the purpose of amending the General Development Plan to change certain designated  
4 land from the Commercial designation to the Industrial Park designation in order to  
5 reflect its existing use, and to change certain designated land from Governmental/  
6 Institutional designation to Industrial Park designation.

7  
8 BY repealing and reenacting, with amendments: Article 24, §1-102(1)  
9 Anne Arundel County Code (1985, as amended)

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

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

16  
17 1-102. Planning for future development.

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

21  
22 (1) The General Development Plan for Anne Arundel County prepared by the  
23 Department of Planning and Code Enforcement dated June, 1997, AS AMENDED BY BILL  
24 NO. 69-99.

25  
26 SECTION 2. *And be it further enacted,* That the Land Use Plan of the General  
27 Development Plan of Anne Arundel County is hereby amended as follows:

28  
29 In the vicinity of the Baltimore-Washington Parkway (Maryland Route 295) and  
30 Maryland Route 32, change the outlined area from Commercial and Governmental/  
31 Institutional to Industrial Park as shown on Exhibit 1 attached hereto.

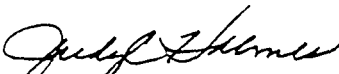
32  
33 SECTION 3. *And be it further enacted,* That this Ordinance shall take effect 45 days  
34 from the date it becomes law.

---


EXPLANATION: CAPITALS indicate new matter added to existing law.

READ AND PASSED this 4th day of October, 1999


By Order:

  
Judy C. Holmes  
Administrative Officer

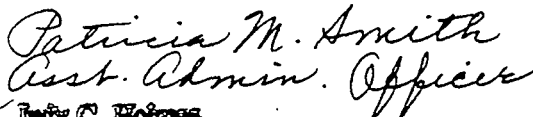

PRESENTED to the County Executive for her approval this 5th day of October, 1999

  
Judy C. Holmes  
Administrative Officer

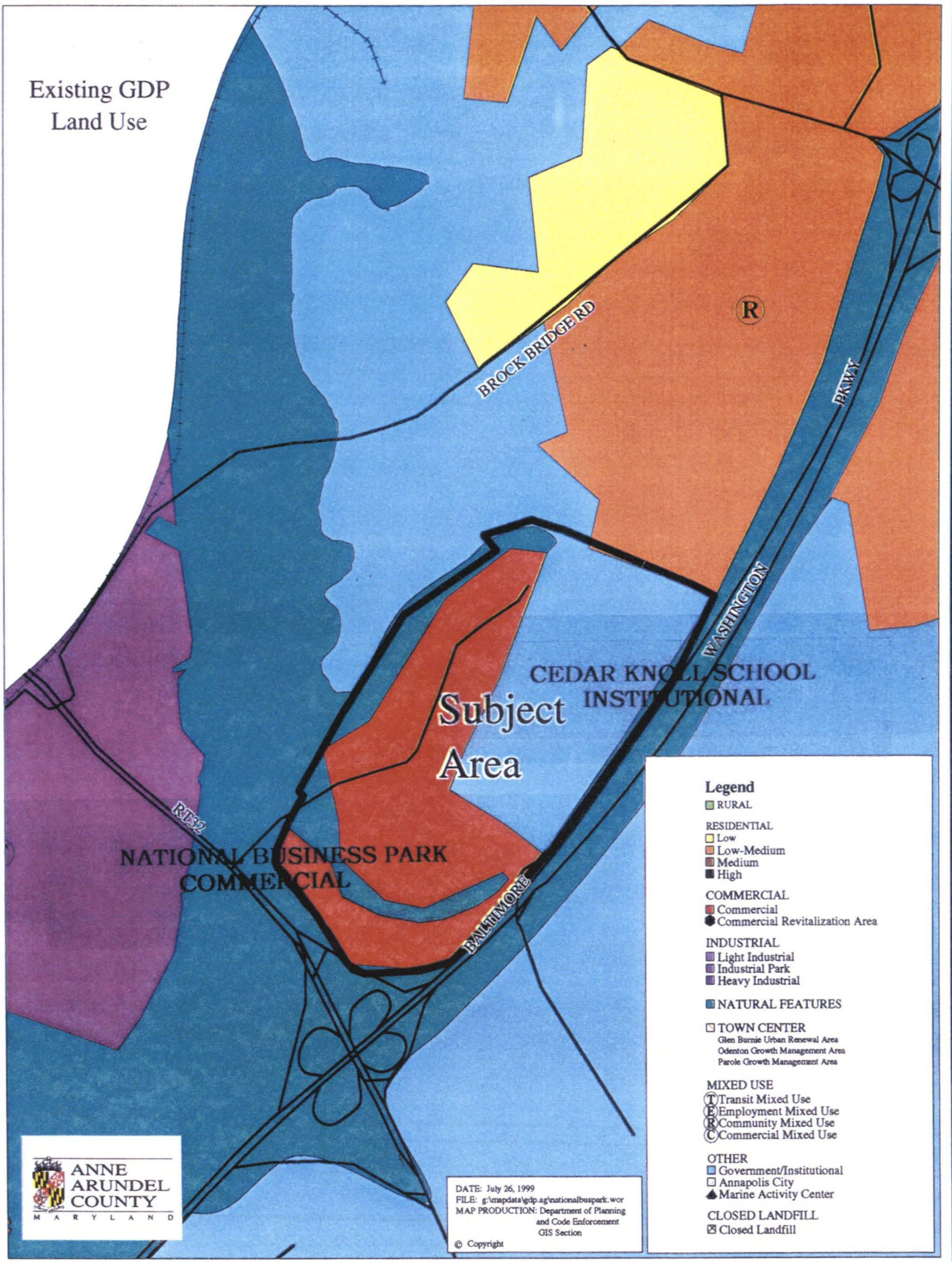
APPROVED AND ENACTED this 10<sup>th</sup> day of October, 1999

  
Janet S. Owens  
County Executive

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF BILL NO.  
60-99, THE ORIGINAL OF WHICH IS RETAINED IN THE FILES OF THE  
COUNTY COUNCIL.

  
Patricia M. Smith  
Asst. Admin. Officer  
 Judy C. Holmes  
Administrative Officer

Existing GDP  
Land Use



**Legend**

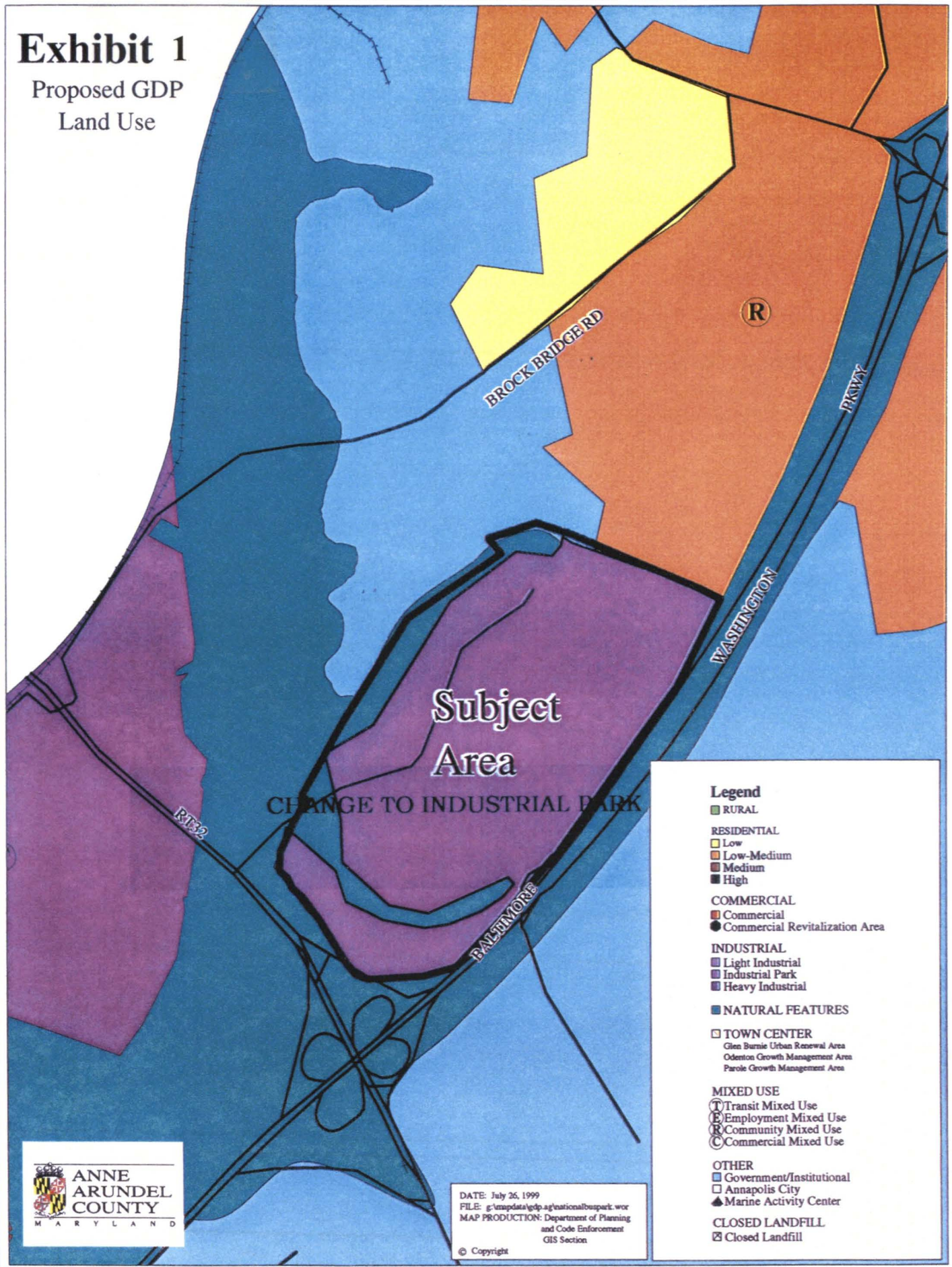
- RURAL
- RESIDENTIAL
  - Low
  - Low-Medium
  - Medium
  - High
- COMMERCIAL
  - Commercial
  - Commercial Revitalization Area
- INDUSTRIAL
  - Light Industrial
  - Industrial Park
  - Heavy Industrial
- NATURAL FEATURES
- TOWN CENTER
  - Glen Burnie Urban Renewal Area
  - Odenton Growth Management Area
  - Parole Growth Management Area
- MIXED USE
  - Ⓧ Transit Mixed Use
  - Ⓧ Employment Mixed Use
  - Ⓧ Community Mixed Use
  - Ⓧ Commercial Mixed Use
- OTHER
  - Government/Institutional
  - Annapolis City
  - ◆ Marine Activity Center
- CLOSED LANDFILL
  - ⊠ Closed Landfill



DATE: July 26, 1999  
 FILE: g:\mapdata\gdp.ag\nationalbuspark.wor  
 MAP PRODUCTION: Department of Planning  
 and Code Enforcement  
 GIS Section  
 © Copyright

# Exhibit 1

Proposed GDP  
Land Use



### Legend

- RURAL
- RESIDENTIAL**
- Low
- Low-Medium
- Medium
- High
- COMMERCIAL**
- Commercial
- Commercial Revitalization Area
- INDUSTRIAL**
- Light Industrial
- Industrial Park
- Heavy Industrial
- NATURAL FEATURES**
- TOWN CENTER
- Glen Burnie Urban Renewal Area
- Odenton Growth Management Area
- Parole Growth Management Area
- MIXED USE**
- Transit Mixed Use
- Employment Mixed Use
- Community Mixed Use
- Commercial Mixed Use
- OTHER**
- Government/Institutional
- Annapolis City
- Marine Activity Center
- CLOSED LANDFILL**
- Closed Landfill



DATE: July 26, 1999  
 FILE: g:\mapdata\gdp.ag\nationalbuspark.wor  
 MAP PRODUCTION: Department of Planning  
 and Code Enforcement  
 GIS Section

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# FINAL

## COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 2004, Legislative Day No. 30

Bill No. 52-04

Introduced by Mr. Middlebrooks, Chairman  
(by request of the County Executive)

By the County Council, July 6, 2004

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Introduced and first read on July 6, 2004  
Public Hearing set for and held on August 2, 2004  
Bill Expires October 9, 2004

By Order: Judy C. Holmes, Administrative Officer

---

### A BILL ENTITLED

1 AN ORDINANCE concerning: General Development Plan – Edgewater/Mayo Small Area  
2 Plan

3  
4 FOR the purpose of amending the General Development Plan, as amended by the  
5 Edgewater/Mayo Small Area Plan, to change certain land from  
6 Governmental/Institutional designation to Commercial designation.

7  
8 BY repealing and reenacting, with amendments: Article 24, § 1-102(1) (vii)  
9 Anne Arundel County Code (1985, as amended)

10  
11 WHEREAS, pursuant to Bill No. 87-91, the General Development Plan requires that  
12 property designated as Governmental/Institutional be redesignated before an  
13 application for rezoning will be considered by the Administrative Hearing Officer;  
14 and

15  
16 WHEREAS, the Edgewater/Mayo Small Area Plan designates a certain parcel owned  
17 by the County as Governmental/Institutional, which the County is seeking to rezone;  
18 and

19  
20 WHEREAS, in order to comply with the requirement of the General Development  
21 Plan, it is necessary to revise the Edgewater/Mayo Small Area Plan; now, therefore

22  
23 SECTION 1. *Be it enacted by the County Council of Anne Arundel County, Maryland,*  
24 That Section(s) of the Anne Arundel County Code (1985, as amended) read as follows:

---

EXPLANATION: CAPITALS indicate new matter added to existing law.  
[Brackets] indicate matter stricken from existing law.

ARTICLE 24 PLANNING AND DEVELOPMENT  
TITLE 1. GENERAL PROVISIONS

1-102. Planning for future development.

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

(1) the General Development Plan for Anne Arundel County prepared by the Department of Planning and Code Enforcement dated June, 1997, as amended by Bill No. 51-99, and by the following:

(vii) the Edgewater/Mayo Small Area Plan dated November, 2001 as adopted by Bill No. 92-01 AND AMENDED BY BILL NO. 52-04;

SECTION 2. *And be it further enacted,* That the Land Use Plan of the General Development Plan, as amended by the Edgewater/Mayo Small Area Plan dated November, 2001 as adopted by Bill No. 92-01 of Anne Arundel County, is hereby amended as follows:

At the southwest corner of the intersection of Solomon's Island Road (Maryland Route 2) and Virginia Avenue, Edgewater, Maryland, change the outlined area from Governmental/Institutional to Commercial, as shown on Exhibit 1 attached hereto, and revise the Edgewater/Mayo Small Planning Area Proposed Land Use, Map 10, accordingly.

SECTION 3. *And be it further enacted,* That this Ordinance shall take effect 45 days from the date it becomes law.

READ AND PASSED this 2<sup>nd</sup> day of August, 2004

By Order:




Judy C. Holmes  
Administrative Officer

PRESENTED to the County Executive for her approval this 3<sup>rd</sup> day of August, 2004




Judy C. Holmes  
Administrative Officer

APPROVED AND ENACTED this 6<sup>th</sup> day of August, 2004



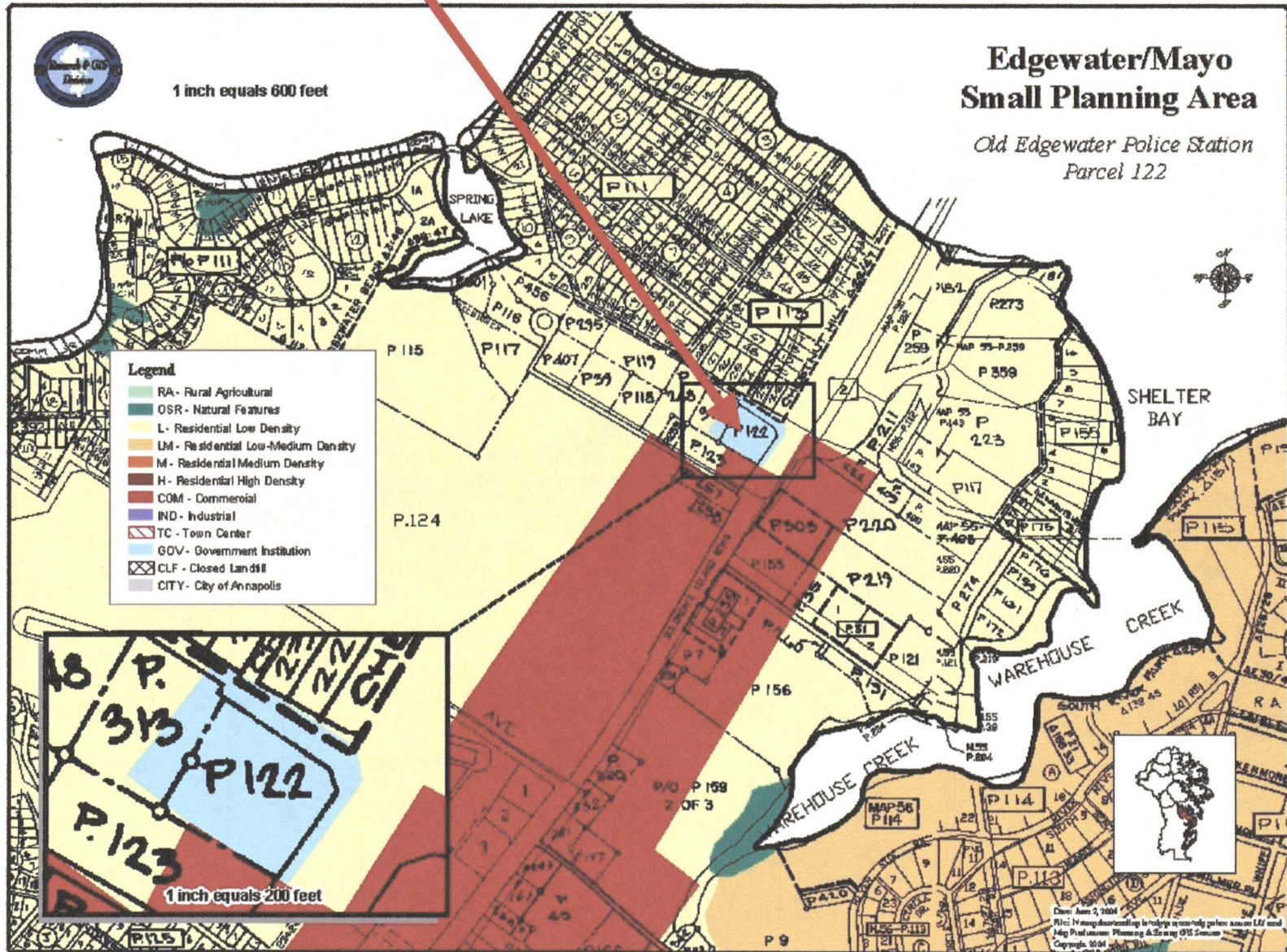
Janet S. Owens  
County Executive

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF BILL NO. 52-04, THE ORIGINAL OF WHICH IS RETAINED IN THE FILES OF THE COUNTY COUNCIL.



Judy C. Holmes  
Administrative Officer

# Change from Government/Institutional To Commercial



## **For Additional Information**

For additional information or inquiries concerning the General Development Plan, contact the Office of Planning and Zoning, Long Range Planning Division

Telephone: 410-222-7432

Website: [aacounty.org](http://aacounty.org)

Mailing Address: Anne Arundel County  
Office of Planning and Zoning  
Long Range Planning Division  
2664 Riva Road  
Annapolis, Maryland 21401