



Small Area Plans *Implementation Status Report*

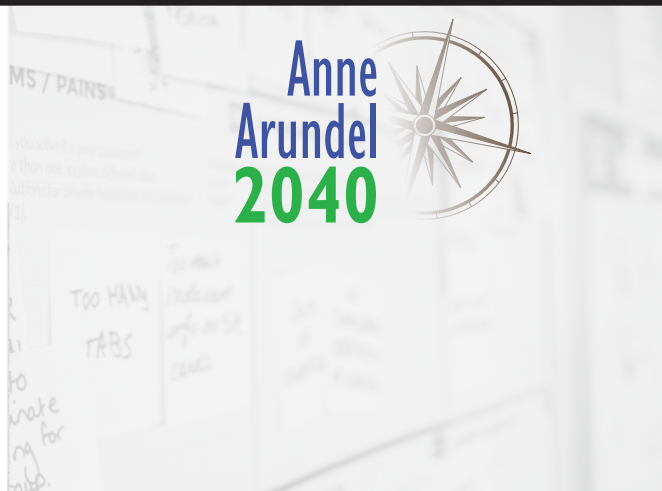


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Abbreviations and Acronyms

<i>Code</i>	<i>Agency</i>
AACC	Anne Arundel County Community College
AACPL	Anne Arundel County Public Library
AACPS	Anne Arundel County Public Schools
AAEDC	Anne Arundel Economic Development Corporation
AC	Arts Council
ACDS	Arundel Community Development Services
AWFD	Anne Arundel Workforce Development Corporation
BGE	Baltimore Gas and Electric
BMC	Baltimore Metropolitan Council
BOE	Board of Education
BRTB	Baltimore Regional Transportation Board
CITY	City of Annapolis
DNR	Maryland Department of Natural Resources
DoAD	Department of Aging and Disabilities
DOH	Department of Health
DRP	Department of Recreation and Parks
DPW	Department of Public Works
FAA	Federal Aviation Administration
FD	Fire Department
I&P	Department of Inspections and Permits
MAA	Maryland Aviation Administration
MDA	Maryland Department of Agriculture
MDAT	Maryland Department of Assessments and Taxation
MDE	Maryland Department of the Environment
MDP	Maryland Department of Planning
MDOT	Maryland Department of Transportation
MGS	Maryland Geological Survey
MTA	Maryland Transit Administration
OOT	Office of Transportation
OPZ	Office of Planning and Zoning
PD	Police Department
SCD	Soil Conservation District
SHA	State Highway Administration
USFW	U. S. Fish and Wildlife Service
WPRP	Watershed Protection and Restoration Program

Anne Arundel County Small Area Plans 1998-2005

The idea of Small Area Planning in Anne Arundel County began in the 1990s when it was recognized that the County was maturing with respect to its planning objectives and development patterns and could be better served by implementing the broader General Development Plan goals through more specific recommendations at the community level. The 1997 General Development (GDP) recommended to divide the County into 16 Small Planning Areas 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.” In addition, the 1997 GDP recommended that County planners, with a citizen panel from each area, develop a separate plan for each of the Small Areas to identify where land uses should occur, how they should be zoned, where pedestrian and road improvements are needed and how communities could use design to improve their overall function. The 1997 GDP Land Use Plan Map would serve as the overall policy guide for the Small Areas.

The Small Area Planning process began in 1998 with the kick-off of the Annapolis Neck, Broadneck, Crofton, Crownsville, Edgewater / Mayo and Severna Park Small Areas. The second round of plans began the process in 1999 with the BWI / Linthicum, Deale / Shady Side, Jessup / Maryland City, Odenton, Severn and South County Small Areas. The adoption of the Brooklyn Park, Glen Burnie, Lake Shore and Pasadena / Marley Neck Areas in 2004 completed the Small Area Plan process. See Table 1 for the Final Small Area Plan Timeline.

Over 2,000 recommendations were adopted with the 16 Small Area Plans. Even though implementation plans were not adopted with each of the Small Area Plans, nearly 80 percent of the strategies have been implemented or are ongoing processes and procedures with no completion date. Generally, strategies that have not been implemented have been due to insufficient funding, lack of available resources, requirement of additional assessment(s), a determination that implementation was not feasible or is a strategy that is not within County government control.

It was envisioned that the Small Area Plans would be updated every 10 years however, that did not occur. The State Land Use Article allows local jurisdictions to prepare plans, including those that are geographic sections or divisions of a local jurisdiction such as the Small Area Plans in Anne Arundel County, if they are consistent with the required comprehensive plan and if they are reviewed and, if necessary, revised or amended at least once every 10 years. Instead of updating its Small Area Plans, the County made a decision to begin updating the 1997 General Development Plan in the summer of 2007. This process concluded with the adoption of the 2009 General Development Plan by the County Council, but without a process for future updates to the original Small Area Plans.

Plan2040 will update the Small Area Plan process in accordance with Bill 21-18 that requires the GDP to designate no less than seven small planning areas and provide for the creation of small area plans for each planning area by specifying the content, implementation process and schedule of completion of the small area plans as well as the composition of the small area planning committees of no less than nine citizens.

This implementation report will serve to inform both the public and the County government of the status of the recommendations that were adopted in each of the original Small Area Plans. In addition, the report can be used to identify strategies to be incorporated into Plan2040 or future small area plans.

Table 1: Final Small Area Plan Timeline

Small Area	Round	Committee Kick-off	First Public Forum	Second Public Forum	PAB Hearing	PAB Deliberation	Council Plan Introduction	Plan Bill No.	Council Adopts Plan	Plan Effective Date
Annapolis Neck	1st	2/5/1998	5/21/1998	11/12/1998	10/5/1999	12/14/1999	12/16/2002	83-02	3/17/2003	5/8/2003
Broadneck	1st	2/5/1998	5/14/1998	11/17/1998	7/15/1999	8/25/1999	9/18/2001	77-01	12/3/2001	1/26/2002
Brooklyn Park	3rd	4/17/2002	6/11/2002	4/22/2003	9/24/2003	10/24/2003	7/6/2004	51-04	9/7/2004	10/28/2004
BWI / Linthicum	2nd	3/23/1999	5/4/1999	5/11/2000	10/25/2001	11/15/2001	8/18/2003	48-03	11/3/2003	12/25/2003
Crofton	1st	2/5/1998	5/7/1998	12/3/1998	10/20/1999	12/1/1999	10/16/2000	69-00	1/2/2001	2/23/2001
Crownsville	1st	2/5/1998	5/11/1998	12/1/1998	9/22/1999	10/27/1999	4/17/2000	22-00	5/15/2000	7/2/2000
Deale / Shady Side	2nd	3/23/1999	5/18/1999	5/2/2000	10/17/2000	11/9/2000	4/2/2001	25-01	6/1/2001	7/23/2001
Edgewater / Mayo	1st	2/5/1998	5/19/1998	11/19/1998	7/19/1999	8/30/1999	11/19/2001	92-01	2/19/2002	4/11/2002
Glen Burnie	3rd	2/22/2002	4/23/2002	6/3/2003	11/18/2003	12/17/2003	8/2/2004	60-04	9/20/2004	11/7/2004
Jessup / Maryland City	2nd	3/23/1999	5/13/1999	5/22/2000	12/13/2001	1/3/2002 and 1/25/02	11/17/2003	75-03	2/17/2004	4/8/2004
Lake Shore	3rd	4/17/2002	6/13/2002	5/20/2003	10/21/2003	11/13/2003	3/1/2004	16-04	5/3/2004	6/19/2004
Odenton	2nd	3/23/1999	5/20/1999	5/4/2000	12/12/2000	1/4/01 and 1/29/01	6/16/2003	39-03	9/15/2003	11/6/2003
Pasadena / Marley Neck	3rd	2/22/2002	4/11/2002	5/13/2003	12/16/2003	1/9/2004	6/21/2004	46-04	8/16/2004	10/7/2004
Severn	2nd	3/23/1999	5/5/1999	5/15/2000	11/29/2001	12/20/2001	5/20/2002	42-02	7/15/2002	9/6/2002
Severna Park	1st	2/5/1998	5/13/1998	11/10/1998	7/14/1999	8/11/1999	1/7/2002	5-02	3/4/2002	4/22/2002
South County	2nd	3/23/1999	5/11/1999	5/9/2000	8/22/2000	9/28/2000	9/4/2001	68-01	11/5/2001	12/28/2001

Annapolis Neck

The Annapolis Neck Small Area Plan (SAP) was adopted in March of 2003 and addressed goals and recommendations for regional planning and inter-jurisdictional cooperation with the City of Annapolis, natural and historic resources, land use and zoning, transportation, utilities, community facilities and community design.

Vision Statement

The Annapolis Neck peninsula lies between the Severn and South Rivers, and includes the historic City of Annapolis, State and County government centers and the campuses of St. John's College and the United States Naval Academy. Tree lined boulevards and roundabouts have improved traffic flow and bikepaths and walking trails are widely used. Several multi-use centers provide residents the opportunity to live, work, and shop without using a car. The area has a diversified local economy and is internationally known as a sailing and tourist center. Neighborhoods vary from the urban city to more rural waterfront and suburban areas. The Neck includes connected open spaces which are shared with wildlife. Waterways are filled with the bounty of the Chesapeake. The Annapolis Neck community is the positive result of city and county communication and cooperation in regional planning with frequent input from the residents.

Annapolis Neck has neighborhoods that are pleasant and safe and whose scale and character is appropriate to the different parts of the Neck. These neighborhoods are linked to a network of economic centers of diverse types and scales serving local, state, regional, maritime, and visitor needs. There is a balance between housing and employment which provides choices for people who want to work near their homes. Housing is available for all incomes and age levels. Modern and adequate infrastructure and services in the form of roads, schools, recreation areas and public utilities are available to serve the needs of the population.

The Annapolis Neck is a community living in harmony with the natural environment where the land, shoreline and water are healthy, viable systems, in which development and redevelopment result in an overall gain of environmental assets.

The Annapolis Neck has a system of convenient, cost effective, integrated transportation options that provide mobility, promote a high quality of life, safety, environmental quality, and support economic prosperity. In addition, interconnected greenways link neighborhoods, parks, and open space.

Plan Concept

The Plan Concept for the Annapolis Neck Small Area calls for a variety of activity centers to be located throughout the area to provide local and regional employment and retail services to the residents of Annapolis Neck. These activity centers will be served by a local and regional transportation network. The Plan Concept also provides for a network of greenspace, recreation areas and greenways to serve distinct neighborhoods that provide a variety of housing for different needs and incomes.

Key Recommendations

Regional Planning

- Develop a framework that will mandate and facilitate inter-jurisdictional cooperation between the County and City on issues of regional concern including land use planning, development, transportation planning, environmental protection, public safety, and annexation of properties.
- Complete a Regional Transportation Study in conjunction with the City of Annapolis, State of Maryland, and Naval Academy to identify all aspects of transportation system deficiencies and make recommendations for improvements.
- Work with the City of Annapolis to establish mutually agreeable boundaries. Seek changes in State law if necessary.

Natural Resources

- Develop a Natural Area Network by preserving areas of important natural resources and linking them to create a network which will provide for safe and adequate wildlife movement throughout the Annapolis Neck.
- Acquire and create new parkland, including wildlife and bird sanctuaries. Create more small neighborhood parks. Establish an “Adopt a Park” program to help with maintenance and landscaping.
- Work with existing, and assist in creating new, conservation and land trusts for the Annapolis Neck to permanently protect and preserve undeveloped land where appropriate and to restore degraded natural areas.
- Establish a program for property owners to plant additional native species trees in non-forested areas on the Annapolis Neck. Develop a County program to provide property owners with technical assistance regarding tree planting and maintenance.
- Identify and inventory natural resources on the Annapolis Neck to serve as a baseline for the implementation of land use decisions and policies on the peninsula including preservation, restoration, mitigation banking, and acquisition.
- Inventory shoreline areas for restoration of submerged aquatic vegetation and other innovative methods of erosion control.
- The natural resources and amenities of the Annapolis Neck Peninsula should be regarded as a system of renewable and non-renewable resources not to be exhausted or critically reduced, but to be managed and, when appropriate, preserved such that decisions regarding land use and other activities pertaining thereto are made with the goal of maintaining a sustainable yield.
- Establish and enforce a baseline policy of “no net loss” of natural resources in the Annapolis Neck and develop incentives for achieving a “net gain” of tidal and nontidal wetlands.
- Amend the reforestation program to allow mitigation funds to be applied toward the purchase of undeveloped parcels for preservation.

Land Use

- Update and refine the Parole Transportation Model with the Baltimore Metropolitan Council (BMC) Model 2000 base year and forecast 2025 projections. Use the updated Parole Transportation Model to assist in developing a transportation plan for the peninsula and in determining appropriate land use densities for the Annapolis Neck and the Parole Town Center. Defer comprehensive zoning for the Annapolis Neck Small Area and the Parole Town Center until this update is completed.
- Focus growth in designated activity centers. Activity centers should encompass the full range of needs for business sites and employment opportunities. Encourage a mix of residential, employment and commercial uses in these centers.
- Embody the planning concepts normally associated with bus and van transit modes. At stops or stations provide adequate site area for dedicated vehicle boarding and discharge lanes, bicycle storage racks and shelters. Arrange stops for easy and direct pedestrian access from nearby retail and residential areas.
- Pursue additional funding for the purchase of land for the Annapolis Neck Greenway, Natural Area Network, and the Pedestrian and Bicycle Plan if easements and other strategies prove inadequate. Identify sites for investigation, such as the vacant land adjacent to Quiet Waters Park, Homeport Farm, Bestgate Road area, along Weems Creek, and Priest Point.
- Evaluate an inclusionary housing program which would require some affordable and subsidized housing in all new residential developments. Use proven and nationally recognized available models.
- Amend the Adequate Public Facilities (APF) ordinance to address the unique transportation constraints on peninsulas.
- Report to the public on the status of implementation of the Annapolis Neck Small Area Plan every two years.

Transportation

- Continue to explore options to relieving traffic congestion on Forest Drive and present reasonable and feasible alternatives for consideration at public forums.
- Complete the extension of Harry S. Truman Parkway to Admiral Cochrane Drive.
- Complete the proposed extension of MD 2 to Jennifer Road and improvement of the MD 2 / MD 50 interchange. Give a high priority to designing and constructing cost effective connections. Provide bikeways along the MD 2 connection to Jennifer Road.
- Complete the State feasibility study for locating a regional multi-modal transportation center and coordinate location of the center with the State and City of Annapolis so that transportation facilities in the Greater Annapolis area effectively support residents, visitors, businesses, and government and enable through traffic without excessive congestion.
- Investigate the feasibility of a two-tiered transit system, using a paratransit operation to provide on-call service in neighborhoods, feeding into an express bus system at activity centers. The hub of the system would be a regional transportation center.

- Create an integrated City-County network of pathways that link neighborhoods, parks, schools, stream valleys, waterways, and activity centers on the Annapolis Neck with one another and with regional and national trails. Pathways should serve both transportation and recreational needs.

Services and Facilities

- Determine the maximum feasible capacity for the Annapolis Wastewater Treatment Plant. Utilize this information to ensure that comprehensive zoning for the Annapolis Neck Small Area and the Parole Town Center does not exceed the stated feasible capacity. Adjust planned densities, types of development, and phasing of development to match actual capacities.
- Identify locations on the Annapolis Neck for additional active recreation, such as basketball courts and ball fields.
- Fund the design and engineering necessary to expand Peninsula Park to the adjacent acquired property in order to build needed ball fields and parking facilities.
- Plan for alternative community activities in the underused space at the Annapolis Middle School. Expand use of all public schools for alternative activities.
- Increase police patrol activity along major roads during rush hours on a case by case basis where problems have been identified.
- During the design phase for the Outer Neck activity center, work with library representatives and Hillsmere residents to determine the best location of the proposed hiker-biker trail connecting Old Annapolis Road and Hillsmere Road via the Eastport-Annapolis Neck Library property.
- Designate, plan, and budget the Bay Ridge Road/ Arundel on the Bay Road property as a joint usage fire and police facility for City and County use.

Implementation

Nearly 250 recommendations were identified within the Annapolis Neck SAP to help implement the Vision, Plan Concept and the 1997 General Development Plan. Over 80 percent of the recommendations have been implemented or are ongoing processes and procedures.

Most notable of the recommendations that have been / are currently being implemented are the completion of the comprehensive watershed studies for the Severn and South Rivers that assessed environmental resources, the identification of preservation areas and analysis / identification where retrofit of stormwater management areas are needed; completion of a study of school system facilities and a plan for renovation and construction; protection of scenic and historic roads; completion of sound barriers along US 50; designation of a County bicycle and pedestrian coordinator; construction of bicycle and pedestrian paths; expansion of the Harry Truman Park-and-Ride lot; and ongoing coordination with the City.

The following table lists the goals of the Annapolis Neck Small Area Plan, corresponding recommendations and the status of each.

Regional Planning and Inter-jurisdictional Cooperation

1. Establish a framework for regional cooperation between the County and the City of Annapolis with regard to planning issues.

Page #	Recommendation	Status
29	Develop a framework that will mandate and facilitate inter-jurisdictional cooperation between the County and City of Annapolis on issues of regional concern including land use planning, development, transportation planning, environmental protection, and annexation of properties.	Ongoing. The County and City regularly participate in both jurisdictions' planning initiatives including relevant master planning and capital project programs and feasibility studies. The City has representation on various County commissions and task forces where common interests are involved (examples -- Transportation Commission, Bicycle Advisory Commission).
29	Complete a Regional Transportation Study in conjunction with the City of Annapolis, State of Maryland, and Naval Academy to identify all aspects of transportation system deficiencies and make recommendations for improvements.	Partially implemented. The County is in the process of developing the Transportation Functional Master Plan (TFMP) which is a culmination of various planning studies (Corridor Growth Management Plan, Pedestrian & Bicycle Master Plan, Complete Streets Report and Major Intersections & Important Facilities) all recommended by the 2009 GDP as well as the Transit Development Plan to combine into a comprehensive transportation plan for the entire County. While not specifically an Annapolis Transportation Plan, the County's Office of Transportation (OOT) is working with the State Highway Administration and City of Annapolis staff on the TFMP. OOT is also coordinating with the City of Annapolis on a Forest Drive Sector Study that the City has initiated.
29	Work with the City of Annapolis to establish mutually agreeable boundaries. Seek change in State law if necessary.	Completed. The City's 2009 Comprehensive Plan adopted two future opportunity areas as potential annexation areas. Portions of both of these areas have been annexed. These are the site of the Annapolis Towns at Neal Farm (in Growth Area A) and the CVS and Bay Village Assisted Living project (in Growth Area B). The City has no plans to annex additional property at this time. Any future proposed changes to the City's boundary will need to be adopted in future comprehensive plans per the State's Municipal Growth Element requirement.

Natural and Historic Resources

Environmental Resources

1. Maintain an up-to-date inventory of natural resources and assets.
2. Minimize the loss of environmental resources, such as wetlands, forest cover, and habitat areas, to the extent possible through protection, preservation, and enhancement.
3. Preserve the natural and diversified character of the Annapolis Neck.
4. Return surface and ground waters to good health and higher productivity.

Page #	Recommendation	Status
50	<p>Prepare an inventory and regularly monitor environmental resources and assets such as wetlands, floodplains, water quality conditions, forest cover, threatened and endangered species, habitat areas, and other environmentally-sensitive areas on the Annapolis Neck.</p>	<p>Completed. Environmental resources on the Annapolis Neck were assessed when the County conducted the Severn and South River Watershed Assessments which have been completed.</p>
50	<p>The natural resources and amenities of the Annapolis Neck Peninsula should be regarded as a system of renewable and non-renewable resources not to be exhausted or critically reduced, but to be managed and, when appropriate, preserved such that decisions regarding land use and other activities pertaining thereto are made with the goal of maintaining a “sustainable yield.”</p>	<p>Ongoing. Natural Features are protected through Article 17 (Subdivision and Development) of the County Code. In addition, the layout and design of a development is required per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) and Article 17 (§ 17-6-405) to comply with environmental site design criteria and preserve natural features to the maximum extent possible.</p>
50	<p>Establish and enforce a baseline policy of “no net loss” of natural resources in the Annapolis Neck and develop incentives for achieving a “net gain” of tidal and nontidal wetlands.</p>	<p>Partially implemented. Article 17 (Subdivision and Development, § 17-6-401) of the County Code states that development may not occur within a nontidal wetland or within a 25-foot buffer of a nontidal wetland except for commercial tree harvesting in accordance with a forest management plan approved by the State. While there are no strict requirements for “no net loss”, Article 17 and the County’s Stormwater Management Manual require that natural features such as wetlands must be preserved to the maximum extent practicable.</p>
50	<p>Identify environmental resources in need of protection or restoration.</p>	<p>Completed. Resources in need of restoration or preservation have been identified through watershed assessments completed by the Watershed Protection and Restoration Program in the Department of Public Works.</p>
51	<p>Identify and inventory natural resources on the Annapolis Neck to serve as a baseline for the implementation of land use decisions and policies on the peninsula including preservation, restoration, mitigation banking, and acquisition.</p>	<p>Completed. The Severn River and South River Watershed Assessments evaluated streams and subwatersheds and ranked them for restoration and preservation and utilizes this information when programming restoration projects. This information will also be used to inform Plan2040.</p>

Page #	Recommendation	Status
51	Develop or acquire tools, such as the Severn River Watershed Management Tool, that can be used to assess the impacts of various land use decisions on environmental resources. Land use decisions that are shown to have a negative impact on environmental resources should not be adopted unless a significant benefit to public health and/or safety can be demonstrated.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.
51	Develop a Countywide, comprehensive set of environmental guidelines to be applied via the development review process, through which protection of such assets as stream buffers, steep slopes, and specimen trees can be enhanced.	Completed. Article 17, (Subdivision and Development) of the County Code requires protections for nontidal wetlands, stream buffers, steep slopes, and forest conservation. Article 16, Title 2 requires protections for nontidal floodplains.
51	Develop and adopt a Countywide master plan for forest conservation.	Not implemented. An urban tree canopy study was recently completed and can inform a Countywide master plan for forest conservation; however, this initiative has not yet been programmed.
51	Provide incentives and/or compensation to make innovative development and preservation alternatives economically attractive or meaningful.	Ongoing. In 2010, Stormwater Management Regulations were revised to implement Environmental Site Design to the maximum extent possible. The Planning and Zoning Officer may authorize a reduction in application fees of up to 50% for development that exceeds the environmental site design criteria of Article 17 (Subdivision and Development) of the County Code upon receipt of a cost benefit analysis that justifies the reduction.

Page #	Recommendation	Status
51	Increase and/or create penalties for violation of environmental regulations.	Ongoing. The Department of Inspections and Permits, Code Compliance Division, investigates all reported complaints or violations involving non-permitted activities related to clearing, grading, sediment control, and floodplain or buffer disturbance. Civil citations may be issued to property owners or other responsible parties in accordance with provisions of the County Code. Orders for abatement of violations are issued and pursued as necessary through appropriate legal proceedings with the County Office of Law.
51	Require local public agencies to adhere to the same environmental regulations as the general public and encourage State and federal agencies to do the same.	Ongoing. County properties are developed and regulated in accordance with the County Code. While State and Federal properties are not under the jurisdiction of the County Code, improvements to these properties adhere to the County's development review procedures.
51	Improve opportunities for mitigation and relocation of natural assets on the Annapolis Neck: a.) Create incentives to encourage property owners to consider restoring or converting abandoned properties, such as parking lots or decrepit buildings, into mitigation sites; b.) A clearinghouse or method for linking property owners and interested parties, such as contractors and developers, with mitigation opportunities on the Annapolis Neck should be established. This would allow improved coordination with land trusts and similar groups to restore or preserve parcels; c.) Review and improve the fee-in-lieu requirements of the Forest Conservation Law to create more incentives to retain existing forested areas and to add disincentives for paying a fee-in-lieu as an alternative to forest retention or reforestation.	Partially implemented. County Executive Steve Schuh's Smart Growth Initiatives include the elimination of unnecessary modifications. The Planning and Zoning Officer has instituted a stricter review process to ensure the intent of the Code is observed. Fee-in-lieu requirements of the Forest Conservation Law are within the purview of this directive. The Forestry Division in the Department of Inspections and Permits requires more resources to implement creating incentives to encourage property owners to convert abandoned properties into forest mitigation sites and a clearinghouse to link parties seeking mitigation sites with opportunity sites.

Page #	Recommendation	Status
52	Direct development away from areas where natural resources and assets need protection, such as streams and their buffers, tidal and nontidal wetlands, steep slopes, 100-year floodplains, and disappearing habitats for local flora and fauna, particularly endangered and threatened species.	Ongoing. Article 17 (Subdivision and Development - 17-6-405) of the County Code requires that the layout and design of a development comply with environmental site design criteria and shall preserve natural features to the maximum extent practicable.
52	Aggressively promote and use existing programs to prevent environmental degradation and promote restoration and balance via private/public partnerships and the purchase of property, easements, or development rights whenever possible. Foster, incubate, and pursue new and imaginative ideas and programs for these purposes. Seek additional funding and establish renewable funding like endowments to achieve the goals of these programs.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works has established private/public partnerships to facilitate and fund stormwater restoration projects.
52	Determine whether there is a need for a transition zone adjacent to the Critical Area in order to ensure that the purpose of the Critical Area is being achieved	Partially implemented. No transition zone has been established. However, expanded buffers to the Critical Area may be required where there are steep slopes, nontidal wetlands, hydric soils, or highly erodible soils, in accordance with the Code of Maryland Regulations regulations and the County Code.
52	Devise a mechanism for maintaining a comprehensive record of waivers and variances granted on a county-wide basis, so that the cumulative impacts as opposed to site-specific impacts of an individual request for a waiver or variance may be assessed during review.	Partially implemented. The Office of Planning and Zoning (OPZ) maintains records of Modifications and Variances granted. Information on Modifications granted from 2011 to Present is also available on OPZ's web site. Modifications may be approved by the Planning and Zoning Officer based on the criteria required in Article 17, Title 2 of the County Code. Variances may be approved by the Administrative Hearing Officer based on the criteria required in Article 18, Title 16. These criteria include an assessment of impacts to adjacent properties and minimization of environmental impacts; however they do not require an assessment of cumulative impacts on any specific geographic basis.

Page #	Recommendation	Status
52	Maintain or establish the restriction of development on slopes greater than 15 percent.	Ongoing. Article 18 (Zoning - § 18-13-104) of the County Code requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils. In addition, Article 17 (Subdivision and Development - § 17-8-201) does not permit development on steep slopes of 15% or greater in the Resource Conservation Area (RCA) and Limited Development Area (LDA) of the Critical Area. Also, in the Intensely Developed Area (IDA), development may not occur within slopes of 15% or greater unless the development will facilitate stabilization of the slope or the disturbance is necessary to allow connection to a public utility. In areas outside of the Critical Area, development cannot occur on steep slopes that are greater than 25% or within 25 feet of the top of the steep slope where the onsite and offsite contiguous steep slope is greater than 20,000 square feet unless the development will facilitate stabilization of the slope or the disturbance is necessary to allow connection to a public utility.
52	Identify any deficiencies in any environmental regulations in the County Code that are compromising the overall intent of protecting environmental resources, and determine whether there are revisions that can be made to the Code that will correct the problem.	Ongoing. County Codes are monitored to identify deficiencies in protecting environmental resources, especially during the comprehensive planning process. In addition, any identified deficiencies in stormwater regulations are addressed to ensure compliance with the County's National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit.
52	Require the use of new technologies to improve the environment, such as new types of road surfaces to reduce runoff, as they become available.	Ongoing. In 2010, The Stormwater Management Regulations were revised to implement Environmental Site Design to the maximum extent possible.

Restoration and Enhancement

1. Establish a Natural Area Network to protect and preserve important natural areas on the Neck and to facilitate wildlife migration and movement.

2. Identify lost or compromised shorelines, waterways, streams and other assets and target them for restoration.

Page #	Recommendation	Status
52	<p>Develop a Natural Area Network by preserving areas of important natural resources and linking them to create a network which will provide for safe and adequate wildlife movement throughout the Neck. Explore the concept presented in Appendix B, a report titled “Establishing a Natural Area Network on the Annapolis Neck” by the ANSAP Environmental Subcommittee with assistance from Earl Bradley (January 2003). See Map 10.</p>	<p>Ongoing. The 2002 Anne Arundel County Greenways master plan and its update, the draft 2018 Green Infrastructure Plan, include a system of hubs and corridors that provides safe and adequate movement of wildlife. As development occurs within the County on land within the Greenway network, it is evaluated for potential conservation. Additional connections to the network will be considered as future updates to the Green Infrastructure Plan occur. The County and the City of Annapolis continue to collaborate on land purchases within the Annapolis Neck Greenway when there are willing sellers and available funds. In 2017, the City acquired 3.25 acres of sensitive forest land adjacent to Quiet Waters Park using their 7% share of Program Open Space funds. In addition, local developers have set aside open space and forest conservation areas as part of the City Of Annapolis land development requirements.</p>
53	<p>Identify natural areas which should be preserved, such as meadows, forests, wetlands, or areas bordering other valued natural features. These may include community open space areas, parkland or other public lands, and private parcels of land. A preliminary list of such areas to be considered for feasible actions is contained in Appendix B.</p>	<p>Ongoing. Natural areas and environmental features are currently available within the County’s Geocortex data system. Many of the environmental features are protected by regulation. Purchase by easements or fee requires a willing seller.</p>
53	<p>Address and establish a solution to the problem of impeded wildlife migration, especially across highways and major arteries.</p>	<p>Ongoing. The Department of Recreation and Parks reviews subdivision and site development plans for impact to greenways as well as parks and trails and makes recommendations where applicable however, road improvement plans unless there is a link to a park or trail are not generally reviewed.</p>
53	<p>Undertake reforestation efforts wherever possible along streams and other areas to link existing forested and other natural areas.</p>	<p>Ongoing.</p>

Page #	Recommendation	Status
53	Restore degraded wetlands and seek opportunities to create new wetlands.	Ongoing.
53	Acquire and create new parkland, including wildlife and bird sanctuaries: a.) Create more small neighborhood parks; b.) Establish an "Adopt a Park" program to help with maintenance and landscaping; c.) Create new recreation and open space in the Newtowne area; d.) Explore the potential for permitting reforestation and other environmental fees to be used to purchase land for parks or open space.	Ongoing. The County and the City of Annapolis continue to evaluate and acquire properties when opportunities arise. In 2018, the City acquired three acres on the north side of Quiet Waters Park as a nature preserve and the County is evaluating the purchase of 19 acres on Loden Pond as a State, County and private partnership.
53	Work with existing, and assist in creating new, conservation and land trusts for the Annapolis Neck to permanently protect and preserve undeveloped land where appropriate and to restore degraded natural areas: a.) Research options and offer proposals for immediate and long-term conservation actions; b.) Identify existing land trusts and conservation groups; c.) Identify and prioritize parcels to be acquired, preserved, or restored and promote joint public and private efforts to do so; d.) Create greater incentives for participation in or utilization of the trusts to encourage the donation of both land and money; e.) Investigate funding and acquisition alternatives, such as purchase of development rights, the use of reforestation (tree bill) funds, bonds, taxes, fees, revolving loans, and in kind exchanges such as transferable development rights (TDRs), for use in preservation and restoration; f.) Pursue additional tax incentives that may be available for owners to put conservation, agricultural, or scenic easements on their properties, both developed and undeveloped; g.) Consider land dedication or conservation easements on open spaces or other areas that warrant permanent preservation; h.) Review existing permitted uses in the Open Space zoning district to determine if any changes are needed to ensure that environmental and conservation goals are achieved.	Partially implemented. Land trust and conservation groups have been identified. The Department of Recreation and Parks works with these groups. The use of a Transfer of Development Rights program was assessed and found to not be feasible in Anne Arundel County given the low demand for additional densities in potential receiving areas and that the densities in the potential sending areas have been reduced through mechanisms such as retention of RA and RLD zoning, removal of the family conveyance allowances from the Code, land acquisition for preservation, conservation easements through land trusts and through the development process, implementation of the County's Agricultural and Woodland Preservation program and implementation of the State's "Septic Bill" which designates much of the rural areas as Growth Tier 4, limiting subdivision potential to 5 lots or less.

Page #	Recommendation	Status
55	Develop a riparian buffer requirement for the nontidal portions of tributaries of the South and Severn Rivers similar to that required in the Chesapeake Bay Critical Area.	Not implemented.
55	Identify and prioritize stream restoration projects for inclusion in development projects and the capital budget.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.
55	Promote and maintain a high level of County and City participation in State and Federal environmental programs, including Tributary Teams and the Wetlands Conservation Program.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works collaborates extensively with State and Federal programs on watershed restoration programs and activities.
55	Inventory shoreline areas for replanting of submerged aquatic vegetation (SAVs) and establish a program to restore these areas. Encourage property owners to help to improve estuarine habitat. One method which private property owners might use is that of suspending trays of oyster spat and bay grasses in the water from docks and piers.	Ongoing. The County continues to provide emergent wetland grasses to waterfront property owners to protect shorelines and improve estuarine habitat. Watershed organizations operating within the County have implemented oyster gardening programs.

Watershed Protection and Stormwater Management

1. Protect and enhance the quality of area rivers, streams, and groundwater.
2. Improve stormwater management to reduce and, where possible, eliminate the negative environmental impacts of stormwater runoff.
3. Minimize impervious surfaces in new development and redevelopment projects as outlined in new Stormwater Management regulations adopted in 2002.
4. Continue to preserve and improve water quality in the Chesapeake and its tributaries by requiring incorporation of state-of-the-art technology at waste water treatment facilities to reduce pollutant loads resulting from effluents.
5. Reduce groundwater pollutants.

Page #	Recommendation	Status
56	Integrate applicable results of the Severn River and South River Watershed Management studies into the Annapolis Neck SAP.	Not implemented. The Watershed Protection and Restoration Branch has completed the Severn River and South River Watershed Management Assessments however, the Annapolis Neck Small Area Plan has not been updated since their completion.
56	Preserve and restore shorelines as natural water filtration systems to keep the Bay clean. Maintain and improve manmade filtration systems. Use natural biological methods of stabilizing shorelines against erosion where possible and replace existing bulkheads where possible with more compatible and environmentally sensitive and contributing methods.	Ongoing. Natural shoreline restoration is the preferred method of shoreline stabilization in the County.
56	Replace the use of rock salt on the roadways with Calcium Magnesium Acetate (CMA), which costs more than rock salt, but saves money and the environment in the long run as it does not corrode vehicles and bridges, does not destroy roadside vegetation, and does not produce sodium which pollutes the groundwater and wells.	Not implemented. The County continues to use rock salt in accordance with the best practices identified in Maryland's Statewide Salt Management Plan. The County also uses a liquid salt brine for anti-icing before an event, and liquid calcium chloride in very cold temperatures. As part of the Department of Public Works (DPW) Testing of New Technologies, Equipment, and Strategies for winter snow and ice control; the DPW will test the use of CMA and determine how it might be cost effectively used to reduce or supplement the use of rock salt in order to achieve environmental benefits. A limiting factor to large scale replacement of rock salt is that commercially produced CMA costs 20 to 30 times as much as rock salt.

Page #	Recommendation	Status
56	<p>Reduce runoff and silting of waterways: a.) Aggressively promote, provide incentives to, and ultimately require the use of innovative stormwater management techniques, including rain gardens and rain barrels; b.) Improve the stormwater management system inspection method to serve its intended purpose of preventing compromise of adjacent and downstream watershed properties and waterways and by requiring responsible parties/property owners/grading permit holders to restore damaged or compromised waterways and to post bonds therefore.</p>	<p>Ongoing. Stormwater management plans submitted for the development of land are required to demonstrate environmental site design to the maximum extent practicable per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) of the County Code.</p>
56	<p>Encourage separate on-site management of greywater.</p>	<p>Not implemented. Current regulation requires greywater to be treated as effluent.</p>
56	<p>Complete the mandated Watershed Studies to assess the nature, condition, health, and risk to the health of the waters of each watershed in the Neck, and where necessary, establish and strictly enforce additional standards for water quality in cooperation with existing agencies: a.) Set bond levels to guarantee compliance with water quality standards. Define clear and certain consequences and strict penalties if the standards are not met; b.) Increase the frequency of site inspections and watershed assessments and take timely enforcement action to ensure water quality standards are met.</p>	<p>Completed. Watershed studies and assessments have been completed as required by the County's National Pollutant Discharge Elimination System (NPDES) municipal separate storm sewer system (MS4) Permit for all of the County's 12 major watersheds. Site inspections for sediment and erosion control and other environmental control measures are conducted as part of the permitting process by the Department of Inspections and Permits.</p>

Page #	Recommendation	Status
57	<p>Reduce dependency upon impervious surfaces: a.) Identify and encourage the removal of all abandoned and unused impervious surfaces which have not been used for a specified period; b.) Provide incentives to use pervious materials and stormwater infiltration systems, including rain gardens, for parking lots, driveways, etc.; c.) Increase greenspace and landscape requirements for parking areas and create incentives to encourage multi-level parking facilities; d.) Minimize the width of collector and local streets where feasible without compromising bicycle and pedestrian use; e.) Identify methods needed to protect a watershed when impervious surfaces from existing or permitted improvements exceed 10 to 15%.</p>	<p>Ongoing. When redevelopment occurs on abandoned and unused impervious surfaces, the most current stormwater regulations and Landscape Manual requirements will be applied. Multi-level parking is encouraged in the Parole Growth Management Area. Watershed assessments have been completed for all of the County's major watersheds.</p>
57	<p>Revise development regulations to require use and incorporation of innovative design and development techniques and methods to minimize impervious surfaces: a.) Encourage clustering of homes and buildings to retain open space; b.) Review and revise, where appropriate, building height restrictions to enable building up instead of out to reduce the footprint of buildings on the land; c.) Determine the approximate percentage of impervious surfaces within each watershed on the Annapolis Neck.</p>	<p>Ongoing. Article 17 (Subdivision and Development - 17-6-405) of the County Code requires that the layout and design of a development comply with environmental site design criteria and shall preserve natural features to the maximum extent practicable.</p>
57	<p>Continue to use state of the art sewage treatment technology to assure the progress of reducing nutrient and pollutant loadings in the region's waterways and the Chesapeake Bay. Continue to coordinate these efforts with other jurisdictions along the Bay.</p>	<p>Ongoing. Sewage treatment continues to be treated with the latest technologies to assure progress in reducing nutrient and pollutant loadings. All seven of the County's major water reclamation facilities have been upgraded to achieve Enhanced Nutrient Removal in conformance with the Municipal Wastewater segment of the County's Watershed Implementation Plan. In addition, all of the County's wastewater treatment facilities meet the assigned Total Maximum Daily Loads.</p>

Page #	Recommendation	Status
58	Consult with State and Federal agencies responsible for groundwater monitoring, and obtain information from the USGS and the Maryland Geological Survey to determine the need for a watershed analysis regarding the extent of saltwater intrusion and other forms of groundwater pollution or degradation.	Completed. The Department of Health contracted a study with Maryland Geological Survey. See <i>Geohydrologic Framework, Ground-Water Quality and Flow, and Brackish-Water Intrusion in East-Central Anne Arundel County, Maryland, With A Section On Simulation of Brackish-Water Intrusion in the Aquia Aquifer in the Annapolis Area Using a Solute-Transport Model</i> (Report of Investigations No. 62) at http://www.mgs.md.gov/publications/report_pages/RI_62.html
58	Protect sources of groundwater replenishment in coordination with other jurisdictions. Identify groundwater recharge zones for the Aquia, Paruxent, and Magothy aquifers, and strive to protect these areas by working with the State and local jurisdictions to limit impervious surfaces and to encourage the use of infiltration type stormwater management techniques.	Completed. The Maryland Department of the Environment (MDE) is the lead agency in developing a Comprehensive Groundwater Protection Strategy for the State to protect the quality and quantity of groundwater. The County works cooperatively with MDE to protect the groundwater resource and ensure that there is an adequate supply available. In addition, the Maryland Geological Survey (MGS) is charged with investigating the geologic and water resources of Maryland and includes monitoring water resources. A network of observation wells in the major aquifers in Anne Arundel County has been installed since the early 1990s in coordination and agreement with MDE and the MGS for groundwater management and monitoring purposes. The outcrop areas, identified in the County's Water and Sewer Master Plan, provide recharge for the aquifers whose major source of water is precipitation either directly into the County recharge areas, seepage from adjacent confining beds, or by flow from outcroppings in other jurisdictions.
58	Implement a watershed approach to stormwater management, land use planning, development, permitting, and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.

Page #	Recommendation	Status
58	Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or County Stormwater Design Manual, whichever is more stringent.	Ongoing. For any proposed development, the owner/developer shall submit phased stormwater management plans for review and approval.
58	Encourage, to the maximum extent possible, the use of innovative approaches to stormwater management and low impact development site design in the land development process.	Ongoing. Stormwater management plans submitted for the development of land are required to demonstrate environmental site design to the maximum extent practicable per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) of the County Code.
58	Continue and, if possible, accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas.	Completed. All of the County's 12 major watersheds have been comprehensively assessed.
58	Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases from new development. Where comprehensive or site-specific rezoning is expected to result in increases in runoff, the need for additional stormwater management, or retrofits to existing facilities, should be determined and accommodated.	Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16, Title 2 of the Anne Arundel County Code.
58	Establish a comprehensive stormwater infrastructure preventive maintenance and management program that reduces environmental degradation and extends infrastructure useful life.	Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing Operation and Maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.
58	Aggressively pursue incentive-based approaches (e.g., state grant funds) to achieve retrofitting of areas in need of improved stormwater management. Offer tax incentives to businesses and homeowners for retrofitting their property with modern stormwater management.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works provides Watershed Protection and Restoration Fee credits upon application to private property owners who retrofit their property with qualifying stormwater management.

Page #	Recommendation	Status
59	Ensure that all government-sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.	Ongoing. All Capital Improvement Program projects are held to the highest environmental regulations and standards.
59	Implement, where possible, a minimum 100-foot riparian buffer to all perennial and intermittent tributary streams in the County to minimize impacts of stormwater runoff sheet flow to these systems.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
59	Develop and implement, on a continuing basis, a program to stencil storm drains to enhance community awareness that these storm drains direct runoff to tributaries of the Chesapeake Bay.	Ongoing. Painting of storm drains in the County has been assumed by non-government organizations and the Watershed Stewards Academy.

Forests

1. Preserve mature trees and forests for their value in preserving water and air quality, wildlife habitats, and as important aesthetic assets.
2. Avoid further deforestation of the Annapolis Neck.

Page #	Recommendation	Status
59	Aggressively pursue the preservation of old growth or mature trees and forests and the restoration of native trees and landscapes.	Ongoing. The Annotated Code of Maryland (§ 5-1607) and Article 17 (Subdivision and Development - § 17-6-303) of the County Code set priorities for the retention and protection of forests as well as for afforestation and reforestation.

Page #	Recommendation	Status
59	<p>Establish a program for property owners to plant additional native species trees in non-forested areas on the Annapolis Neck. Develop a County program to provide property owners with technical assistance regarding tree planting and maintenance.</p>	<p>Completed. The County provides an Emergent Grasses Program which offers marsh grasses free of charge and assistance in project planning. The County has also published a guidebook on native plants for Anne Arundel County. Maryland Department of Natural Resources has a "Marylanders Plant Trees" program that assists property owners in the purchase, installation, and maintenance of trees.</p>
59	<p>Publicize and encourage the use of conservation easements.</p>	<p>Ongoing. The County and the State aggressively publicize their agricultural and woodland easement programs. Local Land Trusts must rely on contributions to promote their programs. The County's General Development Plan, Greenways Master Plan and Land Preservation Parks and Recreation Plan also include information on easement programs. The Chesapeake Bay Trust and other non-profit environmental entities also promote conservation easements.</p>
59	<p>Create local tax incentives or similar benefits for property owners who are willing to set aside undeveloped forested areas protected under a permanent conservation easement.</p>	<p>Completed. There is a 10-year tax credit levied on agricultural land and woodland if the property is included in an agricultural preservation district as provided in the Agriculture Article, § 2-509, of the State Code, or a County agricultural district as provided in Article 17 (Subdivision and Development) of the County Code and the landowner has agreed to remain in the district for at least 10 years.</p>
59	<p>Create stronger disincentives for removing trees and forests.</p>	<p>Completed. Article 17 (Subdivision and Development - § 17-6-309) of the County Code specifies that a person who is in violation of forest conservation requirements shall at a minimum replant at two times the area cleared with trees or vegetative cover approved by the Office of Planning and Zoning or pay a fee into the County's Forest Conservation Fund.</p>
59	<p>Amend the reforestation program to allow mitigation funds to be applied toward the purchase of undeveloped parcels for preservation.</p>	<p>Completed. Mitigations of funds can be applied toward the purchase of parcels for preservation per the Code of Maryland Title 8, Department of Natural Resources, Subtitle 19 Forest Conservation.</p>

Air, Noise and Recycling

1. Improve air quality and reduce toxic air and particulate pollutants.
2. Revise applicable County regulations pertaining to residential areas to include noise reduction standards that are linked to decibel standards for specific uses.

Page #	Recommendation	Status
60	Develop programs which encourage the reduction of gasoline and diesel powered vehicle use and which promote the use of natural gas, electric, solar or other less polluting vehicles, and which encourage alternative transportation (mass transit, walking, bicycling, etc.)	Ongoing. There is no specific alternative fuels vehicle program, however there is a rideshare coordinator and bicycle and pedestrian planner within the Office of Transportation (OOT) that are both charged with encouraging active transportation. In addition, the OOT encourages active transportation in many ways (just one of which is the proposed Bike Share in concert with the City of Annapolis and a private company). Also, the County has coordinated with the Baltimore Regional Council to look at locations for electric vehicle recharge stations and similar smaller efforts as they arise.
60	Pursue conversion of County vehicles to natural gas, electric power or other alternative fuels, encourage the State and City of Annapolis to do the same, and create incentives for businesses to do the same.	Not implemented.
60	Establish a policy to reduce the idling of buses.	Not implemented. This is the authority of Annapolis Transit, not Anne Arundel County government.
60	Emphasize public education programs to encourage reduced air pollution by promoting the use of propane gas grills and fireplaces, encouraging refueling of vehicles after sundown, and discouraging idling of vehicles for prolonged periods (more than five minutes).	Ongoing. The Maryland Department of the Environment (MDE) is responsible for developing State Implementation Plans and regulations to reduce emissions and achieve the National Ambient Air Quality Standards. MDE's Air and Radiation Administration participates in community-sponsored meetings to inform people about issues concerning air quality. In addition, MDE provides current and forecasted air quality conditions, seasonal reports, and an air quality action guide at https://mde.maryland.gov/programs/Air/AirQualityMonitoring/Pages/index.aspx .

Page #	Recommendation	Status
60	Establish a County program to publicize the air quality ratings.	Completed. Air Quality ratings for dangerous air quality days are posted on the Department of Health (DOH) website, www.ahealth.org , and on the DOH's social media sites. The DOH's Public Information Officer manages this information.
60	Ban the use of certain air polluting equipment, such as mowers, trimmers, and other small gas engine appliances on bad air quality days.	Not implemented. However, the Maryland Department of the Environment and the County encourage avoidance of using any gas-powered equipment on days where the air quality is rated at 151 or above (Code Red Days).
60	Promote incentives for planting gardens and native shrubs and trees to reduce gas powered lawn maintenance.	Ongoing. The County's Landscape Manual was updated in 2010 and encourages new development to use native plant species in all landscaping plans and discourages the use of invasive species. The Manual includes a list of native plant species in the appendices.
60	Encourage more recycling by restaurants and businesses.	Completed. The County has added Recycling Specialist positions that include help for businesses; see http://www.aacounty.org/departments/public-works/waste-management/recycling/business/
60	Provide more frequent hazardous waste collection and add additional drop-off locations.	Completed. Six Household Hazardous Waste collection events are held each year; 2 events are held in North County (Glen Burnie), two in South County (Deale), and two in West County (Severn).
60	Encourage the use of recycled materials in homes and businesses through additional opportunities, such as park benches made of recycled materials.	Completed. The County has demonstrated the use of thousands of tons of recycled materials and compost through the N-Class Capital Improvement Program building roads, restoring streams, and other public works projects; reused composite lumber to build access ramps at the Millersville Landfill Administration Building; and provides backyard composting kits for residents.
61	Enact and forward a proposal to the State to enact a "bottle" law.	Not implemented. Bottle Bill proposals have failed in the General Assembly in 2013 (SB 394), 2015 (SB 684/HB 982), and 2016 (SB 367).

Education

1. Educate the public regarding the benefits of natural resources and methods of environmental protection.

2. Enhance the school curriculum to educate youth about the area's environmental assets and ways that they can protect and enhance the environment.

Page #	Recommendation	Status
61	<p>Promote local stewardship of the land and water by educating the public about resource conservation, restoration, and similar programs, and the resulting environmental benefits.</p>	<p>Ongoing. The Department of Public Works Watershed Protection and Restoration Program (WPRP) maintains a robust public outreach and education program through which it promotes land stewardship. In addition, to meet environmental literacy standards set by the State, Anne Arundel County Public Schools (AACPS) former "Outdoor Education Office" at Arlington Echo became the "Environmental Literacy and Outdoor Education Office" which has the responsibility of incorporating environmental literacy into the schools and classrooms and providing curriculum and training to teachers. Many programs exist to enhance, extend and enrich the classroom curriculum including a Native Growers program, Envirothon competition and the Watershed Stewards Academy, a community outreach and environmental action program run by a collaborative effort between the AACPS and the WPRP.</p>
61	<p>Promote the use of the Bay Scapes Program of the Chesapeake Bay Program, the County's Critical Area Partnership Program, and the County's Master Gardener Program to reduce fertilizer, pesticide, and herbicide use and promote the conversion of fertilized lawns, particularly along waterways, to native vegetation in a more natural landscape.</p>	<p>Ongoing.</p>

Page #	Recommendation	Status
61	<p>Promote existing and develop additional environmental education projects as part of the public school curriculum:</p> <p>a.) Promote projects such as an "Adopt a Creek" program, neighborhood ecology projects, school composting, and recycling. b.) Promote an anti-litter campaign not only for beautification purposes, but to reduce the dangers to wildlife from non-biodegradable items littered on the land and in the waterways; c.) Promote an oyster gardening program.</p>	<p>Ongoing. In 2010, Maryland became the first state in the nation to implement an environmental literacy high school graduation requirement. In 2011, the Maryland State Department of Education instituted Pre-K through Grade 12 Environmental Literacy Curriculum Standards to be integrated into the curriculum of each school system. As such, Anne Arundel County Public Schools (AACPS) former "Outdoor Education Office" at Arlington Echo became the "Environmental Literacy and Outdoor Education Office" which has the responsibility of incorporating environmental literacy into the schools and classrooms and providing curriculum and training to teachers. Many programs exist to enhance, extend and enrich the classroom curriculum including a Native Growers program, Envirothon competition and the Watershed Stewards Academy, a community outreach and environmental action program run by a collaborative effort between the AACPS and the Watershed Protection and Restoration Program in the Department of Public Works.</p>
61	<p>Foster community education about stormwater issues through cooperation with local citizen groups, public and private schools, park and recreation programs, and use of the internet.</p>	<p>Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works maintains a website (www.aacounty.org/departments/public-works/wprp/) that provides relevant information to help citizens reduce stormwater pollution and develop a better understanding of environmental issues in the County. WPRP outreach staff work routinely with schools and community organizations. In addition, to meet environmental literacy standards set by the State, Anne Arundel County Public Schools (AACPS) former "Outdoor Education Office" at Arlington Echo became the "Environmental Literacy and Outdoor Education Office" which has the responsibility of incorporating environmental literacy into the schools and classrooms and providing curriculum and training to teachers. Many programs exist to enhance, extend and enrich the classroom curriculum including a Native Growers program, Envirothon competition and the Watershed Stewards Academy, a community outreach and environmental action program run by a collaborative effort between the AACPS and the WPRP.</p>

Page #	Recommendation	Status
61	Establish a program to educate the public, developers, and businesses about the benefits of maintaining mature trees and forests to clean the air, cool the surrounding areas (especially along streambeds), prevent erosion, enhance water quality, act as wind breaks, and provide wildlife habitat (including the vertical biome of the forest canopy).	Not implemented. More resources are required; however, The Chesapeake Bay Trust and Alliance for the Chesapeake Bay provide education programs.

Historic Resources

1. Encourage preservation of archaeological and historic sites.
2. Establish and implement a Countywide Scenic and Historic Roads Program.

Page #	Recommendation	Status
62	Strengthen existing County codes and regulations to protect historic and archaeological resources, including scenic and historic roads.	Ongoing. Article 17 (Subdivision and Development - 17-6-504) of the County Code was adopted in 2005, implementing Scenic and Historic Road Commission Recommendations. Recent Office of Planning and Zoning internal discussions explore improving clarity of existing 14 criteria and implementation of regulations.
62	Protect historic sites and structures by adding them to the Maryland Inventory of Historic Properties and the National Register of Historic Places.	Ongoing. New sites have been added through Site Development Plan review and also through public outreach. Protection of sites occurs through Article 17 (Subdivision and Development) of the County Code.
62	Protect archaeological sites by adding them to the Maryland Archaeological Site Survey and the National Register of Historic Places.	Ongoing. New sites have been added through Site Development Plan review and also through public outreach. Protection of sites occurs through Article 17 (Subdivision and Development) of the County Code.
62	Establish incentive programs, including tax deductions or credits, grant and loan funds, and technical assistance for property owners that protect and preserve significant historic and archaeological resources.	Ongoing. The County established the Historic Preservation Tax Credit Program in 2016 (Bill 118-15) to preserve historic resources. Additional incentive programs are still being explored.

Page #	Recommendation	Status
62	Promote and utilize opportunities in the Maryland Heritage Preservation and Tourism Program, including tax incentives and other funding sources, for preservation, renovation, and revitalization. This program includes the identification, protection, and promotion of significant historic and cultural resources that contribute to the development of tourist related functions.	Ongoing. The County continues to provide annual financial support for the Four Rivers Heritage Area, the local branch of the MD Heritage Areas Program. Non-profits and the County's Cultural Resources Section have benefitted from both State and local "mini-grant" funding. The State program has received a notable increase in funding in the past year and this may result in an increase in support for heritage assets in the Four Rivers Heritage Area.
62	Implement the Countywide program recommended by the Scenic and Historic Roads Commission and by the County Council.	Completed. Legislation was passed in 2005 that incorporated the Scenic and Historic Road Commission recommendations into Article 17 (Subdivision and Development) of the County Code.
62	Incorporate the regulatory tools necessary to fully implement the Scenic and Historic Roads Program, as set forth in Resolution No. 45-97, into the zoning laws, the subdivision laws, the transportation master plan, the road design manual, the landscape manual, the forest conservation ordinance, and other land use laws.	Completed. Provisions governing development along Scenic and Historic Roads were incorporated into Article 17 (Subdivision and Development) of the County Code in 2005, and are also addressed in Article 18 (Zoning) as related to specific uses. Provisions will be incorporated into the Transportation Functional Master Plan or other County ordinances or plans as needed in the future.

Land Use & Zoning

Page #	Recommendation	Status
71	Change Map 57, part of parcels 26, 27, 28 from Low Density Residential to Natural Features Land Use.	Completed. The land use was changed to Natural Features with approval of Bill 83-02. The R2 zoning class has been retained and the properties largely remain undeveloped.
71	Change Map 57, part of parcels 102, 94 from Low Density Residential to Rural Agricultural Land Use.	Completed. This property was changed to Rural Agriculture with approval of Bill 83-02 however, the zoning of R2 was retained. As such, during the 2009 General Development Plan process, this property was changed back to Residential Low Density land use (Bill 64-09) and the R2 zoning remains in place. The properties are developed with single family detached dwellings.

Page #	Recommendation	Status
71	Change Map 56, Parcels 1, 5, 214, 267, 272, 288-292, 294-315, 318-346, 362, 364 from Rural Agricultural to Low Density Residential Land Use	Completed. The land use was changed to Residential Low Density with approval of Bill-83-02. The R1 zoning remains in place, and the area is developed with single family detached dwellings.
71	Change Map 56, Parcels 19 (all lots), 188 (all lots), 222 (all lots), 284 (all lots) from Rural Agricultural to Low Density Residential Land Use	Completed. The land use was changed to Residential Low Density with approval of Bill-83-02. The properties remain zoned R1 and R2 and the area is developed with single family detached dwellings.
72	Change Map 56, Parcels 74-48, 80-86, 112, 191, 242, 261 from Rural Agricultural to Low Density Residential Land Use	Completed. The land use was changed to Residential Low Density with approval of Bill-83-02. The area remains zoned R2 and is developed with single family detached dwellings.
73	Change Map 57, Parcel 33 from Low Density Residential to Natural Features Land Use.	Completed. The land use was changed to Natural Features with approval of Bill 83-02 however, during the 2009 General Development Plan process, this parcel was changed to Government / Institution (Bill 64-09). The site is zoned OS and is part of Peninsula Park.
73	Change Map 51, Parcel 139, part of parcels 141, 160, and State Highway Administration right-of-way from Natural Features, Commercial and Residential High-Density Land Use to Low Density Residential Land Use	Completed. The land use for each of the parcels was changed to Residential Low Density with approval of Bill-83-02. The State Highway Administration right-of-way, like other rights-of-way for major roadways, is designated as Utility/Transportation on the 2009 General Development Plan Land Use Map. The zoning is primarily R2, with OS zoning class surrounding Church Creek.
73	Change Map 45, Parcel 96 from Low Density Residential to Maritime and Medium Residential Land Use	Completed. The land use was changed to Residential Medium Density and Maritime. The site is zoned R10 and MA1 and remains developed with condominium residential and a marina.

Priority Goals

1. Improve the methodology for assessing the impacts of growth on area infrastructure and facilities such as roads, schools, and utilities.
2. Assure continued public participation in the planning process.
3. Recognize the significance of the Parole Growth Management Area as a regional center and the impact that this has on planning for the Annapolis Neck area.

Page #	Recommendation	Status
80	<p>Update and refine the Parole Transportation Model with the Baltimore Metropolitan Council (BMC) Model 2000 base year and forecast 2025 projections. Use the updated Parole Transportation Model to assist in developing a transportation plan for the peninsula and in determining appropriate land use densities for the Annapolis Neck and the Parole Town Center. Defer comprehensive zoning for the Annapolis Neck SA and the Parole Town Center until this update is completed.</p>	<p>Partially implemented. There is no longer a stand-alone subarea model (or models) maintained by the County. The Baltimore Metropolitan Council (BMC) recently awarded the County with Unified Planning Work Program funds for the Parole Area Transportation Study that will inform the update to the Parole Urban Area Master Plan.</p>
80	<p>Frequently update and adjust population projections and growth forecasts by number of households to provide a basis for sustainable development and infrastructure and facilities planning.</p>	<p>Ongoing. This is done on an as-need basis, usually once a year.</p>
80	<p>Maintain accurate and up-to-date records of development and vacant developable land to aid Adequate Public Facilities calculations.</p>	<p>Ongoing. The Office of Planning and Zoning (OPZ) maintains these records and conducts holding capacity analyses regularly. OPZ has contracted with a consultant to implement a new Land Management Core System that will better track all development activity in the County. Completion of this implementation will take approximately three years.</p>
81	<p>Undertake interactive land use and transportation modeling to evaluate the impacts of growth on the transportation network. Use or develop similar tools or methodologies to evaluate growth impacts on public facilities and utilities and natural resources.</p>	<p>Ongoing. As a rule, the regional model as well as smaller traffic simulations are used to develop transportation corridor plans which inform land use planning efforts. A current example is the Forest Drive Sector Study.</p>
81	<p>The results of this effort (interactive land use-transportation modeling) should be used as a basis for establishing future land use and planning policies.</p>	<p>Ongoing. As a rule, the regional model as well as smaller traffic simulations are used to develop transportation corridor plans which inform land use planning efforts. A current example is the Forest Drive Sector Study.</p>
81	<p>Amend the Adequate Public Facilities (APF) ordinance to address the unique transportation constraints on peninsulas.</p>	<p>Completed. Article 17 (Subdivision and Development - § 17-5-403) of the County Code addresses transportation constraints on peninsulas.</p>

Page #	Recommendation	Status
81	Encourage community associations, business groups and other representative bodies to stay involved in the planning process in the Annapolis Neck. Develop a mechanism for keeping the public informed as implementation of the Small Area Plan progresses.	Ongoing. The Long Range Planning (LRP) Section of the Office of Planning and Zoning has a dedicated web page on the aacounty.org website. New projects are posted on the LRP Section's home page and in some cases, a dedicated web page for the project is created. In addition, during large projects that involve a public participation element, an email outreach list is kept to inform interested parties.
81	Report to the public on the status of implementation of the Annapolis Neck SA Plan every two years.	Partially implemented. A lead planner is assigned to the Annapolis Neck Small Area from the Long Range Planning Section of the Office of Planning and Zoning. A methodology for effective communication needs to be established.
81	The need for regional planning was the number one issue raised by residents in the two public forums and many public meetings which were conducted. During the planning process, the regional impact of specific recommendations for the PGMA should be taken into account, particularly as they relate to land use and transportation.	Ongoing. Anne Arundel County is part of the Baltimore Metropolitan Council which is the organization that works with the counties in the region to identify interests such as air quality and watershed protections, and develop collaborative strategies, plans and programs that helps improve quality of life and economic vitality. In addition, the Baltimore Regional Transportation Board is the Metropolitan Planning Organization for the area that focuses on transportation policy and planning; and approving Federal transportation funding for the region.
81	Provide for cyclist, pedestrian, and transit access as well as vehicular access in all elements of the Parole Growth Management Act.	Partially implemented. The Baltimore Metropolitan Council (BMC) recently awarded the County Unified Planning Work Program (UPWP) funds for a Parole Transportation Study that will use the updated regional model maintained by BMC. This study will be used to inform the update of the 1994 Parole Growth Management Plan.
81	Include a multi-modal Regional Transportation Center as a key focal element.	Partially implemented. The 1994 Parole Growth Management Plan update is currently underway and will strengthen the multi-modal component. The County has Unified Planning Work Program funds awarded from the Baltimore Metropolitan Council to complete a "feasibility study for the development of a Multimodal Transportation Center for the State Capital."

Page #	Recommendation	Status
81	Set a design goal for Parole to envision an outstanding urban center which will complement the appeal of the historic Annapolis city center for visitors and residents alike.	Partially implemented. The update to the 1994 Parole Growth Management Area is underway and expected to be completed in 2019.

Land Preservation

1. Initiate an Open Space Program for preservation of agricultural and large undeveloped properties on the Neck.
2. Implement the Annapolis Neck Greenway.
3. Minimize impervious surfaces in new or revitalized development to reduce storm water runoff.

Page #	Recommendation	Status
82	Make greater use of proven conservation devices, such as agricultural, scenic or conservation easements, which have not been aggressively utilized in the past.	Ongoing. The County and the State aggressively publicize their agricultural and woodland easement programs. Local Land Trusts must rely on contributions to promote their programs. The County's General Development Plan, Greenways Master Plan and Land Preservation Parks and Recreation Plan also include information on easement programs. The Chesapeake Bay Trust and other non-profit environmental entities also promote conservation easements.
82	Evaluate feasibility of a Transferable Development Rights program. Study alternatives, such as trading residential for commercial rights, or the County purchasing unused rights, to make programs attractive to participants. Include the City in discussions.	Completed. The use of a Transfer of Development Rights program was assessed and found to not be feasible in Anne Arundel County given the low demand for additional densities in potential receiving areas and that the densities in the potential sending areas have been reduced through mechanisms such as retention of RA and RLD zoning, removal of the family conveyance allowances from the Code, land acquisition for preservation, conservation easements through land trusts and through the development process, implementation of the County's Agricultural and Woodland Preservation program and implementation of the State's "Septic Bill" which designates much of the rural areas as Growth Tier 4, limiting subdivision potential to 5 lots or less.

Page #	Recommendation	Status
82	Encourage formation of land trusts, or other appropriate measures, to address specific conservation needs. (Table 10).	Ongoing. Outreach efforts to encourage the formation of land trusts would require appropriate staff and resources within one or more County agencies.
82	Inventory possible conservation easements with community associations, large property owners and land trusts. Inform property owners of tax and environmental benefits, and encourage them to participate.	Ongoing. The Cultural Resources Section in the Office of Planning and Zoning has developed relationships with several community organizations.
82	Investigate Calvert County's loan program in which 501C3 civic groups and land trusts can borrow up to \$1,000,000 for land protection.	Ongoing. Maryland Agriculture and Resource-Based Industry Development Corporation (MARBIDCO), a quasi public economic development organization chartered by the State of Maryland works as a financial intermediary for state and local land conservation organizations as well as offering below market rate gap financing especially for innovative or value added activities and rural business projects. See http://marbidco.org/ for more information.
82	Develop an ordinance that would automatically transform platted open space to zoned open space.	Not implemented.
83	Pursue additional funding for the purchase of land for the Annapolis Neck Greenway, Natural Area Network, and the Pedestrian and Bicycle Plan if easements and other strategies prove inadequate. Identify sites for investigation, such as the vacant land adjacent to Quiet Waters Park, Homeport Farm, Bestgate Road area, along Weems Creek, and Priest Point.	Ongoing. The County and the City of Annapolis continue to collaborate on land purchases within the Annapolis Neck Greenway when there are willing sellers and available funds. In 2017, the City acquired 3.25 acres of sensitive forest land adjacent to Quiet Waters Park using their 7% share of Program Open Space funds. The County is also looking at an opportunity to acquire 19 acres bordering Quiet Waters Park with assistance from the State and Chesapeake Conservancy. In addition, local developers have set aside open space and forest conservation areas as part of the City Of Annapolis land development requirements.

Page #	Recommendation	Status
83	Target forest mitigation efforts to areas designated for the greenway where possible.	Ongoing. There are several private forest mitigation banks in the County that can be used by developers to meet offsite reforestation requirements and protect existing forested land. An annual report summarizing Forest Conservation data is prepared by the County's Department of Inspections and Permits (I&P) for the Maryland Department of Natural Resources. The Green Infrastructure Master Plan will also help to identify priority forested areas that should be preserved using available mechanisms. When a site does not align with recreation needs, but may be suitable for forest conservation or reforestation, the Department of Recreation and Parks refers the opportunity to the Forestry Division of I&P.
83	Reduce retail parking by establishing maximum as well as minimum parking requirements.	Not implemented. Legislation was introduced to the County Council in 2010 however, the bill was defeated. Reduced parking requirements and joint use parking arrangements may be approved by the Office of Planning and Zoning where appropriate, particularly in Town Centers, and the Office may also require that rideshare parking spaces be provided in certain types of development.
83	Encourage multi-level parking to reduce land required for parking and increase green space.	Ongoing. Multi-level parking is encouraged, especially within the Parole Growth Management Area.

Growth Management

1. Recognize the Annapolis Neck as a major economic center and focus growth in designated activity centers.
2. Revitalize existing older neighborhoods and activity centers.
3. Expand the application of Transit Oriented Design concepts.

Page #	Recommendation	Status
84	Do not permit additional commercial intrusion outside the PGMA.	Ongoing. Since the adoption of the Annapolis Neck Small Area Plan, two rezonings to a commercial zone have occurred outside of the PGMA that accommodated existing commercial uses.

Page #	Recommendation	Status
84	Activity centers should encompass the full range of needs for business sites and employment opportunities. Encourage a mix of residential, employment and commercial uses in these centers.	Ongoing. Three activity centers were identified in the Plan that were in the County and outside of the City of Annapolis: the Parole Growth Management Area (PGMA), the Outer Neck Center and the South Shore Center. The PGMA is a mix of residential, employment and commercial uses that continues to develop with a full range of uses. The Outer Neck Activity Center includes Commercial and Residential Uses. This area continues to remain an area of redevelopment. Parts of this activity center have been annexed by the City and are under its planning and zoning authority. The South Shore Activity Center area is now entirely within the City of Annapolis.
84	Limit new commercial development to designated activity centers to reduce travel time between housing, jobs and services as described in Chesapeake Bay Foundation's Network for Livable Communities. Restrict new commercial development to these centers to provide easy access.	Ongoing. New commercial development is limited to the areas designated as such in the Annapolis Neck Small Area Plan and the 2009 General Development Plan.
84	To offer diversity in employment opportunities, encourage high tech and scientific businesses at the level of community activity centers to offer diversity in employment opportunities.	Ongoing. The County continues to focus business attraction and economic development efforts on a wide range of industry sectors including healthcare, finance, hospitality, information technology, professional services, retail, defense contractors, warehouse distribution, and many others. The Parole Growth Management Area includes a healthy mix of employment opportunities.

Page #	Recommendation	Status
84	Comply with the dictates of Smart Growth for directing development to areas with existing or planned adequate infrastructure and facilities.	Ongoing. The majority of new development in the County continues to occur within the Priority Funding Area and where public sewer and water is either existing or planned. The County continues to assess on an ongoing basis whether adjustments are needed to Adequate Public Facilities requirements or to Facilities Strategic Planning procedures to better enable tracking and planning for infrastructure capacity. Concurrency of development and adequate facilities is also addressed in the County's comprehensive plan.

Page #	Recommendation	Status
84	<p>A preliminary identification of some existing activity centers follows. These locations are shown on Maps 2 through 5 in the Plan Concept section. a.) Parole Growth Management Area: 1) Parole Town Center: North of Aris T. Allen Boulevard, between Jennifer Road and Solomons Island Road. Mixed uses include regional retail, restaurant, offices and services and high density residential. 2) Riva: Along Riva Road south of Aris T. Allen Boulevard. Extends north along Harry S. Truman Parkway and south to the Science Center on Admiral Cochrane Drive. Mixed uses include office, governmental, administration, medical services, research and high tech, hotel and restaurants. 3) Annapolis Mall / North Parole: North of Jennifer Road. Extends east along Bestgate Road and west along Defense and Generals Highways. Mixed uses include a regional mall, retail, hospital, offices, hotel and restaurants and high density residential. b.) Outer West Street [City]: Along Chinquapin Round Road and outer West Street, extending east from Hicks Avenue to Legion Avenue. Mixed uses include retail, wholesale, industrial, warehousing and storage. c.) Inner West Street [City]: Extending along West Street from Russell Street through the new Taylor Avenue Circle to historic downtown Annapolis. Mixed uses include office, retail, restaurants, galleries, and residential and related services. d.) Historic Downtown Annapolis [City]: Downtown Annapolis functions as a single integrated mixed use center with government, higher education, retail, office, entertainment and residential functions. Uses include State, County and City government, the U.S. Naval Academy and St. John's College, offices, small shops, hotels, galleries, restaurants, bars and maritime facilities. Residential use is intermixed throughout the center. e.) West Annapolis Center [City]: Rowe Boulevard to Annapolis Street and from Taylor Avenue to Melvin Avenue. Mixed uses include retail, office, restaurant and residential. f.) Eastport Center [City]: At the intersection of Bay Ridge Road and Chesapeake Avenue, on 4th Street between Severn and Chesapeake Avenues, and along the shores of Spa and Back Creeks. Mixed retail uses are concentrated on Bay Ridge and 4th Streets, and maritime uses and services are clustered along the creeks. Residential use is intermixed throughout the center. g.) Outer Neck Center: Along Bay Ridge Road from Hillsmere Drive to Edgewood Road. Mixed uses include retail, restaurant, office, maritime and residential. h.) South Shore Center: Along Forest Drive from Chinquapin Round Road to Newtowne Drive. Mixed uses include: retail, office, State Office, and residential and related services.</p>	<p>Ongoing. This recommendation relates to goal of recognizing the Annapolis Neck as a major economic center and focusing growth in these designated activity centers. Development in the Annapolis Neck Small Area continues to be focused in these activity centers.</p>
85	<p>Provide appropriate land use and zoning standards for activity centers.</p>	<p>Completed. Land use changes occurred with the adoption, of the 2009 General Development Plan followed by comprehensive zoning in 2011.</p>

Page #	Recommendation	Status
85	Classify all activity centers by function, and identify problems and opportunities for each center. Require coordinated and integrated development or redevelopment. Designs should stress the importance of central squares or plazas to provide outdoor meeting places, with convenient service, for people to linger and relax.	Not implemented.
85	Maintain high creative standards for the redevelopment of Parole Center.	Ongoing. The Parole Growth Management Area Urban Design Study remains in effect. High quality design standards are a key goal of the current update.
85	Provide assistance to homeowners to revitalize homes such as along Old Annapolis Neck Road, the north and south sides of Bestgate Road and Oak Court.	Ongoing. The County's community development agency, Arundel Community Development Services, Inc., administers a Property Rehabilitation Program that provides technical assistance and low interest loans to qualified homeowners for home renovations and rehabilitation.
86	Embody the planning concepts normally associated with bus and van transit modes. At stops or stations provide adequate site area for dedicated vehicle boarding and discharge lanes, bicycle storage racks and shelters. Arrange stops for easy and direct pedestrian access from nearby retail and residential areas.	Partially implemented. Current Parole Growth Management Plan guidelines nor the County Code require these facilities on-site or along the frontage however, there has been some implementation through the development review process.

Meeting People's Needs

1. Increase public access to the Chesapeake Bay and its tributaries.
2. Create more active recreation opportunities.
3. Provide affordable housing for all ages and economic levels of the population.
4. Encourage and promote creative and desirable forms of development and a simplified design review process. Discourage undesirable conventional proposals.

Page #	Recommendation	Status
86	<p>Conduct a professional study to develop a plan for limited public access to the shore and water along the Annapolis Neck peninsula. The purpose of this plan would be to identify sites where the shore and water can be accessed by the public and should include the following steps:</p> <p>a.) Identify potential sites for public access, b.) Develop funding sources for site acquisition, and c.) Include established sites on any appropriate County maps.</p>	<p>Ongoing. The County has an inventory of publicly accessible water access sites, including those on the Annapolis Neck Peninsula. Any additional sites would need to be on the market or have a known willing seller. Any sites on the market can be referred to the County Department of Recreation and Parks for evaluation.</p>
86	<p>Develop and implement plans for over-the-beach launching of canoes, kayaks and rowboats.</p>	<p>Ongoing. The County continues to expand the number of canoe and kayak launch sites where opportunities arise. Annapolis Neck launches include Quiet Waters Park, Truxton Park and Homeport Farm Park.</p>
86	<p>In reviewing development proposals, pursue more creative and innovative ideas for provision of recreation areas.</p>	<p>Ongoing. The requirement for open space and recreation areas within proposed developments are outlined in Article 17 (Subdivision and Development) of the County Code. The County offers recommendations when opportunities arise.</p>
86	<p>Provide a range of housing densities and types near activity centers to achieve a broader range of housing choice, with higher density housing located in or near the core of the center, and low-medium housing densities moving outward from the center. Activity centers should be considered as possible receiving areas under a Transferable Development Rights program, should the County adopt such a program.</p>	<p>Ongoing. A variety of housing densities and choices are planned and have been implemented in and near the activity centers. A Transfer of Development Rights program has not been implemented as this type of program was assessed and found to not be feasible in Anne Arundel County given the low demand for additional densities in potential receiving areas and that the densities in the potential sending areas have been reduced through mechanisms such as retention of RA and RLD zoning, removal of the family conveyance allowances from the Code, land acquisition for preservation, conservation easements through land trusts and through the development process, implementation of the County's Agricultural and Woodland Preservation program and implementation of the State's "Septic Bill" which designates much of the rural areas as Growth Tier 4, limiting subdivision potential to 5 lots or less.</p>

Page #	Recommendation	Status
86	Evaluate an inclusionary housing program which would require some affordable and subsidized housing in all new residential developments. Use proven and nationally recognized available models.	Completed. Options for adopting some form of inclusionary zoning laws, which generally require the provision of a percentage of moderately priced dwelling units in new residential developments, have been evaluated by the Office of Planning and Zoning and Arundel Community Development Services, Inc. To date there has not been support from elected officials for mandatory requirements. Workforce housing was included as a Special Exception use in Article 18 (Zoning) of the County Code in 2011 to encourage more of this type of development. Most workforce housing projects to date have not used the Special Exception allowance, but have developed where allowed by right as multifamily housing.
87	In order to promote innovative development design, such as clustering, offer bonus density in appropriate areas and expedite processing for development proposals. Another approach would be to penalize the density allowed when conventional large lot developments are proposed.	Ongoing. Bonus density is allowed in the Parole and Odenton Town Centers in exchange for specified developer proffers. Cluster development is permitted in most residential zoning districts, but does not provide a bonus density beyond the maximum net density allowed in that zoning district. Given that there has been some level of public opposition to new cluster developments in the County, it is uncertain whether there would be public support for allowing bonus density with cluster development.
87	Encourage and promote transit-oriented development.	Ongoing. The Parole Urban Design Study encourages design patterns that reflect transit oriented design principles. In addition, as development plans are submitted, the applicants are encouraged to promote transit-oriented development.

Community Design

1. Strengthen neighborhoods to serve as the basic building blocks of place making.
2. Integrate new housing developments with existing ones.
3. Improve the appearance of major roadways in the Annapolis Neck area.
4. Strengthen landscaping requirements.
5. Review and update sign regulations.

Page #	Recommendation	Status
87	Map the neighborhoods of the Annapolis Neck in order to understand the shared goals and organization of residents. Graphically show neighborhoods on a plan.	Not implemented.
87	Prepare descriptions of all neighborhoods by geographic boundaries, accessibility, and social and economic commonalities.	Not implemented.
87	Develop programs, in partnership with residents and associations, for neighborhood improvement. Actions could include adding street trees, building shortcut pathways and bikeways to bus or van stops, sidewalk construction or repair, signage, or adding traffic calming devices.	Not implemented.
87	Protect residential areas from adverse impacts due to PGMA development and traffic by maintaining a forested buffer for homes adjacent to the PGMA along the Gingerville Creek drainage area from the PGMA boundary to the waters of the creek; Cowhide Branch from Bestgate Road to Weems Creek; Cabin Branch from Generals Highway to Saltworks Creek; and Broad Creek from US Route 50 to the waters of the creek.	Completed. In addition to forested buffers, these areas are protected by dedicated open space and floodplain parcels

Page #	Recommendation	Status
87	<p>Protect Northern and Western Neck residential areas from adverse impacts due to PGMA traffic by providing traffic calming measures on collectors and minor arterials.</p>	<p>Partially implemented. Bestgate Road - Generals Highway to Monticello Drive: speed activated flashers have been installed near Compton Drive; Housley Road - entire section: a roundabout (considered as a traffic calming measure) has been constructed; Defense Highway - Generals Highway to Windermere Court: no traffic calming measures have been installed to date(SHA roadway); Harry S. Truman Parkway - Department of Recreation and Parks Headquarters to Admiral Cochrane Drive: no traffic calming measures have been installed to date; Admiral Cochrane Drive - Riva Road to Route 2: a pedestrian shelter island with flasher has been installed; Medical Parkway - Jennifer Road to Scotts Crossing Court: no traffic calming measures have been installed to date; Jennifer Road - Detention Center to West Street: pedestrian shelter island with flasher has been installed; Riva Road - West Street to Heritage Office Complex: no traffic calming measures have been installed to date; Forest Drive - Riva Road to Route 2: no traffic calming measures have been installed to date. In general, the County has a Neighborhood Traffic Control program. If residents have a concern about traffic in their neighborhood, they are directed to review the Neighborhood Traffic Guidelines and then call the Traffic Engineering Division of the Department of Public Works.</p>
88	<p>Avoid single entry developments when possible. Provide multiple points of access for both existing and new developments.</p>	<p>Ongoing. While there is no specific requirement to avoid single-entry developments, inter-connectivity is provided in accordance with Article 17 (Subdivision and Development) of the County Code.</p>
88	<p>Encourage neighborhood and community associations to inform their members of the public safety advantage of multiple access points.</p>	<p>Ongoing. Each Police District has a Police Community Relations Committee which facilitates information between the Police Department and neighborhoods/community associations.</p>

Page #	Recommendation	Status
88	<p>Prepare plans for land projected for development which show preferred circulation systems and connections to adjacent properties.</p>	<p>Completed. The Office of Transportation (OOT) recommends that all commercial and industrial development provide convenient functional linkages and that residential development provide interconnections between subdivisions as required by Article 17 (Subdivision and Development) of the County Code. The OOT is considering adding neighborhood connections to the County's Roadway Classification Map to encourage connectivity during the development review process. A Bill (78-18) was recently approved by County Council that encourages pedestrian and bicycle linkages in all developments. Also, Article 17 (Subdivision and Development) of the County Code requires that development plans show multi-modal transportation infrastructure and provide a bicycle, pedestrian and transit assessment. Subdivisions that contain five or less dwelling units, or a non-residential development is less than 5,000 square-foot or a warehouse development is less than 15,000 square feet may opt to pay a fee-in-lieu of the assessment.</p>
88	<p>Revise subdivision regulations to provide pedestrian access and recreation linkage between subdivisions.</p>	<p>Completed. Article 17 (Subdivision and Development) of the County Code was comprehensively updated in 2005.</p>

Page #	Recommendation	Status
88	<p>Initiate a Boulevard and Parkway Program to identify, classify and design major arteries, and implement improvements to create a boulevard or parkway character on these roads, as described below: Boulevard: an urban thoroughfare fronted with buildings, and with walks and buildings on each side separated from the roadway by street trees. Rowe Boulevard near downtown Annapolis is an example of this type of road. Parkway: a suburban arterial with a landscaped median, and with walks and buildings on each side set well back from the roadway and obscured with trees and dense landscaping. Forest Drive between Hillsmere Drive and Martha Court is an example of this type of road. Boulevards would occur primarily within activity centers, while parkways would be linkages between centers.</p>	<p>Ongoing. The County is in the process of updating its Design Manual that will address standard cross-section requirements for different road classifications.</p>
88	<p>Prepare long range plans for the entire length of each boulevard and parkway. Planning teams should include landscape architects, urban designers and representatives of pedestrian and pedestrian/bicyclist interests. Plans should evaluate impacts on adjacent land uses. Implement in phases as budget permits.</p>	<p>Not implemented. There have been sector studies completed by the City of Annapolis that have included the West Street and Forest Drive areas within the City, that have been comprehensive in the land use and corridor planning. Likewise, the County has performed a Forest Drive Study as part of the Major Intersections and Important Facilities (MIIF) to ascertain the higher level needs of the corridor.</p>
89	<p>Emphasize preservation of existing woodlands for landscape buffers along arterial and collector roads for both residential and commercial uses. Add understory plantings as a transition from conserved to developed areas.</p>	<p>Ongoing. The County's Landscape Manual (updated in 2010 and will be revised in 2018-2019) and Article 17 (Subdivision and Development) of the County Code encourage preservation of existing trees.</p>
89	<p>Add standards for understory shrubs and ground cover to the County Landscape Manual requirements.</p>	<p>Ongoing. The County's Landscape Manual (updated in 2010 and will be revised in 2018-2019) specifies standards for shrubs and plants.</p>

Page #	Recommendation	Status
89	<p>Modify landscaping requirements for parking lots in commercial and multi-family developments to increase internal green area requirements, and integrate the Stormwater Management Ordinance planting requirements for bioretention facilities with the Landscape Manual requirements, so that landscape credit is earned for plantings in bioretention facilities.</p>	<p>Completed. The Anne Arundel County Landscape Manual was updated in 2010 to increase the internal green requirements and encourage bioretention or other stormwater management best management practices to be integrated into green areas wherever practical.</p>
89	<p>Require 50% of plant material to be from a County approved list of environmentally friendly species.</p>	<p>Completed. The Landscape Manual includes a list of native plant species as well as a list of plant species not recommended for use in landscape plans. Applicants are encouraged to develop their landscape plans in accordance with these recommendations. Landscaping trees that are used to fulfill afforestation or reforestation requirements under the Forest Conservation Act must be native species selected from an approved list.</p>
89	<p>Improve maintenance of landscaping and facilities for parks, and for both public and private landscaping along roadways.</p>	<p>Ongoing. The Department of Recreation and Parks has a multi-year capital project to renovate park facilities. Funds appropriated on an annual basis are fully invested County-wide.</p>
89	<p>Encourage the burying of overhead power and communication lines in new development and redevelopment projects.</p>	<p>Ongoing. Installation of electric power lines and communication cables is regulated by Federal requirements. BGE and telecommunication companies install infrastructure in accordance with those requirements, and the County does not have governing authority. For new development, electric and communication lines are typically installed underground. This does not apply to infill development in previously developed areas where overhead lines are already in place.</p>
89	<p>Evaluate allowable sizes and design standards for signs, and develop more restrictive standards.</p>	<p>Completed. Signage regulations were adopted in 2004 with the revised County Code section related to Zoning. Amendments to these regulations were adopted in 2009 (amending hours for placement of temporary signage) and 2013 (regulating electronic message boards at certain historic resources and on scenic and historic roads). The County is currently reviewing its signage regulations for potential revisions in 2019.</p>

Page #	Recommendation	Status
89	Require design unity among signs within commercial or mixed use activity centers.	Ongoing. The County is currently reviewing its signage regulations for potential revisions in 2019.
89	Shorten time limits for temporary political campaign and real estate advertising signs.	Partially implemented. Temporary directional signs are permitted only within the hours specified in Article 18 (Zoning) of the County Code which are generally between Fridays and Mondays. Other temporary signs may be posted no more than 60 days prior to the project, event or election to which it applies and must be removed within seven days after the conclusion of the event. The County is currently reviewing its signage regulations for potential revisions in 2019.
89	Install larger cross-street signs on major arteries and place them to give advance notice of pending intersections.	Ongoing. Standards for design, size and placement of street signage are governed by the County Design Manual and State Highway Administration design standards. Advanced warning signage is installed where needed, such as where there are vertical sight line issues or new intersections. Citizens may contact the Bureau of Highways at the Department of Public Works to request an inspection of specific intersections where there are safety concerns.

Site-Specific Land Use Recommendations

Page #	Recommendation	Status
91	Masque Farm / Crystal Springs Farm - Seek conservation easement or designation as possible TDR sending area. If not possible, County to consider woodland preservation district or acquisition of heavily wooded land to North currently zoned R1. May be future need for multi-use trail or greenway easement through property. Recommend low density cluster development in open southern portion.	Not implemented. The property was annexed by the City of Annapolis.

Page #	Recommendation	Status
91	<p>Corner of Bay Ridge Avenue and Carrollton Road - Investigate Program Open Space or other funding sources and/or conservation easement. Contact HOA and land trusts.</p>	<p>Completed. Both parcels on the north and south sides of Carrollton Road at the intersection of Bay Ridge Road are owned by the Annapolis Roads Property Owners Association and the Lake Ogleton Property Owners Association for the purpose of community open space and recreation.</p>
91	<p>Parcels in Boyd's Cove - Property owners should work with the County and adjacent community to preserve green space and ensure the protection of Boyd's Cove, including investigating methods to preserve open space and seek conservation easements on these parcels, and discuss a range of conservation options.</p>	<p>Completed. Since the adoption of the Annapolis Neck Small Area Plan, the development of parcels around Boyd's Cove included open space and conservation easements.</p>
92	<p>Admiral Cochrane Drive Extended, Spruill Property, Annapolis Route 2 LLC, Wharton Annapolis LLC property and nearby properties - Land use to be determined by results of comprehensive land use / transportation study for Annapolis Neck taking into account adverse environmental impacts. The PGMA oversight committee should have input. Under no circumstances should proliferation of property, and commercial development down the MD 2 South corridor be allowed. Development on the south side of Admiral Cochrane Drive should be compatible with and provide sufficient buffering to existing residential communities.</p>	<p>Partially implemented. Several properties along the Admiral Cochrane Drive extension have been developed since adoption of the Annapolis Neck Small Area Plan with residential development as permitted by the Parole Urban Design Concept Plan. These include The James, Admiral's View, and Admirals Square. The Cove, at new townhouse community at the southwest corner of Route 2 and Admiral Cochrane Drive, is outside of the Parole Growth Management Area (PGMA) and was developed according to applicable County development regulations. Developments along the south side of Admiral Cochrane Drive have forested buffers between them and adjacent residential developments.</p>
92	<p>Hillsmere / Bay Ridge Avenue Commercial Activity Area (Outer Neck) - County designate as a redevelopment plan, with the exception of the lots allowed under the family conveyance criteria of the Subdivision Regulations, the remainder of the reserve parcel should be preserved with a conservation easement.</p>	<p>Partially implemented. This area is split between the County and the City of Annapolis. Various development projects have developed or are proposed for various parcels, including a 3-acre portion of Lot 4 (southeast of Bay Village Drive) platted as forest conservation easement.</p>

Page #	Recommendation	Status
92	Belle Grove Corporation, Severn Grove Road - As a condition of approval of the development plan, with the exception of the lots allowed under the family conveyance criteria of the Subdivision Regulations, the remainder of the reserve parcel should be preserved with a conservation easement.	Completed. 48 acres of the Margarets Glen subdivision is preserved as Open Space, with an additional 3.8 acres designated as recreation area.
92	Brilliant Property, Bestgate Road - Retain current land use designation and zoning. Seek conservation easement on rear of property containing steep slopes and forested areas.	Partially implemented. The land use designation for the southern portion of site remains Residential Low-Medium Density and has developed as single-family homes. The rear of the site is designated as Natural Features and Residential Low Density and is platted as open space, HOA recreation area, and County floodplain.
93	Priest Point on the Severn River, Riverview Avenue - Investigate Program Open Space or other funding sources and/or conservation property easements.	Not implemented. The property retains the Natural Features Land Use designation from the Small Area Plan and current zoning is Rural Agricultural.
93	Scheckels Farm, Harness Creek Road - Seek easement through land trust or other methods for preservation of agricultural uses.	Not implemented. The site is not under Agriculture and Woodland Preservation easement, though more than eight acres is platted as forest conservation area.
93	Carr Property, Bestgate Road - Retain residential zoning. Investigate Program Open Space funding or other funding sources. Consider creation of nature park. Seek conservation easement on rear of property containing steep slopes and forested area.	Partially implemented. The site retains R1 zoning and Anne Arundel County owns 6 acres of the site south of Saltworks Creek.
93	Bog and pond, Hidden River View Road, adjacent to Fishing Creek - Seek easement through land trust or other methods for preservation.	Completed. The site is platted open space owned by Fishing Creek Farm Homeowners Association.
93	Waterfowl wintering area, NW of Marshy Point at mouth of South River - Protect habitat area in perpetuity. Designate surrounding water as sensitive area by DNR.	Completed. The site is owned by Anne Arundel County Department of Recreation and Parks and listed by the Maryland Department of Natural Resources as a Waterfowl Area.

Page #	Recommendation	Status
93	Land adjacent to Quiet Waters Park, Old Annapolis Neck Road - Investigate as possible site for additional active recreation uses.	Not implemented. Site was annexed by the City of Annapolis in 2006.
93	Homeport Farm, MD Route 2 - Property owners should work with the County to allow residential redevelopment of the property with protection of Church Creek and provision of recreation area with public access to water by canoe and kayak.	Completed. Property was platted in 2003 and later developed with 25 acres as a County park and nearly five acres as open space.
94	Hunt Meadows subdivision, community open space - Work with HOA and land trusts regarding conservation easement.	Not implemented. The site is within the City of Annapolis.
94	Annapolis Middle School, Forest Drive - Maximize use for recreational purposes, particularly after school opportunities for latch key children.	Ongoing.
94	Chrisland Property, Bywater Road - Provide active recreational facilities (ball fields) for area. Preserve forested area adjacent to Church Creek located in RCA portion of Critical Area and create forested wildlife corridor across property linking the area to adjacent properties. Obtain greenway easement through property.	Not implemented. Site was annexed by the City of Annapolis in 1996. Subsequent development includes a swimming pool and playground managed by the community, and City-owned open space with access to the creek.
94	Annapolis Roads, Rosenweig Property, (Parcel 181) - Investigate Program Open Space or other funding sources and/or forest conservation easements. Contact HOA and land trusts. Consider RLD zoning in order to make the environmental protections included in the RLD zone applicable to this environmentally sensitive property.	Completed. The site is under conservation easement.
94	Tuscany Subdivision, Arundel on the Bay Road - County require community open space to be preserved as open space and seek conservation easement.	Completed. 6.75 acres of Stillwoods platted as conservation property.

Page #	Recommendation	Status
94	Plattner Trust Property, Coover Road - Preserve community open space.	Completed. 3.76 acres of community open space is preserved at Overlook at Broad Creek.
95	Blackwalnut Cove subdivision, community open space - Contact HOA and land trusts regarding conservation easement.	Not implemented. No conservation easement present on community open space.
95	Annapolis Cove south of Bay Ridge Avenue, community open space - Contact HOA and land trusts regarding conservation easement.	Not implemented. No conservation easement present on community open space.
95	Crab Creek Farm and Horse Farm on Ferry Point Road - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.
95	Arundel on the Bay, Sandpiper Lane - Meet with owners to discuss a range of conservation options.	Not implemented. The property is not under conservation easement, though approximately 5 acres is platted as Quay Harbour "common area."
95	Johnston Property, Old South River Road - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.
96	Pyles Property, Riva Road - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.
96	Parcels at Church Creek headwaters, Pythian Drive, Elks Lodge, Vineyard Road - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.
96	Cornell Property, Arundel on the Bay Road (Parcel 102) - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.
96	Cornell Property, Arundel on the Bay Road (Parcel 104) - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.

Page #	Recommendation	Status
96	Callahan Property, Bay Highlands Drive (Parcel 149) - Meet with owners to discuss a range of conservation options.	Completed. 1.32 acres of the site is platted as a forest conservation area.
96	Schneidwind Property, Bay Highlands Drive (Parcel 107) - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.
97	Blackstone Property, Bay Highlands Drive (Parcel 99) - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.
97	Singleton Property, Arundel Road on Oyster Creek (Parcel 163) - Meet with owners to discuss a range of conservation options.	Not implemented. No conservation easement present.
97	Horse farm adjacent to Red Dove commercial property (Parcel 148), MD 2 near South River bridge - Meet with owners to discuss a range of conservation options.	Completed. 1.83 acres of the site is platted as a forest conservation area.
97	Properties adjacent to Masque Farm (Parcels 245, 248, 258, 349)- Meet with owners to discuss a range of conservation options.	Partially implemented. 6.88 acres is platted as a forest conservation easement platted on Parcel 349. Parcel 248 annexed into City of Annapolis in 2005.

Transportation

Roadway and Parking Areas

1. Maintain acceptable levels of service during peak periods along arterials and through intersections within the Annapolis Neck, and effective access into, from, and within the Annapolis Neck.

Page #	Recommendation	Status
107	<p>Ensure development and re-development proposals will not, cumulatively, generate traffic that will exceed level of service standards:</p> <p>a.) Establish level of service standards for each arterial intersection in the Neck, with due recognition that levels of service for intersections outside the PGMA on through arterials should be better than those near major concentrations of employment and shopping. Initiate actions to relieve congestion that exceeds standards; b.) Continue the current requirement that development not be permitted to generate traffic that exceeds level of service standards. County policy should encourage Transportation Demand Management (TDM) measures as well as new construction to mitigate traffic impacts; c.) Adopt and apply to development and redevelopment proposals a transportation/land use modeling capability that enables evaluating land use impacts on traffic flows.</p>	<p>Ongoing. Level of service (LOS) standards are established in Article 17 (Subdivision and Development) of the County Code for Adequate Road Facilities. Traffic Impact Studies (TIS) must be done in accordance with the County TIS Guidelines, and road improvements must be in accordance with the Design Manual. Certain peninsula roads including Bay Ridge Road require an expanded impact area be used for TIS purposes. Per Article 17, a proposed development that will generate traffic exceeding LOS standards is allowed to submit a traffic mitigation plan that will mitigate the impacts of traffic from that development. It is recognized that traffic mitigation plans may still result in levels of service below the desired standard. The County is currently undergoing a review of both the TIS Guidelines and the Design Manual. Legislation was passed in 2018 that made some adjustments to the Adequate Public Facilities requirements for roads to better address the need for multi-modal capacity to accommodate bikes, pedestrians and transit. The Office of Transportation will continue to assess alternative approaches to achieving adequate road LOS standards.</p>
108	<p>Recommendations related to planned road construction projects are as follows:</p> <p>a.) Continue to explore options to relieving traffic congestion on Forest Drive and present reasonable and feasible alternatives for consideration at public forums; b.) Improvements to road segments: MD 178-450 from Bestgate Road to Riva Road, the intersection of US 50 with MD 450 and Riva Road, and the extension of Housley Road: 1.) After planned improvements to these road segments are completed, evaluate traffic movement and congestion. Determine if additional improvements are needed. Select and execute cost effective options; 2.) Determine the feasibility and cost effectiveness of extending Housley Road to give access to US. 50 and I-97 and possibly across US. 50; c.) Complete the proposed extension of MD 2 to Jennifer Road and improvement of the MD 2/US 50 interchange. Give a high priority to designing and constructing cost effective connections. Provide bikeways along the MD 2 connection to Jennifer Road; d.) Construct internal streets for the urban core of Parole and extend Holly Avenue to the Annapolis Mall if feasible: 1.) Ensure internal streets called for in the PGMA plan for the urban core of Parole are provided for in development concepts and plans for that area; 2.) Determine the feasibility and cost effectiveness of extending Holly Drive to the Annapolis Mall area; 3.) Determine the feasibility and cost effectiveness of people-mover concepts, such as the one proposed by Alt-Breeding Schwartz, as an internal circulation system within the Parole Town Center; e.) Provide paved paths along the extension of Harry S. Truman Parkway to Admiral Cochrane Drive. Provide for trees and other vegetation along road and pathways. Ensure development in the area does not generate traffic that would cumulatively exceed level of service standards. Improve the signage and directional indicators at the Aris T. Allen/Riva Road intersection, such as arrows on the road.</p>	<p>Ongoing. a.) In progress - road improvements were made to Forest Drive; improvements to the intersection with Chinquapin are requested in the Maryland Department of Transportation (MDOT) priority letter; this project is prioritized under Capital Project H539600; b.) In progress - improvements have been made and while congested, this segment appears to operate reasonably well. However, other connections are needed. The County's Office of Transportation (OOT) has obtained Unified Planning Work Program (UPWP) funds through Baltimore Metropolitan Council (BMC) to study the Parole area transportation needs. Work on this study will begin in 2018. The State Highway Administration (SHA) will currently now permit Housley Road to access MD 50 /I-97 but the study will review the extension of Housley to Harry Truman; c.) This extension is completed; a trail along Jennifer is currently being evaluated under Capital Project H508400; d.) In progress through Capital project H539600. Some connectivity has been completed. Holly is no longer needed with the extension of MD 2 to Jennifer Road. No people movers have been studied or implemented as of yet; e.) This project is complete. Paved paths have been provided along the extension of Harry S Truman to Admiral Cochrane. Signage and pavement markings have been improved on Riva at MD 665.</p>

Page #	Recommendation	Status
108	<p>Increase the number and improve the effectiveness of park and ride areas, and establish transportation centers, for residents, commuters, visitors, and tourists: a.) At the Harry S. Truman and Navy-Marine Corps Memorial Stadium lots, maintain bike racks where bicycles can be left securely during the day at no cost; b.) Identify existing parking areas, such as church parking lots, that could potentially serve as small park and ride lots with access to arterials or major collectors. Negotiate appropriate leases or other appropriate use agreements; c.) Investigate the value and feasibility of establishing a parking authority for the PGMA similar to the one in Prince George's County, including the following elements: 1.) Develop parking structures that would serve multiple users to help release surface parking lots for more productive redevelopment or landscaping; 2.) Develop park and ride facilities to support both regional transit and the transportation management program; 3.) In coordination with the City, develop a parking management strategy that would support revitalization of Inner West Street and the economic viability of outer West Street businesses.</p>	<p>Ongoing. The Harry Truman Park and Ride Lot has been expanded and bicycle parking is available. The County has not yet gotten involved in public parking. No other new park and ride lots have been created or leased, however regional transit systems are looking to be established. There is a Baltimore to Annapolis commuter bus now being run by Maryland Transit Authority and the County's Office of Transportation is considering increasing connectivity to New Carrollton and the Washington Metropolitan Area Transit Authority system.</p>

Multi-Modal Transportation

1. Coordinated and effective provision of multi-modal transportation resources and practices such that transportation capacities in Greater Annapolis effectively support residents, visitors, businesses, and government, and enable through traffic without excessive congestion.
2. Increase the use of buses, van-pools, and car pools by residents of the Annapolis Neck and visitors to Annapolis, and the use of vehicles powered by other than gasoline or diesel fuel.

Page #	Recommendation	Status
110	<p>Maintain and apply transportation models to land use planning in the Annapolis Metropolitan area; adjust and phase development to ensure adequacy of facilities for Greater Annapolis roads and intersections.</p>	<p>Ongoing. The Baltimore Metropolitan Council (BMC) recently awarded the County Unified Planning Work Program (UPWP) funds for a Parole Transportation Study that will use the updated regional model maintained by BMC. Adequate Public Facility standards may need to be reviewed for better effectiveness.</p>

Page #	Recommendation	Status
110	Require that appropriate multi-modal transportation capabilities be included in each land use development in Greater Annapolis.	Ongoing. The County's Office of Transportation makes recommendations during the development review process to encourage multimodal transportation opportunities. The County's Design Manual and County Code are being updated to increase the inclusion of multimodal infrastructure in private and public development.
110	Monitor, evaluate, and improve multi-modal transportation capabilities within Greater Annapolis, and from Greater Annapolis to external employment and activity centers, e.g. roads, parking, bus routes, bikeways, transportation centers, park and ride lots, ways to reduce air pollution, ways to finance improvements, guaranteed ride home programs, etc.	Ongoing. The County's Rideshare Program offers Guaranteed Ride Home, Transportation Demand Management and carpool / vanpool information to riders. The County hired a Bike/Ped planner to improve multimodal transportation. In addition, policies for Complete Streets Policy have been instituted. Also, the County is in the process of updating its Design Manual that will address multimodal transportation.
110	Provide a report as of September 1 each year to the County Council, City, SHA, Naval Academy, and citizens of the status and effectiveness of multi-modal transportation in Greater Annapolis.	Not implemented.
110	Promote the use of car and van pools and bus service for commuting and other appropriate transportation needs. In coordination with the City, fund ARTMA to conduct a continuing and more aggressive information campaign. Seek funding through State and Federal programs. Support guaranteed ride home programs for Annapolis Neck employees who car or van pool. Provide information through motels and travel agents about the availability of alternative transportation to visitors to the Neck.	Ongoing. The Annapolis Regional Transportation Management Association (ARTMA) is no longer funded by the County due to Maryland Transit Authority requirements, however the County is currently operates the Rideshare Program which has a guaranteed ride home program and promotes the use of car and van pools.

Page #	Recommendation	Status
110	Continue to provide County funding for bus service; seek funds through State and Federal programs.	Ongoing. The County receives (Locally Operated Transit System (LOTS)) funding from the Maryland Transit Authority, contributes to regional transit (Regional Transit Authority) and City transit (Annapolis Transit) and is now expanding service to offer County transit services in multiple areas including the Annapolis area and taking over City routes to allow for better service.
111	Seek funds through the MTA and other funding sources for alternative fueled vehicles to be operated by the Annapolis Transit System.	Not implemented. The County does not have authority over the Annapolis Transit. There are issues with funding limitations for a more enhanced transit network (expanded service and frequency) which is a priority over funding for Alternative Fueled vehicles.
111	Investigate the cost effectiveness of using buses in an express transit network to serve the Annapolis Neck, in which buses would provide express service between key activity centers and a multi-modal transportation center in Parole. Kiosks or other means would post routes and schedules at each point of origin. Emphasis would be given to running buses on time and at frequent intervals during periods of use.	Partially implemented. Funding has reduced the ability to do high frequency transportation. The County and City have both studied locations for a multimodal transportation center, but no capital funding has been provided yet.
111	Investigate the cost effectiveness of additional on-demand transportation systems.	Partially implemented. On-demand transportation is currently offered privately and by the County for ADA and aging clients; however, the County is developing zonal services in other areas and investigating how to partner to provide on-demand service.
111	Establish County policies and work with businesses, civic groups, and ARTMA to improve air and water quality while improving traffic flow.	Ongoing. The Rideshare Program within the County's Office of Transportation works on reducing single-occupancy vehicles through the various programs offered.
111	Work with ARTMA to create user-friendly programs and public/private partnerships that promote ridesharing, transit, and multi-modal transportation alternatives.	Ongoing. The Rideshare Program within the County's Office of Transportation works on reducing single-occupancy vehicles through the various programs offered.

Page #	Recommendation	Status
111	Support the holiday shuttle as a public/private approach to transportation within the Parole area. Explore the possible expansion of the shuttle to include downtown Annapolis.	Not implemented. This is the authority of Annapolis Transit, not Anne Arundel County government.
111	Encourage expanded private water transit service along and across the Severn River from Annapolis Neck to Broadneck, and commuter service across Spa and Back Creeks.	Not implemented. There is currently no program to encourage water transit.
111	Investigate the feasibility of a two-tiered transit system, using a paratransit operation to provide on-call service in neighborhoods, feeding into an express bus system at activity centers. The hub of the system would be a regional transportation center in Parole.	Partially implemented. On-demand transportation is currently offered privately and by the County for ADA and aging clients; however, the County is developing zonal services in other areas and investigating how to partner to provide on-demand service.

Safety and Environment

1. Improve the appearance, safety and environmentally friendly nature of roadways and parking lots.

Page #	Recommendation	Status
112	In coordination with the City and private land owners, develop streetscape plans for arterials and plans for larger parking lots to improve appearance and environmentally friendly vegetation. For shopping centers, include concepts for visible signage in streetscape plans. Establish an incentive program to encourage private land owners to implement plans.	Ongoing. Requirements for street trees and planting buffers in the public right-of-way along arterials are included in the County Design Manual. For private parking lots and shopping centers, requirements for landscaping are found in the County's Landscape Manual. Most large commercial developments or redevelopment include a signage program that governs all on-site signage associated with the development.
112	Continue to fund sound barriers along US 50 from Rowe Boulevard to the Severn River Bridge.	Completed. Sound barriers are in place except for an isolated commercial area that the State Highway Administration determined were not required.

Page #	Recommendation	Status
112	<p>Request the State to increase plantings along US 50, particularly the area from Rowe Boulevard to the Severn River Bridge.</p>	<p>Not implemented. There is very little public right-of-way available in this area. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.</p>
112	<p>Identify hazardous intersections and refer them to the County Public Works Department for corrective action. Potential hazardous intersections are listed below: a.) Jennifer Road with Admiral Drive. (High bank to right blocks sight of cars coming from Annapolis); b.) Back exit from Annapolis Plaza with Jennifer Road. (Annapolis Plaza signs block view to left); c.) Wilson Road with Ridgely Avenue. (View to left impeded by vegetation); d.) Riverview Avenue with Ridgely Avenue. (Cars park on corner blocking view to left); e.) Weems Creek Drive with Ridgely Avenue. (High bank and vegetation block view to right); f.) Kirkley Road with Ridgely Avenue. (Hill and vegetation block view to the left); g.) DuBois Road with Bestgate Road. (Dip in road blocks view to right); h.) Old Forest Drive at Forest Drive near Annapolis Middle School. (Visibility poor to the left); i.) Old Annapolis Neck Road at its intersection with Forest Drive. (Center plantings block traffic coming from the right); j.) Keyes Farm or Bay Ridge Nursery and Garden Center. (When leaving to go south the vertical curve creates a blind spot); k.) Hilltop Lane at Forest Drive; l.) Left exit from Gingerville to MD 2; m.) Left exit from Lincoln Heights to Bestgate Road.</p>	<p>Partially implemented. Improvements have been made in some of these areas: a) a traffic signal has been installed and sightlines are no longer an issue; b) no improvements; c) vegetation has been trimmed and advance warning signs have been installed. d) through f) no improvements; g) a guardrail has been installed along Bestgate Road; h) obstruction has been removed; i) this is a future location of a new traffic signal required as part of a development approval; j) no improvement; k) the County and City of Annapolis are working to create a triple right and not allowing right turn on red; l) no improvement; m) the Lincoln Parkway approach to Bestgate was raised to provide adequate sight distance, the intersection does not meet traffic signal warrants.</p>

Pathways

1. Create all integrated City-County network of pathways that will link neighborhoods, parks, schools, stream valleys, waterways, and activity centers with one another and with regional and national trails. Pathways will serve both transportation and recreational needs.

Page #	Recommendation	Status
115	During the review of development projects, ensure that new development projects include planned designs and operating conditions that permit safe concurrent bicycle, pedestrian, and vehicle use.	Ongoing. The County's Office of Transportation reviews and comments on bicycle and pedestrian infrastructure for submitted development applications.

Page #	Recommendation	Status
115	<p>For the following roads, plan for pedestrian and bicycle pathways as shown in Map 2.1. Pathways might be shoulder paths and sidewalks, or separate hiker-biker paths. Inventory existing conditions, evaluate alternative ways pathways can be provided, and make recommendations to the Planning and Zoning Officer for appropriate action. Include recommendations for speed limits and for intersection crossing: a.) Along Ridgely Avenue, provide a pathway on the southwest side of the road by reducing the width of the lanes; b.) Along Bestgate Road from its intersection with Ridgely Avenue to Rowe Boulevard, provide a two-way hike-bike separated path on the west side of road; c.) Consider providing, or maintain existing, pedestrian and bike paths along one or both sides of: 1.) Bay Ridge Road from its intersection with Catrina Lane to its intersection with Arundel on the Bay Road; 2.) Arundel on the Bay Road from its intersection with Thomas Point Road to Bay Ridge Road; 3.) Spa Road south of Forest Drive from Ferry Point Road to Forest Drive; 4.) South Haven Road from Pinewood Road to MD 450; 5.) Riva Road from Riva Road Bridge to West Street; 6.) Solomons Island Road from South River Bridge to Admiral Cochrane Drive. Determine the feasibility of a direct pathway along Solomons Island Road across MD 665, then along Solomons Island Road to Jennifer Road. Examine also a route along Admiral Cochrane then to and across a bridge over MD 665 to West Street and Jennifer Road; 7.) Defense Highway (MD 450) from South Haven Road to West Street/General's Highway; 8.) Harry S. Truman Parkway and future extensions from South Haven Road to Admiral Cochrane Drive; 9.) Bay Ridge Road and Forest Drive from the Bay Ridge and Arundel on the Bay intersection to Chinquapin Round Road; 10.) Spa Road from Forest Drive to Hilltop Lane (City action); d.) On Bestgate and Housley Roads, provide or maintain: 1.) Bike paths and sidewalks on both sides of Bestgate Road from Rowe Boulevard to Industrial Drive; 2.) Two-way hike-bike path on north side of Bestgate Road from Industrial Drive to General's Highway (Section of South Shore Trail); 3.) Two-way hike-bike path on north side of Housley Road from General's Highway to tie in to existing hike-bike path; e.) Maintain the existing two-way hiker-biker path along Admiral Drive from Bestgate Road to Jennifer Road. Provide a hiker-biker path along Jennifer Road from Admiral Drive to Medical Parkway (section of the South Shore Trail). Provide sidewalks and shoulder bike paths on both sides of Medical Parkway from Jennifer Road to Bestgate Road. Provide a hiker-biker path to connect the existing path on the Anne Arundel Medical Center property to the existing path on Westfield Shopping Towne property (section of the South Shore Trail); f.) Solomons to Admiral Cochrane Connector. From Solomons Island Road at Lake Shore Drive to Admiral Cochrane Drive, provide or maintain a two-way hike-bike path to serve both transportation and recreation purposes.</p>	<p>Partially implemented. a.) No progress; b.) No progress; c.) 1) There is an on-road bike lane on the shoulder from Catrina Lane to PAL Park and a widened sidewalk (shared use path) to Arundel on the Bay Road; 2) sidewalks are being installed on parts of Arundel of the Bay Road with development; 3) there is sidewalk along the Annapolis Middle School frontage; 4) there are sidewalks and shoulders for a large portion of the section along South Haven Road; 5) there are sidewalks but no separate bicycle facilities along Riva Road; 6) there are no sidewalks or bicycle facilities along any portion of Solomons Island Road from the South River Bridge to Admiral Cochrane Drive, however the 2013 Pedestrian and Bicycle Master Plan identifies potential improvements.; 7) a sidewalk has been installed but no bicycle facilities for the commercial areas generally east of Housley Road; 8) there has been some installation of a sidewalk along Harry S Truman in the Riva Road area; 9) sidewalks have regularly been constructed along the vast majority of Bay Ridge Road, but no separate or shared use bicycle facilities. 10) a sidewalk exists along the frontage of Kneseth Israel d.) Some progress has been made on Bestgate Road for both a shared use path/trail and a sidewalk; e.) A Jennifer Road study is complete, provision for a shared use path to Medical Parkway is underway and a path through Annapolis Mall is complete; f.) A road connection is complete, an asphalt path included but a sidewalk was not included with one development.</p>

Page #	Recommendation	Status
116	<p>Middle to Western Neck Connector Path: Evaluate feasibility of hiker-biker paths to connect pathways from the Spa Road intersection with Forest Drive to the Lake Shore and Admiral Cochrane Drive intersection with MD 2. If this general route proves infeasible, then explore other alternatives for a connector. Provide alternatives and recommendations to the Planning and Zoning Officer for appropriate action.</p>	<p>Not implemented. No study for a connector path has been completed and will require staff resources and / or funding.</p>
117	<p>Identify suitable routes for natural surface hiking-only trails and suitable trailhead locations that connect to hiker-biker paths. Possible sites are listed as follows: a. Northern Neck Trail. Luce Creek/Howard Creek/Saltworks Creek from DuBois Road to Generals Highway. Easements required from Annapolis Friends Church, Belle Grove Corporation, developers of Severn Manor, owners of the Carr property, developers of Saltworks on the Severn and Stewart properties, and Renart Court Condominiums. Broad Creek from the Harry S. Truman Park and Ride lot to Annapolis Waterworks Park. Easements needed from Heritage Harbor and City of Annapolis. Trails in these corridors would link neighborhoods to the South Shore Trail, the American Discovery Trail, the East Coast Greenway, and Waterworks Park trails. Link might also be feasible with other trails extending into Crownsville. b. Blaze and maintain a system of hiking-only trails in Quiet Waters Park. Both paved and unpaved trails currently exist in the Park, but they are generally used by both hikers and bicyclists. A separate hiking-only trail network, maintained to wilderness minimal impact standards, would allow visitors to the Park to have a pleasurable hiking experience away from pavement. c. Identify appropriate locations for loop trails. Possible sites include: 1) Thomas Point Park; 2) Quiet Waters Park; 3) Homeport Farms site; 4) Riva Town Center stream valley; 5) Camp Woodlands; 6) Priest Point; d. Identify appropriate locations for trailhead sites. Possible sites include: 1) Relocated West Annapolis Fire Station parking lot; 2) Harry S. Truman Park and Ride lot; 3) Near Housley Road roundabout; 4) Thomas Point Park; 5) Quiet Waters Park; 6) End of DuBois Road near Annapolis Friends Meeting; 7) Homeport Farms Park.</p>	<p>Partially implemented. In 2015, County Executive Steve Schuh formed the Anne Arundel County Bicycle Advisory Commission whose mission includes a safe, interconnected on-road and off-road bicycle network. Funding is required to perform right of way studies and bike-pedestrian upgrades on properties south of Forest Drive. A natural surface trail system is available at Broad Creek Park with parking and trailhead at 1 Harry S. Truman Parkway / Department of Recreation and Parks Headquarters. No additional natural trails have been constructed in Quiet Waters Park since 2002. Available staff and resources are fully utilized to operate and maintain the existing facilities within this heavily used, 341 acre Regional Park. Expansion of the trail system would require additional staff for the required long-term trail maintenance to include erosion control, tree trimming, surface material applications and removal of fallen trees. Expanded trails would also require expanded Ranger patrols. Additional staff are dependent upon a future appropriation of funds.</p>
117	<p>Community Associations should locate small connector trails and small trail head sites. Possible small local trails are as follows: a.) Connect immediate neighborhoods with the Hillsmere Elementary School; b.) Link parts of the Annapolis Roads Community; c.) Link Arundel on the Bay Road with Bay Ridge Road either through Keyes Farm and Blackwalnut communities or Peninsula Park and Blackwalnut communities.</p>	<p>This is a private initiative by community associations.</p>

Page #	Recommendation	Status
118	Provide landscaping or plant trees and other vegetation along pathways where possible.	Ongoing. Shade, stormwater management, attractiveness and ease of maintenance utilizing native species are considered during the landscaping design of County trails.
118	Residents are encouraged to charter a volunteer Maryland Capital Region Trail Club to assist in planning pathways, build and maintain natural surface trails and camp sites, maintain the right of way for paved trails through vegetated areas, and provide trail patrols on trails through forested areas. The Club would also prepare and maintain descriptions of trails for publication by the County and City. A Forestation Chapter would be formed to put in and care for greenway plantings.	Ongoing. Consideration should be given to supporting or becoming a member of the Friends of Anne Arundel Trails, a non-profit volunteer organization. This resourceful group beautifies, educates, and assists trail users as well as plans events. Their mission is to promote, protect and enhance the trails in Anne Arundel County.
118	Residents are encouraged to form a small trail club/County trail planners group. In coordination, obtain small scale maps and locate possible routes for pathways on them. Identify property owners from whom easements will be necessary if trails are to be built.	Ongoing. Consideration should be given to supporting or becoming a member of the Friends of Anne Arundel Trails, a non-profit volunteer organization. This resourceful group beautifies, educates, and assists trail users as well as plans events. Their mission is to promote, protect and enhance the trails in Anne Arundel County.
118	Provide bike racks at County facilities.	Ongoing. There are bike racks at some County facilities. The County and City of Annapolis have recently implemented a pilot Bike Share program.
118	Encourage the private sector to set policies that encourage the use of alternative transportation by employees, such as walking, biking, car or van pooling, and public transit. Specific actions that would help to encourage alternative transportation include maintaining bike racks at shopping and activity centers and office buildings, and providing showers and changing rooms with lockers for employees who walk, jog or bike to work.	Not implemented. There are currently no code requirements to provide or any incentives to offer. The County's Office of Transportation is considering potential Code changes that will better encourage alternative transportation modes.
118	Identify sites for, and develop through public-private action, hostels or camping sites for backpackers and bicyclists following the American Discovery Trail, East Coast Greenway, or other long trails through the area.	Ongoing. The Department of Recreation and Parks has created its first primitive non-youth group camping sites and those are affiliated with water trails. Success with this program has the potential for expansion to the national trail systems.

Page #	Recommendation	Status
118	<p>Establish construction and safety standards and guidelines for pedestrian, and bicycle paths and road crossings, to include Americans With Disabilities Act criteria.</p>	<p>Ongoing. The County is in the process of updating its Design Manual that will address multimodal transportation.</p>
118	<p>Inventory and evaluate conditions at the following intersections; identify what is required to provide safe pathway crossings, including signage and ADA criteria, and provide recommendations to the Planning and Zoning Officer for appropriate action: a) Arundel on the Bay - Bay Ridge; b) Harry S. Truman and Riva Road; c) Harry S. Truman and South Haven Road; d) South Haven Road and Defense Highway; e) Defense Highway and Housley Road; f) Housley Road and Generals Highway; g) Industrial Drive and Bestgate Road; h) Admiral Drive and Bestgate Road; i) Tidewater Colony/Bestgate Road and Rowe Boulevard; j) Hillsmere and Bay Ridge; k) Spa Road and Forest Drive; l) Lake Shore Drive and Solomons Island Road; m) Hillsmere Drive at entrance to Quiet Waters Park; n) Spa Road near Annapolis Middle School.</p>	<p>Partially implemented. There has not been a study to address all of these intersections at once, however there have been several Transportation Impact Studies that have reviewed needs and proposed and made improvements to several of these intersections. a) Arundel on the Bay - Bay Ridge: there is a crosswalk across Arundel on the Bay, but no crosswalk across Bay Ridge. All streets have sidewalks and ramps. b) Harry S. Truman and Riva Road: The intersection has four crosswalks, all streets have sidewalks and ramps. c) Harry S. Truman and South Haven Road: The south side of the intersection has a crosswalk, sidewalks, and ramps. d) South Haven Road and Defense Highway: The southeast side of South Haven Road has a sidewalk. e) Defense Highway and Housley Road: The intersection has four crosswalks, all streets have sidewalks and ramps. f) Housley Road and Generals Highway: Three of the four streets have crosswalks and ramps. Bestgate Road, the southeast side of Generals Highway, and the northwest side of Housley Road have sidewalks. g) Industrial Drive and Bestgate Road: The intersection has crosswalks, ramps, and sidewalks. h) Admiral Drive and Bestgate Road: The intersection has crosswalks, ramps, and sidewalks. i) Tidewater Colony/Bestgate Road and Rowe Boulevard: There is a crosswalk on the east side of Bestgate Road connecting sidewalks along the east side of Tidewater Colony Drive and North Bestgate Road. j) Hillsmere and Bay Ridge: The intersection (all but the west side of Forest Drive) has crosswalks, ramps, and sidewalks. k) Spa Road and Forest Drive: There is a crosswalk on the west side of Forest Drive and Spa Road. The intersection has sidewalks and ramps. l) Lake Shore Drive and Solomons Island Road: There are no crosswalks. There are sidewalks along Admiral Cochrane Drive. m) Hillsmere Drive at entrance to Quiet Waters Park: There is a crosswalk and ramps on Quiet Waters Park Drive and the south side of Hillsmere Drive. There is a sidewalk on the east side of Hillsmere Drive and along Quiet Waters Park Drive. n) Spa Road near Annapolis Middle School: Spa Road has a sidewalk on the east side of the road.</p>

Page #	Recommendation	Status
119	Study the feasibility of providing a two-way hike-bike bridge over Aris T. Allen Boulevard from the Science Park to Riva Town Center. Provide sidewalks and bike shoulder paths along Riva Town Center Boulevard to link the parts of the town center.	Not implemented.
119	Consider alternative connections for a hiker-biker trail from Hillsmere Drive to Spa Road. Possible alignments to be studied include: a) passing through the northern part of Quiet Waters Park to connect with Taliaferro Road, then following Harness Creek View, Harness Creek, and Spa Roads to Forest Drive; and b) following Old Annapolis Road to its end, then following Forest Drive to Annapolis Middle School and Spa Road.	Ongoing. In 2015, County Executive Steve Schuh formed the Anne Arundel County Bicycle Advisory Commission whose mission includes a safe, interconnected on-road and off-road bicycle network. This has not been studied and will require staff resources and / or funding.
119	Old Annapolis Road Connector. Provide a two-way pedestrian-bike path between Old Annapolis Road and Hillsmere Drive.	Not implemented.
119	Map water trails for use by canoeists, kayakers, and rowboats linking water access points, parks, and greenways. Evaluate water trails on area creeks as well as the South and Severn Rivers, with possible links to parks and other water sites in Broadneck and Edgewater/Mayo. Identify possible sites for water-accessible campsites. Evaluate the following sites as possible water access locations which might allow limited access for boat portage to launching points: a.) Homeport Farm Park; b.) Quiet Waters Park; c.) Truxton Park; d.) Homeowners Waterfront (with permission); e.) Marinas (with permission).	Ongoing. The County benefits from local water trail projects, including but not limited to the Magothy Water Trail and the Four Rivers Heritage Water Trail. Currently, there is no central location for this information available to the public on the County's website. The County will place this information on the new Green Infrastructure website when available. The County recently constructed a soft launch and parking within Homeport Farm Park for car top boats. Quiet Waters Park is being evaluated for expanded soft launch areas and possibly a boat house for large rowing craft. The Department of Recreation and Parks is conducting a survey of local private marinas to seek partnerships for increased water access.

Page #	Recommendation	Status
119	<p>Identify park, greenway, and school connecting pathways from Bay Ridge to Annapolis Waterworks Park and to Weems Creek. Possible connectors are listed below: a. Open space in Bay Ridge to Peninsula Park (Farragut Road and Bay Ridge shoulder path); b. Peninsula Park to Annapolis Road open space (Bay Ridge shoulder path and Carrollton Road); c. Peninsula Park to Thomas Point Park (Arundel on the Bay shoulder path and Thomas Point Road); d. Peninsula Park to Quiet Waters Park (Old Annapolis Road and connector path at Annapolis Neck-Eastport Library); e. Quiet Waters Park to Annapolis Middle School (Old Annapolis Road to its end, then two way pedestrian bike path to school); f. Annapolis Middle School to proposed park in vicinity of Bywater Road (two way pedestrian-bike path along Forest Drive to Newtowne Lane, then via local roads to park); g. Proposed park in vicinity of Bywater Road to Broadneck Park (pedestrian-bike path Bywater area to MD 2, MD 2 to Admiral Cochrane Drive, and then along Harry S. Truman to Harry S. Truman Park and Ride Lot); h. Broadneck Park to Annapolis Waterworks Park (Harry S. Truman paths, South Haven paths, Defense Highway paths, and Housley Road paths); i. Annapolis Waterworks Park to Saltworks Creek greenway (Housley Road path to Bestgate Road path to South Shore Trail to Northern Neck Trail); j. Priest Point (Bestgate Road paths, Ridgely Avenue paths, Riverview Avenue).</p>	<p>Partially implemented. In 2015, County Executive Steve Schuh formed the Anne Arundel County Bicycle Advisory Commission whose mission includes a safe, interconnected on-road and off-road bicycle network. Funding is required to perform right of way studies and bike-pedestrian upgrades. A system of existing and proposed trails are planned per the 2003 Pedestrian and Bicycle Master Plan and its update, the 2013 Pedestrian and Bicycle Master Plan however, connections have not been studied and will require staff resources or funding for contractual services.</p>
120	<p>Designate a pedestrian/bicyclist advocate on the planning staff. The advocate should review all future residential and commercial plans or proposals for development or revitalization for pedestrian and biker safety and convenience.</p>	<p>Completed. A Bicycle and Pedestrian Coordinator position in Office of Transportation was implemented in 2017.</p>

Utilities

Page #	Recommendation	Status
126	<p>Determine the maximum feasible capacity for the Annapolis Wastewater Treatment Plant. Utilize this information to ensure that comprehensive zoning for the Annapolis Neck SAP and the Parole Town Center does not exceed the stated feasible capacity. Adjust planned densities, types of development, and phasing of development to match actual capacities.</p>	<p>Completed. The maximum expansion of the Annapolis Water Reclamation Facility is based on the Nutrient Cap of 17.33 MGD. Projected Build-out Flow in this service area is 15.01 MGD. Current Water Reclamation Facility Capacity is 13 MGD. No capacity shortfalls based on the existing zoning are anticipated.</p>

Page #	Recommendation	Status
126	Update the County 1999 Master Plan for Water Supply and Sewerage Systems to coordinate with the growth goals of the adopted SAPs.	Ongoing. The County's Water and Sewer Master Plan is updated every three years and continues to reflect goals and policies of the Small Area Plans and the General Development Plan.
126	Update the County 1999 Master Plan for Water Supply and Sewerage Systems to accurately depict the applicable timing service designation for the RCA land area. Include the RCA land as an overlay zone.	Not implemented. In 2007, RCA was removed as a water and sewer timing category per State regulations. RCA continues to be an overlay zone within the Chesapeake Bay Critical Area.

Community Facilities

Page #	Recommendation	Status
129	Identify locations on the Annapolis Neck for additional active recreation such as basketball courts and ball fields.	Ongoing. Continue to evaluate opportunities to acquire open space and parkland.
129	Fund the design and engineering necessary to expand Peninsula Park to the adjacent acquired property in order to build needed ball fields and parking facilities.	Completed. The entrance road to the expansion area of Peninsula Park has been constructed and is shared with the Bay Ridge Christian Church. Preliminary planning funds for additional fields and parking were appropriated in the FY2019 Capital Budget. When conceptual plans and estimates are complete, the Department of Recreation and Park will request design and construction funds.
129	Consider creating community fields with spectator stands at the Annapolis Middle School. If there is excess space within the school, consider using it to create office and storage space for community athletic organizations.	Completed. The Annapolis Youth Lacrosse Association (AYLA) is the primary user of the fields at Annapolis Middle School. AYLA prefers the informal large field space as opposed to designated fields because it allows them to easily configure fields for multiple games and practice sessions. Frequent movement of lacrosse goals also helps maintain turf in the goal areas and face-off areas. Sea containers are currently used for storage.

Page #	Recommendation	Status
129	Annapolis Neck residents would prefer to establish pedestrian and bike paths that connect major recreation and park sites on properties south of Forest Drive. Such a connection should be considered between Peninsula Park and Quiet Waters Park. Another such connection should be considered between Quiet Waters Park and Annapolis Middle School. The third connection should be planned between Annapolis Middle School and the Newtowne/Bywater area.	Ongoing. In 2015, County Executive Steve Schuh formed the Anne Arundel County Bicycle Advisory Commission whose mission includes a safe, interconnected on-road and off-road bicycle network. Specific studies have not been conducted and will require staff resources and / or funding.
129	Evaluate subdivision regulations for medium and high-density housing developments to consider providing additional space allocations for usable outdoor recreation.	Completed. Article 17 (Subdivision and Development) of the County Code was revised to increase required recreation areas.
129	In the Annapolis community, prepare a single newsprint document to list all of the athletic programs and planned cultural events being offered, within a quarter-year timeframe, by the County, the City, the Community College, Maryland Hall, St. Johns, the Naval Academy and other league organizations. This document would be useful to tourists as well as to residents.	Not implemented. This is a private initiative. The County and the City Recreation and Parks Departments both publish seasonal program guides listing available facilities, programs and classes. The County would be glad to participate in a more comprehensive publication preferably headed up by a tourism entity that could incorporate the suggested cultural component.
129	Identify, acquire and develop additional active recreation space in the Bestgate Road corridor.	Ongoing. Inventory of vacant land in the Bestgate Road Corridor is limited.
129	Consider permitting private owner boat launches of canoes and kayaks from the rental facility in Quiet Waters Park.	Completed. Cartop boat launching is available at Quiet Waters Park.
131	Establish all-day kindergarten classes in the schools with the greatest demand for early childhood learning programs.	Completed. All of the County public elementary schools have implemented a full-day kindergarten program.
131	Implement preschool learning programs as a means of preparing parents and children for academic achievement.	Completed. Pre-K has been added to multiple schools in the Annapolis area.

Page #	Recommendation	Status
131	<p>The following recommendations should be implemented to enhance the public school system: a.) Support the expansion of free training for home daycare providers in early childhood education; b.) Expand the existing volunteer program center based in the school system to support greater community assistance in support of the schools; c.) Expand programs for professional development and mentoring programs for teachers; d.) Priority should be given to retaining experienced educators and mentoring those with less experience; e.) Develop strategies to involve parents in supporting learning initiatives enacted by the schools, such as the Reading Recovery programs, the Maryland Learning Outcomes, and the New American Schools Design Expeditionary Learning program.</p>	<p>Ongoing. Anne Arundel County Public Schools continues enhancement through additional programs, services and facilities. Outreach to the local communities continues through volunteer programs in each of the schools. Visit www.aacps.org for more information regarding volunteer opportunities, local and state resources and programs available, including early childhood education training, professional growth and development initiatives for teachers and other resources including a Community Resources Guide for families that lists available support through public and private initiatives.</p>
132	<p>Plan for alternative community activities in the underused space at the Annapolis Middle School. Expand use of all public schools for alternative activities.</p>	<p>Ongoing. Community groups and businesses may use school facilities in accordance with certain procedures and processes. For more information on community use of school facilities, visit www.aacps.org. In addition, the Department of Recreation and Parks has a joint-use agreement with the Board of Education to utilize public school facilities for indoor and outdoor recreational use. Also, redistricting Mills-Parole Elementary School to Annapolis Middle School has occurred.</p>
132	<p>Increase permitted activities where possible to provide optimal use of school athletic fields.</p>	<p>Completed. The Department of Recreation and Parks has a joint use agreement with the Board of Education under which County recreational use of Board of Education indoor and outdoor facilities is optimized.</p>
133	<p>Improve City/County ability to coordinate police activities.</p>	<p>Ongoing. The Anne Arundel County Police Department and the Annapolis City Police Department continually seek to improve the coordination of law enforcement effort.</p>

Page #	Recommendation	Status
133	Increase police patrol activity along major roads during rush hours on a case by case basis where problems have been identified.	Ongoing. Each district police station has an officer assigned as a Traffic Coordinator, who routinely receives traffic related complaints from community associations and the public in general, and coordinates a traffic enforcement response and advocates a traffic roadway redesign when appropriate.
133	Consider, with citizen input, cameras at intersections with red-light runner problems.	Ongoing. Each district police station has an officer assigned as a Traffic Coordinator, who routinely receives traffic related complaints from community associations and the public in general. Red-light cameras are installed in intersection where crash statistics justify their implementation to save life and property.
133	Expand the program for police reserve officers. Increase public recognition of this arm of the police and provide increased funding to train and retain this volunteer force.	Ongoing. The Police Department and the Reserve Officers continuously seek to expand the Reserve Officer Program. The Reserve Officers are actively recognized through the Police Information Office. Several Reserve Officer patrol vehicles were recently replaced through County funds and additional vehicles were procured through private donations to the Reserve Officer Foundation.
136	Designate, plan, and budget the Bay Ridge Road/ Arundel on the Bay Road property as a joint usage fire and police facility for City and County use.	Completed. The joint City / County Annapolis Neck Fire Station was constructed in 2009.
136	During the design phase for the Outer Neck activity center, work with library representatives and Hillsmere residents to determine the best location of the proposed hiker-biker trail connecting Old Annapolis Road and Hillsmere Road via the Eastport-Annapolis Neck Library property.	Not implemented. This has not been studied and will require staff resources and / or funding.

Broadneck

The Broadneck Small Area Plan (SAP) was adopted in December of 2001 and addressed goals and recommendations for land use, transportation, natural and historic resources, utilities, community facilities and community design.

Vision Statement

The citizens' Vision for the Broadneck Peninsula is first and foremost to preserve the unique residential and close-to-nature character of our communities, while making specific improvements that encourage the revitalization of existing commercial areas. Our challenge is to channel anticipated growth in ways that are beneficial to the whole community; encourage the preservation of our greenspaces, beautiful waterways and historic and scenic roads; maintain excellent schools; protect our local roads from 'excessive traffic growth; link neighborhoods and community resources with walking and bicycle trails; and improve recreation facilities.

Plan Concept

The Broadneck Plan Concept is based on seven goals that were established during the planning process as building blocks to develop the Plan. These goals emphasize maintaining greenspaces and focusing development of commercial areas towards commercial nodes, as well as encouraging the revitalization and redevelopment of existing commercial areas. The Plan maintains the park-like feel of College Parkway and encourages the enhancement of historic and scenic roads. The Plan encourages the development of parks, greenways and trails throughout the community. In particular, the Plan promotes the design and development of the hiker/biker trails that could connect Sandy Point State Park with the B&A Trail at Jones Station Road. This trail will also offer access to the proposed park facilities at the former Nike Site. The Plan promotes the use of alternative means of transportation through pedestrian movement, bike trails, shuttles, and the continued effort to promote community based schools and shopping nodes. All of the recommendations were predicated on the need to protect and improve environmentally sensitive land, preserve the forested areas and tree lines, and protect the tidal and non-tidal wetlands. The Plan, while striving to protect and preserve the area's shoreline and waterways, also recommends public water access for recreational use on its many waterways. The following are the Broadneck Small Area Plan Principal Goals:

Maintain the Existing Residential Character of the Broadneck Peninsula

- Maintain balanced land uses and zoning that emphasize greenspace and maintain or increase housing values
- Encourage clustering of housing in new developments and maintenance of forested buffers. Require new developments to have public areas, dedicated open space, and active recreational facilities.
- Retain existing rural and low-density land use and zoning designations for currently undeveloped areas without planned sewer service, such as St. Margaret's except properties designated low-medium density as shown on Land Use Map 3
- Maintain the park-like, residential setting of College Parkway with its buffer of trees and avoid new commercial zoning.

Protect Broadneck's Remaining Natural Resources and preserve and improve its Greenways

- Protect and improve environmentally sensitive lands, including forested areas; tidal and non-tidal wetlands; rare, threatened, and endangered species habitats; steep slopes; and stream buffers.
- Preserve and improve the water quality of the Broadneck area's rivers, streams, and groundwater.
- Promote natural greenways, including the reforestation of areas along streams and areas which link existing forested areas and other natural areas of significance.
- Ensure better and more consistent enforcement of environmental regulations.
- Protect wildlife through refuges, such as Greenbury Point.

Plan Now for Significant Increase in US 50 Traffic and for Growth of Local Traffic

- Plan for traffic increase from improvements to Delaware 301 in order to protect local roads from being used as alternate routes when the interstate highway is congested.
- Improve the intersection at College Parkway and Route 2 and as necessary at other intersections on College Parkway.
- Monitor traffic levels and accidents on College Parkway and evaluate improvements as warranted.
- Improve collector and arterial roadways as local traffic increases. Protect adjacent communities by maintaining buffers and space for bike and walk trails.
- Serve pedestrians better by intersection improvements, shoulders, and sidewalks in existing business areas and along arterial and collector roadways.
- Counter speeding on existing neighborhood streets and in new subdivisions by radar enforcement and by appropriate traffic calming designs.
- When the County determines there is sufficient demand, establish local shuttle and circulator bus service on the Broadneck.

Support the Revitalization of Local Businesses

- Encourage redevelopment in existing underutilized commercial locations on the US 50 corridor.
- Improve the view along US 50 by landscaping, particularly at intersections, on medians and at commercial establishments along the service roads.
- Install signs with compatible designs announcing communities, approaching streets, and local business areas.
- Support and nurture community oriented businesses on the Broadneck.

Develop New Trails and Parks

- Complete plans and build a hiker / biker trail along the College Parkway corridor.
- Prepare a master trail plan for the entire peninsula, including the area south of US 50 to link neighborhoods with public resources and businesses.

- Encourage public and private development of new recreational facilities to meet the growing demand as determined by the State Recreational Demand Survey.
- Acquire a new park site to provide access to the Bay or its tributaries.
- Develop the Nike Site as a park with athletic fields and other community facilities.
- Rehabilitate existing athletic fields and improve their maintenance.
- Encourage better use of existing public school and community college facilities for civic, cultural and recreational activities.

Protect the Treasured Heritage of the Broadneck

- Implement the program recommended by The Scenic and Historic Roads Commission and the County Council.
- Encourage preservation of archeological and historic sites by increasing county resources.

Maintain Quality in Public Education

- Support and encourage neighborhood (community-based) schools, especially at the elementary level.
- Recognize that there will be baby boomlets and bubbles that cause shifts in the school aged population from time to time and design and build facilities with sufficient flexibility to accommodate minor and/or temporary changes and avoid countywide redistricting.
- Protect the physical safety of younger school children by:
 - Minimizing transport time
 - Encouraging safe pedestrian access to nearby schools wherever feasible, and
 - Promoting age-appropriate extended daycare programs for children in their home or neighborhood environment.
- Minimize the use of waivers where such use affects all schools and especially elementary schools at 100% capacity.
- Continue collection of impact fees from developers and builders and encourage permanent additions to existing facilities and/or construction of new neighborhood facilities where appropriate and,
- Assure that impact fees are returned to the community and expended where they are collected.

Implementation

Over 90 recommendations were identified within the Broadneck SAP to help implement the Vision, Plan Concept and the 1997 General Development Plan. Over 95 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are the completion of the comprehensive watershed studies for the Magothy and Severn Rivers, establishment of a comprehensive stormwater infrastructure operation, maintenance and inspection program to minimize environment impact; protection of scenic and historic roads; retaining low-density and rural residential land uses; developing the Nike Site on Bay Head Road as a community park now known as Bay Head Park; completion of a master plan for the Broadneck Trail which is currently under construction; completion of County Code changes to permit Bed and Breakfast as a use; and protecting environmentally sensitive lands through revisions and enhancements to the County Code.

The following table lists the goals of the Broadneck Small Area Plan, corresponding recommendations and the status of each.

Land Use, Development and Zoning

Recommended Changes for Residential Properties

1. Recognize and correct the GDP Land Use Map to reflect the actual density of those residential communities that are already built at a particular density.
2. Reconcile undeveloped residential land use to ‘smart growth’ standards; public water and sewer availability, growth projections and concerns with preserving forested areas, protecting stream beds, and respecting other environmentally significant areas.

Page #	Recommendation	Status
23	<p>Areas of St. Margaret’s, like Amberly or Browns Woods, that are built to a low residential density (1 to 2 houses per acre) should not have the rural land use designation. The reason for this correction is not to encourage new development, but rather to acknowledge existing density and to permit homeowners more flexibility in meeting setback and other performance standards for minor alterations and additions, such as decks and garages, without the need for variances.</p>	<p>Completed. Areas developed as Residential Low Density were reflected on the Broadneck Small Area Plan Land Use Map per Bill 77-01. The zoning for Browns Woods is R1 and Amberly is R2. Residential zoning in the St. Margaret’s area ranges from RA to R2.</p>
23	<p>There already exists sufficient R5 development in the Broadneck area, and that projected growth can be achieved with the low residential designation. Thus, significant parcels of undeveloped land on the Broadneck should not exceed the low residential designation unless such a designation is incompatible with the character of the surrounding neighborhoods. Where topography and other factors, such as infrastructure, limit the development of land the preferred designation is rural.</p>	<p>Ongoing. Development in the Broadneck Small Area is consistent with the planned land use and zoning.</p>

Page #	Recommendation	Status
23	South of Jones Station Road, near the intersection with Bay Dale Drive (known as the Cobun property): change from a mix of Low-Medium Residential and Rural land use to Low Density Residential land use classification with a recommended zoning change to R2.	Completed. This area was changed from a mix of Residential Low-Medium Density and Rural Agricultural land use to Residential Low Density with approval of Bill 77-01. Most of the area is zoned R1. A portion of this area is zoned R2 and has been developed as Stonecrest (41 age-restricted lots).
23	South side of College Parkway near Jones Station Road. Change the land use designation of the Chesapeake Future Care Nursing Home from Government/ Institutional to low residential.	Completed. These parcels were changed to Residential Low Density land use with approval of Bill 77-01. The property is zoned R5 and continues to operate as the Chesapeake Future Care Nursing Homes.
24	South side of College Parkway at Bay Dale Drive, and the vacant land that is on the east and west sides of Bay Dale Drive: On the east side retain Low Density Residential land use designation. On the west side change the land use designation from Low Medium Residential to Low Density Residential.	Completed. The east side of Bay Dale Drive south of College Parkway remains Residential Low Density land use. The west side of Bay Dale Drive south of College Parkway was changed to Residential Low Density land use with approval of Bill 77-01. The properties are zoned R1 and remain undeveloped.
24	On Cape St. Claire Road across from Cape Saint Claire Park, extend the commercial land use to include the Texaco Station, located on the north side of Graul's shopping center.	Partially implemented. The gas station has a split land use category (Commercial and Residential Low-Medium Density). The Shell gas station (formerly known as the Texaco gas station) is zoned C1.
24	South side of Broadneck Road east of 192 (includes parcels 142,323,372, and 379 on tax map 40). Change the land use designation from rural to low residential and provide that any residential development be required to maintain current forested property.	Completed. These properties were changed from Rural Agricultural to Residential Low Density land use with approval of Bill 77-01. The majority of the forested areas were retained except for an area needed for stormwater management. The area is zoned R2 and has been developed as Colonial Manor (26 single-family lots) and Briarwood.
24	Retain low residential designation for the undeveloped land between the Amoco gas station and the College Village Retail center and the vacant land south of the Oxbow Restaurant (approximately 1 acre) east of Route 2 (Ritchie Highway), and south of Jones Station Road.	Partially implemented. The property north of the College Village retail center has a Residential Low-Medium Density land use. The property to the south of the Oxbow Restaurant has a land use of Commercial and Natural Features and was rezoned to C3 and OS by the Board of Appeals in 2009 (BA 83-06R).

Page #	Recommendation	Status
24	Retain low residential designation for the Arnold Pet Station and the land between Arnold Pet Station and Severn Commercial Center on the west side of Route 2 near The Big Vanilla.	Completed. The Arnold Pet Station and the land on the west side of MD 2 across from the Y (formerly known as Big Vanilla) in Arnold remain Residential Low Density land use. The properties are zoned R1.
24	Retain low residential designation for the Chesapeake Medical Center on the west side of Route 2, between the Providence Center and Joyce Lane.	Completed. The west side of MD 2 between Joyce Lane and just north of the Arnold Station Shopping Center remain Residential Low Density land use. The area is zoned R1 and is developed.
24	Retain low residential for the Palmer property on the west side of Route 2 at Joyce Lane and the Arundel Farms Nursery and Meritor Academy on the east side of Route 2 at Joyce Lane.	Completed. The properties on the west side of MD 2 and Joyce Lane remain designated as Residential Low Density land use, are zoned R1, and are developed; the properties on the east side of MD 2 and Joyce Lane remain designated as Residential Low-Medium density land use, are zoned R5, and are mostly developed.
24	Retain low residential designation for approximately one to two acres on the east side of Route 2, near the Post Office.	Completed. The area on the east side of MD 2 near the Post Office remains Residential Low Density land use. The area is zoned R1.
24	Retain rural designation for the vacant lot on the south side of the road, west of McDonald's on the Whitehall service road, east of St. Margaret's interchange.	Completed. This area remains Rural Agricultural land use. The parcel is split zoned C1 and RLD and is undeveloped.
24	Retain low residential designation for the Landmark Cos. Site (former gas station) on Log Inn Road.	Completed. This parcel remains Residential Low Density land use. The property is zoned R1 and still operates as an office and outdoor storage.
25	Retain low residential for the vacant land on the south side of College Parkway and the east side Bay Dale Road.	Completed. This area remains Residential Low Density land use. The property is zoned R1 and is mostly undeveloped.
25	Retain low residential designation for the Broadneck Nursery on the south side of College Parkway.	Completed. This parcel remains Residential Low Density land use. Child's Landscape Contractors, Inc. (formerly known as Broadneck Nursery) is zoned R1.
25	Retain low residential designation for O'Loughlin's Restaurant on Shore Acres Road.	Completed. This land use recommendation refers to the old location of the restaurant on Shore Acres Road which is retained in the Residential Low Density land use category. The property is zoned R1 and has been redeveloped to a single-family home.

Page #	Recommendation	Status
25	Retain low residential designation for the Lonergan Property, (Chesapeake Charters) located on Broadneck Road.	Completed. This parcel remains Residential Low Density land use. The property is zoned R1 and still operates as Chesapeake Charters.
25	Retain low residential designation for the Deep Creek Restaurant and Marina located on Deep Creek Avenue.	Completed. However, the land use was subsequently changed to Maritime during the 2009 General Development Plan process. The property is zoned MA2 - Light Commercial Marina and still operates as a restaurant and marina.
25	Retain rural designation for Cantler's Riverside Inn, located on Forest Beach Road.	Not implemented. This area was changed to reflect the Residential Low Density land use consistent with the R1 zoning. The property still operates as Cantler's Riverside Inn.
25	Retain low residential designation for the residential parcels south of Sandy Point Park, between Yorktown Road and Log Inn Road.	Completed. This area remains Residential Low Density land use. The area is zoned R1 and has several large parcels. The Carr (five lots) and Kane (three lots) property are in the process of being subdivided.
25	Retain low residential designation for the residential parcels north of St. Margaret's Road, between Baltimore Annapolis Boulevard and Brown's Woods Road.	Completed. This area remains Residential Low Density land use. The area is zoned R1, except for the Great Meadow community along Long Green Drive and the east side of Baltimore Annapolis Boulevard. The area is mostly developed.
25	Retain low residential designation for the Pettebone Farm, located on the west side of Bay Head Road.	Completed. This parcel remains Residential Low Density land use. The property is zoned R1 and is developed with three single-family homes.
25	Retain rural designation for the area west of Harmony Acres in St. Margaret's.	Completed. This area remains Rural Agricultural land use. The zoning for the area is RLD and is mostly developed. A development application has been submitted for Pleasant Place (two lots).

Recommended Changes for Commercial and Industrial Properties

1. Have the land use designations accurately recognize current existing commercial uses in commercial zones for which no change in zoning is proposed.
2. Preserve the character and nature of existing residential areas, recommending changes from residential to commercial land use only where the new land use designation will not change the character of the neighborhood.

Page #	Recommendation	Status
26	<p>A number of properties, particularly along US 50, are covered by a 'broad brush' residential land use designation on the 1997 GDP Land Use Map, but operate as, and are zoned for commercial use. The Small Area Plan recommends that the maps be revised to accurately represent the commercial uses.</p>	<p>Completed. Existing commercial uses were changed to Commercial land use per Bill 77-01. These properties have been rezoned to commercial designations and are developed.</p>
26	<p>There are a number of uses in residential zones in the Broadneck that are 'commercial' in nature. These include veterinary offices, churches, schools, nurseries, and medical clinics, which fall under the classification of conditional uses or special exceptions. The Committee recommends that these uses continue to be permitted in residential areas where they are compatible with the surrounding neighborhood. Conditional uses and special exceptions do not devalue the residential areas, or change the character of the residential areas in which they exist. They do not require a change in zoning or land use to continue to function. There is a concern that if such a change were to occur, it could open the door to many uses that might be incompatible with the surrounding residential uses.</p>	<p>Ongoing. Five parcels have received rezonings from a residential zone to a commercial zone since the adoption of the Broadneck Comprehensive Zoning in 2002. These properties are located on North Old Mill Bottom Road (adjacent to MD 50), Ritchie Highway and Skidmore Drive (adjacent to E. College Parkway). All five of these properties fronted major roads, were adjacent to existing commercial areas and / or were not within a residential neighborhood.</p>
26	<p>Change from low residential to Light Industrial designation to reflect the existing W2 zoning and use for the small light industrial complex located on the east side of B&A Blvd., near the intersection with Old County Road.</p>	<p>Completed. The Severn Commerce Center was changed from Residential Low Density land use to Industrial land use with approval of Bill 77-01 to reflect the W2 Zoning. Property still operates as the Severn Commerce Center.</p>
26	<p>Change the Rite Aid, Fire Station and small vacant lot just north of Fishpaws on the west side of Route 2, south of Jones Station Road from Medium Residential and low residential to commercial land use.</p>	<p>Completed. These properties were changed to Commercial land use with approval of Bill 77-01. The Rite Aid is zoned C1. The Jiffy Lube (formerly known as a vacant lot) and Fishpaws are zoned are C3. The Jones Station Fire Company is zoned R1.</p>

Page #	Recommendation	Status
26	Change the Amoco and College Village Center, small retail building and Oxbow Restaurant located on the east side of Route 2, south of Jones Station Road from low residential to commercial land use.	Completed. This property was changed to Commercial land use with approval of Bill 77-01. The BP gas station (formerly known as Amoco) is zoned C1. The College Village Center and Mother's Peninsula Grille (formerly known as Oxbow Restaurant) is zoned C3.
26	Change the Big Vanilla Property located on the east side of Route 2 from Low-Medium Residential to commercial with a recommendation for C2 zoning.	Completed. This property was changed to Commercial land use with approval of Bill 77-01. The Y in Arnold (formerly known as Big Vanilla Property) is zoned C2.
26	Change the Severn commercial Center located on the west side of Route 2 near The Big Vanilla from low residential to Industrial land use with a recommended change in zoning to W2.	Completed. The Severn Commerce Center was changed from Residential Low Density land use to Industrial land use with approval of Bill 77-01 to reflect the W2 Zoning. Property still operates as the Severn Commerce Center.
26	Change approximately 2.5 acres of the left hand side of the adjoining lot located to the north of the existing 84 Lumber and Storage business from low residential to commercial, with a recommended change in zoning to C4, providing that any development of the site be accompanied by ample landscaping to provide an appropriate buffer zone between the commercial site and the adjoining residential property.	Completed. A portion of this property (1680 Baltimore Annapolis Boulevard) was changed to Commercial Land Use with approval of Bill 77-01. The property is split zoned C4 and R1 and is developed as 84 Lumber.
27	Expand the commercial land use to fully cover the existing commercial zoning and use for the Annapolis Terrace Motel and Restaurant, Recreation World, Chesapeake Sports and Teco Electric located on the south side of Route 50 and Route 2.	Completed. These properties were changed to Commercial land use with approval of Bill 77-01. The Jaguar dealership (formerly known as Annapolis Terrace Motel and Restaurant) is zoned C4. Anglers Sport Center (formerly known as Recreation World, Chesapeake Sports) and Verizon (formerly known as Teco Electric) are zoned C1.
27	Change Annapolis Motor Cars, Exxon, Wawa, Annapolis Volvo and J. H. Business Center located on Busch's Frontage Road along Route 50 from rural to commercial land use.	Completed. Commercial businesses along Bush's Frontage Road along Route 50 were changed from Rural Agricultural to Commercial land use per Bill 77-01. The area is zoned C4 and businesses noted are still operating (Annapolis Motor Cars is now Revell Service Center.)

Page #	Recommendation	Status
27	Change the vacant (1 acre) lot between Whitehall Service Road and Route 50, east of St. Margaret's interchange from rural to commercial designation.	Not implemented. This property was changed to Utility/Transportation land use with approval of Bill 77-11. The property is zoned C1 and is developed as a "RxNT" office.
27	Expand the adjacent commercial land use designation to include the existing commercial zoning and use for the Sunoco and vacant site (former gas station) on Skidmore Drive along Route 50, east of Whitehall Road.	Completed. These properties were changed to Commercial land use with approval of Bill 77-01. Annapolis Volvo is zoned C4 and the two adjacent properties to the east are zoned C2.
27	Expand the existing commercial land use designation and zoning to cover fully the existing commercial development for the 7-Eleven site on College Parkway east.	Completed. These properties were changed to Commercial land use with approval of Bill 77-01. The property is zoned C1 and continues to operate as a 7-11.
27	Expand the existing commercial designation and zoning to cover fully the existing commercial development for the Cape Saint Claire Shopping Center and adjacent service station on Cape St. Claire Road.	Completed. These properties were changed to Commercial land use with approval of Bill 77-01. The gas station has a split land use category (commercial and low-medium density residential). The shopping center and adjacent gas/service station are zoned C1.
27	Change the College Parkway Office Center and College Parkway Professional Center located on College Parkway at Bellerive/Pennington, on the north side of the Parkway from Low-Medium Residential to Commercial designation with a recommendation for C2 zoning. This recommendation is only intended for the existing developed property.	Completed. These properties were changed to Commercial land use with approval of Bill 77-01. The properties are zoned C2 and are developed with offices.
27	Change the Brown's Woods Market located on Brown's Woods Road and St. Margaret's Road from rural to Commercial land use to reflect the existing use and zoning.	Completed. This property was changed to Commercial land use with approval of Bill 77-01. The Ugly Pig (formerly known as Brown's Woods Market) is zoned C1.
27	Designate the commercial areas along Route 50, on the north and south sides, as Commercial Revitalization areas.	Not implemented.

Page #	Recommendation	Status
27	Change the 3.2 acre property located at the southwest corner of the intersection of Bay Dale Drive and Old Mill Bottom Road, known as 36 Old Mill Bottom Road, from a Low-Medium Residential to a Commercial designation, with a recommended change in zoning to SBD and provide that any development be required to maintain the forested buffer along any adjoining residential properties	Completed. 36 Old Mill Bottom Road was changed to Commercial land use with approval of Bill 77-01. The property is zoned C4 and operates as a car dealership.

Marinas

Page #	Recommendation	Status
28	Provide a marine land use designation for all properties in maritime zoning districts.	Partially implemented. Properties that are classified in one of the Maritime zoning classification in the Broadneck Small Area are designated as Maritime land use except for the Belvedere Yacht Club which is designated as Residential Low-Medium.
28	The Diamondides property (also known as the Severn Inn and Mariner's Wharf) is located on the Severn River near the eastern end of the Naval Academy Bridge. The Plan recommends adoption of legislation that would permit a small inn as a conditional or special exception use in the MA2 zoning district. The Plan also supports the creation of a park (or extension of Jonas Greene Park) on this property.	Completed. Bed and Breakfast Homes and Inns are allowed as conditional and special exception uses, respectively, in the MA2 zoning district. The County has secured ownership of both land parcels that comprise Jonas Green Park as well as the fishing pier, but currently has no plans to further expand the park.
28	The county zoning code should be amended to include "water charter operations" as one of the permitted uses within the MA2 zone.	Completed. Article 18 (Zoning) of the County Code allows rental of watercraft, including watercraft charter operations, in the MA2, MB, and MC Maritime districts.

Page #	Recommendation	Status
28	Change the land use for the strip of land that is owned by the Cape St. Claire Improvement Association and that is contiguous to the existing MA1 zoned land along Deep Creek from Low Density Residential to a Maritime designation with a recommended change in zoning to MA1.	Not implemented. Part of the property was changed to a Maritime land use. The property is zoned MA1 and R5 and continues to operate as a community marina.

Reuse of Public Properties

Page #	Recommendation	Status
28	The Plan supports re-use of approximately 40 acres of the David Taylor Naval Station property. The land use designation should be government-institutional and the zoning of the property should remain R1, since government re-use facilities are permitted in an R1 zone. Further, as this property affords excellent opportunity for public water access which is sorely needed in the Broadneck area, the Plan emphasizes a high priority should be placed on planning for the provision of public access to the water in the development of the David Taylor property.	Completed. This area is designated as Government/Institutional and is zoned R1. The property is part of the David Taylor Research Center.
28	The Plan supports the development of the Nike site on Bay Head Road as a park, including athletic fields and community facilities and as a station on the Broadneck hiker-biker trail. The Nike site located on Bayhead Road should be designated Natural Features, as shown on Map 3, but should have its zoning classification designated as Open Space.	Completed. This site is designated as Government/Institutional and is zoned OS. The property is now known as the Bay Head Park.

Transportation

1. Direct local traffic growth to county arterial roadways
2. Plan for a significant increase in traffic on US 50
3. Improve pedestrian access
4. Improve the view along the US 50 corridor
5. Improve signage
6. Plan for future public transportation needs
7. Control Speeding
8. Plan and build a bike and walking trail network

Page #	Recommendation	Status
32	<p>Improve the College Parkway/Ritchie Highway intersection, improve other intersections on College Parkway, monitor traffic volume and safety on College Parkway and evaluate alternative improvements when warranted. Roadways such as the US 50 service roads and Bay Dale Drive need to be maintained and improved. In the design of improvements, the County and State should be mindful of adjacent communities and maintain buffers and space for bike and walk trails.</p>	<p>Ongoing. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction. The Broadneck Trail is currently under construction. Phase one of the Broadneck Trail is complete from Green Holly Drive to Old Cape St. Claire Road. As of August 2018, the Broadneck Trail Phase Two from Green Holly to Bay Dale Drive is under construction with a completion date of December 2018.</p>

Page #	Recommendation	Status
32	<p>State and County officials with citizen representatives should start planning for the increased through traffic and for protection of local roads from being used as alternate routes for the interstate highway during periods of congestion.</p>	<p>Ongoing. The County's Office of Transportation (OOT) is responsible for identifying and prioritizing near-term and long-range transportation projects. The OOT is preparing a Transportation Functional Master Plan that will incorporate 5 component studies including the Corridor Growth Management Plan and recommend improvements to the County's transportation network. The Corridor Growth Management Plan evaluated key corridors such as MD 50 and made recommendations that balance the need for road capacity improvements, alternative modes and transportation system management. The OOT establishes the priorities for transportation facility planning under H539600. Where not implemented, State road improvements would need to be added to the County's annual priority letter to the Maryland Department of Transportation.</p>
32	<p>Increase the level of funding for intersection improvements, shoulders, and sidewalks in existing business areas and along arterial and collector roadways to start the process of making the Broadneck area more pedestrian-friendly.</p>	<p>Partially implemented. Most County intersection improvements require the initiation of a Capital Project. Shoulders and sidewalks can be implemented through Capital Budget Project H508400, which is prioritized by the Office of Transportation. In addition, improvements are also made through the subdivision process as development occurs.</p>
32	<p>The view along US 50 should be improved by landscaping, particularly at intersections, on medians and at commercial establishments along the service roads.</p>	<p>Ongoing. The County requires landscaping and buffering for new private development in accordance with the County Landscape Manual. Any landscaping within the US 50 right-of-way including the median must be implemented by the Maryland State Highway Administration.</p>
33	<p>Signs with compatible design, announcing communities, approaching streets, and local business areas should be installed. Smaller signs for businesses should be encouraged to avoid sign clutter and improve appearance along roadways.</p>	<p>Partially implemented. The County Code does not specify "compatibility", unless the project is in a mixed-use or town center district or of a Planned Unit Development (PUD) and has a signage program.</p>

Page #	Recommendation	Status
33	<p>When studies indicate there is sufficient demand, a local shuttle or circulation service should be established. An ideal system would make east and west connections as well as serving the north and south points along Ritchie Highway.</p>	<p>Ongoing. The Anne Arundel County Gold Route operates from Edgewater to Anne Arundel Community College with stops at the Annapolis Harbor Center, Westfield Mall, Bestgate Road, Downtown Annapolis and the Safeway in Arnold. The Maryland Transit Administration (MTA) provides bus service between Downtown Baltimore and Annapolis with stops in Anne Arundel County in Brooklyn Park, Glen Burnie Town Center, Baltimore-Washington Medical Center, Marley Station, Jumpers Hole, Pasadena, Severna Park and Ride, Anne Arundel Community College and Arnold. The MTA provides service between the Park and Ride in Severna Park and Washington, D. C. The County's Transit Development Plan recommends adding new bus service route between Arnold, Severna Park, Odenton MARC Station and potentially the National Security Administration and Fort Meade.</p>
33	<p>To counter the problem of speeding, two techniques are needed: radar enforcement and traffic calming. For new subdivisions, traffic calming techniques include landscaping, narrower roadways and more curves. In existing subdivisions, where there is strong community support and suitable roadways, calming techniques can include pavement narrowing, islands, traffic circles and speed humps.</p>	<p>Ongoing. Each district police station has an officer assigned as a Traffic Coordinator, who routinely receives traffic related complaints from community associations and the public in general, and coordinates a traffic enforcement response and advocates a traffic roadway redesign when appropriate.</p>
33	<p>Involve Broadneck residents in the development and implementation of a Bike and Pedestrian Master Plan to design and establish an interconnected bike and walking trail network. The Master Plan should make recommendations for the area north of US 50 where the Baltimore-Annapolis trail is already a success and a trail near College Parkway. Both the B&A Trail and the College Parkway will connect to the greater national trail system including the Discovery Trail and the Freedom Trail.</p>	<p>Partially implemented. The 2013 Pedestrian Bicycle Plan incorporated community concerns. Work progresses on the trail system including along Cape St. Claire Road and portions of the Broadneck Trail. Design work continues on incomplete sections and an at-grade connection to the B&A trail is under design and funded for construction. A longer term overpass plan has been studied.</p>

Page #	Recommendation	Status
34	<p>In addition to completing the trails cited above, the plan recommends: a.) Develop a trail system along winding, narrow roads in the St. Margaret's area; b.) Provide linkages between employment centers, residences, and shopping, especially around the Bay Dale and College Parkway Shopping Center; c.) In areas where public rights of way are limited, property owners should be encouraged to permit trails and walkways through the use of grants and incentives; d.) Involve and consult neighborhoods and communities in the trail and walkway development process; e.) Supporting the Scenic and Historic Roads Program (Resolution 45-97) as described in Chapter 9 of this document.</p>	<p>Ongoing. Developments are required to add a pedestrian linkage within and along their property. The Cultural Resources Section in the Office of Planning and Zoning reviews development plans for conformance to the Code regarding Scenic and Historic Roads.</p>

Natural and Historic Resources

Natural Resources

1. Encourage the retention of forested areas on publicly owned lands and promote the undertaking of reforestation activities (stream restoration efforts, non structural shore erosion measures, growing of seed oysters, etc) where appropriate, to address the environmental damage done to Broadneck's natural resources.

Page #	Recommendation	Status
39	<p>Protect and improve environmentally sensitive lands, including forested areas; tidal and non-tidal wetlands; rare, threatened, and endangered species habitats; steep slopes; and stream buffers.</p>	<p>Ongoing. Article 17 (Subdivision and Development - 17-6-405) of the County Code requires that the layout and design of a development comply with environmental site design criteria and shall preserve natural features to the maximum extent practicable.</p>
39	<p>Preserve and improve the water quality of the Broadneck area's rivers, stream, and groundwater.</p>	<p>Ongoing.</p>

Page #	Recommendation	Status
39	Promote natural greenways, including the reforestation of areas along streams and areas that link existing forested areas and other natural areas of significance.	Ongoing. In 2010, Article 17 (Subdivision and Development - § 17-6-402) was amended to expand the non-disturbance buffer from a stream bed from 50 feet to 100 feet. The Department of Public Works' Watershed Protection and Restoration Program lists several stream reaches being evaluated, including one near the initial segment of the Broadneck Peninsula Trail.
39	Ensure better and more consistent enforcement of environmental regulations.	Ongoing. The Department of Inspections and Permits, Code Compliance Division, investigates all reported complaints or violations involving non-permitted activities related to clearing, grading, sediment control, and floodplain or buffer disturbance. Civil citations may be issued to property owners or other responsible parties in accordance with provisions of the County Code. Orders for abatement of violations are issued and pursued as necessary through appropriate legal proceedings with the County Office of Law.
39	Protect wildlife through refuges, such as Greensbury Point.	Ongoing. Wildlife is protected through refuges as opportunities arise.
39	Encourage preservation of archaeological and historical sites by increasing the County resources.	Ongoing. Full-time merit staff positions remain static in the Cultural Resources Section of the Office of Planning and Zoning. Consultant services supporting inventory, documentation, and preservation of archaeological and historic sites has been drastically reduced from the levels available in the early 2000s. New sites are added through the subdivision and development review process, but protection of sites occurs solely through Article 17 provisions of the County Code.
40	Promote the undertaking of restoration activities (stream reforestation efforts, non-structural shore erosion measures, growing of seed oysters, etc.) where appropriate to address the environmental damage done to the Broadneck's natural resources.	Ongoing.

Storm Water Management

1. Improve stormwater management to reduce, and where possible, eliminate the negative environmental impacts of stormwater runoff

Page #	Recommendation	Status
40	Implement a watershed approach to storm water management, land use planning, development, permitting, and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.
40	Ensure all engineering design for storm water management facilities is site appropriate and strictly adheres to the Maryland Storm Water Design Manual or County Storm Water Design Manual, whichever is more stringent.	Ongoing. For any proposed development, the owner/developer must submit stormwater management plans that comply with the County's Stormwater Management Manual for review and approval.
40	Encourage the use of innovative approaches to storm water management and low impact development site design in the land development process (e.g., "Better Site Design: A Handbook for Changing Development Rules in Your Community", 1998, prepared by the Center for Watershed Protection, Ellicott City, MD).	Ongoing. Stormwater management plans submitted for the development of land are required to demonstrative environmental site design to the maximum extent practicable per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) of the County Code.
40	Continue and, if possible, accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit storm water management problem areas.	Completed. All of the County's 12 major watersheds have been comprehensively assessed.
40	Account for and minimize impacts to the 100-year floodplain with respect to storm water runoff increases and the need for storm water management design to accommodate increases in runoff resulting from comprehensive and site-specific rezoning.	Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code.

Page #	Recommendation	Status
40	Establish a comprehensive storm water infrastructure preventative maintenance and management program that reduces environmental degradation and extends infrastructure useful life.	Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing operation, maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.
40	Aggressively pursue incentive-based approaches (e.g., state grant funds) to achieve retrofitting of areas in need of improved storm water management.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works aggressively pursues grant funding of restoration projects.
41	Ensure that all governmental sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and storm water management facilities, thus setting the environmental standard to be followed.	Ongoing. All Capital Improvement Program projects are held to the highest environmental regulations and standards.
41	Implement, where possible, a minimum 100 foot riparian buffer to all tributary streams in the County to minimize impacts of storm water runoff on these sensitive tidal and non-tidal aquatic systems.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, § 18-13-104 requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.

Page #	Recommendation	Status
41	Foster community education about storm water issues through cooperation with local citizen groups, public and private schools, park and recreation programs, and use of the Internet.	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works maintains a website (www.aacounty.org/departments/public-works/wprp/) that provides relevant information to help citizens reduce stormwater pollution and develop a better understanding of environmental issues in the County. WPRP outreach staff work routinely with schools and community organizations. In addition, to meet environmental literacy standards set by the State, Anne Arundel County Public Schools (AACPS) former "Outdoor Education Office" at Arlington Echo became the "Environmental Literacy and Outdoor Education Office" which has the responsibility of incorporating environmental literacy into the schools and classrooms and providing curriculum and training to teachers. Many programs exist to enhance, extend and enrich the classroom curriculum including a Native Growers program, Envirothon competition and the Watershed Stewards Academy, a community outreach and environmental action program run by a collaborative effort between the AACPS and the WPRP.
41	Develop and implement, on a continuing basis, a program to stencil storm drains to enhance community awareness that these storm drains direct runoff to tributaries of the Chesapeake Bay.	Ongoing. Painting of storm drains in the County has been assumed by non-government organizations and the Watershed Stewards Academy.

Forest Conservation

Page #	Recommendation	Status
41	Encourage protection of continuous forest stands through design controls, donation of conservation easements, purchase of development rights and acquisition of critical property.	Ongoing. Article 17 (Subdivision and Development - § 17-6-303) of the County Code, the County's Greenways Master Plan and the preliminary draft 2018 Green Infrastructure Master Plan encourage the protection of contiguous forest stands.

Page #	Recommendation	Status
41	Require reforestation of stream buffers.	Ongoing. The Annotated Code of Maryland (§ 5-1607) and Article 17 (Subdivision and Development - § 17-6-303) of the County Code set priorities for the retention and protection of forests as well as for afforestation and reforestation.

Scenic and Historic Roads

Page #	Recommendation	Status
43	The Scenic and Historic Roads Program should be a priority. This includes incorporating appropriate changes in the subdivision regulations, zoning ordinances and road improvements and also taking interim measures until these actions can be implemented. Preservation of archaeological and historical sites should be encouraged by increasing County resources for inventorying, documenting and preserving these sites.	Ongoing. Article 17 (Subdivision and Development - 17-6-504) of the County Code was adopted in 2005, implementing Scenic and Historic Road Commission Recommendations. Merit staffing remains static; consultant services supporting inventory, documentation, and preservation of archaeological and historic sites has been drastically reduced from the levels available in the early 2000s. New sites are added through subdivision/development review process, but protection of sites occurs solely through Article 17 provisions.

Public Utilities

Page #	Recommendation	Status
44	Update the water and sewer maps to reflect the changes made in the Proposed Land Use Map shown in this plan.	Ongoing. The County's Water and Sewer Master Plan is updated every three years and continues to reflect goals and policies of the Small Area Plans and the General Development Plan.

Community Facilities

Recreation and Parks

Page #	Recommendation	Status
47	Consider new park acquisition at sites along the Bay and tributaries that could provide water access.	Ongoing. The Department of Recreation and Parks and the Department of Public Works are aggressively pursuing sites for public boat ramps and soft launches. The availability of sites is very limited due to existing residential, commercial and institutional development, and over 158 community marinas and 145 private marinas. Most communities along the Bay and its tributaries provide waterfront parks, ramps, soft launches, and piers for their residents.
48	Develop the Nike Site as a park; include athletic fields and community facilities within the footprint of the existing impervious surfaces.	Completed. Bay Head Park is complete and fully operational.
48	Rehabilitate and improve the regular maintenance of the existing ball fields and parks in the area, including lighted fields for evening use.	Ongoing. Irrigation and turf maintenance programs have been established.
48	Encourage better use of the existing public school and community college facilities for civic, cultural and recreational activities.	Ongoing. The Department of Recreation and Parks has a joint-use agreement with the Board of Education to utilize public school facilities for indoor and outdoor recreational use. Anne Arundel Community College allows the use of its facilities for community organizations (See https://www.aacc.edu/campus-life/plan-an-event/)

Page #	Recommendation	Status
48	Build an adequate number of recreational facilities to meet the demand for their use as determined by the State Recreation Demand Survey.	Ongoing. Athletic field lighting added to Arnold Park to expand capacity. Spriggs Farm Park is open to the public for passive recreation including a car top boat launch. Shoreline stabilization is in the design stage. Phase IA of the Broadneck Trail opened in September of 2013. Phase II from Green Holly Drive to Bay Dale drive will be complete in the fall of 2018. Phase III from Bay Dale to Peninsula Farm Road is in design (August 2018) with construction planned for December 2019. Right of Way studies are in progress from Old Cape St. Claire Road to Sandy Point State Park (Phases IV and Phase V) New playground at Broadneck Park was funded partially through community efforts with matching County funds.
48	Prepare a master trail plan for the entire peninsula, including the area of US 50 to link neighborhoods with public resources and businesses.	Completed. Master Plan for Broadneck Peninsula Trail is complete.
48	Encourage public and private development and management of recreational facilities and multi-use community centers.	Ongoing. Private operation of Andy Smith Equestrian Center continues. In addition, County Executive Steve Schuh appointed a Community Center Task Force in 2015 to look at the design and operation of the current system of community centers (public facilities, multi-use facilities). The conclusion of the Task Force is that even though the County does an amazing job of using a cost-effective approach of providing community services through a partnership between the Board of Education, the Department of Recreation and Parks and the Department of Aging and Disabilities, some needs are still unmet. The needs identified in this report will be considered as part of the development of Plan2040.

Education

1. Maintain quality in public education.

Page #	Recommendation	Status
49	Support and encourage neighborhood (community based) schools, especially at the elementary level.	Ongoing.
49	Recognize that there will be “baby boomlets” or small “bubbles” that cause shifts in the school population from time to time, and design facilities with sufficient flexibility to accommodate minor and/or temporary changes and avoid county-wide redistricting.	Ongoing.
49	Protect the physical safety of our younger school children by: a.) Minimizing transport time; b.) Providing safe pedestrian access to nearby schools wherever feasible and; c.) Providing age appropriate extended daycare programs for children in their home or neighborhood environment.	Ongoing. Development review process will require/recommends sidewalks where appropriate.
49	Minimize the granting of waivers, because waivers affect the capacity in all schools, especially elementary schools at 100% capacity.	Completed. Modifications (formerly called waivers) to the Adequate Public Facilities provisions in Article 17 (Subdivision and Development) of the County Code may not be granted by the Planning and Zoning Officer, except as related to the granting of a time extension to complete the development application process.
49	Continue collection of impact fees from developers and builders and encourage permanent additions to existing facilities and /or construction of new neighborhoods.	Ongoing. Impact Fees continue to be collected with permit application approvals.

Brooklyn Park

The Brooklyn Park Small Area Plan (SAP) was adopted in September of 2004 and addressed goals and recommendations for housing, community development and revitalization, community design for the Brooklyn Park Opportunity Area, transportation, natural and historic resources, community facilities and services, public utilities and land use and zoning.

Vision Statement

The future Brooklyn Park is one of the most desirable communities in which to live in Anne Arundel County. Originally developed as one of Baltimore's first suburbs and one of the oldest communities in Anne Arundel County, the area has maintained its close-knit community spirit and family ties. With several clean, quiet and attractive neighborhoods to choose from, Brooklyn Park still offers an attractive option for those who want to live near the big city opportunities of Baltimore and Washington but in a less urban setting. In addition, Brooklyn Park provides plenty of activity in its own small town center.

Using a range of innovative incentives, private investors, local planners and citizen groups have teamed together to initiate redevelopment projects in the area's most deteriorated neighborhoods, resulting not only in high quality housing in the area but also in a much lower crime rate. Lovely streetscapes are found throughout the neighborhoods, with well-maintained sidewalks, landscaping, and lighting. Reinvestment and creative homebuyer programs have helped to increase the rate of home ownership, but there are also attractive rental options available for non-homeowners. The range of housing opportunities now offers something for everyone, from quaint row houses and townhomes to charming bungalows and single family homes. Senior citizens have abundant housing choices as well, from assisted living facilities to a new senior community.

Brooklyn Park's residential neighborhoods are not the only areas that have undergone revitalization. The community's main commercial corridor, Ritchie Highway, contains a variety of shopping and entertainment activities and is lined with attractive building facades, landscaping, street trees, and sidewalks. Residents can take a stroll along this vibrant corridor into the bustling town center. This new mixed-use center and arts district has become the core of activity in Brooklyn Park and contains a well-designed mix of retail shops, art galleries and studios, restaurants, professional office space, and residential units. The nicely landscaped public plaza provides a central location for community events such as concerts and street fairs as well as a place for residents and visitors to sit and chat.

The area's top-notch community facilities also contribute to the strong sense of community identity in Brooklyn Park. Public schools in the area are highly rated, and the local youth center offers a wide variety of after-school activities for children and teenagers. Recreational opportunities are abundant for all ages and include well-maintained ball fields, playgrounds, and a bike trail along the Patapsco River that connects to the BWI Trail and beyond. The Patapsco Valley State Park offers more passive recreational activities such as canoeing, nature trails, and scenic picnic areas. Seniors are offered a wealth of educational and recreation classes at the local senior center.

Finally, and most importantly, Brooklyn Park is home to a strong network of proactive community associations that work closely with one another and with local planners and officials to find new ways to improve and enhance their communities. As a result of these ongoing collaborative efforts, Brooklyn Park residents can once again feel a great sense of pride in the place they call home.

Implementation

Over 90 recommendations were identified within the Brooklyn Park SAP to help implement the Vision and the 1997 General Development Plan. 95 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are the creation of the Baltimore Regional Neighborhood Initiative (BRNI) and the Greater Baybrook Alliance, a community development agency working in the area on a variety of community development and revitalization efforts; approval of funding for design and construction for 4,200 linear feet of stream restoration, upgrades to Arundel Village and Cross Street parks, completion of the connection between the B&A Trail and the BWI Trail and completion of the comprehensive watershed studies for the Patapsco Tidal and Patapsco Nontidal watersheds.

The following table lists the goals of the Brooklyn Park Small Area, corresponding recommendations and the status of each.

Community Development and Revitalization

1. Revitalize the area's housing market and improve the housing stock to attract a mix of incomes among residents and homebuyers.
2. Improve the image of the Brooklyn Park area by creating and maintaining attractive neighborhoods.
3. Improve the image of Brooklyn Park by strengthening the sense of community identity.
4. Reduce the number of nuisance cases and code violations.
5. Reduce crime and improve public safety in area neighborhoods.
6. Revitalize the commercial real estate market along Ritchie Highway.
7. Promote redevelopment of the Ritchie Highway commercial corridor to function as a town center for the Brooklyn Park communities.

Page #	Recommendation	Status
29	Reduce residential density in the Brooklyn Heights and Belle Grove areas through conversion of multi-unit structures to single family homes; a.) Develop an inventory of vacant and sub-standard housing units. Identify areas where land parcels or platted lots can feasibly be assembled for clearing and redevelopment; b.) Develop a strategic demolition plan to remove sub-standard and vacant multi-unit structures and replace them with updated single family townhomes or detached homes; c.) Target structures that are severely deteriorated, but also focus on properties with maximum visual impact on the housing market and with potential for strengthening housing prices and raising maintenance standards.	Ongoing. The Arundel Community Development Services, Inc. (ACDS) continues to administer a Property Acquisition and Rehabilitation program through which the agency can acquire and rehabilitate properties for rent to qualified renters. This program has rehabbed several properties per year over the past decade, many in the Brooklyn Heights neighborhood. Some rowhomes formerly rented as multi-unit apartments were rehabilitated and rented as a single unit. ACDS also administers a Homeowner Property Rehabilitation Program which provides technical and financial assistance to homeowners for renovations to their properties. This program has also been used in the Brooklyn Heights area. Through the recently created Baltimore Regional Neighborhood Initiative (BRNI), the Greater Baybrook Alliance has received additional funding toward the Property Rehabilitation Program in Brooklyn Park. The County will continue to use available BRNI funds to expand these programs in targeted areas in Brooklyn Park.

Page #	Recommendation	Status
30	<p>Increase homeownership in the Brooklyn Heights area to improve neighborhood stability: Continue to provide homeowner assistance programs such as counseling, mortgage assistance, and low-interest loans and to seek additional funding to continue these programs.</p>	<p>Ongoing. Arundel Community Development Services, Inc. provides homeownership counseling, mortgage assistance and low interest loans to qualified homebuyers in the area and seeks additional Federal and State funding on an annual basis to continue these programs.</p>
30	<p>Encourage property owners and landlords to participate in home improvement and rental rehab programs that are currently available as well as new programs initiated in the future.</p>	<p>Ongoing. Arundel Community Development Services Inc. conducts regular outreach and marketing of their homeowner and renter rehabilitation programs in the area. The agency will continue to expand these programs as additional funding is made available through a variety of sources.</p>
30	<p>Develop and use a range of flexible incentives for homeowners to improve their properties.</p>	<p>Ongoing. Arundel Community Development Services Inc. administers a Homeowner Property Rehabilitation Program which provides technical and financial assistance to homeowners for renovations to their properties. This program has been used to renovate a number of properties in the Brooklyn Heights area.</p>
30	<p>Use infill opportunities to provide a wider range of housing types and prices.</p>	<p>Ongoing. Redevelopment of the former Southview Shopping Center site is providing for market rate apartments. The planned Cedar Hill Planned Unit Development (PUD) will also provide a range of housing types when completed.</p>
30	<p>Provide assisted living and long-term health care opportunities for the elderly.</p>	<p>Completed. There are assisted living options in Brooklyn Park.</p>

Page #	Recommendation	Status
30	<p>Improve the image of the area through streetscaping, maintenance, and other improvements: a.) Use the design concepts presented in this plan as a guide for implementing improvements in this area; b.) Develop standards for exterior building improvements; c.) Encourage higher maintenance standards for private yards; d.) Promote both County and community involvement in providing better maintenance of public facilities such as schools and parks; e.) Conduct an inventory to identify infrastructure needs including street lighting and pavement repairs.</p>	<p>Partially implemented. The design concepts were used to create unified facades for rehabilitation of older rowhomes in Arundel Village and Brooklyn Heights. Regarding public facilities, within the past five years renovations have been made to Arundel Village Park, Brooklyn Park 1, Brooklyn Heights Park, Hammonds Park, and Pumphrey Park. The Department of Public Works maintains a regular road maintenance schedule for pavement repairs, and the County has established an Alleyways Improvement Program.</p>
30	<p>Improve the appearance of neighborhood alleys, where trash dumping, poor lighting, and illegal activities have been ongoing problems: a.) Work with community representatives to identify the most troublesome alleys so they can be prioritized for improvements; b.) Encourage property owners to replace damaged and unattractive fencing; c.) Explore alternative enforcement strategies to reduce trash dumping; d.) Install lighting where needed to discourage illegal dumping and other activities.</p>	<p>Ongoing. The Department of Public Works services the County-owned alleys for trash pickup on a regular schedule. In 2018, the County initiated an Alleyway Improvement Program targeted to the communities of Brooklyn Park and Glen Burnie, where the County owns and maintains 98 alleys. The program will provide capital funds for needed improvements such as repaving, drainage, or lighting.</p>

Page #	Recommendation	Status
31	<p>Promote increased community involvement in property maintenance, monitoring, and enforcement: a.) Create an umbrella organization to unite local civic associations; b.) Work with representatives of local civic associations to encourage proactive community support as opposed to reactive actions.</p>	<p>Ongoing. The County's community development agency, Arundel Community Development Services, Inc. (ACDS), was instrumental in creating the Greater Baybrook Alliance, a community development organization that seeks to unite communities in Brooklyn Park to improve and revitalize the areas. Through funding from the Baltimore Regional Neighborhood Initiative (BRNI), the Greater Baybrook Alliance is working with various community associations in the area on a variety of community development and revitalization projects. One of these efforts is focusing on increasing community awareness with regard to property maintenance and code enforcement. In addition, BRNI funding was used by the County Health Department to conduct a rodent abatement program in Brooklyn Park.</p>
31	<p>Promote interaction among community residents through organized block projects and community projects.</p>	<p>Ongoing. This is primarily a private initiative. However, since 2016 funding from the Baltimore Regional Neighborhood Initiative (BRNI) has been used to conduct a variety of community outreach events in Brooklyn Park related to marketing, block beautification, and nuisance abatement.</p>
31	<p>Promote the positive aspects of the Brooklyn Park community through public outreach.</p>	<p>Ongoing. Currently the Greater Baybrook Alliance is working with community stakeholders to prepare a Marketing and Branding Strategy to develop approaches to better market the Brooklyn Park area to both new businesses as well as new homeowners and renters.</p>
31	<p>Encourage better property management and maintenance practices by landlords and tenants: a.) Develop a program that will promote more interaction and encourage better relationships between area landlords, tenants, and homeowners; b.) Build upon existing programs designed to educate landlords about property maintenance and tenant selection.</p>	<p>Ongoing. The Housing Commission conducts education/outreach programs for landlords and tenants. The County's community development agency, Arundel Community Development Services, Inc. (ACDS), is growing its portfolio of rental units in the area and has become a model landlord.</p>

Page #	Recommendation	Status
31	<p>Develop an organized structure to reduce nuisance cases and code violations in the area: a.) Allocate County staff resources so that sufficient Zoning Enforcement, Health Department, and Police Department staff can be dedicated to the Brooklyn Park area; b.) Create a coordinated team of staff from the appropriate County agencies and community representatives to provide continued monitoring and enforcement for nuisance cases, zoning code violations, and other issues of health and public safety.</p>	<p>Ongoing. The Health Department, the Office of Planning and Zoning, and the Department of Inspections and Permits are involved in addressing property maintenance, building code, and zoning code issues. All code enforcement issues are complaint-driven, and all complaints are inspected by the appropriate agency and the appropriate enforcement actions are taken. The new Greater Baybrook Alliance (GBA), which covers Brooklyn Park as well as Brooklyn and Curtis Bay, is focusing on nuisance abatement as one aspect of revitalization. The GBA has applied for and used grant funds in coordination with the Health Department to conduct a Rodent Abatement program, and has conducted community outreach to provide information about code enforcement to the community.</p>
31	<p>Continue support and funding of community-based crime prevention programs: a.) Continue the community-based policing and youth crime prevention programs initiated under the HotSpot Community Initiative; b.) Provide another police beat or an overlap beat to cover the HotSpot area.</p>	<p>Ongoing. During each grant cycle, the Department applies for and is awarded funding related to crime suppression in high crime areas; currently the program is referred to as "Maryland Safe Streets". The boundaries of each and every patrol post across the County are assessed routinely each year, primarily through Computer Aided Dispatch Data (CAD), to consider realignment in order to ensure that the Police Department is delivering the most effective law enforcement service with the existing staffing levels.</p>
32	<p>Develop a long-term liaison with the City of Baltimore and develop a coordinated response to crime and safety issues of mutual concern in adjoining City-County neighborhoods.</p>	<p>Ongoing. The Anne Arundel County Police Department has a long-term relationship with the Baltimore City Police Department as it pertains to delivering law enforcement services to City-County neighborhoods.</p>

Page #	Recommendation	Status
32	<p>Use existing programs such as the State's Neighborhood Business Development Program and the Anne Arundel Economic Development Corporation's Small Business Incentive Program, to encourage an interesting mix of small businesses, and particularly community-oriented businesses and restaurants, to locate in the area.</p>	<p>Ongoing. Anne Arundel Economic Development Corporation uses a variety of marketing strategies and financial incentives to attract new businesses, including several loan programs, tax credit programs, and workforce training grants. The County also designated the Ritchie Highway corridor in Brooklyn Park as a Commercial Revitalization district, and received State approval for designation of Brooklyn Park as a Sustainable Community. Both of these designations target Brooklyn Park as a priority area for both State and/or County financial assistance related to revitalization projects.</p>
32	<p>Develop a long range redevelopment strategy and concept for the commercial areas along Ritchie Highway, focusing on the corridor from 9th Avenue to Cedar Hill Lane: a.) Promote redevelopment plans that relate in function and scale to the surrounding residential communities; b.) Incorporate green areas and public spaces into redevelopment plans; c.) Promote pedestrian-oriented redevelopment with connectivity to residential neighborhoods and across Ritchie Highway.</p>	<p>Ongoing. This area is a Commercial Revitalization Area and is also part of an Urban Design Study area. Green areas, public spaces and pedestrian-oriented development are implemented through development regulations.</p>
32	<p>Apply for State designation as an Arts and Entertainment district in the vicinity of Ritchie Highway and Hammonds Lane in order to attract arts-related uses which will benefit from and promote the Chesapeake Arts Center.</p>	<p>Not implemented. This area did not meet State guidelines and requirements for an Arts and Entertainment District.</p>

Community Design

Page #	Recommendation	Status
33-46	<p>Brooklyn Heights Opportunity Area Concept Design (see pages 33-46): Phase I proposes improvements at Brooklyn Park Plaza; streetscaping, landscaping and signage at the 11th Ave and Ritchie Highway intersection; and improvements to the Ballman Court area including a park, sidewalks, and home renovations. Phase II proposes longer term commercial redevelopment along Ritchie Highway.</p>	<p>Partially implemented. Related to Phase I concepts, the County is undertaking condemnation procedures to acquire the Ballman Court open space through Arundel Community Services, Inc. (ACDS) using County and Baltimore Regional Neighborhood Initiative funds. Once ownership is achieved, a final design will be completed to develop a small neighborhood park and to complete sidewalks around the park. ACDS has also used its Property Rehabilitation Program to improve several of the rowhomes along Ballman Court and will continue to target this area for rehabs as properties become available, using architectural design standards established for this neighborhood. Regarding the Phase II concept, market conditions in the area have not prompted a level of redevelopment along the Ritchie Highway corridor that would support a scale of renovation involving complete reconstruction of large commercial buildings. Some progress has occurred on individual sites. The old Southview Shopping Center which was vacant for many years is being redeveloped with new residential apartments and retail pad sites. It is hoped that this will serve as a catalyst to prompt additional redevelopment along the corridor. The County and Anne Arundel Economic Development Corporation will continue to market technical and financial assistance programs in this area.</p>

Transportation

1. Maintain and improve the local roadway system to allow for safe and efficient traffic flow.
2. Improve the streetscape appearance along Ritchie Highway to be more compatible with the adjoining neighborhoods.
3. Provide sidewalks, crosswalks, and other pedestrian facilities where needed to connect neighborhoods to shopping areas, schools, parks, public transit, and other major destinations and to improve the overall pedestrian access in Brooklyn Park.
4. Improve or expand public transit service within the Brooklyn Park area.
5. Provide linkages to implement the County's adopted Pedestrian and Bicycle Master Plan.

6. Provide adequate parking at the area's community facilities and public transit stations.

Page #	Recommendation	Status
52	<p>Study alternatives and allocate resources to provide road and/or intersection improvements at the following locations where safety is an issue: a.) Belle Grove Road and 10th Avenue: The angle of this intersection creates a dangerous situation. Determine whether the intersection can be realigned to improve the sight distance; b.) Ritchie Highway and Church Street: Turning movements at this intersection are dangerous, where traffic enters Ritchie Highway from Church Street and from the shopping center on the west side of Ritchie Highway. Determine feasible improvements to improve capacity and safety; c.) Hammonds Lane just west of Ritchie Highway: Provide improvements at the entrance to both the Southview Shopping Center and the Rite Aid parking lot to improve access, traffic flow, and safety in this area; d.) 6th Avenue at Belle Grove Road across from the Belle Grove Elementary School: Poor sight distance is an issue at this intersection. Study this corridor to identify capacity and safety improvements; e.) Baltimore Annapolis Boulevard and Belle Grove Road: Determine whether traffic calming measures are appropriate and can be installed to reduce speeding on Baltimore Annapolis Blvd.</p>	<p>Partially implemented. Improvements on Hammonds Lane west of Ritchie Highway were required as mitigation for the Cedar Hill development in progress, and were coordinated with improvements done at the entrance to the Woodfall Greens development. The Cedar Hill developer was also required to provide improvements at the Ritchie Highway intersection with Arundel Corporation Road. Intersection improvements have not been completed at the other locations.</p>
52	<p>Conduct a survey of local roads in the area to identify needed improvements in road infrastructure, including curb and gutter, street lighting, and pavement repairs, to improve traffic and safety conditions. Work with Public Works officials and local civic groups to prioritize infrastructure needs for the purpose of requesting capital funding for the improvements.</p>	<p>Ongoing. The Department of Public Works does regular road condition ratings to maintain roadways at adequate levels and has Capital Improvement Program funding for both rebuilding and repaving substandard roadways depending on the needs.</p>
52	<p>Continue to participate in and promote the State Highway Administration's planning efforts for improvements to Belle Grove Road. Improvements needed include traffic calming, drainage improvements, resurfacing, lighting, and pedestrian crossings.</p>	<p>Not implemented. State road improvements for Belle Grove Road will need to be added to the County's annual priority letter to the Maryland Department of Transportation.</p>

Page #	Recommendation	Status
53	<p>Conduct a conceptual planning study to explore options for creating a more neighborhood friendly streetscape along Ritchie Highway: a.) Study the feasibility of eliminating some of the street junctions to limit access points onto Ritchie Highway from neighborhoods and businesses. Closing off some of the local streets at Ritchie would create opportunities for additional green space and landscaped areas along the corridor; b.) Study the feasibility of improving the alley that runs parallel on the west side of Ritchie between 11th Avenue and 4th Avenue for local traffic use leading to access points onto Ritchie Highway.</p>	<p>Completed. The study was completed under County Capital Improvement Program Project C543700, Urban Design Studies.</p>
53	<p>Request that the State Highway Administration provide increased landscaping and maintenance in the median along Ritchie Highway from Belle Grove Road to Cedar Hill Lane.</p>	<p>Completed. The State Highway Administration is currently maintaining the landscaped medians along Ritchie Highway.</p>
53	<p>Provide Bus Shelters on southbound Ritchie Highway at the Church Street and Hammonds Lane stops.</p>	<p>Ongoing. There is a shelter at the northbound Church Street bus stop. Baltimore Link intends to provide additional shelters along this route.</p>
53	<p>Conduct a survey of the area to determine where sidewalks or other facilities are needed to improve pedestrian safety and access. Locations which should be given high consideration are as follows: Baltimore Annapolis Boulevard between Hammonds Lane and Nursery Road; Ritchie Highway between Hammonds Lane and Nursery Road; Walton Avenue between Ritchie Highway and Redmond Street; Hammonds Lane between Mark Road and Baltimore Annapolis Boulevard; Ballman Avenue between Townsend Avenue and Church Street; Marshall Road between Belle Grove Road and 13th Avenue.</p>	<p>Ongoing. The Anne Arundel County Pedestrian and Bicycle Plan designated Baltimore Annapolis Boulevard and Ritchie Highway for improvements and it will be addressed in priority order as funding becomes available.</p>
53	<p>Improve pedestrian access to the Light Rail Stations: a.) Improve pedestrian crossings at the intersection of MD 170 and Baltimore Annapolis Boulevard; b.) Provide a pedestrian connection from the Pumphrey community to the Nursery Road Station.</p>	<p>Partially implemented. The Anne Arundel County Pedestrian and Bicycle Plan designated these roads for improvements and they will be addressed in priority order as funding becomes available. The crosswalks were painted on south side of this intersection.</p>

Page #	Recommendation	Status
54	Provide shuttle bus service from local public transit stops to the North Linthicum and Nursery Road Light Rail stations.	Ongoing.
54	Expand public transit opportunities beyond Ritchie Highway corridor and provide service from Brooklyn Park to major employment centers in the County, such as those along the BW Parkway corridor.	Ongoing. The existing Maryland Transit Administration (MTA) Routes 69 and 70 provides service between Brooklyn Park and the Patapsco Light Rail Station. From the Patapsco Light rail station, service is provided to other destinations in the County including employment centers. The County's Transit Development Plan recommends adding bus service that would have more direct local service in Brooklyn Park to / from the Patapsco Station and provide additional connections to destinations in Baltimore City.
54	Continue planning and design efforts for provision of a bike trail along Belle Grove Road which would connect to the BWI Trail in Linthicum.	Partially implemented. There is currently a trail from Linthicum to 10th Avenue. The Office of Transportation is studying the possibility of providing a facility along 10th Avenue to Morgan Road, paralleling MD 2 until further north and then extending to MD 2 into Baltimore City.
54	In conjunction with the State Highway Administration, provide adequate road shoulders or designated bike lanes to accommodate bicyclists along Ritchie Highway, Baltimore Annapolis Boulevard, and Church Street.	Partially implemented. These are all State Highway Administration maintained roads. Where not implemented, the location would need to be added to the County's annual priority letter to the Maryland Department of Transportation. County Capital Improvement Program Project H563700 has been established to contribute the County's share of the cost for these improvements. The Anne Arundel County Pedestrian and Bicycle Plan designated these roads for improvements and they will be addressed in priority order as funding becomes available.
54	Work with MD Department of Natural Resources staff to determine the feasibility of providing a public parking area for the Patapsco Valley State Park and discourage users from parking along Belle Grove Road.	Not implemented.

Page #	Recommendation	Status
54	Study options for provision of additional parking at the 10th Avenue Park (Brooklyn Park #1).	Ongoing. Parking has been expanded into an area formerly occupied by basketball courts and an overflow parking area has been created
54	Study options for future parking expansion needs at the area Light Rail Stations, and ensure that local land use plans will accommodate future needs.	Completed. The Maryland Transit Administration evaluated parking demand at Light Rail Stations
54	Make provisions for adequate parking at the Chesapeake Arts Center.	Completed. In addition to the parking area dedicated to the Chesapeake Arts Center, the Brooklyn Park Middle School parking area can be utilized.

Natural and Historic Resources

1. Improve the water quality and overall health of local streams and wetlands in the Patapsco River watershed.
2. Maintain a system of open spaces, natural areas, and greenways that is well managed and protected.
3. Preserve significant historical resources in the Brooklyn Park Area.
4. Promote environmental stewardship through education, volunteer programs, and community partnerships.

Page #	Recommendation	Status
69	Prepare a watershed management plan for the Patapsco tidal and non-tidal watersheds that identifies specific actions needed to improve water quality in area streams.	Completed. The Non-tidal Patapsco River Watershed Management Plan was completed in 2011 and the Tidal Patapsco River Watershed Management Plan was completed in 2012.
69	Provide funding as needed for stream restoration along Cabin Branch Creek in the Cedar Hill area.	Ongoing. Funding for design and construction of 4,200 linear feet of stream restoration is programmed in the Department of Public Works Watershed Protection and Restoration Program budget.

Page #	Recommendation	Status
69	<p>Identify locations where stream restoration, sediment and erosion control, storm drain retrofits, or other improvements are needed to decrease impacts from stormwater runoff, and develop a feasible and proactive schedule for providing these retrofits. Pursue incentive-based approaches to encourage property owners to retrofit their properties with up-to-date stormwater management facilities.</p>	<p>Completed. The County offers a stormwater fee credit for qualifying properties that have installed updated stormwater management onsite.</p>
69	<p>Establish a regulatory mechanism to protect non-tidal stream buffers by requiring a minimum width of undisturbed riparian buffer along all intermittent and perennial streams.</p>	<p>Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article 19 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.</p>
69	<p>Identify any potential wetland mitigation sites in the area and promote their availability for mitigation projects.</p>	<p>Ongoing. Identification of potential wetland mitigation sites are pursued on an as needed basis.</p>
69	<p>Determine whether improvements to stormwater management can be made in the Lynnbrook community to reduce erosion problems in local drainage channels.</p>	<p>Partially implemented. Two stormwater restoration projects have been identified. The Sunnyfield Outfall Regenerative Step Pool Conveyance was completed in 2005 and the Manor House Lane/Sunnyfield Lane Pond is currently in progress.</p>
69	<p>Identify large parking lots in the Planning Area that are underutilized, and work with property owners using voluntary mechanisms to encourage replacement of excessive impervious areas with landscaping or green areas.</p>	<p>Not implemented.</p>

Page #	Recommendation	Status
69	Provide drainage infrastructure as needed where feasible to control runoff from the sand and gravel operation on Baltimore Annapolis Boulevard.	Ongoing. This sand and gravel operation is in a reclamation phase, meaning there is no longer mineral extraction occurring and the site is being reclaimed for productive re-use in the future. The surface mining permit issued by the Maryland Department of Environment (MDE) includes a Reclamation Plan which is approved by MDE.
69	Establish an ecological greenway network in the area to protect important natural resource areas.	Ongoing. The 2002 Greenways Master Plan and its update, a preliminary draft of the 2018 Green Infrastructure Master Plan, include several protected areas, including the Patapsco State Park, protected floodplains, open spaced zoned areas, and conservation easements.
70	Use available mechanisms to preserve a minimum 200-foot wide corridor along the Cabin Branch Creek greenway segment, as recommended in the County's Greenways Master Plan.	Completed. The Cabin Branch Creek greenway segment identified in the 2002 Greenways Master Plan has been expanded to a width of over 1,000 feet in the preliminary draft of the 2018 Green Infrastructure Master Plan Master Plan.
70	Identify potential reforestation sites, especially in riparian buffers along the Patapsco River and Cabin Branch Creek, and target reforestation funds to those areas.	Ongoing. Undeveloped areas within riparian buffers are included in the County's 2002 Greenways Master Plan and its update, the draft 2018 Green Infrastructure Master Plan. As development occurs, these areas are evaluated as part of the development process for potential forest conservation.
70	Conduct a study to determine the historical significance of the Pumphrey community. Determine whether there are individual sites that can be designated on the Maryland Inventory of Historic Properties or whether portions of the community can be designated as a historic district.	Completed. Pumphrey was resurveyed in 2014. Integrity determined to be too compromised by infill development and changes to existing historic buildings to be designated as a historic district

Page #	Recommendation	Status
70	Foster community education about environmental issues through cooperation with local citizen groups, public schools, and park and recreation programs in the Brooklyn Park Area.	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works maintains a website (www.aacounty.org/departments/public-works/wprp/) that provides relevant information to help citizens reduce stormwater pollution and develop a better understanding of environmental issues in the County. WPRP outreach staff work routinely with schools and community organizations. In addition, to meet environmental literacy standards set by the State, Anne Arundel County Public Schools (AACPS) former "Outdoor Education Office" at Arlington Echo became the "Environmental Literacy and Outdoor Education Office" which has the responsibility of incorporating environmental literacy into the schools and classrooms and providing curriculum and training to teachers. Many programs exist to enhance, extend and enrich the classroom curriculum including a Native Growers program, Envirothon competition and the Watershed Stewards Academy, a community outreach and environmental action program run by a collaborative effort between the AACPS and the WPRP.
70	Organize environmental clean up projects in the area and involve the local Teen Club.	Ongoing. The Department of Public Works routinely partners with volunteer organizations to cleanup areas within the County as part of its National Pollutant Discharge Elimination System Municipal Separate Storm System permit obligation. The Bureau of Highways regularly participates in watershed stewards' stream clean-up projects.

Community Facilities and Service

1. Provide a wide variety of recreational activities and facilities for local residents of all ages.
2. Ensure that Brooklyn Park residents have access to high-quality, attractive, and state-of-the-art educational facilities.
3. Provide adequate and responsive public safety services to all local communities at all times.
4. Improve the utilization and maintenance of existing public facilities to address current deficiencies.

Page #	Recommendation	Status
78	Encourage full utilization of all park facilities. In particular, take actions to address the issue of over-use of ball fields in Brooklyn Park #1 (10th Avenue Park) and under-use of Brooklyn Park #2.	Ongoing. The Department of Recreation and Parks is working with the Brooklyn Park I user group to monitor field usage and address any problems. In addition, the Department will propose a capital project in the FY2020 Capital Budget to re-develop Brooklyn Park II with guidance from the community.
78	Provide restroom facilities, concession facilities, and lighting for the ball fields and courts in Brooklyn Park #2.	Not implemented. Field redevelopment / activity shifted to Brooklyn Park I. Monitoring of park usage in Brooklyn Park continues with user group to determine if modifications are warranted. Upgrades will rely on citizen input during the update to the Land Preservation, Parks and Recreation Plan.
78	Provide drainage improvements in Brooklyn Park #1 (10th Avenue Park) to prevent ponding of stormwater runoff on the ball fields.	Completed. Drainage improvements have been made to improve the playability of the fields. The Department of Recreation and Parks will monitor and respond to any future problems identified by user groups.
78	Provide another site for playground equipment in the Planning Area, either in an existing park or by acquiring additional space. Consider provision of playground equipment in Brooklyn Park #2. Replace the playground equipment in Brooklyn Park #1 that was destroyed.	Completed. Additional playground equipment was installed at Pumphrey. New playgrounds were installed at Hammonds Park and Cross Street Park.
78	Determine whether one of the softball fields at the Brooklyn Park Middle School could be better used for an alternative use that would fill a need in the community.	Ongoing. The FY2019 Capital Budget includes a project to design and construct improvements to the Brooklyn Park Middle School site to include a track and field facility, synthetic turf fields and renovations to basketball and tennis courts. The County will partner with the Cal Ripken Sr. Foundation to fund these improvements.
78	Assess alternative uses for Arundel Village Park, much of which is undeveloped, and program funds for planning. Possible uses which should be given consideration include a recreation center, a community garden, a skating rink, and/or volleyball courts.	Completed. Arundel Village Park was renamed Cross Street Park and receiving upgrades including a water feature, trail and a new playground.

Page #	Recommendation	Status
78	<p>Continue planning and design efforts for provision of a hiker-biker trail along Belle Grove Road which would connect to the BWI Trail in Linthicum.</p>	<p>Ongoing. There is a path that exists along Belle Grove Road from the BWI Trail at Baltimore and Annapolis Boulevard to 10th Avenue. In addition, Anne Arundel County's Bike Commission has Belle Grove Road from MD 648 to South Hanover Street listed as a State Road that would benefit from bicycle-oriented road markings. The B&A to BWI Trail connection was constructed by the State.</p>
78	<p>Work with MD Department of Natural Resources planners to initiate a feasibility study and planning efforts to provide some passive recreational use in Patapsco Valley State Park. Uses that should be considered include scenic viewpoints, a boardwalk and walking trail, a canoe-launching site, fishing sites, a picnic area, and an interpretive nature trail.</p>	<p>Ongoing. The Department of Recreation and Parks will continue to participate in the University of Maryland and Baltimore Metropolitan Council projects associated with access to Patapsco Valley State Park via an extension from BWI Trail however, the recommended expansion of recreation opportunities at Patapsco Valley State Park is a State decision.</p>
79	<p>Seek opportunities for more passive park uses in the Planning Area, including picnic areas and benches placed in attractive landscaped settings.</p>	<p>Ongoing. The B&A to BWI Trail connection was completed by the State. A trail and water feature were added to Cross Street Park. The Department of Recreation and Parks will continue to pursue passive recreation opportunities in the Brooklyn Park planning area to include the re-development of Brooklyn Park II (Brooklyn Heights Park) for passive and active recreation upgrades.</p>
79	<p>Determine the feasibility of acquiring the currently vacant building at Ritchie Highway and East 11th Avenue (former E. J. Roberts site) for conversion into a public community center. If not available, seek other opportunities and sites to provide a community center.</p>	<p>Completed. It was determined that acquisition of land at Ritchie Highway and East 11th Avenue is not feasible. North County Recreation Center on Hammonds Lane continues its operation. School facilities such as Brooklyn Park Middle School continue to serve as recreation centers after normal school hours.</p>
79	<p>Program capital funds for the renovation of Belle Grove Elementary School.</p>	<p>Completed. Belle Grove Elementary was renovated in 2012.</p>

Page #	Recommendation	Status
79	<p>Take actions to improve local school performance ratings by increasing the quality of education and raising educational attainment levels in the area: a.) Establish volunteer literacy programs in the local schools to assist struggling students; b.) Provide funding for after-school programs for local youths; c.) Reduce student-teacher ratios in area elementary schools in the early grades (K-3) to help improve student performance.</p>	<p>Ongoing. There are literacy and after-school programs available within the Anne Arundel County Public School System to improve student performance. In addition, there is a commitment to reduce student-teacher ratios through funding of additional teachers.</p>
79	<p>Expand the continuing adult education opportunities offered at the Brooklyn Park Middle School. Local residents are interested in more accredited college courses and prerequisite classes, vocational training, and GED certificate programs.</p>	<p>Ongoing. The National External Diploma Program continues at the Chesapeake Arts Center. Accredited college courses are offered through Anne Arundel Community College at several campuses including the Glen Burnie Town Center and online. Visit www.aacc.edu for more information.</p>
79	<p>Allocate resources to establish an additional police beat to cover the Brooklyn Heights and Belle Grove communities.</p>	<p>Ongoing. Brooklyn Heights and Belle Grove communities are covered by the 2A3 patrol post. The boundaries of each and every patrol post across the County are assessed routinely each year, primarily through Computer Aided Dispatch Data (CAD), to consider realignment in order to ensure that the Police Department is delivering the most effective law enforcement service with the existing staffing levels.</p>
79	<p>Study the feasibility of offering a homeowner's tax incentive program, or other financial incentives, for public safety officials to encourage them to purchase homes in targeted areas where their presence would provide a community benefit. Increase public awareness of programs already in place such as the HUD Officer Next Door program.</p>	<p>Completed. The County's community development agency, Arundel Community Development Services, Inc. (ACDS) provides downpayments and closing cost assistance to low and moderate income homebuyers.</p>

Page #	Recommendation	Status
79	Request that the Police Department initiate the development of improved strategies and/or processes to follow up crimes of theft.	Ongoing. Citizens are welcome to discuss their concerns through their respective Police Community Relations Committee, during the monthly meeting. The boundaries of each and every patrol post across the County are assessed routinely each year, primarily through Computer Aided Dispatch Data (CAD), to consider realignment in order to ensure that the Police Department is delivering the most effective law enforcement service with the existing staffing levels.
80	Conduct an inventory of local streets and alleys to determine where additional lighting is needed for public safety purposes, and provide funding for this infrastructure.	Ongoing. The County has allocated funding in the Capital Improvement Program for an Alleyway Improvement Program which will inventory County owned and maintained alleys in Brooklyn Park and Glen Burnie and provide improvements where needed, including lighting. The Department of Public Works Bureau of Highways also maintains a regular road maintenance schedule for all County roads, and may be contacted regarding lighting or other local road concerns.
80	Identify opportunities for multiple uses or consolidation of uses in public facilities to maximize their use.	Completed. In 2015, County Executive Steve Schuh appointed a Community Center Task Force to look at the design and operation of the current system of community centers (public facilities, multi-use facilities). The conclusion of the Task Force is that even though the County's use of a cost-effective approach of providing community services through a partnership between the Board of Education, the Department of Recreation and Park and the Department of Aging and Disabilities is impressive, some needs are still unmet. The needs identified in this report can be considered during the development of Plan2040.
80	Establish a public/private program using volunteer community groups and County agencies to provide better maintenance of local parks, school grounds, and other community facilities.	Ongoing. The Department of Recreation and Parks has numerous "Friends" groups who assist with park and trail maintenance. More can be done with additional staff to promote this program.

Page #	Recommendation	Status
80	Promote increased patronage for the Chesapeake Arts Center through increased advertising.	Ongoing. The Chesapeake Arts Center (CAC) has seen an increase in participation in all of its arts programming over the past several years. Since 2015, CAC's arts education programs open to the public have seen an enrollment increase of over 50%, and grant funded free out-of-school time arts programs have served over 700 children in the Brooklyn Park community. The new Hal Gomer Art Gallery located at the CAC has hosted over 1,500 visitors to monthly exhibits.

Land Use and Zoning

Page #	Recommendation	Status
96	Change the intersection of Belle Grove Road and Baltimore-Annapolis Boulevard from Medium Density Residential to Commercial land use (Tax Map 1, Parcels 180, 72, part of Parcel 261; Tax Map 4, part of Parcel 653, Parcels 179, 654, 578, 21, 657-659, 68, part of parcel 412; Tax Map 9, part of parcel 181).	Completed. The land use was changed to Commercial with approval of Bill 51-04. Zoning in this area is primarily C4, with one parcel zoned C3. Uses in the area are commercial, including two hotels.
96	Change the Board of Ed property used by Lloyd Keaser Community Center from Natural Features to Government / Institutional land use (Tax Map 1, Parcel 79).	Completed. The land use was changed to Government/Institutional with approval of Bill 51-04. The site is zoned R5 and remains in recreational use; the site includes Pumphrey Park.
96	Change the properties east of Lloyd Keaser Center on Belle Grove Road from Natural Features to Medium Density Residential land use (Tax Map 1, Parcels 81, 82, 274, part of parcels 398, 85).	Completed. The land use was changed to Residential Medium Density with approval of Bill 51-04. These properties are zoned R5 and are either undeveloped or developed with a single-family residential dwelling.
96	Change the area at I-695 and I-895 Right-of-Way from Natural Features to Transportation / Utility land use (Tax Map 4).	Completed. The interchange was changed to Transportation/Utility land use with approval of Bill 51-04. The site remains in use as right-of-way.

Page #	Recommendation	Status
96	Change the property on Ritchie Highway south of Cedar Hill Lane from Medium Density Residential to Commercial land use (Tax Map 5, Parcel 371).	Completed. The land use was changed to Commercial with approval of Bill 51-04. The site is zoned C3 and is in use as a retail commercial establishment.
96	Change the properties on Ritchie Highway at I-695 from Medium Density Residential to High Density Residential land use (Tax Map 5, Parcel 60, 144, 257, 267, 275, 276).	Completed. The land use for these properties was changed to Residential High Density with approval of Bill 51-04 except for Parcels 144 and part of Parcels 267 and 275 which were changed to Commercial land use to reflect the C3 zoning. The Residential High Density parcels are zoned R15 and remain unimproved, except for the east side of the commercially-zoned lots.
96	Change the vacant land on the northeast side of I-695 and Ritchie Highway interchange from Medium Density Residential to High Density Residential land use (Tax Map 5, part of Parcel 43 (1 of 2) and I-695 Right-of-Way).	Completed. The land use was changed to Residential High Density with approval of Bill 51-04. Zoning is R15; the site remains undeveloped.
97	Change the Park Elementary School and Brooklyn Park Library from Natural Features to Government / Institutional land use (Tax Map 2, Parcel 37, part of Parcel 38).	Completed. The land use was changed to Government/Institutional with approval of Bill 51-04. The site is zoned R5 and continues use as a school and library.
97	Change the Terrace View Mobile Estates from Light Industrial to Medium Density Residential land use (Tax Map 4, Parcel 32).	Completed. The land use was changed to Residential Medium Density with approval of Bill 51-04. The site is zoned R5 and remains in use as a mobile home park.
97	Change the properties on Hammonds Lane at B&A Boulevard from Medium Density Residential to Commercial land use (Tax Map 4, Parcels 20 (Lots 2-4), 6, 8, 10).	Completed. The land use was changed to Commercial with approval of Bill 51-04. The properties are zoned C4 and are developed with auto oriented businesses.
97	Change the Northern District Police Headquarters from Medium Density Residential to Government / Institutional land use (Tax Map 4, Parcel 20 (lots 5, 7, 9, 11, 13)).	Completed. The land use was changed to Government/Institutional with approval of Bill 51-04. The site is zoned R5 and continues use as police headquarters.

Page #	Recommendation	Status
97	Change the Industrial area - Robinwood Road from Medium Density Residential to Industrial land use (Tax Map 4, Parcels 403, 847, 378).	Completed. The land use was changed to Industrial with approval of Bill 51-04. The site is zoned W2 and has manufacturing and warehouse/distribution uses.
97	Change the Brooklyn Park Middle School from Medium Density Residential to Government / Institutional land use (Tax Map 4, Parcel 606).	Completed. The land use was changed to Government/Institutional with approval of Bill 51-04. The site's zoning is R5 and it remains developed as a school and arts center.
97	Change the Industrial area - Olson Road from Medium Density Residential to Industrial land use (Tax Map 4, Parcels 187, 188).	Completed. The land use was changed to Industrial with approval of Bill 51-04. The site is zoned W2 and has a warehouse/distribution use.
97	Change the Holy Cross, Cedar Hill, and Mt. Calvary cemeteries from Medium Density Residential to Government / Institutional land use (Tax Map 5, Parcels 19, 93, 32).	Completed. The land use was changed to Government/Institutional with approval of Bill 51-04. The cemeteries remain and are primarily zoned R1, with a the southern portion of Holy Cross Cemetery zoned R5.
97	Change the Commercial hub - Church Street at Baltimore City line from Medium Density Residential to Commercial (Tax Map 2, part of parcels 65, 27, 30, 15, 81, 99, 108-111, 119; Parcels 95-98, 101, 106, 107).	Completed. The land use was changed to Commercial with approval of Bill 51-04. The commercial hub is zoned C1 and is developed with retail commercial and office uses, single-family detached dwellings, townhouses, and a school.
98	Change the blocks of multifamily residential units in Brooklyn Heights from Medium Density Residential to High Density Residential land use (Tax Map 2, Parcels 5, 6, 8, 9, 43, 21, 40, 19).	Completed. The land use was changed to Residential High Density with approval of Bill 51-04. The zoning for this area is R15 and the area remains developed primarily as multifamily residential blocks and some single family detached residential dwellings.
98	Change the Belle Grove Elementary School from Medium Density Residential to Government / Institutional land use (Tax Map 2, part of Parcel 25).	Completed. The land use was changed to Government/Institutional with approval of Bill 51-04. The site is zoned R15 and remains a school.
98	Change the Brooklyn Fire Station, Company 31 from Commercial to Government / Institutional land use (Tax Map 2, part of Parcel 25).	Completed. The land use was changed to Government/Institutional with approval of Bill 51-04. The site is zoned C2, but remains in use as a fire station.

Page #	Recommendation	Status
98	Change the Brooklyn Park Elementary School from Medium Density Residential to Government / Institutional land use (Tax Map 1, part of Parcel 215).	Completed. The land use was changed to Government/Institutional with approval of Bill 51-04. The site's zoning is R5 and the site remains developed as a school.
98	Change the Bingo World and Commercial area on Belle Grove Road from Medium Density Residential to Commercial land use (Tax Map a, Parcels 136, 345, 135, 317, 315, part of Parcel 282).	Completed. The land use was changed to Commercial with approval of Bill 51-04. The area is zoned C4 and has industrial and commercial uses, as well as undeveloped parcels.
98	Change the blocks of multifamily residential units in Belle Grove from Medium Density Residential to High Density Residential land use (Tax Maps 1 and 2, multiple parcels).	Completed. The land use was changed to Residential High Density with approval of Bill 51-04. The zoning for this area is R15 and the area remains developed primarily as multifamily residential blocks and some single family detached residential dwellings.
98	Change the Commercial hubs at Ritchie Highway, Belle Grove Road, Franklin Street, and Edison Street from Medium Density Residential to Commercial land use (Tax Map 2, part of parcels 22, 26, 28).	Completed. The land use was changed to Commercial with approval of Bill 51-04. The hubs are zoned C1, C2, C3 and C4, but commercial zoning excludes sites in residential use (on Edison Street and on the west side of Route 2).
98	Change 606 Hammonds Lane from Medium Density Residential to Commercial land use (Tax Map 4, parcel 30).	Completed. The land use was changed to Commercial with approval of Bill 51-04. The site's zoning is C2 and it is developed with a medical office building.
99	Change 5622 Belle Grove Road from Natural Features to Commercial land use (Tax Map 1, Parcel 28 (lots 23, 24, part of 17T)).	Completed. The land use was changed to Commercial with approval of Bill 51-04. The site is zoned C3 and is developed with a commercial use.

BWI / Linthicum

The BWI / Linthicum Small Area Plan (SAP) was adopted in November of 2003 and addressed goals and recommendations for the BWI Airport, land use, zoning, economic development, natural and historic resources, transportation, education and community facilities and public utilities.

Vision Statement

The future of the BWI / Linthicum area will be shaped by these three forces: residents, businesses, and government. In the 1970's, population growth drove development. In the 1980's and 1990's, it was government, represented mainly by the BWI Airport that changed the landscape of the area. As we move into the next millennium, it appears that business and the opportunities that it provides will be making the largest mark.

The strength of this area lies in its diversity. There are quiet neighborhoods, perfect for raising families or enjoying one's golden years. There are businesses nearby and almost anything can be had without traveling into the city. And yet there is always the city if one wants to see a Broadway show, stroll through a world-class museum, or take in the atmosphere of a Hard Rock Cafe.

While the vision of the future may not be that of a Colonial Williamsburg, or an Epcot Center, there are clearly opportunities for enhancing these communities and maintaining their character. The wants and needs of the communities must be balanced against the pressures and locations of the businesses that satisfy them. There must be allowances for the transitions that will accompany the changes that cannot be foreseen. And the best plans should be made for welcoming the changes that can be predicted.

The vision of this Plan is to develop a land use approach that maintains the character of these communities, that embraces opportunities which will improve their quality of life, that identifies and removes the obstacles to positive change, and that seeks to mitigate the impacts of the forces that cannot be fully controlled.

Key Recommendations

Key Land Use and Zoning Recommendations

- Encourage revitalization of existing commercial districts by working with property owners, community development organizations, and citizen groups to improve existing properties. Establish commercial revitalization design guidelines which will help to integrate these commercial areas with the surrounding communities. Design guidelines could address elements such as street trees, buffers, planted medians, parking lots, building facades, signage and lighting, and sidewalks and pedestrian access. Specific areas to be considered for revitalization include the Linthicum/Shipleigh Commercial District, the Ferndale Commercial District, the Burwood Shopping Center, and the North Linthicum Commercial District.
- Create zoning incentives in industrial zones that encourage the preservation, or creation of forested areas adjacent to residential uses (e.g., increased floor area ratios (FAR), increased accessory commercial uses, etc.).
- Maintain and improve the relationship between the Maryland Aviation Administration, the County Office of Planning & Zoning, and community organizations in order to encourage

enhanced planning of airport facilities, particularly with respect to buffering of adjacent residential communities.

- Encourage the BWI Airport planning staff to incorporate buffers between offsite airport uses and existing communities similar to those required by the County for development in industrial zones.

Key Natural Resources Recommendations

- Restore degraded local streams to their natural state, and maintain healthy conditions in all area streams and wetlands through proactive watershed planning. In order to help to accomplish this, adopt environmental regulations or guidelines to require stream buffers of a minimum 100-foot width along all intermittent and perennial streams in the County.
- Promote preservation of forest and green spaces in the Planning Area. Work with government agencies, conservation trusts, and property owners to obtain forest conservation easements. Provide incentives to property owners to preserve forested land and to make land available for reforestation sites. Develop an Urban Forestry program in the County. Restructure the Forest Conservation Program to allow funds to be earmarked for a particular area or community, and establish a program through which forest conservation fees could be used to acquire land or easements for reforestation.
- Encourage and support the BWI Airport's policies and actions to control and/or lessen airport noise levels where possible.

Key Transportation Recommendations

- Provide a new interchange at the BW Parkway and Hanover Road. This would serve the planned industrial park development west of the BWI Airport as well as the new employee parking and car rental facilities and the Airport.
- Create a West Ordnance Road extension between MD 648 south of Burwood Plaza and I-97. This road would alleviate congestion at a major intersection (Furnace Branch Road and B&A Boulevard) and would allow for a connecting road and additional access to North County High School.
- Reconfigure the intersection of B&A Boulevard/Orchard Road Hollins Ferry Road to increase safety and provide two-way access between Broadview and B&A Boulevard without increasing neighborhood traffic. Some possible solutions that should be studied include the permanent closing of Orchard Road and B&A Boulevard, heightening the Light Rail trestle, and installation of a traffic signal or traffic circle at the intersection.
- Create an access road linking MD 648 and Aviation Boulevard without increasing neighborhood traffic. This would allow easier access to businesses within the Ferndale area from the businesses on and around Aviation Boulevard as well as reduce the amount of traffic in the residential areas of Ferndale.
- Study, identify and protect an alignment to extend Light Rail service from the BWI Business District station to MD 295. Include stations at growth areas or where transit can support current and future development.
- Provide Light Rail service to the new Arundel Mills development to serve the considerable amount of residential, office, commercial and retail development that is occurring and planned in this area.

- Create grade-separated Light Rail crossings to replace the current at-grade crossings at Maple Road, Camp Meade Road, and Twin Oaks Road. Grade-separated crossings at these locations will alleviate the existing traffic congestion that is expected to worsen as the frequencies of Light Rail trains increase. Grade separation of the crossing at Maple Road should be considered the highest priority.
- In conjunction with current and ongoing BWI Airport expansion plans, construct a grade separated Light Rail crossing to replace the at-grade crossing at Aviation Boulevard and Elm Road.
- Provide sidewalks and pathways to better connect existing neighborhoods and improve overall pedestrian access throughout area communities.
- In order to preserve green space to the extent possible in the Planning Area, develop multi-level parking structures, as opposed to surface parking lots, when feasible to meet future demands for additional parking in the vicinity of the BWI Airport.

Key Community Facilities Recommendations

- Construct additional single-use ball fields and active recreation areas to allow for added participation in team sports, in particular youth sports and recreation, and other uses.
- Establish greenways connecting parks and recreational areas.
- Establish an interconnected trail system between the existing BWI Trail and the Patapsco Valley State Park.
- Provide funding for completion of the needed renovations at North County High School as well as for construction of a new gymnasium.
- Establish a satellite Senior Center in Linthicum.

Implementation

Over 140 recommendations were identified within the BWI / Linthicum SAP to help implement the Vision and the 1997 General Development Plan. Nearly 85 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are an addition to the North County High School and the continued support for school facilities, robust recycling and anti-litter programs, the construction of the North Arundel Aquatic Center, creation of a Bicycle Advisory Commission, increased protections for waterbodies, continued focus on protecting the Greenway network and natural resources, the addition of the Linthicum Heights Historic District to the National Register, continuing to identify and initiate opportunities for revitalization with financial assistance and programs, and improved public transit, bicycle, pedestrian, and road connections, as well as road safety improvements.

The following table lists the goals of the BWI / Linthicum Small Area, corresponding recommendations and the status of each.

Land Use and Zoning

Page #	Recommendation	Status
33	Change Camp Meade Road at Light Rail crossing (north of Music Lane) from Medium Density Residential to Commercial land use (Tax Map 4, Parcels 557, 558, 559, 560, 612).	Completed. The land use was changed to Commercial (Small Business) with approval of Bill 48-03.
33	Change the properties on Aviation Boulevard between Maple Avenue and Allwood Drive from Medium Density Residential to Commercial land use (Tax Map 4, Parcels 118, 120, 181, 675 (lots 1A, 1B), 952 (lot 8A), 1034 (lots 2, 4, 6); Tax Map 9, Parcels 83, 84, 85, 108, 109, 110, 529 (lot 53).	Completed. The land use was changed to Commercial (Small Business) with approval of Bill 48-03. The land use for Tax Map 4, Parcels 118, 120, 124, 181, and 675; Tax Map 9, Parcels 83, 84, 85, 108, 109, 110, 529 was changed to Small Business and the zoning is SB. There are a variety of businesses and residences. Tax Map 4, Parcel 952 has a land use classification of Commercial and is zoned C1. It operates as an office building. Tax Map 4, Parcel 1034 has a land use classification of Residential Medium Density and has a zoning of R5. The area is residential.
33	Change 7030 to 7034 Aviation Boulevard from Medium Density Residential to Commercial land use (Tax Map 9, Parcel 529 (lots 4, 5, 62).	Completed. The land use was changed to Commercial with approval of Bill 48-03.
33	Change the properties on West Nursery Road at Baltimore Washington Parkway from Industrial and Rural Agricultural to Industrial and Commercial land use (Tax Map 3, Parcel 16; Tax Map 4A, Parcels 57, 8 and part of Parcel 7).	Completed. The land use was changed to Industrial and Commercial with approval of Bill 48-03. The property is zoned W1 and C4. The property is part of the BWI Technology Park.
34	Change the properties at the intersection of Hammonds Ferry Road and West Nursery Road from Industrial to Commercial land use (Tax Map 1, Parcels 19, 20, 21, 22, 57, 165, 184, 185, 288, 290, 358, part of Parcel 356).	Completed. The land use was changed to Commercial with approval of Bill 48-03. The properties are primarily developed with commercial uses such as Nursery Plaza, Olive Grove Restaurant, and Gonce Funeral Service.
34	Change the properties at Andover Road and Harrison Avenue from Low Density Residential to Industrial land use (Tax Map 4, Parcels 99, 100, 108, 432, 866, 1079).	Completed. The land use was changed to Industrial with approval of Bill 48-03. The properties are zoned W1 and are either residential or vacant.

Page #	Recommendation	Status
34	Change the parcel at Ridge Road and Old Stoney Run Road from Industrial to Commercial land use (Tax Map 8, Parcel 125).	Completed. The land use was changed to Commercial with approval of Bill 48-03. The property is zoned C4 and is used for a deli and outdoor storage.
35	Change the parcels at Furnace Road and River Road from Rural Agricultural to Industrial land use (Tax Map 3, Parcels 197, 136).	Completed. The land use was changed to Industrial with approval of Bill 48-03. Parcel 197 and most of Parcel 136 is zoned W1. A portion of Parcel 136 is zoned R1. The property remains vacant.
35	Change the parcels at Furnace Road and River Road from Rural Agricultural to Low Density Residential land use (Tax Map 3, Parcels 7, 8, 9, 10, 11, 12, 13, 24, 66, 69, 72, 97, 112, 117, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 141, 145, part of Parcels 146, 150, 152, 153, 158, 161, 167, 168, 193, 194, 195, 198, 199, 245, 265, 268, 269, 278).	Completed. The land use was changed to Residential Low Density with approval of Bill 48-03. The subject parcels are zoned R1, except Parcels 97, 112, 128, 129, 141, and 146 which are zoned W1. All subject parcels have a residential use except Parcels 128 and 146 which are undeveloped.
35	Change the Ehrmansville area west of Ridge Road and north of BW Parkway from Natural Features to Rural Agricultural land use (Tax Map 3, Parcels 17, 74, 75, 76, 77, 79, 80, 81, 82, 19, 171, 172, 208, 209, 235, 243, 252, 257, 281).	Completed. The land use was changed to Rural Agricultural with approval of Bill 48-03. All subject properties are zoned RLD, except Parcel 81 which is zoned R1. The properties are developed as residential.
35	Change the Lynnview Terrace subdivision from Medium Density Residential to High Density Residential land use (Tax Map 4, Parcels 5, 58, 428, 459).	Completed. The land use was changed to Residential High Density with approval of Bill 48-03.

1. Preserve and enhance the small town feeling and sense of community in the existing neighborhoods throughout the BWI/Linthicum Planning Area.
2. Provide a range of housing opportunities, and foster residential stability throughout the BWI/Linthicum Planning Area.
3. Provide upscale, attractive, high-quality industrial and commercial development in areas that are planned for these types of land uses.
4. Establish and maintain buffer areas between 1) BWI Airport and its associated uses, and the residential communities adjacent to those areas; and 2) Industrially and commercially zoned property and the adjoining residential communities.

5. Focus growth and new development in areas which best use existing or planned infrastructure, and optimize the ability to conserve open space and sensitive areas, by allowing a mix of residential, commercial, and industrial uses in designated areas.
6. Link residential neighborhoods, commercial districts and industrial zones, to transportation facilities, adjacent employment areas, and recreational and open space areas through a system of pedestrian sidewalks and hiker/biker trails, including park land and greenways.
7. Maintain and improve coordination and communication between BWI Airport planning officials, County planning officials, and local communities in order to minimize or mitigate the impacts of the airport on the surrounding communities.
8. Negotiate a development plan for the Andover Estates property in Linthicum that protects the interests of both the property owner and the neighboring communities.

Page #	Recommendation	Status
48	Establish a committee to review the recommendations of the sixteen Small Area Plans, when adopted, and develop a set of community design standards for the County.	Not implemented. This has not been feasible to implement to date. Community design standards must be tailored to meet individual community visions. Resources have not been available to conduct such a large scale program Countywide.
48	Encourage the establishment of community design standards where appropriate. The standards should ensure that: a.) Residential site layout maintains and reinforces the existing pattern of development in a given neighborhood, as related to lot area and configuration, size of structures, building heights, architectural character, and scale of development; b.) Residential and Commercial in-fill development is harmonious with the surrounding properties and/or the community. Consider the specific characteristics of the following existing communities in BWI/Linthicum in developing community design standards: Hanover, North Linthicum, Linthicum, Ferndale.	Not implemented. This has not been feasible to implement to date due to lack of resources.

Page #	Recommendation	Status
48	<p>The County's community design standards should consider specific characteristics of the existing communities in the BWI / Linthicum Planning Area. The following descriptions include characteristics of the existing communities that should be preserved or enhanced to the extent possible: a. Hanover - is comprised of large residential lots with a considerable amount of forested land and open area. This area was rezoned as industrial in 1987. Existing infrastructure surrounding this area is adding pressure for the area to be developed. Hanover should be included in the County's master plans for greenways, parks, and bikeways and trails. Future development should create a park-like setting including elements such as "green space" areas with connections between adjacent developments based on the above referenced master plans. Ridge Road should be reconstructed as a divided parkway with a landscaped median. Landscaping should be encouraged along public roads to buffer the view of the buildings from the roads. b. North Linthicum - is a secluded residential community with an orientation geared towards families. The tree-lined streets and well maintained appearance lends to a small town feeling in an area that has easy access to the conveniences of a major city. The community was originally built on hill tops to provide vistas of the Parapsco River valley and Baltimore City. Future development should strive to maintain the vistas originally intended and should seek to enhance existing community facilities or provide new ones. c. Linthicum - is a residential community with small town appeal near the conveniences of a major city. The streets are tree lined and the community is well maintained. There is a strong sense of community. It is a place where you know your neighbors and interact with them daily. Community events and community facilities play a vital role in maintaining the character of this area. Future development should strive to preserve the existing sense of community by maintaining existing community facilities such as parks, and should add new facilities such as recreational areas and community gathering places. d. Ferndale - has a small town atmosphere in a location that has big town conveniences. The revitalization of the commercial district on B & A Boulevard has restored a sense of place to the community. The narrow, tree-lined streets and modest homes provide a sense of quaintness not often found in newer developments. The recent introduction of the light rail system has provided convenient access to Baltimore City; however, it has diminished the access to and from B & A Boulevard from the residential area west of the light rail tracks. Future development should seek to improve the access from this area to B & A Boulevard. Infill development should be in scale with the existing neighborhoods, and Phase 2 of the Commercial District Revitalization Plan should be funded and constructed.</p>	<p>Not implemented. This has not been feasible to implement to date due to lack of resources. Community representatives in Linthicum worked with the Neighborhood Design Center in 2009 to prepare infill design guidelines and a town center redevelopment concept for the commercial hub at the Linthicum Light Rail Station. However, an implementation mechanism was not established, possibly due to lack of broader community support. If the County is to take the lead on design initiatives such as this, additional funding will need to be allocated for outside consulting services or for additional planning staff.</p>

Page #	Recommendation	Status
49	<p>Encourage revitalization of existing commercial districts by working with property owners, community development organizations, and citizen groups to improve existing properties. Establish commercial revitalization design guidelines which will help to integrate these commercial areas with the surrounding communities. Design guidelines could address elements such as street trees, buffers, planted medians, parking lots, building facades, signage and lighting, and sidewalks and pedestrian access. Specific examples of areas to be considered for revitalization include: a.) Linthicum/Shipleigh Commercial District – Improvements should include landscaping, design features, siting of structures in a manner consistent with the surrounding community, improved internal vehicular circulation and parking, and pedestrian sidewalks that connect to the school and recreational areas; b.) Ferndale Commercial District (B & A Boulevard) – Complete Phase 2 of the Ferndale Streetscape Plan, and encourage redevelopment of, or improvement to, the intersection of Baltimore Annapolis Boulevard and Orchard Road, which will help provide an attractive entrance to the Ferndale Commercial District; c.) Encourage revitalization of the North Linthicum Commercial District.</p>	<p>Ongoing. The County continues to work with developers and property owners to identify and initiate opportunities for revitalization. Through the Anne Arundel County Economic Development Corporation, the County offers a variety of loan programs and financial incentives to help existing businesses renovate their properties and/or expand their businesses. These programs can be used anywhere in the County. The Ferndale commercial district is a designated Commercial Revitalization Area which offers some additional incentives for improving properties, and the County conducts annual outreach to property owners in these areas.</p>
50	<p>Encourage the inclusion of townhouses, condominiums, apartments, and duplexes in areas designated for mixed use developments.</p>	<p>Ongoing. The mixed-use zones require a residential component if developing under the mixed-use optional method of development.</p>
50	<p>Encourage the establishment of senior housing and assisted living facilities in and around existing communities, especially in areas with good access to public transportation. Available land to be developed in the vicinity of the North Linthicum light rail station should be considered for senior housing or a senior citizen community center. Health care providers should also be encouraged to locate near senior facilities to ensure that convenient health care is available to local senior citizens.</p>	<p>Ongoing. Legislation passed in 2007 addressed part of this recommendation. There are some assisted living facilities in Linthicum, and the surrounding towns also have a variety of senior living options. The Department of Aging and Disabilities continues to evaluate and make priority, affordable senior housing options in the community.</p>

Page #	Recommendation	Status
50	Revise zoning regulations to permit accessory apartments or additions, compatible with single family residential neighborhoods, for family members in need of care or financial assistance.	Completed. Per Article 18 (Zoning) of the County Code, accessory dwelling units are allowed as conditional uses in all residential zoning districts (except R22). They must be located in a single family detached dwelling that is located on a lot of at least 14,000 square feet in area.
50	Provide support programs and funding to assist the elderly, disabled, and others with low or moderate incomes to maintain and remain in their existing housing.	Ongoing. The Department of Aging and Disabilities assists older adults and people with disabilities to apply for energy assistance, property tax assistance and other supports that can enable them to live in their homes.

Page #	Recommendation	Status
50	<p>Enforce existing regulations aimed at ensuring the up keep and maintenance of individual properties.</p>	<p>Ongoing. The Department of Inspections and Permits oversees Article 15 (Construction and Property Maintenance) of the County Code for compliance to the Building Code and can initiate enforcement actions in instances of structures open to casual entry, unsafe structures or construction without a building permit. The Health Department also oversees Article 15 for compliance to the Property Maintenance Code and can initiate enforcement actions related to refuse, garbage, septic systems, stagnant water, combustible materials, rodents, or other nuisances. The Office of Planning and Zoning enforces matters related to Article 18 (Zoning) including junk and debris, unregistered vehicles, oversized vehicles, and portable storage containers. The Department of Public Works takes enforcement actions related to overgrown grass and weeds. In all the above cases, enforcement actions are complaint-driven. Once a complaint is received, a compliance case file is opened, the property is inspected, and any appropriate enforcement procedures will be taken.</p>

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51	Offer financial or tax incentives to encourage companies offering high wage-paying jobs to locate in the area.	Ongoing. A variety of financial assistance programs are available through the County including the Arundel Business Loan Fund, Arundel Community Reinvestment Fund, VOLT Fund, the PACE Program, Workforce Training Grants, and other incentives. Anne Arundel Economic Development Corporation focuses on new business attraction and job creation in the County's targeted growth areas.
51	Because the availability of child care is an important consideration in attracting a skilled work force, the County should be receptive to permitting the creation of child care facilities, as allowed by conditional use, in industrial park areas.	Completed. Child care centers are a permitted use in the W1 and W2 zoning districts and in all Commercial zoning districts.
51	Encourage the development of upscale restaurants and open civic spaces in the Nursery Road business park corridor to serve local hotel and business community and as a community focal point. Revise the zoning code as necessary to allow the appropriate amount and type of auxiliary commercial uses in W1 zones.	Completed. There are several restaurants in the Nursery Road business park corridor.
51	A system of hiker-biker trails, open spaces, parks or greenways should be master planned for the Hanover area which incorporates the Stoney Run and Piney Run stream valleys and connects to the Patapsco Valley State Park, so that as industrial park and airport related uses continue to development here in the future, this open space system can be incorporated into development plans as they are approved. Natural feature amenities such as this are an important element in attracting upscale businesses and high-quality development to an area.	Partially implemented. The County has participated in two initiatives to explore connecting the BWI Trail to other jurisdictions with a link through the Patapsco Valley State Park.
51	Create zoning incentives in industrial zones that encourage the preservation, or the creation, of forested areas adjacent to residential uses (e.g. increased floor area ratios (FAR), increased accessory commercial uses, etc.).	Completed. The County's Landscape Manual contains buffer requirements for proposed industrial and commercial uses that are adjacent to residential development.

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51	<p>Encourage property owners to establish easements adjacent to streams and other natural features, which are forested or could be forested, and that are located between residential zones and adjacent industrial and commercial zones.</p>	<p>Ongoing. For properties that have development potential, Article 17 (Subdivision and Development - § 17-6-402) of the County Code states that development may not occur within a stream bed or within a 100-foot non-disturbance stream buffer. These areas will typically be placed in a conservation easement. For properties not subject to the Development Review process, owners are encouraged to establish conservation easements to further protect these areas in perpetuity</p>
52	<p>Seek opportunities to acquire easements or fee-simple ownership of forested areas, which may otherwise be under pressure to develop. Some areas where local communities have expressed a particular concern about maintaining adequate buffers around residential uses are as follows: a.) Along Aviation Boulevard east of the airport, from Andover Road and the satellite parking area down to Dorsey Road: maintain a buffer between the airport and Ferndale residential neighborhoods to the east; b.) East of Nursery Road, from the Maritime Institute to Andover Road: maintaining this area in forest, much of which is stream valley and is zoned Open Space, will serve to maintain a buffer between the Linthicum residential communities and the industrial park uses along Nursery Road (Hock Business Park, Airport Square Technology Park, etc.); c.) Along Andover Road between Harrison Avenue and Camp Meade Road: maintain a buffer between residential neighborhoods in Linthicum and airport-related uses to the south; d.) Along Aviation Boulevard west of the airport, between the BWI Amtrak/MARC station and Dorsey Road: the Stoney Run stream valley and floodplain, currently zoned Open Space, should be maintained in a natural and forested state to provide a buffer between the airport site and residential and industrial park uses in Hanover.</p>	<p>Ongoing. During the development process, forested and natural areas are evaluated and preserved through the requirements of Article 17 (Subdivision and Development) of the County Code. For example, the forested area east of Nursery Road, south of the Maritime Institute is preserved as a floodplain easement as part of the Hock Business Park Development. Some of the areas listed are under Maryland Aviation Administration (MAA) ownership. As such, MAA projects submitted to the County for review would receive comments relative to forested buffers; however, the County does not have jurisdiction over airport projects.</p>

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52	<p>Should any residential properties north of Elkridge Landing Road and east of West Nursery Road be rezoned to allow for industrial or commercial development, either as a result of this Small Area Plan adoption or any future zoning changes, recommend via the development approval process that access to and from these properties be provided only from Elkridge Landing Road and/or West Nursery Road, and not from Andover Road.</p>	<p>Ongoing. Since the BWI/Linthicum Small Area Plan was adopted, 7 lots along White Avenue have been rezoned to W1. Development plans have not been submitted to the County and these lots remain undeveloped.</p>
53	<p>Establish a Transit Mixed Use District in the vicinity of the North Linthicum Light Rail station on Camp Meade Road. The primary uses permitted in this area should include retail, employment, and residential uses. Age-sensitive housing and assisted living facilities may be appropriate in this location.</p>	<p>Not implemented. The area in the vicinity of the North Linthicum Light Rail Station was planned for a Transit Mixed-Use District in the proposed draft BWI / Linthicum Small Area Plan that was forwarded to the County Council for adoption. However, the Transit Mixed-Use land use designation was removed by Council amendment in Bill 48-03.</p>
53	<p>Adopt subdivision and/or zoning regulations that allow for Traditional Neighborhood Design in mixed use zones and other appropriate areas.</p>	<p>Completed. Mixed Use zoning districts allow for flexibility to develop using Traditional Neighborhood Design.</p>
53	<p>Develop a greenways master plan and a bikeways and trails master plan for the BWI/Linthicum SA as part of a Countywide plan. These plans should outline general locations for greenways and trails and should be coordinated with planned circulation routes in adjacent planning areas.</p>	<p>Ongoing. The 2002 Greenways Master Plan and the draft 2018 Green Infrastructure Master Plan delineate greenways along the Patapsco River Valley and the Stoney Creek and Cabin Branch Creek stream valleys. The 2003 Pedestrian and Bicycle Master Plan, its update, the 2013 Pedestrian and Bicycle Master Plan and the draft 2018 Green Infrastructure Plan include trail networks.</p>

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53	Develop incentives to encourage property owners to donate rights-of-way and/or easements for the establishment of greenways and trail systems consistent with the above referenced master plans.	Ongoing. The Scenic Rivers Land Trust, the Magothy River Land Trust, and the Severn River Commission continue to evaluate and pursue properties for donated easements or fee simple purchase. Property owners preferring fee simple transfers are referred to the Department of Recreation and Parks (DRP) for evaluation. The DRP also has a revolving fund known as Greenways, Parkland, and Open Space to assist with easements and fee simple purchase. Public forums are conducted by the Land Trusts to promote land preservation.
53	Seek funding sources at the local, State and Federal level for acquisition of parkland, greenways, and the construction of trails. Investigate the possibility of forming a Patapsco River Land Trust or other conservation organization to work toward acquisition and preservation of the Patapsco River valley.	Ongoing. The Scenic Rivers Land Trust, the Magothy River Land Trust, and the Severn River Commission continue to evaluate and pursue properties for donated easements or fee simple purchase. Property owners preferring fee simple transfers are referred to the Department of Recreation and Parks (DRP) for evaluation. The DRP also has a revolving fund known as Greenways, Parkland, and Open Space to assist with easements and fee simple purchase. Public forums are conducted by the Land Trusts to promote land preservation. The County utilizes State Program Open Space Funds and Federal Land and Water Conservation Funds to assist with parkland and open space acquisitions.
53	Support the planned Patapsco Valley State Park trail system.	Ongoing. The County is committed to supporting the park's trail system.

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53	<p>Establish a committee with representatives from Anne Arundel County, Baltimore City, Baltimore County, Howard County, and Carroll County, with the purpose of assisting the State in developing and implementing the Patapsco Valley Greenway Plan.</p>	<p>Completed. In 2015, the County created a Bicycle Advisory Committee and in 2017 its first bicycle/pedestrian planner position. The bicycle/pedestrian planner and a representative from the Department of Recreation and Parks attend regular meetings of the Bicycle and Pedestrian Advisory Group (BPAG) for the Baltimore Metropolitan Council (BMC). Also in 2017, BMC finalized a study for a shared use path connecting these jurisdictions to the Patapsco Valley State Park and one another.</p>
54	<p>The area surrounding the BWI Amtrak/MARC station is planned to be developed with office and business park uses. When these properties are developed, pedestrian access to the station should be provided to encourage employees and visitors to use the rail service.</p>	<p>Ongoing. The County's Office of Transportation reviews and comments on bicycle and pedestrian infrastructure for submitted development applications.</p>
54	<p>Maintain and improve the relationship between the MAA, the OPZ, and community organizations in order to encourage enhanced planning of airport facilities, particularly with respect to buffering of adjacent residential communities.</p>	<p>Ongoing. The BWI Neighbors Committee serves as a liaison between BWI Airport, the County, and surrounding communities to ensure ongoing discussion of mutual interests including highway access, long range plans, operational changes, noise, parking, and land use. The Committee serves as a forum for exchanging information, ideas and suggestions.</p>
54	<p>Develop better relationships between the MAA and the surrounding community. Encourage more frequent meetings between the MAA, County planners, and businesses and communities surrounding the Airport in order to keep local citizens informed about airport planning efforts and issues, and seek community input early in the decision making process.</p>	<p>Ongoing. The County's Office of Transportation meets with the Maryland Aviation Administration regularly and is involved in the NextGen issues and the Community Roundtable.</p>

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54	Direct the expansion of airport facilities to areas appropriately zoned for airport uses (industrial land).	Ongoing.
54	Encourage additional structured parking for the airport, as opposed to the expanded use of surface lots. If structured parking lots are built on the existing surface lots, acquire additional land along the perimeter in order to expand buffers between the lots and adjacent residential communities.	Ongoing. Additional structured parking has been constructed for airport use. There remains opportunities for surface parking lots to convert to structure parking lots.
54	Encourage the BWI Airport planning staff to incorporate buffers between offsite airport uses and existing communities similar to those required by the County for development in industrial zones.	Ongoing. Airport planning in general is governed by State and Federal regulations. However, the County reviews development plans for all offsite airport uses and provides recommendations to Maryland Aviation Administration as appropriate. For private development adjacent to offsite airport uses, the County will apply Landscape Manual buffer requirements.
55	The County should review any subdivision proposals for the Andover Estates to ensure that any permitted development will not damage adjacent properties or result in further environmental degradation to an already fragile environmental system. The County should ensure that the property owner meets all stormwater management requirements in accordance with applicable law and that the resulting development do not cause additional environmental problems or flooding.	Ongoing. Development proposals are reviewed in accordance with State and County regulations regarding environmental protection and stormwater management.
56	Additionally, in light of the site location near the Kingwood Tributary, the County or State should be encouraged to explore the feasibility of acquiring the Andover Estates parcel near the Kingwood Tributary for the creation or extension of a trail park, use as open space, or as part of a greenway system.	Completed. While the Andover Estates parcel has been developed into a residential subdivision, the greenway has been protected via a forest conservation easement and floodplain dedication.

Natural and Historic Resources

1. Restore degraded local streams to their natural state, and maintain healthy conditions in all area streams and wetlands through proactive watershed planning.
2. Preserve significant historical and archeological resources in the BWI/Linthicum area.
3. Promote preservation of forest and green spaces in the area.
4. Implement measures to improve air quality in the region.
5. The County should encourage and support the BWI Airport’s policies and actions to control and/or lessen airport noise levels where possible.
6. Police and clean-up unauthorized dumping and develop a business community recycling program.

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64	Continue implementation through coordination with the DNR, MDE, and the MAA of the restoration strategies recommended by the Sawmill Creek Targeted Watershed Restoration Project.	Ongoing. The Department of Public Work’s Watershed Protection and Restoration Program routinely coordinates with the Maryland Department of Natural Resources, the Maryland Department of the Environment and the Maryland Aviation Administration on restoration strategies for Sawmill Creek.
66	Identify areas in local streams where stream restoration, sediment and erosion control, storm drain retrofits, or other improvements are needed to prevent stream degradation; and incorporate these projects into the County’s work program and capital budget. OPZ and the DPW should coordinate in developing a program for planning and funding of these projects. Continue to seek additional funding sources for stream restoration projects. Where projects have been approved, such as the Kingwood Tributary restoration project, the County should work towards completion.	Completed.

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66	Water quality benefits of maintaining forested or vegetated buffers along streams and wetlands are widely recognized. Identify unforested riparian buffer areas that can be used for reforestation sites, and target reforestation funds to those areas.	Ongoing. Undeveloped areas within riparian buffers are included in the County's 2002 Greenways Master Plan and its update, the draft 2018 Green Infrastructure Master Plan. As development occurs, these areas are evaluated as part of the development process for potential forest conservation.
66	Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases from new development. Where comprehensive or site-specific rezoning is expected to result in increases in runoff, the need for additional stormwater management, or retrofits to existing facilities, should be determined and accommodated.	Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code.
66	Adopt strict criteria to be used in determining when a waiver to allow floodplain encroachment should be granted, and ensure that all County review staff adhere to these criteria.	Partially implemented. Required findings for granting modifications are specified in Article 17 (Subdivision and Development - §17-2-108) of the County Code. The Code encourages minimizing and mitigating environmental impacts through the use of clustering or other Environmental Site Design alternatives. Since August 2017, the Office of Planning and Zoning has been aggressively pursuing practices to reduce the number and scope of modifications granted.
66	Adopt environmental regulations or guidelines to require stream buffers with a minimum 100-foot width along all intermittent and perennial streams in the County. Require that all stream buffers be delineated on a record plat, and that a conservation easement be placed on all buffer areas. Record an easement agreement that defines what activities would be allowable within a conservation easement.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code states that development may not occur within a stream bed or within a 100-foot non-disturbance stream buffer. § 17-3-302 of the County Code requires the contents of a record plats which includes the 100-year floodplain, coastal floodplain, coastal high hazard area, easements and references to restrictions related to use.
66	Develop a program which would encourage landowners to establish easements on all wetlands and streams to protect those areas.	Not implemented.

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66	Encourage no net loss of wetlands.	Ongoing. Article 17 (Subdivision and Development - § 17-6-401) of the County Code states that development may not occur within a nontidal wetland or within a 25-foot buffer of a nontidal wetland except for commercial tree harvesting in accordance with a forest management plan approved by the State. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
66	Identify wetland sites in need of restoration and develop a program to restore areas that have been damaged.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works identifies and implements wetland restoration projects.
66	Identify sites that can be used for wetland mitigation banking.	Ongoing. When opportunities exist, restoration projects of the Watershed Protection and Restoration Program in the Department of Public Works include wetland restoration/enhancement/creation.
66	Develop and implement a program to place labels reading “Chesapeake Bay Drainage” at all storm drains that have runoff to tributaries of the Chesapeake Bay.	Ongoing. Painting of storm drains in the County has been assumed by non-government organizations and the Watershed Stewards Academy.
66	Ensure that funding and County resources are available to complete a Patapsco River Watershed Management Plan within the next 10 years.	Completed. The Nontidal Patapsco River Watershed Management Plan was completed in 2011 and the Tidal Patapsco River Watershed Management Plan was completed in 2012.
67	Implement a watershed approach to stormwater management, land use planning, development, permitting, and capital improvement program planning to ensure that potential cumulative impacts of land use changes are addressed prior to implementation of those land use changes.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.

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67	The Office of Planning and Zoning should coordinate with MAA as it continues to develop land in the Hanover area and should encourage the MAA to adhere to County environmental regulations and to provide for adequate stream buffering within their developments in order to prevent degradation of the Stoney Run and Deep Run tributaries.	Ongoing. While State and Federal properties are not under the jurisdiction of the County Code, improvements to these properties adhere to the County's development review procedures including requirements in the Stormwater Management Manual.
67	Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or County Stormwater Design Manual, whichever is more stringent.	Ongoing. For any proposed development, the owner/developer shall submit phased stormwater management plans for review and approval.
67	Encourage development plans to incorporate stormwater management ponds into their designs in a manner that will enhance the attractiveness of the site design.	Ongoing. The County's Stormwater Management Manual is regularly updated, most recently in 2017. It includes design standards and requirements for landscaping and maintenance of vegetation associated with Stormwater Management ponds. Attractive site design is encouraged through the development review and approval process.
67	Request the MAA to issue quarterly or periodic reports to the public on water quality issues related to airport activities (stream monitoring, stormwater management, permit compliance, etc.).	Ongoing. Maryland Aviation Administration prepares several reports related to water quality (at various frequencies) to meet compliance and/or permit requirements governing BWI Marshall activities.
67	Develop and encourage community support programs to work with conservation groups involved in stream-related activities such as monitoring and trash cleanup.	Ongoing.
67	Identify opportunities and sites to provide stormwater management for older developments that generate uncontrolled runoff.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works pursues opportunities as they arise to retrofit developments that generate uncontrolled runoff.
67	Continue and, if possible, accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas.	Completed. All of the County's 12 major watersheds have been comprehensively assessed.

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67	Aggressively pursue incentive-based approaches (e.g., state grant funds) to achieve retrofitting of areas in need of improved stormwater management.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works aggressively pursues grant funding of restoration projects.
67	Establish a comprehensive stormwater infrastructure preventative maintenance and management program that reduces environmental degradation and extends infrastructure useful life.	Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing operation, maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.
67	Provide more stringent County inspection programs for stormwater management facilities to ensure that property owners are adhering to maintenance requirements.	Ongoing. The Stormwater Management Manual requires that for a property that will have private stormwater management, the property owner must execute an inspection and maintenance agreement with the County prior to the issuance of a grading permit. The agreement requires the owner to maintain inspection records and to submit them to the Department of Inspections and Permits (I&P) every three years or upon request. It also allows I&P to perform any necessary work to correct a violation to ensure the facility is in proper working order.
68	Encourage more innovative site planning and stormwater management techniques and the use of low impact development site design in the land development process.	Completed. The Stormwater Management Manual was revised in 2010 and last updated in 2017, and includes guidance for Environmental Site Design techniques and practices.
68	Develop ongoing community and business awareness programs to educate residents and businesses about how their activities and lifestyle choices can impact the Chesapeake Bay.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works has an extensive outreach program that utilizes social media to educate citizens and businesses.
68	Recommend and urge that all Federal, State, and County-sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.	Ongoing. County properties are developed and regulated in accordance with the County Code. While State and Federal properties are not under the jurisdiction of the County Code, improvements to these properties adhere to the County's development review procedures including requirements in the Stormwater Management Manual.
68	Promote community awareness related to identifying and restoring important historical sites.	Ongoing. Community awareness is promoted as staff/consulting services allow.

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68	Portions of the Linthicum Historic Area, which is listed in the Maryland Inventory of Historic Properties, have been determined to be eligible for designation in the National Register of Historic Places. Prepare a formal nomination for National Register status.	Completed. The Linthicum Heights Historic District was listed on the National Register in 2006.
68	Encourage preservation of significant structures such as the Linthicum B&A Station and other buildings or sites which contribute to the character of the community.	Ongoing. Historic resources are evaluated and preserved during the development process through requirements of Article 17 (Subdivision and Development) of the County Code.
68	The County should work with prospective buyers or developers of the Twin Oaks property in Linthicum, a property listed on the National Register of Historic Places, to negotiate a development plan that will preserve the estate home and outbuildings and the character of the surrounding property, and that will facilitate restoration of the home. Any subdivided lots should be situated so that the grounds and views around the estate home remain intact.	Completed. Under the private ownership of Baldwin Homes, Inc., the historic Twin Oaks property underwent two years (2001-2003) of restoration efforts. A sense of the setting was also preserved, restoring the 19th century carriage house and maintaining other contributing resources. Neighboring homes were sensitively designed to compliment the historic building and historic character of Linthicum. The immediate historic setting and views around the historic home have been preserved to date.
68	Work with government agencies, conservation trusts, and property owners to obtain forest conservation easements. Provide incentives to property owners to preserve forested land and to make land available for reforestation sites.	Ongoing. Several local land trusts including the Scenic Rivers Land Trust, Magothy River Land Trust, and Severn River Association evaluate and pursue properties for donated easements or fee simple purchase. Property owners who prefer fee-simple acquisition are referred to the Department of Recreation and Parks, which can purchase land for conservation using the Greenways, Parkland and Open Space Fund in the Capital Program. The Department of Inspections and Permits may utilize developer forest conservation fees to purchase easements, many through the Chesapeake Bay Trust and the Scenic Rivers Land Trust. These groups have procedures in place for a successful easement program.
69	Develop an Urban Forestry program in the County, and within this, create a community awareness program to educate the public in recognizing and controlling tree diseases.	Not implemented.

Page #	Recommendation	Status
69	Restructure the Forest Conservation Program to allow funds to be earmarked for a particular area or community.	Completed. Funding through the Reforestation Program within the Department of Inspections and Permits is available for all communities.
69	Consider selectively replacing some of the trees which were removed from the Lindale Middle School campus.	Ongoing. Replacement of trees is done as funding allows.
69	Establish a program through which forest conservation fees could be used to acquire land or easements for reforestation.	Completed. Money paid into the County's Forest Conservation Fund is subject to Article 17 (Subdivision and Development - § 17-6-308) of the County Code and the Natural Resources Article (§ 5-1610) of the State Code. The funds may be used for acquisition of land for afforestation and reforestation.
69	Work with the MAA and with other jurisdictions in the Metropolitan Baltimore Air Quality Control Region to establish and implement regional policies and measures to reduce ozone levels in the Non-Attainment Area.	Ongoing. The County's Office of Transportation is a member of the Baltimore Regional Transportation Board and works regularly on issues related to air quality and reducing emissions.
69	Adopt land use and transportation plans that encourage the use of public transportation, car pooling, and High Occupancy Vehicle lanes in order to reduce automobile traffic and ozone levels.	Ongoing. The Small Area Plans and the 2009 General Development Plan encourage mixed-use development and Mixed-Use Zoning was adopted in several areas of the County.
69	Develop a program through the Health Department to educate the public about ways to reduce air emissions.	Not implemented. Anne Arundel County has not been delegated authority by the Maryland Department of the Environment for the enforcement of air quality regulations in the BWI/Linthicum area.
69	Reduce ground run-up noise levels and encourage the construction of sound sheds.	Ongoing. BWI Airport's Noise Abatement Program is administered by the Maryland Aviation Administration in accordance with Federal Aviation Administration regulations.
69	Control the loss of natural tree buffers between the airport and residential areas.	Ongoing. During the development process, forested and natural areas are evaluated and preserved through the requirements of Article 17 (Subdivision and Development) of the County Code. In addition, the County's Landscape Manual contains buffer requirements for proposed development.

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69	Continue the residential buy-out program for properties within the Airport Noise Zone.	Ongoing. The Maryland Aviation Administration continues to purchase incompatible land uses on a voluntary basis, as property owners elect to make their property available for purchase, and adequate funding is available.
69	Expand the coverage and enhance the residential insulation and noise proofing program.	Partially implemented. Homes located within the Day-Night Average Sound Level (DNL) of the 65-decibel (dB) noise exposure contour of the 2019 Noise Exposure Map are potentially eligible for participation in the sound insulation program. The Maryland Aviation Administration (MAA) is in the process of implementing the next phase of this program which is expected to last at least five years. As the MAA updates the Airport Noise Zone and Noise Exposure Maps, homes that are potentially eligible may increase or decrease, according to Federal eligibility guidelines.
69	Allocate funds previously approved for the installation of roadway sound barriers between residences and the Airport.	Not implemented. The Airport is bounded by State Highway Administration maintained roads. Maryland Department of Transportation (MDOT) has a sound barrier program. Capital projects will need to be established (MDOT for the majority, and County for it's share) for the design and construction of these barriers. To implement, the County would need to add this project to the annual priority letter send to the MDOT.
70	Continued vigilance and accountability is required of BWI with regard to noise. More monitoring is needed for ground level noises.	Ongoing. BWI Airport's Noise Abatement Program is administered by the Maryland Aviation Administration in accordance with Federal Aviation Administration regulations.
70	Identify areas where trash dumping is an ongoing problem. Use both County resources and community groups to increase monitoring and legal enforcement as well as clean up of these areas.	Ongoing. This is part of the ongoing work of the Bureau of Highways in the Department of Public Works (DPW). The Waste Management Section in DPW continues to investigate complaints of illegal dumping and recommend installation of "NO DUMPING" signs, where appropriate. The FY2019 operating budget includes a supplementary request to double the Bureau of Highways' current litter control effort using contractual services.

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70	Encourage and promote neighborhood clean-up crews on roadways where dumping is an on-going problem.	Completed. The Adopt-A-Road program supported clean-up along County roadways; the program ended in 2000. However, the Bureau of Highways in the Department of Public Works is responsible for litter removal along County-maintained roads. In August 2018, County Executive Steve Schuh began "Wonderful Anne Arundel", a major County beautification initiative to reduce litter and debris on government-owned roads and property. The Central Services Department received an additional \$50,000 in the FY2019 budget to assist with Wonderful Anne Arundel initiatives.
70	Develop a plan for a business communities recycling program.	Completed. The County published "Recycling At Work, A Recycling Guide for the Workplace for Owners, Managers, & Employees".
70	Encourage the County to provide periodic street cleaning in the BWI/Linthicum area.	Ongoing. The Bureau of Highways in the Department of Public Works maintains a regular schedule for road maintenance of County roads.

Transportation

1. Provide upgraded road and transportation systems in the area.
2. Provide public transportation to future areas of commercial, industrial, and mixed use development, and maintain and improve service to existing residential communities.
3. Provide sidewalks and pathways to better connect existing neighborhoods and improve overall pedestrian access throughout area communities.
4. Develop a hiker-biker trail network in the area and connect it with existing local and regional trail systems.
5. Encourage centralized parking surrounding the BWI Airport that will provide easy access, require the least amount of paving, and have the least impact to the environment.

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79	<p>Create a West Ordinance road extension between MD 648 south of Burwood Plaza and I-97. This road would alleviate congestion at a major intersection (Furnace Branch Road and B&A Blvd.) and would allow for a connecting road out of the North County High School.</p>	<p>Not implemented.</p>
79	<p>Provide a second exit/entrance to North County High School (utilize West Ordinance Road) in order to reduce the traffic congestion at B&A Blvd and 1st Avenue in Ferndale.</p>	<p>Completed. There is a connection to the south on Melrose Avenue.</p>
81	<p>Reconfigure the intersection of B&A Blvd./Orchard Road/Hollins Ferry Road to increase safety and provide two way access between Broadview and B&A Blvd. without increasing neighborhood traffic. Some possible solutions that should be studied include the permanent closing of Orchard Road and B&A Blvd., heightening the Light Rail trestle, and installation of a traffic signal or traffic circle at the intersection.</p>	<p>Not implemented. The connection between B&A Boulevard and Broadview remains a one-way underpass.</p>
81	<p>Improve safety and traffic flow in and near the Shipley Linthicum Shopping Center.</p>	<p>Not implemented.</p>
81	<p>Create an access road linking MD 648 and Aviation Boulevard without increasing neighborhood traffic but aiding access to businesses within the Ferndale area from the businesses on and around Aviation Boulevard as well as reducing the amount of traffic in the residential areas of Ferndale.</p>	<p>Not implemented. A new access route has not been created to date however, access is available through local roads.</p>

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81	Improve the MD 295 interchange at West Nursery Road to reduce traffic congestion in the vicinity of this interchange.	Partially implemented. No changes to the bridge over MD 295, but the approach ramps have added lanes. Multiple developers have proposed to re-stripe the bridge with substandard lanes eliminating the small shoulder making biped access across the bridge much less safe despite repeated requests from the community for sidewalk infrastructure expansion.
81	Widen and straighten Nursery Road from Hammonds Ferry Road to MD 295 bridge to improve access to business and hotel areas in the BWI area.	Completed.
81	Eliminate the West I-695 on-ramp from Camp Meade Road due to the lack of a merge capability with the Beltway. In place of this ramp, provide a left turn lane with traffic signal to be used in conjunction with the West I-695 ramp from south bound Camp Meade Road.	Not implemented.
81	Provide a new interchange at the BW Parkway and Hanover Road. This would serve the planned industrial park development west of the BWI Airport as well as the new employee parking and car rental facilities and the Airport.	Partially implemented. The National Environmental Policy Act (NEPA) study is complete and the County is working on sections of Hanover Road. Funding is not yet available for the I-295 interchange.
81	Widen the Baltimore-Washington Parkway to three lanes in each direction between MD 175 and I-695.	Partially implemented. The National Environmental Policy Act (NEPA) study is complete. Funding is not yet available from the State Highway Administration.
81	Rename New Ridge Road to Arundel Mills Boulevard. This will eliminate confusion on this road which is an extension of Arundel Mills Boulevard south of MD 100.	Completed.
81	Reconstruct Ridge Road as a Parkway from New Ridge Road to the BW Parkway overpass. This could include a landscaped median center strip plus additional setbacks for buffer zones between the future development of the area that will occur.	Partially implemented. A recent corridor study of Ridge Road recommended a different cross-section.

Page #	Recommendation	Status
81	<p>In coordination with MAA and SHA, conduct feasibility and design studies to determine right-of-way needs, alignment, design and phasing of improvements of Hanover Road between Howard County and MD 170.</p>	<p>Partially implemented. A National Environmental Policy Act (NEPA) study was completed for the interchange but did not extend to Howard County.</p>
82	<p>Create grade-separated Light Rail crossings to replace the current at-grade crossings at Maple Road, Camp Meade Road, and Twin Oaks Road. Grade-separated crossings at these locations will alleviate the existing traffic congestion that is expected to worsen as MTA increases the frequencies of Light Rail trains to accommodate increased ridership. Grade separation of the crossing at Maple Road should be considered the highest priority.</p>	<p>Not implemented. This is the responsibility of the Maryland Transit Administration.</p>
82	<p>In conjunction with current and ongoing BWI Airport expansion plans, construct a grade-separated Light Rail crossing to replace the at-grade crossing at Aviation Boulevard and Elm Road in conjunction with current and ongoing BWI Airport expansion plans.</p>	<p>Not implemented. This is responsibility of the Maryland Transit Administration, not Anne Arundel County. To date, there are no grade-separated Light Rail crossings at either Aviation Boulevard or Elm Road.</p>
82	<p>Maintain bus/shuttle service from BWI Business District Light Rail station to the hotels and business parks along West Nursery Road.</p>	<p>Ongoing. Hotel shuttles are available.</p>
82	<p>Enhance bus/shuttle service from the BWI and Dorsey MARC stations to the business parks along Dorsey Road and West Nursery Road.</p>	<p>Ongoing. Currently there is bus service between the BWI MARC / Amtrak Station and the Dorsey MARC Station via Routes B30, 75, 201, and 501.</p>
82	<p>Study, identify and protect an alignment to extend Light Rail service from the BWI Business District station to MD 295. Include stations at growth areas or where transit can support current and future development.</p>	<p>Not implemented.</p>

Page #	Recommendation	Status
82	<p>Provide Light Rail service to the new Arundel Mills development to serve the considerable amount of residential, office, commercial and retail development that is occurring and planned in this area. Light Rail service could be extended from either the BWI Terminal or Cromwell stations.</p>	<p>Not implemented. Light rail has not been expanded and the mall has not expressed a particular desire to extend the light rail.</p>
82	<p>Consider establishing a nonpeak hour regional shuttle bus service in the Linthicum, North Linthicum area to include destinations at the Hammonds Ferry Road/Nursery Road intersection, the Linthicum Shipley Shopping Center, Burwood Shopping Center, and the North Linthicum and Nursery Road Light Rail stations.</p>	<p>Partially implemented. There is Maryland Transit Administration service in the area, but not a specific shuttle service. The County is considering providing zonal services in areas of the County but this specific route was not included in the latest Transit Development Plan. The County is providing a pilot shuttle service between Arundel Mills and the Airport through Local Development Council funding.</p>
83	<p>If Magnetic Levitation System (MAGLEV) high-speed rail service is located along the Baltimore-Washington corridor, the rail alignment through Linthicum should preserve existing, or should establish needed, buffers that screen the residential communities from more intense land uses and the rail line.</p>	<p>Not implemented. Proposed alignments are currently being considered.</p>
83	<p>Encourage MTA and its vendors to use smaller, fuel efficient vehicles.</p>	<p>Ongoing. The 2017 Maryland Transit Administration (MTA) Annual Report states that they are committed to purchasing 846 new clean-energy and fuel efficient buses for the MTA fleets.</p>
83	<p>All Light Rail stations should have easy and safe access, i.e. proper sidewalks, lighting, etc. Access to both the Linthicum and the North Linthicum stations needs to be improved.</p>	<p>Partially implemented. The Nursery Road sidewalk project will enhance pedestrian access to the Nursery Road station. Additional pedestrian connections have been made and the County has recently agreed to provide expanded public safety patrols at the stations and on light rail cars.</p>
83	<p>Promote private/public subsidy programs available to riders using public transportation.</p>	<p>Ongoing. The County's Rideshare Coordinator within the Office of Transportation recently established a rideshare program called Commuter Crew and also collaborates with the BWI Business Partnership on promoting rideshare and vanpools.</p>

Page #	Recommendation	Status
83	<p>Provide additional parking at Light Rail Stations as needed to prevent commuter parking on residential streets. Look for opportunities to provide structured parking at stations that have existing surface parking, such as the Nursery Road, North Linthicum, and BWI Business Center stations.</p>	<p>Not implemented. Adding parking areas at the Light Rail Stations is the responsibility of the Maryland Transit Administration.</p>
83	<p>Provide continuous sidewalks at the following locations. Along state roads, sidewalks must be constructed as a state project in cooperation with property owners. a.) Camp Mead Road (MD 170) from Maple Road to Music Lane; b.) B&A Boulevard from Furnace Branch Road to First Avenue and North County High School; c.) Twin Oaks Road; d.) West Maple Road; e.) Wellham Avenue from George Cromwell School to B&A Boulevard; f.) the residential side of Nursery Road to the Nursery Road Light Rail station and to the business establishments; g.) Elkridge Landing Road.</p>	<p>Ongoing. Sidewalks are partially complete along Camp Meade Road, B&A Boulevard, Twin Oaks Road, Wet Maple Road, Wellham Avenue, Nursery Road and Elkridge Landing Road. The County's Office of Transportation prioritizes and include these types of project in the priority letter for H563700 Pedestrian Improvements, State Highway Administration and H508400 Sidewalk / Bikeway fund for County roads. New development can complete as the opportunities occur. To implement, the County would need to add these projects to the annual priority letter send to the Maryland Department of Transportation,</p>
84	<p>Remove telephone poles and signs from sidewalks along Camp Meade Road (MD 170) from Maple Road to Music Lane.</p>	<p>Not implemented.</p>
84	<p>Conduct a traffic signal warrant study for the intersection of Benton Avenue and Camp Meade Road. If warranted, replace the existing blinking traffic signal with a stop light. This would allow better flow of traffic and also allow pedestrians easier access to the Linthicum Light Rail station.</p>	<p>Not implemented.</p>
84	<p>Create a safe pedestrian walkway from the Cromwell Light Rail station to Cromwell Fields shopping center.</p>	<p>Completed. Two crosswalks have been constructed.</p>

Page #	Recommendation	Status
84	MTA should consider providing bicycle storage facilities at all Light Rail stations in order to encourage multi-modal access.	Ongoing. Most Light Rail stops have bicycle racks. Bike lockers are also available throughout the Maryland Transit Administration (MTA) system at several Light Rail stops. For locations where bike lockers and racks are available call the MTA Office of Customer Information at 410-767-3999.
84	Create a hiker-biker trail loop connecting the BWI Trail, Airport Square, Hock Business Park, the Maritime Institute, Patapsco Valley State Park, and the BWI Amtrak station, in addition to implementing the recommendations in the Countywide Pedestrian and Bicycle Master Plan.	Ongoing. The BWI Trail connects these business parks and many others, the Amtrak Station and Patapsco Valley State Park.
84	Extend the Linthicum spur of the BWI Trail from its current terminus at the Linthicum Light Rail station northward to the Patapsco River and beyond, running parallel to the Light Rail line, with connections to the North Linthicum rail station, the Patapsco Valley State Park, the Southwest Area Park in Baltimore County, and to Baltimore City.	Ongoing. The State Highway Administration (SHA) began a design project in November 2012 referred to as the BWI Connector Trail, Phase I, Maple Road to Nursery Road Light Rail Station. This effort reached 30% design completion but to date, has not progressed further. At that time, the Department of Recreation and Parks (DRP) was not in a position to add the facility to its maintenance and patrol responsibilities due to staffing and budgetary constraints. Separately, the County has participated in two concept design efforts to link the BWI Trail to Howard County, Baltimore City, and Baltimore County. The first effort was a partnership in 2016 with the University of Maryland Partnership for Action Learning in Sustainability and the second was with the Baltimore Metropolitan Council in 2017.
84	Develop adequate parking around existing and new trails. This could include the negotiated use of school and business parking lots on a non-interference basis.	Ongoing. The Department of Recreation and Parks (DRP), Trails Division identifies parking deficiencies and keeps watch over adjacent properties for potential acquisition or changes in use. New trails such as the South Shore Trail include parking lots when the County or Board of Education own land adjacent to the trail. DRP is well aware of this need, and is making every effort to address it.

Page #	Recommendation	Status
84	<p>Plan and develop a new trail on the west side of the airport connecting the Hanover and Arundel Mills area with the current BWI Trail. This trail could follow land currently owned by the state and/or make use of abandoned rail spur lines to provide a trail through the business parks and eventually connect to the Arundel Mills area. Coordinate with the development of the BWI airport parking.</p>	<p>Ongoing. The County's Office of Transportation has sponsored a study for trail connections in the Arundel Mills area.</p>
85	<p>When the Amtrak Station is expanded, improve the walker overpass of the Amtrak tracks so that it can accommodate a hiker/biker overpass of the tracks. Create a hiker-biker trail from the BWI trail along Amtrak Drive to the Amtrak station. The trail should continue over the rail tracks to Ridge Road, and then over the BW Parkway into the Patapsco Valley State Park.</p>	<p>Completed. The overpass and trail connect to Corporate Center Drive.</p>
85	<p>Buffer parking lots surrounding the BWI Airport with landscaping and by replacing any trees lost when creating additional parking.</p>	<p>Completed. Buffers around parking lots are addressed in the County's Landscape Manual.</p>
85	<p>In order to preserve green space to the extent possible in the Planning Area, develop multi-level parking structures, as opposed to surface parking lots, when feasible to meet future demands for additional parking.</p>	<p>Ongoing. Multi-level parking structures are developed where feasible.</p>

Education and Community Facilities

1. Expand the number of recreational facilities, including ball fields, parks and hiker/biker trails, and enhance recreational opportunities in the BWI/Linthicum Planning Area.
2. Strive for equity for schools in the BWI/Linthicum Planning Area in alignment with the other 15 small areas to provide the best educational opportunities for all students.
3. Provide a high level of public safety services for all residents and businesses in the Planning Area, and encourage and support the County's volunteer police officers.
4. Provide high quality library services for all residents and businesses in the Planning Area.
5. Provide high quality community service to the area's senior citizens.

Page #	Recommendation	Status
96	Construct additional single-use ball fields and active recreation areas to allow for added participation in team sports, in particular youth sports and recreation, and other uses.	Completed. The fields at Lindale Middle School were rehabilitated for increased use.
96	Construct or encourage the construction of a golf course and a community swimming pool within the BWI/Linthicum Planning Area.	Completed. The North Arundel Aquatic Center serves the BWI / Linthicum Area. The Department of Recreation and Parks will continue to monitor the use of the North Arundel Aquatic Center to determine if a facility closer to the BWI / Linthicum area is needed. A proposed swim facility in the West Planning Area will provide a local alternative to the North Arundel Aquatic Center. The Eisenhower and Compass Point Golf Courses are operating below capacity; therefore an additional golf course in Linthicum would be unlikely to sustain its operation from user fees and could negatively impact the financial viability of Eisenhower and Compass Point. Golf participation has declined since the development of the Small Area Plans in 2002-2004.
96	Establish greenways connecting parks and recreational areas.	Ongoing. The preliminary draft of the 2018 Green Infrastructure Master Plan identifies a network of natural and ecological areas and the connections to parks and recreational areas.

Page #	Recommendation	Status
96	Establish an interconnected trail system between the existing BWI Trail and the Patapsco Valley State Park.	Ongoing. The BWI Trail currently provides park linkages. The State Highway Administration is evaluating the potential for a BWI Trail connection to Patapsco State Park in Elkridge as part of Hanover Road upgrades. The University of Maryland and Baltimore Metropolitan Council are exploring alignments to connect BWI to the Patapsco Valley State Park and other jurisdictions.
96	Work with the State to provide better access to Patapsco Valley State Park.	Ongoing. The Department of Recreation and Parks will continue to participate in the University of Maryland and Baltimore Metropolitan Council projects associated with access to Patapsco Valley State Park via an extension from BWI Trail however, access to Patapsco Valley State Park is a State decision.
96	Encourage the State and County to establish a more coherent policy regarding the maintenance and police protection for the hiker/biker trail system in the BWI/Linthicum Planning Area (i.e., map out the specific responsibilities of each).	Ongoing. The general deployment of officers is predicated on ensuring the Police Department is delivering the most effective law enforcement service with the existing staffing levels.
97	Provide funding for completion of the needed renovations at North County High School as well as for construction of a new gymnasium.	Completed. An addition to North County High School was completed under Capital Improvement Project E490200 and included additional classroom space, modernization and expansion of the school's science facilities, an expanded cafeteria and kitchen, and other minor internal renovations. Construction of a new gymnasium was completed under Capital Improvement Project E520500.
97	Require regular maintenance of existing school facilities: a.) Give priority to school facility maintenance in the County's annual budget; b.) Improve coordination between the BOE and the general County budget process.	Ongoing. The Capital Budget and Program continues to fund maintenance of schools.

Page #	Recommendation	Status
97	When or if new public safety district boundaries are established, reevaluate coverage (number of police officers, emergency response times) in the Planning Area to determine whether additional coverage is necessary and/or to ensure that equivalent coverage is maintained when or if new public safety district boundaries are established.	Ongoing. The fire departments are constantly evaluating the response / coverage needs of all areas of the County. The boundaries of each and every police patrol post across the County are assessed routinely each year, primarily through Computer Aided Dispatch Data (CAD), to consider realignment in order to ensure that the Police Department is delivering the most effective law enforcement service with the existing staffing levels.
97	Increase funding for the County Police Reserve Officer program to train and retain this volunteer force.	Ongoing. The Police Department and the Reserve Officers continuously seek to expand the Reserve Officer Program. Several Reserve Officer patrol vehicles were recently replaced through County funds and additional vehicles were procured through private donations to the Reserve Officer Foundation.
97	Provide fire/EMS/rescue services teams in the area with the ability to directly notify MTA and Light Rail operators during emergencies so that, if necessary, trains can be safely halted to facilitate more expedient emergency travel.	Completed. Policies and procedures are in place to facilitate communications with Maryland Transit Administration and Light Rail operators in the event of an emergency.
97	Continue to plan and budget for future upgrades to public computers in the Linthicum Library. Continue to assess needs for additional public computers and request funding to meet those needs.	Completed. Upgrade needs were assessed in the new Library Facilities Master Plan and will be scheduled as funding permits.
97	Establish a satellite senior center in Linthicum.	Not implemented. The Department of Aging and Disabilities (DoAD) plans to open a new senior activity site near Linthicum. The DoAD is currently participating in a Brooklyn Park Senior Activity expansion to geographically address need.

Crofton

The Crofton Small Area Plan (SAP) was adopted in January of 2001 and addressed goals and recommendations for economic development, land use, zoning, natural and historic resources, transportation, public utilities, education and community facilities and community design.

Vision Statement

The Crofton Small Area will experience planned, controlled growth consistent with the 1997 General Development Plan, focusing growth in areas planned for public water and sewer, and retaining the rural character of the remaining areas.

- Provide adequate schools at all levels centered around a new West County High School.
- Establish a network of new or upgraded roads, sidewalks and bike lanes to facilitate efficient and safe movement throughout the area.
- Preserve open space, particularly in wetlands, heavily wooded areas, steeply sloped areas, and other environmentally sensitive areas.
- Preserve agricultural land by use of easements or other methods.
- Preserve historic and archeological sites and scenic roads and rivers.
- Limit commercial retail growth to that which is necessary to support residential development within the Crofton area.
- Utilize employment centers to minimize commuting distances, located within existing commercially or industrially zoned areas.
- Upgrade infrastructure, including recreation facilities, libraries, community centers, police and fire protection, etc. to maintain or improve current levels of service. These upgrades, as well as the schools and roads noted above, should be in place concurrent with development.
- Establish consistency of development and land use with adjacent small areas at the boundaries
- Continue community involvement and oversight throughout implementation of the Plan.

Concept Plan

Based on the projected vision and adopted goals for the Greater Crofton community, the Land Use Plan has been prepared which reflects the intent of the Small Area Plan Committee and public input. The proposed Land Use Plan is a refinement of the Anne Arundel County 1997 General Development Plan.

Reflecting the overall land use and development patterns, key elements of the Plan include major circulation systems, both pedestrian and vehicular, as well as activity centers and linkages. Natural areas are to be preserved. Parkland and open space, along with schools and other community facilities, are important features in the overall Concept. These elements are described below with objectives to guide their implementation.

Overall Density Pattern: Rural vs. Urban

Development should be contained within the area planned for public utility service, between Route 3, MD 450 and Underwood Road. The remainder of Greater Crofton will be rural or low density subdivisions of at least 2 acre lots. Buildout of northern Crofton is envisioned within the next 10-15 years, along with limited infill development within the original Triangle and existing PUD projects. A mixture of single family detached housing and townhouses will occur where public utilities are available.

In the rural/agricultural areas, cluster development will be encouraged to minimize impact on sensitive watersheds and steep slopes.

Circulation System: Roads and Pathways

No new roads are anticipated, however some existing routes will be extended or upgraded to handle a modest increase in traffic as buildout and infill occurs. Riedel Road will be extended to Waugh Chapel Road, completing the arterial system in North Crofton. Regional traffic should be diverted to the extent possible; however major highways such as MD Route 3 and US 50/301 will continue to increase in volume as a result of metropolitan growth in population and employment. Within the foreseeable future, grade separated intersections are anticipated along Route 3 at MD 424 and MD 450 which will relieve severe congestion problems. Traffic circles may be introduced at key intersections along MD 424 to better control these crossroads and improve safety by slowing traffic flow. They will also serve as important gateway elements and strengthen community identity.

Scenic and historic roads in the area will be preserved in their current state with only limited widening of shoulders and other safety improvements.

In the more urban area of Crofton, a pedestrian and bike trail system is envisioned; generally along existing roadways, which will safely connect the various neighborhoods with schools, play fields, shopping areas and employment centers.

Activity Centers: Traditional Center: Country Club and Village Green

- Provide for infill development; expand Clubhouse facilities with possible Town Hall space included or on related site.
- Reinforce community oriented uses at the Village Green, including convenience commercial, restaurants and professional offices. Route 3 Center and Post Office area
- Provide cohesive mixed-use development with improved access for local retail and service needs, also convenient to abutting employment center between Cronson Boulevard And MD Route 3.
- Expand retail and office uses to the south, relating to existing pond and major parkland along the Little Patuxent River Valley.
- Provide an overpass linkage over MD Route 3 connecting to the Village Green and Crofton Parkway. This will provide for safe and convenient access between the two activity centers, for both vehicular and pedestrian use.

Community Shopping Centers: Route 3 at MD 424

Together they comprise a sub-regional commercial complex of over 400,000 sq. ft. serving the Greater Crofton population, Odenton/Gambrills and Crownsville areas.

- Improve Crofton's major commercial node, by upgrading of the K-Mart Center and introducing new services and office use. A revitalized shopping area with popular restaurants and entertainment uses, perhaps an expanded theater complex, all within walking distance of several hundred Crofton residents and easily accessible to regional traffic is envisioned.
- Complete the development of Crofton Station as an attractive community shopping area with ancillary infill uses, and improve the pedestrian/bicycle access from the surrounding neighborhoods to serve as an anchor to Crofton's proposed "Main St.," MD 424.

Local Centers

Local centers are smaller commercial nodes, located at the edges of Crofton which serve the population within the Triangle and surrounding area.

- Upgrade Hopkins Place to better provide for convenience shopping and service needs of the northern Crofton community.
- Improve the existing Priest Bridge Center and local retail area to the north of MD 450 to better serve the Crofton Triangle and abutting employment center. Provide safer access and pedestrian linkages within the area.
- Expand existing commercial use at Staples Corner and achieve a unified plan for convenience retail and service uses with some professional offices serving the lower Crofton Triangle and nearby rural subdivisions to the south and east.

Community Centers: Schools, Library and other Public Facilities

- The Middle School site along MD 424 will become a major focus of community activity. An expanded educational complex is envisioned to include a second middle school and new high school. These facilities would be used for public assembly and various community functions serving the greater Crofton area.
- The four Elementary School sites would also serve as local neighborhood centers, with space for meetings and group activities, as well as recreation.
- A multi-use Community Center is to be established at the designated library site, at MD 424 and Riedel Road. A coordinated site plan should accommodate recreation and other facility needs in a convenient central location between the Triangle and north Crofton neighborhoods.
- An expanded activity center is envisioned around the Village Green with linkage to the Golf Clubhouse, possible hotel and conference facilities, and may include a new Crofton Town Hall site.

Parks and Open Space: Active and Passive Recreation; Natural Environmental Areas

The Concept Plan reflects extensive open space for organized recreation and passive use, while floodplains and wetland areas are to be preserved in a system of stream valley parks related to the Patuxent, Little Patuxent, and North River watersheds. Analysis of steep slopes and buffer requirements

is provided in the Natural and Historic Resources chapter. Various guidelines are proposed to minimize the environmental impact of development and preserve rural character in the area.

Existing County parks are incorporated into the plan as major elements. These include improved recreational facilities such as Crofton Park and the Bell Branch Athletic Complex. The extensive floodplain along the Patuxent River Valley and abutting County and State parkland form a potential greenway system, framing Crofton's western edge. In conjunction with commercial development along Route 3 just west of the Crofton Triangle, about 100 acres of stream valley open space has been proposed for parkland with public access. This could serve nearby residents of Crofton and regional needs.

Golf courses also constitute an important element of integral open space in Crofton. Together the Crofton Country Club and Walden courses preserve and enhance nearly 400 acres of land. They not only serve recreational needs for resident members, but also provide visual relief within the fabric of the surrounding communities.

Plan Highlights

The following are some of the key recommendations contained in the Crofton Small Area Plan.

Land Use and Zoning

- It is recommended that, within the Crofton Small Area, in the area that incorporates the Crofton Triangle (bounded by Routes 3, 424 and 450) and the developed areas north of the Triangle (bounded by Routes 3 and 424, Underwood Road and the northern boundary of the Crofton Small Planning Area) there be upgrades to the Route 3 corridor including a boulevard concept, commercial mixed use and a park along the Little Patuxent River as broadly defined in the concept sketches. There shall also be an upgrade to Route 424 to serve as a Main Street for Crofton with bicycle and pedestrian lanes. Development in this area should be consistent with the goals and recommendations of the Crofton Small Area Plan. Development plan review by the County will encourage public input and take into account the views of citizens representing a broad spectrum of interests in the community.
- The Plan recommends preserving the basic land use and zoning of the area, except for changes in commercial zoning in the Staples Comer area and along a portion of the north and south sides of MD 450 between MD 424 and MD 3, and along a portion of the east and west sides of MD 424 south of MD 450 where residential-commercial land use and zoning is proposed. The Plan recommends that there be no change to the current extent of existing and planned sewer and water service, except as necessary to support the changes to the Land Use Plan and associated zoning.
- The Plan focuses on preserving as much farm land as possible, retaining open space, protecting the environment and protecting scenic roads. In keeping with this focus, it is recommended that growth be limited to that which results in an average density of 1 dwelling unit per 20 acres in rural areas. Development should be clustered with a maximum of 40 to 50 homes each, a minimum lot size of two acres, and limited in areas of steep slopes.
- Cluster developments should be set back from Route 424, Rossback Road, Rutland Road, and other scenic roads presently defined as such by the County. Development should be well buffered such that it does not detract from the rural and wooded character along these roads. Similarly,

individual houses built along scenic roads should be well set back and widely spaced, with natural screening to minimize visibility from the roads, and driveway access should be minimized.

Economic Development

- Establish community design guidelines for application along MD Route 3, especially for the redevelopment of the large shopping centers (K-mart/Metro and Giant), along Route 450 and at Staples Corner. Introduce attractive gateways such as traffic circles to improve traffic flows.
- Provide additional commercial use in the Staples Corner area (Intersection of Routes 450 and 424) to promote attractive, community oriented activities and uses. Enhance the value of the land by formally designating it for commercial use, thereby increasing the potential for higher quality commercial development at this gateway to Crofton.
- Encourage quality commercial development of the remaining parcels located on the west side of MD 3. Possibly expand C3 zoning on the west side of MD 3 for mixed use development in conjunction with dedicated acreage to the County/Community for passive park land.

Education and Community Facilities

- Construct a 13th County High School, giving consideration to the property adjacent to the Crofton Middle School which is currently owned by the Anne Arundel County Board of Education. 2. Construct a West Central Middle School to accommodate the middle school students in the Crofton Feeder System.
- Build North Crofton Elementary School concurrently with the construction of any North Crofton subdivisions.
- Expand recreational/athletic fields concurrently with residential construction to accommodate the needs of our growing community and the increased demand for such programs.

Transportation

- Reconstruct MD 424 into a narrower community boulevard to reduce speed. Include a hiker/biker path from MD 3 to Bell Branch Park to support existing uses and future commercial, institutional, community and park uses.
- Construct non-vehicular access-ways to interconnect communities and commercial areas. Connect the commercial areas on the east and west sides of MD 3 with a bridge to allow vehicular, pedestrian and bicycle traffic to move easily between the two areas. It is recommended that all new subdivisions provide connectivity to/from other subdivisions to minimize pedestrian and vehicular travel distances.
- Create design guidelines and enact legislation for scenic and historic roads.

Implementation

Nearly 90 recommendations were identified within the Crofton SAP to help implement the Vision, Plan Concept and the 1997 General Development Plan. Almost 80% of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are rezoning the Walden Golf Course, Crofton Park and Belle Branch Athletic Complex to OS; the adoption and regular update of the Countywide Stormwater Management Practices and Procedures Manual; completion of watershed studies / assessments; applying Scenic and Historic Roads designation to MD 450; acquisition of various parkland or natural areas, including acreage adjacent to the Riverwalk at Crofton for the Little Patuxent South Park; various transportation improvements, including a roundabout at the Underwood and Mt. Tabor intersection and sidewalks along portions of MD 424; development of an urban design concept to guide development at Staples Corner; ongoing construction of the South Shore Trail; and construction of a new elementary school, renovation of four elementary schools and starting construction of the new Crofton Area High School.

The following table lists the goals of the Crofton Small Area, corresponding recommendations and the status of each.

Economic Development

1. Guide the commercial retail development within the Crofton area to be consistent with the State of Maryland's Smart Growth Policy.
2. Utilize employment centers to minimize commuting distances, located within existing commercially or industrially zoned areas.

Page #	Recommendation	Status
20	Integrate community design elements into commercial zones. Introduce attractive gateways such as traffic circles to also improve traffic flows. Encourage coordinated upgrades/enhancements to older properties to create a more appealing streetscape. Improve pedestrian access to commercial areas. Encourage property owners who are redeveloping properties to do so in a manner that will fill in with the community around it.	Ongoing. Article 17 (Subdivision and Development) of the County Code requires that the layout and design of a commercial development be architecturally compatible with neighboring properties without creating sameness in appearance and functional linkages be achieved by providing vehicular, bicycle and pedestrian connections. As development proceeds, the recommendations within the Community Design Section, specifically the areas identified as MD 3 / MD 424, Village at Waugh Chapel, Priest Bridge / MD 450, Staples Corner and Crofton Community Center Commercial areas should continue to be incorporated into the development plans.
21	Enhance and upgrade the existing commercial areas.	Partially implemented. Some additional properties at the Staples Corner commercial hub were rezoned to a Small Business District, and an urban design study was completed to establish some design guidelines. However, there has been minimal commercial development activity, other than a proposed High's store at the MD 450/424 intersection, and there have not been significant road improvements made in this area. The feasibility of locating a traffic circle at the MD 450/424 intersection was also studied, but due to the amount of private land acquisition that would be needed, the State Highway Administration did not move forward with the project.
21	Expand commercial area at Staples Corner area (Intersection of Routes 450 and 424) to create a commercial gateway to Crofton. Encourage small scale commercial development at this intersection which is pedestrian friendly and serves local residents. Proceed with replacing the current signalized intersection with a traffic circle.	Completed. The C1 zoning district was expanded in this area through the adoption of the Bill 13-01. This will encourage small-scale commercial development.

Page #	Recommendation	Status
21	<p>Encourage quality commercial development of the remaining parcels located on the west side of MD Route 3. Possibly expand C3 zoning on the west side of MD Route 3 in conjunction with “passive” park land to allow for mixed use development. Encourage development in conjunction with dedicating acreage to the County/Community for a “passive” park to take advantage of preserving the unique and sensitive environmental features of the remaining acreage. Encourage the construction of an overpass connecting the park area with the Crofton community on the east side of MD Route 3. Encourage cooperation between the developer and the Crofton community to work together to ensure that the commercial/park development is done in a manner that provides for the service and business needs of the community, creates a financially viable development for the owner(s), and creates a master-planned business environment with design criteria for buildings and streetscapes.</p>	<p>Ongoing. The main areas of commercial expansion along MD 3 have occurred in the vicinity of the Village at Waugh Chapel. There are no plans at this time for a pedestrian overpass that would connect the Crofton Village Green to the west side of MD 3. However, as developments in the area have been approved, environmental areas along the Patuxent have been dedicated to open space, floodplain, and forest conservation easements. The Department of Recreation and Parks has acquired acreage adjacent to the Riverwalk at Crofton development for the Lirtle Patuxent South Park on the west side of MD 3, and recently acquired additional acreage in the Riverwalk development which may be used to provide parking and trail access to the river.</p>

Land Use and Zoning

Page #	Recommendation	Status
31	<p>A modest expansion of C3 zoning is proposed along MD 424 near Route 3, between Crofton Station Shopping Center and Martha Greenleaf Drive. This presumes development of the 1.3 acre parcel as part of a "Main Street" retail complex with access from the commercial entrance road to the rear. In combination with the existing bank site, new pedestrian oriented frontage could be developed for several hundred feet.</p>	<p>Completed. The C3 zoning district has been expanded to include the referenced property. The property has developed as a CVS Pharmacy. The access point to the CVS is from the commercial entrance in the rear as well as directly from Davidsonville Road. No pedestrian frontage was developed between the bank and the CVS site.</p>
31	<p>At the crossroads of Defense Highway and Davidsonville Road, zoning for Staples Corner is proposed to be expanded to better serve the population of Crofton and areas to the east and south. Currently there are only 4.9 acres zoned commercially, including the small shopping center, adjacent business parcel, and Reno's restaurant. The draft zoning map initially released by Planning and Zoning proposed an additional 6.2 acres of C1 zoning, to include abutting nonconforming businesses and related retail use along MD 424. Also the southeast corner parcel was regarded as unsuitable for residential use, given its proximity to the busy intersection, and was designated as C 1. The current proposal is to include another 2 acre parcel just north of Reno's Restaurant, which would allow for consolidation of ownership or coordinated redevelopment of about 5.5 acres at the northwest quadrant of the intersection to facilitate quality commercial use. On the southwest quadrant an additional 6.7 acres is proposed for commercial use. In all C 1 zoning at Staples Corner would increase to about 17.5 acres.</p>	<p>Completed. The C1 zoning changes recommended have occurred. There has been no consolidation or coordinated development of properties on the northwest quadrant. Minimal changes regarding development have occurred in this intersection. The property north and immediately west of Reno's restaurant are improved with single-family dwellings. The property in the southwest corner is unimproved.</p>

Page #	Recommendation	Status
31	<p>At the intersection of Riedel Road and Route 3, the existing comer zoned C4 is proposed to be expanded to nearly 2 acres to better accommodate the existing business and allow for related uses. The remainder of the property would remain R2 residential, abutting the new subdivision of Cantor Farms which is also zoned R2.</p>	<p>Not implemented. The C4 zoning district is limited to approximately a +/- 1 acre area at the intersection of Riedel Road and Route 3. This property is improved with what used to be a gas station convenience store/ service station. The remaining commercial area is zoned C1 and is developed as the Main Street Waugh Chapel strip center. It primarily consists of restaurants and services. There is a separate parcel that abuts Cantor Farms subdivision that is still zoned R2. This property is the location of a daycare/ preschool.</p>
31	<p>To allow a commercial transition along a highway where residential use is no longer desirable, the area on Route 3 north of the Crofton Station shopping center on both sides of Carver Road is proposed to change from R5 to C2.</p>	<p>Completed. The areas on either side of Carver Road are currently zoned C2 and C4. The property zoned C2 is the location for a Chic-fil-A restaurant. The C4 property is the location of the Carver Square shopping center.</p>
31	<p>Other zoning changes are being considered which relate to Open Space designations for county parkland and the Walden Golf Course. This would apply to Crofton Park and Belle Branch Athletic Complex, both along Davidsonville Road. As property of the Walden Home Owners Association, the golf course clubhouse site and fairways are permanently preserved under covenants. It is proposed that this land be changed from residential zoning to Open Space, similar to the Crofton Country Club and Golf Course in the Triangle.</p>	<p>Completed. The Walden Golf Course, Crofton Park and Belle Branch Athletic Complex were zoned OS with the approval of Bill 13-01.</p>

Page #	Recommendation	Status
32	<p>Route 3 North -Extending from Crofton Station north to Johns Hopkins Road, this area is a mixture of homes and institutional uses, along with highway commercial development in the median. It could be upgraded over time as a mixed-use retail/office area with special design guidelines, to encourage land assembly and consolidation of access for new development. Road improvements along Route 3 and the Village of Waugh Chapel to the north may serve as catalysts to enhancement of this area.</p>	<p>Not implemented. This area does not have a mixed-use retail/office zoning. It is still zoned C2, C3 or C4.</p>
32	<p>Industrial Park and Commercial Mixed-Use Area -This major employment area and strip commercial development lies along the west side of Route 3. An integrated plan with special design guidelines for infill and redevelopment is envisioned to create an enhanced mixed-use business area. This could be accomplished under flexible overlay zones, which would apply to both existing and new development within the W1, W2, and W3 industrial areas, as well as C1, C2 and C3 commercial zones.</p>	<p>Not implemented. An overlay zone has not been implemented in this area.</p>

Page #	Recommendation	Status
32	<p>Residential-Commercial Use - Located along Defense Highway, the area around Staples Comer and south along Route 424. These strips are currently zoned RA, but are experiencing problems in adapting to increased traffic and conversion to home occupations and related business use. Many requests were received for rezoning to commercial, however these were rejected as contributing to undesirable strip development. To assure a higher standard of design, compatible with existing homes in the area, new zoning provisions for residential-commercial use may be applied for this type of transitional development. It would offer incentives for appropriate business use in a controlled setting, with special criteria for building design, site layout, parking, landscaping and signage.</p>	<p>Completed. To help achieve this goal of Residential-Commercial Mixed-Use, a strip of houses on the south side of MD Route 424 were rezoned SB- Small Business with the approval of Bill 13-01 however, the uses remain residential.</p>

1. Continue community involvement and oversight throughout implementation of the Plan.
2. Preserve open space, particularly in wetlands, heavily wooded areas, steeply sloped areas, and other environmentally sensitive areas.
3. Establish consistency of development and land use with adjacent small areas at the boundaries.

Page #	Recommendation	Status
38	<p>It is recommended that a Crofton Growth Management Area be established that incorporates the Crofton Triangle (bounded by Routes 3, 424 and 450) and the developed areas north of the Triangle (bounded by Routes 3 and 424, Underwood Road and the northern boundary of the Crofton Small Planning Area). (Refer to Map 14) This Growth Management Area shall incorporate the principal features defined in the following recommendations. It shall feature upgrades to the Route 3 corridor including a boulevard concept, commercial mixed use and a park along the Patuxent River as broadly defined in the concept sketches. It shall also feature an upgrade to Route 424 to serve as a Main Street for Crofton with bicycle and pedestrian lanes. Development of the Growth Management Area shall be under the over sight of a permanent Growth Management Committee comprised of citizens representing a broad spectrum of interests in the community.</p>	Not implemented.
38	<p>Recommend no major change to basic land use or zoning, and keep basic character of the area as reflected on current Land Use Map and zoning.</p>	<p>Completed. The Crofton Small Area Plan and Comprehensive Zoning that were adopted serve as tools to ensure the basic character of the area remains as shown on the Land Use Map</p>
38	<p>Recommend that there be no change to the current extent of existing and planned sewer and water service, except as necessary to support the changes to the Land Use Plan and associated zoning.</p>	<p>Ongoing. Expansion of public sewer and water service has been limited to those areas that are consistent with the adopted Land Use Plan and / or contribute to a more environmentally sensitive design.</p>

Natural and Historic Resources

1. Preserve open space, particularly in wetlands, heavily wooded areas, steeply sloped areas and other environmentally sensitive areas.
2. Preserve agricultural land by use of easements or other methods.
3. Improve stream conditions, water quality, and the health of the biological communities in Crofton.
4. Maintain the rural character of the rural areas in the south and east of the Crofton Small Area.
5. Improve stormwater management to reduce and, where possible, eliminate the negative environmental impacts of stormwater runoff.

Page #	Recommendation	Status
41	Create design guidelines to preserve forested areas and target some areas for reforestation. Create corridors between isolated forest patches.	Ongoing. Article 17 (Subdivision and Development - § 17-6-301 - 17-6-309) of the County Code specifies the requirements of forest conservation for new development in the County. In addition, the 2002 Greenways Master Plan and the preliminary draft 2018 Green Infrastructure Master Plan encourage conservation of corridors of forests.
41	Retain trees and plant trees where they are lacking. This is important along streams and roads to maintain the character of the area.	Ongoing. The Natural Resources Article (§ 5-1607) of the Annotated Code of Maryland and Article 17 (Subdivision and Development - § 17-6-303) of the County Code set priorities for the retention and protection of forests as well as for afforestation and reforestation.
41	Recommend no major changes to basic land use or zoning. Thus, the basic character of the area will remain unchanged from that reflected on the current Land Use Map and current zoning.	Completed. The Crofton Small Area Plan and Comprehensive Zoning that were adopted serve as tools to ensure the basic character of the area remains as shown on the Land Use Map.
41	Discourage strip development.	Ongoing. The current zoning patterns and the subdivision regulations require that the layout and design of a commercial development be architecturally compatible with neighboring properties without creating sameness in appearance and functional linkages be achieved by providing vehicular, bicycle and pedestrian connections. These should help to discourage strip development. Additional commercial design guidelines could be incorporated into the subdivision code to further accomplish the goal of discouraging strip development.

Page #	Recommendation	Status
41	Develop and enact additional incentives to maintain farmland and preserve open space, as well as legislation to encourage cluster development.	Completed. Provisions to allow cluster subdivisions in the RA, RLD, R1, R2 and R5 zoning districts are incorporated into Article 18 (Zoning) of the County Code. Cluster development permits a variation in lot sizes without an increase in allowable density in order to preserve open space and natural features. In addition, a Priority Preservation Area was adopted in 2009 to identify areas that will be given highest priority for agricultural preservation. Also, adoption of the Growth Tiers in 2013 placed the majority of agricultural and natural areas in Tier 4 which prohibits major subdivisions and allows only minor subdivisions of five lots or less. Lastly, Anne Arundel Economic Development Corporation administers an Agricultural Marketing and Development Program that promotes the local farming industry.
41	Focus on preserving as much farmland as possible, retaining open space protecting the environment (for example by severely limiting development in areas of steep slopes) and protecting scenic roads. In keeping with this focus, it is recommended that growth be limited to that which results in an average density of 20 acres per dwelling unit in rural areas. Development should be clustered with a maximum of 40 to 50 homes each, and with a minimum lot size of two acres.	Ongoing. Current subdivision regulations protect steep slope areas and scenic roads. Farmland in the County remains zoned as Rural Agricultural (RA) which is one of the most restrictive in the State at 1 dwelling unit per 20 acres. In addition, properties within the adopted Priority Preservation Area, are classified as "Growth Tier IV" on the County's Growth Tier Map which limits subdivision potential to a maximum of five lots.
41	Amend the setback requirements to increase the distance a structure can be sited from main roads in the RA district.	Completed. The front setback in the RA zoning district has not changed, but other development requirements have been added to the Code to address rural character. Bulk regulations in the RA Zone require that a principal structure be set back a minimum 40 feet from the front lot line, or 50 feet if fronting on a major arterial roadway. Many roads in the RA zoning district are designated as Scenic and Historic Roads. New requirements for development along Scenic and Historic Roads were added to Article 17 (Subdivision and Development) in 2005 to protect the viewshed, open and rural character, and other parameters.

Page #	Recommendation	Status
42	Encourage measures that will contribute to improved stream conditions in Crofton, such as: a.) Identify and correct degraded physical habitat conditions along streams (stream bank erosion, poor channel conditions, etc.); b.) Ensure adequate stream buffers; c.) properly maintain septic systems and correct failing systems	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works (DPW) completed watershed studies / assessments for all of the County's 12 major watersheds. The WPRP implements watershed restoration and enhancement projects and promotes proper maintenance of septic systems however, actual maintenance of septic systems is the responsibility of individual homeowners. For more information, visit https://www.aacounty.org/departments/public-works/wprp/index.html
42	Support the activities of the Patuxent River and Lower Western Shore Tributary Strategy Teams.	Ongoing.
42	Maintain, where possible, a 100-foot riparian buffer protection standard outside the Critical Area.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code states that development may not occur within a stream bed or within a 100-foot non-disturbance stream buffer.
42	Require vegetated buffers along roads in the RA district.	Ongoing. Article 17 (Subdivision and Development - 17-6-504) addresses vegetative buffers along scenic and historic roads.
42	Create special design guidelines and enact legislation for historic and scenic roads.	Completed. Legislation was passed in 2005 that incorporated the Scenic and Historic Road Commission recommendations into Article 17 (Subdivision and Development) of the County Code.
42	Require the consideration of topography and trees when siting new development in the RA district.	Ongoing. Siting of new development that takes into consideration natural features is implemented through current subdivision regulations in Article 17 (Subdivision and Development) of the County Code.
42	Implement a watershed approach to stormwater management, land use planning, development, permitting, and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.

Page #	Recommendation	Status
42	Adopt and implement stormwater management regulations into County laws, regulations, standards and guidelines resulting in County regulations and requirements that are at least as stringent, if not more stringent, than State regulations and requirements.	Completed. The bulk of the guidance regarding stormwater management is addressed within the Maryland Stormwater Design Manual. There are a few areas however, that require additional guidance to be provided by local jurisdictions. Under the guidance provided by the Anne Arundel County Code, the Anne Arundel County Stormwater Management Practices and Procedures Manual is required to be updated on a regular basis. The latest revised document was effective on 10/1/17 and can be found at www.aacounty.org/services-and-programs/stormwater-management-manual
42	Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or County Stormwater Design Manual, whichever is more stringent.	Ongoing. For any proposed development, the owner/developer shall submit phased stormwater management plans for review and approval.
42	Encourage the use of innovative approaches to stormwater management and low impact development site design in the land development process.	Ongoing. Stormwater management plans submitted for the development of land are required to demonstrative environmental site design to the maximum extent practicable per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) of the County Code.
43	Continue and, if possible, accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas.	Completed. All of the County's 12 major watersheds have been comprehensively assessed.
43	Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases and the need for stormwater management design to accommodate increases in runoff resulting from comprehensive and site-specific rezoning.	Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code.
43	Establish a comprehensive stormwater infrastructure preventative maintenance and management program that reduces environmental degradation and extends infrastructure useful life.	Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing operation, maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.

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43	Aggressively pursue incentive-based approaches (e.g., state grant funds) to achieve retrofitting of areas in need of improved stormwater management.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works aggressively pursues grant funding of restoration projects.
43	Ensure that all governmental sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.	Ongoing. All Capital Improvement Program projects are held to the highest environmental regulations and standards.
43	Implement, where possible, a minimum 100 foot riparian buffer to all tributary streams in the County to minimize impacts of stormwater runoff on these sensitive tidal and non-tidal aquatic systems.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, § 18-13-104 requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
43	Foster community education about stormwater issues through cooperation with local citizen groups, public and private schools, park and recreation programs, and use of the Internet.	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works maintains a website (www.aacounty.org/departments/public-works/wprp/) that provides relevant information to help citizens reduce stormwater pollution and develop a better understanding of environmental issues in the County. WPRP outreach staff work routinely with schools and community organizations.
45	The County shall endorse the general concept of a Patuxent River Greenway and should establish through legislative action an overlay zone or zoning district, which would be designed in such a manner as to accomplish the objectives of the Greenway and implement the recommendations of the Patuxent River Policy Plan. A draft of the Greenway Overlay is located in Appendix 6.	Partially implemented. The County supports the concept of a Patuxent River Greenway. An overlay zone or zoning district has not been created, but the County also continues to take numerous steps to fulfill its portion of the Green Infrastructure Master Plan and the Patuxent River Policy Plan, including, working to encourage smart growth and land preservation in the Patuxent watershed, pursuing attainment of its local Patuxent River Total Maximum Daily Loads (TMDLs), pursuing resolution of pollution concerns in the watershed, and enhancing public access to the River.

Page #	Recommendation	Status
45	<p>The County Council should establish a Patuxent River Greenway Committee that would be responsible for developing a comprehensive program building on the base recommendations of the Patuxent River Policy Plan and tailoring a program to the specific needs of Anne Arundel County. The Greenway Committee would be comprised of appropriate county and state staff, local landowners, community leaders, industry representatives, environmental organizations and elected officials.</p>	<p>Not implemented. However, the Friends of Jug Bay have a strong relationship with local environmentalists and land owners. Properties within the Greenway, the Agricultural District and the Rural Legacy Area are evaluated for easement or purchase when willing sellers arise. The County will support the recommended committee if its goals and objectives are clearly stated.</p>
45	<p>Protect the Patuxent River for use by present and future generations through the completion of the Patuxent River Greenway.</p>	<p>Ongoing. The Department of Recreation and Parks has successfully added no fewer than eight acquisitions of parkland or natural area in the South County segment of the Patuxent River Greenway with most of them managed by the Jug Bay Wetlands Sanctuary. Over 300 acres have been protected as part of the Oxbow Natural Area which surrounds the lake and includes portions of the south side of the Little Patuxent River. The County also continues to take numerous steps to fulfill its portion of the Green Infrastructure Master Plan and the Patuxent River Policy Plan, including, working to encourage smart growth and land preservation in the Patuxent watershed, pursuing attainment of its local Patuxent River Total Maximum Daily Loads (TMDLs), pursuing resolution of pollution concerns in the watershed, and enhancing public access to the River.</p>

Page #	Recommendation	Status
45	<p>The County, working with nonprofit partners, should seek to permanently protect properties along the Greenway corridor to preserve them from future development or inappropriate use. This should include pursuing the donation and purchase of conservation easements, and where appropriate land in fee, and provide landowner incentives for using best management practices, provide public access, provide land for forest and wetland mitigation, and other related practices. These incentives should take the form of property tax abatements, grants, liability insurance (for lands open to public use -- as is done by the State for certain forestry educational activities), cleanup and maintenance assistance in areas open to the public, etc.</p>	<p>Ongoing. The Scenic Rivers Land Trust, the Magothy River Land Trust, and the Severn River Commission continue to evaluate and pursue properties for donated easements or fee simple purchase. Property owners preferring fee simple transfers are referred to the Department of Recreation and Parks (DRP) for evaluation. The DRP also has a revolving fund known as Greenways, Parkland, and Open Space to assist with easements and fee simple purchase. Public forums are conducted by the Land Trusts to promote land preservation.</p>
45	<p>Wetlands and other sensitive habitats such as critical area boundaries, should be delineated and buffers identified and established.</p>	<p>Completed. The County maintains/has accessibility of Geographic Information System layers for delineated wetlands, sensitive habitats and buffers. In addition, this type of information is required to be identified on submitted development applications.</p>
45	<p>Educate the community on the importance of greenways as areas of open space, wildlife corridors, and transportation connectors.</p>	<p>Ongoing. A website, brochure, emails with information, and postcards were created to help educate the community about the importance of the Green Infrastructure Network. In addition, the 2002 Greenways Master Plan and the preliminary draft 2018 Green Infrastructure Master Plan discuss the importance of greenways as areas of open space, wildlife corridors, and other transportation connectors. These plans are available on the County website at www.aacounty.org.</p>
45	<p>Develop "water trails" for canoeing and kayaking where appropriate.</p>	<p>Ongoing. The County benefits from local water trail projects, including but not limited to the Magothy Water Trail and the Four Rivers Heritage Water Trail. Currently, there is no central location for this information available to the public on the County's website. The County will place this information on the new Green Infrastructure website when available.</p>

Transportation

Traffic Circulation

1. Reduce existing traffic congestion, improve existing circulation deficiencies, decrease accidents, and develop a reasonable transportation system with sufficient capacity to accommodate additional traffic generated by future land development.
2. Facilitate the safe and orderly movement of both local and through traffic by minimizing conflicts, where possible, between types of traffic trips and by reducing through traffic on local or collector roadways.
3. Plan roads or improvements providing efficient access to residential, commercial and employment areas, while minimizing dislocation and disruption resulting from the construction of such roads or improvements.
4. Maintain, where possible, the design capacity and traffic flow efficiency of planned highways by controlling access, providing adequate rights-of-way, and discouraging high traffic generating development with immediate access adjacent to intersections and/or interchanges.
5. Reduce vehicle miles driven, fuel consumption, traffic overload, excessive noise, air pollution, and other environmental deficiencies resulting from an inefficient circulation and transportation system.

Page #	Recommendation	Status
51	Reconstruct MD 450 from Baldwin Avenue to Staples Corner to provide improved vertical sight distance, reducing the accident potential. Add wider shoulders to accommodate bypassing vehicles and mature bicyclists and provide continuous sidewalk on the north side.	Not implemented. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.
51	East of Crofton, the scenic and historic road designation for MD 450 should preserve the rural character of the road, allowing only spot safety or rehabilitation improvements (for example to improve the chronic flooding problem).	Completed. MD 450 is designated as a scenic and historic road.
51	Straighten current blind S-curve on Underwood Road by Cardinal Field entrance and Mt. Tabor Road (scheduled for construction).	Completed. A roundabout was installed at the intersection of Underwood and Mt. Tabor under Capital Improvement Program project H461600 to calm traffic.

Page #	Recommendation	Status
51	<p>On Underwood Road, provide a safer horizontal alignment and wider shoulders for bypassing traffic and bicyclists between MD 424 and Johns Hopkins Road. Include a continuous sidewalk (along developed properties) and a separated path (along undeveloped properties) from the Secondary School Complex to the northern limit of developed properties.</p>	<p>Not implemented. A roundabout was installed at the intersection of Underwood and Mt. Tabor under Capital Improvement Program project H461600 to calm traffic. It should be noted that Underwood Road between Davidsonville Road and Johns Hopkins Road is classified as a Scenic and Historic road. The proposal of continuous sidewalks and widening of the road would not comply with current regulations under Article 17 (Subdivision and Development) of the County Code. The Office of Planning and Zoning (OPZ) finds that development occurred in a portion of this corridor prior to the adoption of Article 17 regulations for Scenic and Historic Roads in 2005, which may bring into question whether Underwood retains those characteristics that warranted its initial designation as a Scenic and Historic Road. Further consideration of Underwood Road's designation, and this proposal should be carefully reviewed by the OPZ to confirm it would comply with the provisions of Article 17 as they stand today based on current conditions.</p>
51	<p>Construct a three lane, 40' wide urban section extension of Riedel Road from its current terminus to MD 3, opposite Waugh Chapel Road.</p>	<p>Not implemented. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction.</p>
51	<p>Construct a four lane, 52' urban section extension of Cronson Boulevard from its current terminus to Conway Road, at a point approximately 1/4 mile west of MD 3 as part of a roadway called Professional Boulevard.</p>	<p>Not implemented. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction.</p>

Page #	Recommendation	Status
51	<p>Encourage the State Highway Administration to accommodate long term growth in regional travel on John Hanson Highway (US 50/301) and Interstate 97, reserving Crain Highway (MD 3) as a local route for the residents of the Crofton, Crownsville and Odenton Small Areas.</p>	<p>Ongoing. The County's Office of Transportation (OOT) is responsible for identifying and prioritizing near-term and long-range transportation projects. The OOT is preparing a Transportation Functional Master Plan that will incorporate 5 component studies including the Corridor Growth Management Plan and recommend improvements to the County's transportation network. The Corridor Growth Management Plan evaluated key corridors such as MD 50, I-97, MD 3 and made recommendations that balance the need for road capacity improvements, alternative modes and transportation system management. The OOT establishes the priorities for transportation facility planning under H539600. Where not implemented, State road improvements would need to be added to the County's annual priority letter to the Maryland Department of Transportation.</p>
51	<p>Provide signage (from State Highway Administration) designating MD 3 for local traffic only.</p>	<p>Not implemented.</p>
52	<p>Align zoning and transportation policies in the Staples Corner area to promote attractive, community oriented activities and uses.</p>	<p>Partially implemented. The Staples Corner Urban Design Study was conducted in 2008. The study attempted to address all of the recommendations made in the SAP. It analyzed traffic data, crash data, bicycle and pedestrian Level of Service (LOS), land use changes, and traffic forecasts. The Study included an analysis of similar localities that underwent similar growth as a model for how this area could potentially grow, and made intersection improvement recommendations to improve traffic. The study was completed under Capital Improvement Program project H539701. Implementation of the recommendations within this project will require funding in the Capital Budget.</p>

Page #	Recommendation	Status
52	<p>Improve the intersection at Staples Corner (MD 450 and MD 424). Study the possibility of a multi-lane roundabout which would relieve the congestion, as well as provide a more aesthetic entrance to the Crofton Triangle from the rural areas and provide a safer pedestrian environment.</p>	<p>Partially implemented. The Staples Corner Urban Design Study was conducted in 2008. The study attempted to address all of the recommendations made in the SAP. It analyzed traffic data, crash data, bicycle and pedestrian Level Of Service (LOS), land use changes, and traffic forecasts. The Study included an analysis of similar localities that underwent similar growth as a model for how this area could potentially grow, and made intersection improvement recommendations to improve traffic. The study was completed under Capital Improvement Program project H539701. Implementation of the recommendations within this project will require future Capital Budget projects.</p>
52	<p>Connect the commercial areas on the east and west sides of MD 3 with a bridge to allow vehicular, bicycle and pedestrian traffic to move easily between the two areas.</p>	<p>Ongoing. A development application, Royal Farms, located just north of Route 175, is dedicating right of way for a potential bridge crossing for the South Shore Trail. The Department of Recreation and Parks is currently conducting a feasibility study for bridge alternatives. The infrastructure needed to complete the bridge for both sides of Route 3 is currently in construction on one side and in design on the other side. The Maryland Department of Transportation's (MDOT) Consolidated Transportation Program includes a project for MD Route 3 between MD 50 and MD 32. The purpose of the project is to study address existing and projected safety and capacity concerns and provide bicycle and pedestrian access where appropriate. This project is in the planning phase however, it is currently on hold.</p>

Page #	Recommendation	Status
52	Reserve option for a western bypass by preserving the right of way for the State Highway Administration's selected alignment and minimize or restrict new private, direct access to MD 3.	Ongoing. In 2011, the U. S. Department of Transportation Federal Highway Administration (FHWA) approved the Maryland Department of Transportation State Highway Administration's (MDOT SHA) "Preferred Alternate" as described in the Executive Summary of the March 2011 Final Environmental Impact Statement (FEIS) for the MD 3 Project Planning Study, prepared by FHWA and MDOT SHA, in cooperation with the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers. The Preferred Alternative was not for a Western Bypass. The project was placed on hold prior to receipt of final project approval from FHWA.
52	Apply the Boulevard Concept to MD 3 (proposed by the Route 3 Task Force) and take aggressive access management measures through the development approval process, to minimize, or in some cases reduce, the number of private driveway access points with MD 3.	Not implemented. The Maryland Department of Transportation's (MDOT) Consolidated Transportation Program includes a project for MD Route 3 between MD 50 and MD 32. The purpose of the project is to study address existing and projected safety and capacity concerns and provide bicycle and pedestrian access where appropriate. This project is in the planning phase however, it is currently on hold.
52	Reduce the turning radius of the right-turn movement from northbound MD 3 to MD 450 to reduce the speed of vehicles making that maneuver and to improve safety for vehicles exiting onto MD 450 from Patuxent River Road.	Completed. The State Highway Administration has placed striping / pavements markings at this location to address this recommendation.

Public Transit

1. Encourage a bus transit system, including public parking facilities, which provides efficient and comfortable service to supplement the private automobile, conserves energy, and improves air quality.

Page #	Recommendation	Status
53	<p>Improve accessibility to the express bus to New Carrollton by adding additional stops in the Crofton Small Area. Proposed stops include adding a Park and Ride lot west of MD 3 and north of MD 450, Riedel Road at the proposed Crofton Library, the Crofton Mews Apartments, and possibly the Village of Waugh Chapel.</p>	<p>Ongoing. There is currently a stop between the Crofton Country Club, north parking lot and the New Carrollton Metrorail Station. This service is provided by the Washington Metropolitan Area Transit Authority (WMATA). The County does not have control over increased WMATA service and additional stops</p>
53	<p>Begin rush hour express service to the Baltimore region by providing service between the Crofton Small Area and the Cromwell Light Rail Station.</p>	<p>Not implemented.</p>
53	<p>Provide local County or private bus service using reduced size, gasoline or natural gas fueled busses. Proposed routes should loop between the Crofton Parkway, MD 3 commercial centers and the Village of Waugh Chapel using Riedel Road. Interconnection with the Parole/Annapolis area is an additional option.</p>	<p>Completed. The Crofton Connector bus provided by the County has service between the Crofton Village, the Village at Waugh Chapel, Piney Orchard Village Center, Odenton Health Campus and the Odenton MARC Station.</p>

Non-Vehicular Transportation

1. Develop and recommend non-vehicular facilities, including pedestrian/hiker trails, bicycle ways and equestrian paths which may link residential areas to each other and to commercial retail facilities, employment centers, recreational areas, and other transportation facilities.

Page #	Recommendation	Status
53	Construct wherever possible, non-vehicular access-ways to connect communities to other communities and to recreational and commercial areas.	Ongoing. The South Shore Trail, Phase 1, from Waterbury Road to Hansel Drive is currently under construction. Crossing Maryland Route 3 continues to be a concern and the entire corridor is listed as the #1 priority in the State Priority Letter for a study. Some developments in the area have provided additional sidewalk in the median of Route 3 near the Village at Waugh Chapel.
53	Recommend that all new land subdivisions provide connectivity to/from other subdivisions to minimize pedestrian and vehicular travel distances.	Ongoing. The Office of Planning and Zoning encourages connectivity where possible in new subdivisions and commercial site plans. There is sometimes resistance from developers to providing additional right-of-way for public connections as it may impact the ultimate lot yield. The Office of Transportation focuses on opportunities for providing connectivity for bicycle and pedestrian modes in addition to road connectivity as part of the development review process.
53	Remove obstacles to pedestrians and young bikers by retrofitting ADA standard ramps at intersections for all roadways of primary residential function or higher, and provide missing sidewalks in commercial districts adjacent to residential areas (e.g. MD 450 at Priest Bridge, MD 450/424 at Staples Corner, and MD 424 at MD 3 commercial area).	Ongoing. Capital Improvement Project H566600 is a Countywide project to retrofit ADA ramps to current standards. New sidewalks are constructed during the development process.
53	Widen the shoulders of MD 450 for safer pedestrian and bicycle travel, provide sidewalks on both sides through commercial section, and along north side between MD 424 and MD 3.	Not implemented. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction.

Page #	Recommendation	Status
53	Reconstruct MD 424 into a narrower and slower speed community spine, including a pedestrian/bicycle path and linear/greenway park from MD 3 to Bell Branch Park to support existing uses and future commercial, institutional, community and park uses.	Partially implemented. The State Highway Administration (SHA) constructed a new sidewalk from Duke of Kent Drive to Underwood Road. SHA will provide additional missing links of sidewalks along MD 424 with the County contributing from CIP project H563700. The County's Office of Transportation and the State Highway Administration may need to change the functional classification of MD 424 to comply with this recommendation.
53	Create a trail along the east side of the Little Patuxent River including connections to the commercial areas along MD 3, the MD 424/Conway Road linear park trail, the lake behind the Post Office and the park in the northwest quadrant of MD 3/MD 424.	Ongoing. The Department of Recreation and Parks, working with the developer during the site development process, was able to secure a portion of property for a future parking lot and trail connection to parkland around the Little Patuxent River. This effort provides safe access to the river and existing natural paths along the shoreline.
54	Construct a bridge and connecting roadway between Crofton Parkway and the commercial center on the west side of MD 3 at a location immediately north of the Village Green. This would promote foot traffic near the Village Green as well as the Patuxent riverfront area. In conjunction with the bridge, have Crawford Boulevard only access northbound MD 3.	Not implemented. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.
54	Create a pedestrian/bicycle trail from MD 450 to Waugh Chapel Road along the eastern side of MD 3, separated from the roadway.	Ongoing. The County's Priority Letter to Maryland Department of Transportation for 2018 includes the Route 3 corridor with a focus on bicycle facilities.
54	Provide access to the Little Patuxent riverfront area by creating a trail along the Little Patuxent in cooperation with property owners on the west side of MD 3 from the Anne Arundel County line to Conway Road.	Ongoing. The Department of Recreation and Parks, working with the developer during the site development process, was able to secure a portion of property for a future parking lot and trail connection to parkland around the Little Patuxent River. This effort provides safe access to the river and existing natural paths along the shoreline.

Page #	Recommendation	Status
54	Locate and develop a pedestrian connection between Bell Branch Park to MD 450 and across to the sidewalk system north of MD 450 at or near Mayfair Place.	Not implemented. This has not been studied and will require staff resources and /or funding.
54	Create pathway connections to the park property located west of MD 3 and north of Conway Road from the MD 424/Conway Road and MD 3 trails.	Partially implemented. The Two Rivers Development added connections to the WB&A Trail, however, the connection from the new circle at Conway has not been implemented beyond the circle to Maryland Route 3. This portion has not been studied and will require staff resources and / or funding.
54	Work with property owners to create direct pedestrian access to and between business entrances and properties, as well as appropriate connections between commercial services abutting residential areas.	Ongoing. The Office of Planning and Zoning encourages as appropriate to ensure pedestrian connections to and between businesses and between commercial and residential areas in accordance with the County Code.
54	Provide pedestrian/ bicycle connections to the schools. Work with the BOE, private property owners, developers, and the SHA, to create safe intersection crossings and more direct routes to the Crofton Small Area's schools to provide safe and convenient access to classes and school activities. Important links would include: a path from Chelmsford to Tilghman through the Crofton Meadows Elementary School property, a path from the Sweet Fern area through the park to the Middle School and future High School, a path from Chapman Road to Hayman Lane to allow more direct access to the Crofton Elementary School, and a path from Trent Road near Tipton Drive to the Crofton Woods Elementary School.	Ongoing. The State Highway Administration has constructed or improved sidewalks with accessible ramps along MD 424. There also a connection from Chelmsford to Crofton Woods Elementary School. Crosswalk and signal usher students across MD 424 from Hyman Lane area.

Education and Community Facilities

1. To provide adequate school facilities at all levels.
2. Upgrade infrastructure, including recreation facilities, libraries, community centers, police and fire protection, etc. to maintain or improve current levels of service. These upgrades, as well as the schools and roads noted above, should be in place concurrent with development.

Page #	Recommendation	Status
65	Construct a 13th County High School, giving consideration to the property adjacent to the Crofton Middle School which is currently owned by the Anne Arundel County Board of Education.	Partially implemented. The new Crofton Area High School is currently under construction and is scheduled to open in the fall of 2020.
65	Construct a new middle school if there is a demonstrated need as determined by the County.	Completed. The Strategic Facilities Utilization Master Plan conducted in 2006 and again in 2016 has not identified a need for a new middle school in the Crofton area.
66	Build a new elementary school concurrently with the construction of any North Crofton subdivisions if there is a demonstrated need as determined by the County.	Ongoing. A new elementary school (Nantucket Elementary) was completed and opened in 2015. In addition, Crofton Elementary was renovated in 2004 and 2015; Four Seasons Elementary was renovated in 2003 and 2014; Odenton Elementary was renovated in 2017; Piney Orchard was renovated in 2011; and Waugh Chapel Elementary was renovated in 2011 and 2014.
66	Foster a united community by returning Crofton students at all grade levels to Crofton schools.	Partially implemented. The new West County High School (Crofton Area High School) is currently under construction and is scheduled to open in the fall of 2020.
66	Provide facilities for post-graduate, technical, and enrichment educational opportunities in the Greater Crofton Area.	Ongoing. Anne Arundel Community College offers classes at several campuses within the County. In addition, other private technical and educational opportunities are available.
66	Include several uses on the 17 acre site off of Riedel Road, currently owned by the County and planned for a new library. The recommended uses are: community center - including Senior services, and indoor recreational use.	Completed. The library was constructed in 2002. The library facility and associated parking encompass a majority of the site.

Page #	Recommendation	Status
66	<p>Expand recreational/athletic fields concurrently with residential construction to accommodate the needs of a growing community and the increased demand for such programs.</p>	<p>Ongoing. A project is in design to add two lighted synthetic turf fields to Bell Branch Park. Fields are being upgraded at all elementary schools in the Crofton area to offset the loss of fields due to the construction of the new Crofton High School. In addition, the Department of Recreation and Parks has entered into a lease agreement with the Mid Atlantic Community Church on Davidsonville Road to create, maintain, and share additional athletic fields. In the future a substantial number of new fields will be constructed as part of the new High School facility to be shared with Recreation and Parks. Continuing efforts will be made to assess field needs with Crofton athletic groups and continue to explore land acquisition opportunities for additional fields.</p>
66	<p>Include a community oriented commercial center to be developed on the Library residue land - community center with Mom and Pop shops for hiker/biker trail and neighboring communities, as well as library customers. Possible partnership between County (landowner) and a private developer.</p>	<p>Not implemented. The remainder of the Crofton Community Library site remains undeveloped.</p>

Community Design

Page #	Recommendation	Status
72	<p>It is recommended that, within the Crofton Small Area, in the area that incorporates the Crofton Triangle (bounded by Routes 3, 424 and 450) and the developed areas north of the Triangle (bounded by Routes 3 and 424, Underwood Road and the northern boundary of the Crofton Small Planning Area) there be upgrades to the Route 3 corridor including a boulevard concept, commercial mixed use and a park along the Little Patuxent River as broadly defined in the concept sketches. There shall also be an upgrade to Route 424 to serve as a Main Street for Crofton with bicycle and pedestrian lanes. Development in this area should be consistent with the goals and recommendations of the Crofton Small Area Plan. Development plan review by the County will encourage public input and take into account the views of citizens representing a broad spectrum of interests in the community.</p>	<p>Partially implemented. The Maryland Department of Transportation (MDOT) has a project planning study for MD 3. State Highway Administration has bid a project to construct missing links of sidewalks along MD 424, with the County contributing from CIP project H563700. Further implementation will require that the County add this in its annual priority letter to MDOT.</p>
72	<p>Establish community design guidelines to be encouraged along MD Route 3, especially as it pertains to the redevelopment of the large shopping centers (K-mart/Metro & Giant), along Route 450 and at Staples Corner.</p>	<p>Not implemented.</p>
72	<p>Provide a "Community Main Street" look and feel on MD Route 424 between Bell Branch Park and the intersection of MD Routes 424 and 3. (e.g. traffic circles at key intersections, and mixed use residential and light commercial uses at appropriate locations, with safety and connectivity enhancements to library, community center and schools).</p>	<p>Not implemented.</p>

Crownsville

The Crownsville Small Area Plan (SAP) was adopted in May of 2000 and addressed goals and recommendations for economic development, land use, zoning, natural and historic resources, transportation, public utilities, community facilities and community design.

Vision Statement

A long-term vision for the Crownsville Community has been developed. The essential elements include:

1. The Crownsville area is defined as a “Greenbelt” and functions as a buffer between the Parole Town Center, the Odenton Town Center, and the Crofton area.
2. The Crownsville area is to retain its rural or semi-rural character. Its rich heritage is to be preserved through protecting its extensive woodlands and natural beauty, historic sites, buildings, and roads-- particularly along Generals Highway, St. Stephen’s Church Road, and Severn Chapel Road.
3. Sensitive and fragile areas are to be preserved and restored, particularly sensitive wetlands and steep slopes along the Severn River and South River watershed. Both surface and ground water quality are to be protected, and a healthier Severn and South Rivers are envisioned.
4. Safe and convenient access within the community is to be assured with adequate transportation serving the needs of the people without destroying the natural character and environmental qualities. Convenient access would be provided for all segments of the population regardless of age or dependency.
5. A community center is envisioned to bring together future public facilities in a convenient location and to serve as a focal point for the Crownsville area. A complement of services, both public and quasi-public, would be provided.
6. Surplus property at Crownsville State Hospital Site would be preserved and enhanced as a major public asset to the area serving community needs through adaptive reuse.
7. Recreational opportunities would be expanded for community residents with convenient access to the water, parklands, and a greenway system including a hiker/biker trail and wildlife corridors.

In summary, Crownsville residents and business interests would assume an active role in stewardship of the land, associated waters, and the community.

Concept Plan

Based on the projected vision and adopted goals for the Greater Crownsville community, a Proposed Land Use Plan has been prepared which reflects the intent of the Small Area Plan Committee and public input. It is a refinement of the Anne Arundel County 1997 General Development Plan.

Reflecting the overall land use and development patterns, key elements of the Plan include major circulation systems, both pedestrian and vehicular, as well as activity centers and linkages. Natural areas are to be preserved. Parkland and open space, along with schools and other community facilities, are important features in the overall Concept. These elements are described below with objectives to guide their implementation.

Overall Density Pattern: Rural vs. Suburban

The predominant semi-rural character of the Crownsville area is well established and expected to continue well into the next century. Projected development of about 1400 housing units will be accommodated at relatively low density under current zoning with no significant expansion of public utilities. Waterfront subdivisions along the Severn River are essentially built-out at suburban densities ranging from quarter acre to two acre lots. Some new development will occur in areas zoned R1 or R2 along lower Generals Highway and in the vicinity of Crownsville Road and Defense Highway. Most areas with RA (Rural Agricultural) or RLD (Residential Low Density) zoning will retain their semi-rural character and extensive forest cover through careful siting of new homes and cluster development, which is encouraged.

Some additional development of existing commercially or industrially zoned areas is anticipated with no new shopping centers. Major retail and office development will be contained in Parole Town Center.

Circulation System: Roads and Pathways

The Crownsville road system is essentially complete with minor upgrades envisioned for some segments and at key nodes. The traffic pattern at Dorr's Corner should be modified to separate conflicting movements, and intersection improvements or traffic circles may be considered along Generals Highway to handle a steadily increasing flow of local traffic. Commuters should be diverted to I-97 to the extent possible. The Concept Plan provides for special features at entry points from Veterans Highway, I-97/Route 32, and Parole, intended to strengthen community identity.

Scenic and historic roads in the area will be preserved in their current state with only limited widening of shoulders and other safety improvements. The Plan recommends adoption of a special program for recognition and protective measures for these unique roadways throughout the Crownsville area.

Pedestrian and bicycle access are to be encouraged within local areas where safe pathways can be provided. A key element of the Concept Plan is the South Shore Trail which will extend over 12 miles from Parole to Gambrills and Odenton. This major hiker-biker path would parallel Generals Highway, linking communities and activity centers. It is envisioned as a pedestrian spine and bikeway with future connections to older neighborhoods along the Severn River, where branch pathways can be safely provided along road shoulders or on separate right-of-way (ROW) or easements. The South Shore Trail will directly link the three elementary school sites in Crownsville and major community facilities including the golf course, County fairgrounds and State Hospital site.

Activity Centers:

The Concept Plan recognizes existing retail services, employment and recreational facilities in the Crownsville area as important to the fabric of the community. It also proposes to accommodate new public facilities at the Crownsville Hospital site and create a new Community Center at the junction of Route 32 and Generals Highway. The Plan should facilitate pedestrian access to local services where possible for nearby residents.

- Dorr's Corner - Assure coordinated planning for infill and redevelopment to accommodate appropriate highway-oriented commercial uses.

- Generals Highway Business Strip - Reinforce and upgrade local retail services in the vicinity of the Crownsville Post Office.
- Local Crossroads Centers - Provide for cohesive planning and site design at key locations for convenience commercial uses serving nearby neighborhoods. These typically include a gas station and small stores. (e.g. Lusby Comers and Sunrise Beach Road)
- Local Community Centers - Maintain desired services in Herald Harbor and Sherwood Forest as a focal point within those communities. Encourage through flexible regulations, small convenience uses in other neighborhoods to serve local needs.
- Historic Center - Preserve and enhance the area at Old Generals Highway and Millersville Road, including Baldwin Hall, church and school, which is a traditional focus of interest and community activity.
- New Community Center - The Concept Plan envisions a cluster of community facilities, centrally located at the 1-97 gateway to Crownsville. This complex could include a fire station, police substation and possibly a small branch library, senior services, recreation and South Shore Trail access and ranger station.

Parks and Open Space: Active and Passive Recreation; Natural Environmental Areas

The Crownsville Concept Plan shows extensive land for natural open space and organized recreational use, comprising well over 20% of the overall area. This includes floodplains and wetland areas to be preserved in a system of stream valley parks related to watersheds of the Severn River, North River and Bacon Ridge Branch, including abutting steep slopes and buffer strips.

Active recreational use includes ball fields in Arden and Generals Highway Corridor Park, as well as the Eisenhower Golf Course. The Annapolis Waterworks site, the Bacon Ridge Natural Area, the Severn Run Environmental Areas and surplus land from the State Hospital site west of 1-97 will provide for passive recreation in the future. These existing parks and natural areas are often contiguous and form Greenway systems which extend through major stream valleys or link to the Severn River. Large forested areas of the “Green Cathedral” and undeveloped land in Sherwood Forest are a major feature in the Concept Plan. Along with the South Shore Trail, that will function as kind of a linear park strip, these green areas form a pattern of open space which characterizes Crownsville as a semi-rural community.

Plan Highlights

The following are some of the key recommendations contained in the Draft Plan for the Crownsville Small Area.

Economic Development

- Using existing legal mechanisms promote the inter-generational conveyance of farming activities and provide incentives for continued farming activity.
- The rural history of the area has allowed for existing, non-conforming, locally owned businesses in residential areas which should be preserved.

- The historic economic development in Crownsville has resulted in a number of commercial loci that are collections of owner-operated businesses which serve the immediate residents. These locally owned businesses should be preserved.

Environment

- Protect and preserve the following four category areas of special environmental concern:
 - Sensitive areas such as: the Severn Run; the globally rare Arden Bog and its recharge area; and other locations listed on the State Resource Inventory Map, as well as sites with endangered species as they are identified.
 - Large contiguous forested areas such as the Green Cathedral and the headwaters of the South River.
 - Critical Area: Buffer and Expanded Buffer, beach strand habitat, steep slopes, and ravine bottoms.
 - Ravine bottoms outside of the Critical Area, sensitive areas, wetlands and flood plains.
- Consider the adoption of low impact development standards, (i.e. development designs that minimize land disturbance, impervious area and encourage infiltration as detailed in the proposed State Stormwater Management Regulations and Prince George’s “Low Impact Development Standards”) when County codes are being revised and updated.
- Implement a system of “greenways” that will encourage the preservation of contiguous forested areas through inventory study and mapping and implement via subdivision review activities and acquisition, including easements.

Land Use, Zoning, Utilities and Historic Roads

- The boundaries of Parole Town Center should not be extended into the Crownsville Small Planning Area.
- Define the entire Crownsville Small Area as a greenbelt bounded by the Parole and Odenton Town Centers and the Crofton area.
- Evaluate the Generals Highway corridor from the southern boundary of Parole Town Center through the intersection at Veterans Highway, and prepare design guidelines for the various segments to preserve historic character and / or enhance functional and aesthetic quality. Special design criteria would apply to future construction or renovation within the corridor and could be implemented through zoning and subdivision regulations.
- Remove the designation of “Revitalization Area” along Veteran’s Highway, just north of Generals’ Highway.
- Construct the South Shore Hiker-Biker Trail in the near-term. Adequate parking for users of the trail should be provided at convenient locations.

Transportation

- Request the County Board of Education, in conjunction with the County Department of Public Works, conduct an inspection of all public schools in the Crownsville Planning Area to evaluate

current vehicle traffic and pedestrian safety and recommend enhancements necessary to improve overall safety.

- Request the County Department of Public Works, in cooperation with the State Highway Administration, conduct two studies. The first area of study is the intersection of Route 178 and Herald Harbor Road, to recommend improvements to the right turn lane that will improve the ease of access from northbound Route 178 to eastbound Herald Harbor Road. The second area of study is the intersection of Exit 5 from I-97 and Route 178, to determine the feasibility of establishing a left turn light at the intersection, to improve the safety of vehicles making left turns from the exit ramp to travel northbound on Route 178.
- Request the County Department of Public Works, in conjunction with the State Highway Administration, conduct a study of the intersections at the north end of Generals Highway with Veterans Highway to determine possible solutions to the heavy congestion problem.
- As a means to protect and preserve the scenic and historic character, designate Old Generals Highway, Old Herald Harbor Road, St. Stephens Church Road, Crownsville Road, Honeysuckle Lane, Waterbury Road, Hawkins Road, Old Epping Forest Road, Bacon Ridge Road, River Road, Chesterfield Road, Indian Landing Road, Herald Harbor Road, Sherwood Forest Road, Generals Highway, Johns Hopkins Road, and Severn Chapel Road as scenic and historic roads as set forth in Resolution No. 45-97 adopted by the County Council on November 3, 1997.
- There should be no additional interchanges, or access ramps to I-97 constructed in the Crownsville Planning Area.

Implementation

Over 100 recommendations were identified within the Crownsville SAP to help implement the Vision, Plan Concept and the 1997 General Development Plan. More than 70 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are various waterway or shoreline improvements, including a living shoreline protection project on Brewer Creek and restoration of Howard's Branch; various transportation improvements, including a traffic signal at the Generals Highway / Indian Landing / Millersville Road intersection; establishment of hubs of commercial land use; adoption of Scenic and Historic Road regulations and applying the designation to several roadways throughout the area; preservation of the Brewer Pond Natural Area; update of the County's Green Infrastructure network; enhanced stormwater management regulations; implementation of sections of the South Shore Hiker / Biker Trail; County acquisition of Valentine Creek natural area, the Bacon Ridge Natural Area, and the Eisenhower Golf Course; and completion of a cultural landscape study of Generals Highway.

The following table lists the goals of the Crownsville Small Area Plan, corresponding recommendations and the status of each.

Economic Development

The future of agriculture

1. Recognizing that Crownsville is unique among its surrounding communities in retaining its rural character, the Plan recommends preserving existing farmland by supporting the efforts of farmers and existing farming industry. The Plan recommends promoting increased farming efforts including agriculture, nursery/landscaping activities, equestrian activities and limited aquaculture.

Page #	Recommendation	Status
20	Using existing legal mechanisms, promote the inter-generational conveyance of farming activities and provide incentives for continued farming activity.	<p>Completed. The Anne Arundel Economic Development Corporation (AAEDC) creates economic development strategies to support Anne Arundel County’s farm-based businesses. They help market the County’s agri-business and engage the public to support locally grown, made and produced products. They also work to identify challenges, address them and make changes that will help the County’s agriculture farms and businesses thrive. Agriculture programs available to farms in the area are designed to promote awareness and educate County citizens on the importance of agriculture. Programs include: Farm Equipment Rental Program – Businesses located in one of the five southern Maryland counties (Anne Arundel, Calvert, Prince George’s, St. Mary’s and Charles) can rent a variety of farm equipment at a reasonable cost; Bee City USA – as a designated Bee City USA county, the AAEDC Agriculture team works to raise awareness about the importance of pollinators in the farming industry; Arundel Grown Certified – the AAEDC Agriculture team promotes this program to encourage local restaurants to encourage the use of local food sources; and the Agriculture, Farming and Agritourism Commission - AAEDC is a member of this commission, which is made up of County government representatives and others in the County who are familiar with all facets of agriculture. The group is committed to the development, coordination and promotion of agriculture in the County and meets on a quarterly basis.</p>

Page #	Recommendation	Status
20	Promote awareness and develop markets for local products through a farmer's market.	Ongoing. Anne Arundel Economic Development Corporation (AAEDC) provides marketing assistance and development for County farmers markets. There are approximately 75 vendors that participate across all market locations. Vendors include farmers and producers of value-added products and foods, including beer, wine and other specialty products. Additionally, AAEDC advises communities and neighborhoods that are interested in establishing farmers markets of their own.
20	Investigate development of a public, quasi-public or private foundation for the preservation of farmland as an alternative to business or residential development for families who are leaving farming. Such investigation would include assessment of existing organizations with similar missions in Anne Arundel County and Maryland.	Completed. The Maryland Agricultural and Resource-Based Industry Development Corporation (MARBIDCO) was established by the General Assembly in 2004 as a quasi-public corporation. Their functions include assisting with rural land preservation, developing agricultural industries and market and supporting the commercialization of agricultural processes and technology. For more information, visit http://marbidco.org/ .
20	Work with County to provide financial incentives to locally owned and operated agricultural activities to upgrade business sites and operations.	Ongoing. The Anne Arundel Economic Development Corporation (AAEDC) Agriculture Program serves to meet the business demands of Anne Arundel County Agricultural Businesses, providing assistance to new and existing agriculture businesses in the County. The program also serves as an ombudsman to assist with the licensing and permitting requirements for those businesses, particularly with County, State and Federal health departments. The AAEDC Agriculture program has partnered with the Farm Bureau, and various other agencies to serve Anne Arundel County farmers.

The future of small business

1. Recognizing that existing locally owned and operated businesses that provide services to Crowsville residents are valuable assets reflecting the rural character and heritage of the area, the Plan recommends preserving businesses in existing commercially zoned areas and supports home businesses located on land that is zoned residential provided that they are in compliance with County ordinances.

Page #	Recommendation	Status
20	The rural history of the area has allowed for existing non-conforming locally owned businesses in residential areas, and the Plan supports the preservation of these businesses.	Ongoing.
20	The decentralized nature of community development in the Crowsville Area supports small businesses such as convenience markets within the confines of a residential area. As an example, Herald Harbor and Sherwood Forest each have such enterprises within their boundaries. They are the centers for these communities and as such must be afforded the opportunity to upgrade their facilities within limits and without the expansion or the addition of activities. The Plan supports classifications and programs that enable these businesses to maintain and upgrade their facilities as they continue to provide their traditional services.	Ongoing. Expansions or additions to existing commercial uses are approved in accordance with the requirements of Article 17 (Subdivision and Development) and Article 18 (Zoning) of the County Code. Modifications or variances to these requirements can be sought in cases of exceptional circumstances to avoid unnecessary hardship. In general the County is not aware of issues related to small business expansion specific to the Crowsville area.
21	Many locally owned businesses in Crowsville serve agriculture, construction and home maintenance. They have operated in a homestead-type facility with residence and business located on the same parcel of property. As such, they are a critical part of Crowsville's economy and should be allowed to continue; however, they have an obligation to other Crowsville residents to provide a facade that is in keeping with the rural/historical/residential atmosphere of the area. The Plan encourages the County to provide incentives for upgrading buildings and screening activities of businesses from local roadways and abutting residential neighborhoods.	Ongoing. The County Landscape Manual includes buffer and screening requirements for commercial uses abutting residential properties. Anne Arundel Economic Development Corporation provides a number of financing programs to assist local businesses in improving their properties.

Page #	Recommendation	Status
21	<p>The historic economic development in Crownsville has resulted in a number of commercial loci that are collections of owner-operated businesses serving their immediate residents. The Plan recommends that future business growth be limited to these areas.</p>	<p>Partially implemented. New commercial development in the Crownsville Small Area has primarily been limited to the planned commercial areas; however, a few parcels were changed to a Commercial zoning classification during the 2010 Comprehensive Rezoning process.</p>
21	<p>The Plan recommends that the historic roots of these areas be recognized through a preservation program that identifies their historic names and uses those names to develop a community identity around these areas.</p>	<p>Ongoing. Between 2013 and 2017, the Cultural Resources Division of the Office of Planning and Zoning, in partnership with the Maryland State Highway Administration, conducted a cultural landscape study that focused on identifying, locating, recording, assessing, studying and sharing with the public the range of archaeological and cultural resources within a one-mile buffer of Generals Highway.</p>
21	<p>Strip malls and franchises are inconsistent with the rural character of Crownsville. Design overlays for the existing commercially zoned areas should limit square footage; provide guidelines for signage, and promote combining commercial entrances/exits and parking areas to maintain the safety of Crownsville's major roadways. The two lane concept of these roadways including MD 178, Crownsville Road, MD 450, Sunrise Beach Road and Millersville Road is in keeping with the rural character of the area.</p>	<p>Not implemented. MD 178 and MD 450 remain two-lane roads and are designated as scenic and historic roads however, design overlays and design guidelines have not been implemented to date.</p>

Page #	Recommendation	Status
21	<p>Crownsville businesses should be afforded the benefits of business trends to maintain viability and to provide for business evolution. Trends toward home offices will likely affect the nature of economic activity in Crownsville. Home offices do not necessarily place a demand on traditional County facilities; however, their operators can become a major economic force and ally in the future of Crownsville's economy. The Plan recommends the development of an organization to bring together owner-operators of existing businesses and home offices with the mission of enabling these activities while preserving the environmental and residential quality of life in Crownsville.</p>	<p>Completed. The Anne Arundel County Chamber of Commerce is a strong advocate for businesses that provides networking and access to resources.</p>
21	<p>The impact of technology on economic activity cannot be ignored in the vision for Crownsville business. Increased communication and the opportunities for market development using technology do not necessarily carry with them a heavy impact of the physical facilities and resources of a community. Just as technological literacy and capability is a requirement for young people in our schools, so is it an important resource for Crownsville businesses. The Plan recommends a County/Residents/Business initiative to bring the opportunity for such literacy and capability to the locally owned and operated business and to work with service providers including telephone companies to develop the first virtual business community in a small area.</p>	<p>Ongoing. Anne Arundel Workforce Development Corporation (AAWDC) offers many services for local businesses wishing to advance their technology skills, including customized trainings, technical skill building, and industry certifications. Anne Arundel Community College can partner with AAWDC to offer specialized training as well. Local businesses are encouraged to contact these resources.</p>

The future of community facilities and services

1. Crownsville is the site of the Crownsville State Hospital, the largest single parcel of land within the Crownsville area. Maintain the character of the Hospital Site, while allowing for the provision of some community facilities and services.

Page #	Recommendation	Status
22	<p>Contain existing State development at the Crownsville State Hospital site at its current or lesser level and dedicate any surplus land for Crownsville community services (e.g. library, senior center, ball fields).</p>	<p>Not implemented. The County does not have control of development and usage of State-owned property. If the site is surplus and privately owned, the County will take into consideration appropriate uses.</p>
22	<p>All new buildings on the site should be in keeping with the integrity of the neighborhood, held to a height of three stories above ground and follow any other requirements as set forth by any future design overlays.</p>	<p>Not implemented. This property is still State-owned. Control of development and regulations of a State-owned property is not within the County's purview. If the site is surplus and privately owned, the County will take into consideration the appropriate use and regulations that will not compromise the integrity of the neighborhood.</p>
22	<p>Crownsville residents have been specific in their requests for additional community services including traditionally public and commercial activities. The County should pursue a library and a community center for Crownsville. In the event that the County does not choose to further these facilities, the Plan recommends the formation of a grass roots organization to bring both of these institutions to Crownsville.</p>	<p>Ongoing. Contingent on establishment of Community Service Centers. The Library is currently developing a new strategic plan for FY2020 and beyond and will consider future Community Service Centers as possible platforms for small-scale library services as envisioned.</p>
22	<p>The Plan recommends investigation of appropriate locations and operators for a small grocery store and a pharmacy in the existing commercial areas of Crownsville. The facilities and scope of these operations should comply with the existing character of the community and any forthcoming design overlay requirements.</p>	<p>Completed. Commercial land use hubs that could accommodate a small grocery store and a pharmacy were discussed during the planning phase of the Crownsville Small Area and adopted by the County Council.</p>

Land Use and Zoning

Page #	Recommendation	Status
31	<p>Changes in residential zoning are proposed in the vicinity of Lusbys Corner, along Crownsville Road between MD 450 and 1-97. About 38 acres would change from RA to R2, due to extension of water and sewer to the Sylmac community in recent years. Abutting properties are required to connect to these public utilities, which support low- medium density development on lots of half acre or smaller. Therefore R2 zoning is suggested for this area, which is also subject to noise impacts and required setbacks from 1-97.</p>	<p>Completed. The zoning was changed to R2 with the approval of Bill 38-00. This area is fully built out residential subdivision that developed during the 1960s and 1970s.</p>
31	<p>In Herald Harbor, R5 residential zoning has been designated for the former Harbor Club property, which has ceased operation as a marina. The previous MA2 use is no longer considered viable for that site, and residential development would be ore compatible with the surrounding community.</p>	<p>Completed. The zoning was changed to R5 with the approval of Bill 38-00. There is a single-family house on the property.</p>
31	<p>The commercial district at Lusbys Corner would remain unchanged. Along MD Route 3 at the self storage complex just north of St. Stephens Church Road, an adjustment from RLD zoning to C4 is proposed for about 0.7 acres to include an existing building, thereby conforming with the actual property line.</p>	<p>Completed. The zoning for the self-storage complex was changed to C4 with the approval of Bill 38-00. The commercial area around Lusbys Corner remained as planned in the Crownsville Small Area Plan until the 2010 comprehensive zoning process that occurred after the adoption of the 2009 General Development Plan. The commercial area was expanded through comprehensive zoning in 2011 to include two parcels in the C4 Zone on the northwest side of the Defense Highway and Crownsville Road intersection (Amendment #1, Bill 44-11). In addition, the property on the southwest corner of Defense Highway and South Haven Road was changed from R2 to C2 via an administrative rezoning decision by the Administrative Hearing Office (Case 2003-0345-R).</p>

Page #	Recommendation	Status
31	<p>Other changes in commercial zoning are proposed along Veterans Highway in the vicinity of Dorr's Corner. It is recommended that the existing C4 district be reconfigured to reduce the potential for strip development closest to the Severn Run, and to consolidate highway commercial use to the rear of existing businesses fronting on Veterans Highway. This would change over 1000 feet of frontage with a depth of about 300 feet, comprising over seven acres, from C4 to Residential Low Density (RLD). Most of the remaining commercial frontage is already developed, however with space for some infill uses. The C4 district would be expanded to the rear providing additional depth of about 100 feet, with access from the south end. Along with reduced commercial zoning to the north of the motel site, this results in an overall net decrease of about five acres of commercial use in the area. Consolidated C4 zoning in the Dorr's Corner area is intended to accommodate business development in this major highway corridor, however, in a location rather isolated from any nearby residential areas. Flanked on three sides by over 150 acres of heavily wooded land, zoned RLD, this site is well buffered from existing subdivisions, the nearest of which is Cedarcroft, some 1600 feet to the southeast along Old Generals Highway. The only other major subdivision, Indian Landing Estates, lies approximately 1/2 mile to the east.</p>	<p>Completed. The C4 Zone is limited to the existing businesses in this area. The surrounding properties on the east side of Veterans Highway are classified as Rural land use and are zoned RLD.</p>
31	<p>Environmental protection of the Severn Run watershed must be assured, with ample setback of about 1800 feet from the proposed commercial use to the river itself and 1000 feet to the nearest tributary stream. In conjunction with future development, it is anticipated that public access may be extended to the Severn Run Natural Environmental Area. Also Open Space (OS) zoning for the State parkland would be expanded to conform with the property line.</p>	<p>Completed. The Severn Run Natural Area was rezoned to OS.</p>

Septic System Failures

1. Within the “Critical Area” (as defined in §1-101 of the County Code) of the Severn River and any perennial streams connecting to the Severn River, improve monitoring and enforcement related to septic system failures.

Page #	Recommendation	Status
35	Institute year round monitoring of the Severn River for pollution from aging and failing septic systems.	Not implemented. Monitoring currently occurs from Memorial Day to Labor Day. During this period, the Anne Arundel County Department of Health takes samples from more than 80 County beaches where people swim or engage in activities that may result in ingestion of recreational water.
35	Develop and implement higher levels of design criteria for septic systems and alternative technologies.	Ongoing. The Code of Maryland Regulation and County Code requires Best Available Technology (BAT) for removal of nitrogen in the Critical Area. In addition, BAT or equivalent technology systems are required for septic systems where the design flow is 5,000 gallons per day or greater.
35	Assign a higher priority in funding and staff assignment for enforcement efforts and resources.	Ongoing. The Sanitary Engineering Program staff within the Department of Health are responsible for reviewing, permitting, and inspecting private septic systems. Staff will promptly respond to any reports of illegal installations or failing septic systems.
35	Request the County Department of Health to issue an annual public report due on March 15 of each year on fecal coliform contamination of the Severn River, including water testing results, enforcement efforts, reported outbreaks of illnesses which may be attributable to high fecal coliform and formal complaints of poor water quality filed by residents and communities.	Not implemented. The Department of Health samples more than 80 bathing beaches in the County from Memorial Day to Labor Day for enterococci, bacteria that come from the intestines of all warm-blooded animals and are associated with fecal contamination. Results are updated on the web weekly, biweekly or monthly, based on the Environmental Protection Agency’s criteria of location, use, ecological factors, pollution sources and risk of contamination.

Page #	Recommendation	Status
35	Create a septic system testing program available to citizens at no or nominal cost.	Ongoing. Recent State legislation, the Septic Stewardship Act of 2018, will provide targeted fee relief to homeowners with septic systems, and incentivize local Septic Stewardship Plans to ensure systems are operated and maintained, including provisions such as routine pump-outs and inspections. The legislation allows the State's Bay Restoration Fund to be used to reimburse homeowners for the cost of on-site sewage systems pumping if the County creates a Septic Stewardship Program. The County will consider this once the State has developed the specific requirements for developing a septic stewardship plan.

Scenic and Historic Roads

1. Create standards for developments abutting scenic and historic roads that minimize, if not eliminate, alterations to the roads, as well as preserve the scenic view and character of the roadway.

Page #	Recommendation	Status
36	Establish a specific design review and approval process for development adjacent to or impacting a scenic and historic roads similar to current forest delineation, protection and mitigation process.	Ongoing. Article 17 (Subdivision and Development - 17-6-504) of the County Code was adopted in 2005, implementing Scenic and Historic Road Commission Recommendations. Recent Office of Planning and Zoning internal discussions explore improving clarity of existing 14 criteria and implementation of regulations.
36	Establish design guidelines and protective buffers.	Not implemented.
36	Create new low-impact (including rural cluster or open space cluster) zoning tools and apply them in overlay zones along the corridors.	Completed. Provisions to allow cluster subdivisions in the RA, RLD, R1, R2 and R5 zoning districts are incorporated into Article 18 (Zoning) of the County Code. Cluster development is allowed anywhere in these zoning districts, not just in overlay areas. Additionally, new requirements for development along Scenic and Historic Roads were added to Article 17 (Subdivision and Development) in 2005 to protect the viewshed, open space and rural character, and other parameters along these roads.

Page #	Recommendation	Status
36	Establish new County road standards in the road design manual for scenic and historic roads for both construction and maintenance.	Ongoing. The Cultural Resources Section in the Office of Planning and Zoning is in discussion with the Office of Transportation to establish construction/maintenance guidelines that respect scenic and historic designation.
36	Work with the State Highway Administration (SHA) to establish state road standards for scenic and historic roads. Designate selected areas along scenic and historic roads as potential sending areas for TDRs.	Not implemented. State road standards for scenic and historic roads have not been established. The use of a Transfer of Development Rights program was assessed and found to not be feasible in Anne Arundel County given the low demand for additional densities in potential receiving areas and that the densities in the potential sending areas have been reduced through mechanisms such as retention of RA and RLD zoning, removal of the family conveyance allowances from the Code, land acquisition for preservation, conservation easements through land trusts and through the development process, implementation of the County's Agricultural and Woodland Preservation program and implementation of the State's "Septic Bill" which designates much of the rural areas as Growth Tier 4, limiting subdivision potential to 5 lots or less.
36	Require design diversity in housing type and size along scenic and historic roads.	Not implemented.

Generals Highway

1. Improve the appearance and function of the Generals Highway corridor between the northern boundary of Parole Town Center through the intersection at Veterans Highway

Page #	Recommendation	Status
36	Designate a corridor along General's Highway in which special design criteria shall apply to any construction or renovation within the corridor.	Completed. General's Highway was designated as a scenic and historic road. Development along this corridor shall occur in accordance with the provisions of Article 17 (Subdivision and Development - § 17-6-504) of the County Code that will preserve, maintain or enhance the character of the landscape viewed from the road.

Page #	Recommendation	Status
36	Analyze existing land use, existing zoning, historical character, and other factors in order to develop appropriate design criteria.	Completed. General's Highway was designated as a scenic and historic road. Factors such as these were considered in the designation of the scenic and historic roads and in the requirements of Article 17 (Subdivision and Development - § 17-6-504) of the County Code.
36	Explore the possibility of pedestrian linkage and connector paths to serve commercial and public facilities and residential communities, in addition to the hiker-biker trail, in the vicinity of: (1) Crownsville Road and Fairfield Loop and (2) Sunrise Beach Road.	Not implemented. A capital project will need to be initiated to fund the study for additional pedestrian linkages.
36	Place appropriate gateway signage at the southern border of the highway with the Parole Town Center, at the northern border of the highway at the intersection of Veterans Highway and at the ramp leading to Interstate 97.	Not implemented. Gateway signs in these locations would be private initiatives that the County could encourage during the development process.
36	Remove the designation of "Commercial Revitalization Area" from Veterans Highway, just north of Generals Highway.	Completed. This area is not one of the County's adopted Commercial Revitalization districts.
36	Except for minor changes such as the addition of short turning lanes, Generals Highway should remain a two lane road at its present width.	Ongoing. To date, Generals Highway remains a two-lane road and has not been widened.

St. Stephen's Church Road and Severn Chapel Road Corridor

1. Establish St. Stephen's Church Road and Severn Chapel Road as special scenic road design corridors.

Page #	Recommendation	Status
36	Provide gateway signs located at key entry points along the corridors.	Not implemented. Gateway signs have not been constructed along these corridors. These would be encouraged during the development / redevelopment process for properties located in these entry areas.
36	Discourage change in road alignment or road widening along the corridors and limit intersection improvements.	Ongoing.

Page #	Recommendation	Status
36	Encourage the use of wood guard rails.	Not implemented. The Department of Public Works guardrail maintenance capital project does not have the capacity to install, maintain, or replace wooden guardrails. However, there are alternative materials that may be used to improve compatibility in more rural areas along scenic and historic roads. Along portions of St. Stephens Church Road, a rustic-colored W-channel type of guardrail has been used.

Route 450 Corridor

1. Preserve the character of MD 450 between Crownsville Road and MD 424.

Page #	Recommendation	Status
37	Preserve and maintain the natural parkway-like setting of the road.	Ongoing.
37	Maintain the existing roadway section wherever possible. Changes should be limited to short acceleration or deceleration lanes.	Ongoing.

Greenbelt

1. Maintain the Crownsville planning area as a greenbelt, reflecting its mostly natural and rural character and its function as a buffer between more intensely developed areas to the south and north.

Transferable Development Rights (TDRs)

1. If a TDR program is established in Anne Arundel County, consider areas in Crownsville as potential sending areas, including:
 - The property adjacent to Sherwood Forest Road that is presently zoned R1 and RLD.
 - The property presently zoned RLD on either side of Old Generals Highway on either side of River Road from Old Generals Highway to Maynadier Creek, and on the north side of Sherwood Forest Road from the road to the river.
 - The property presently zoned R1 which is to the west of Generals Highway and bounded to the north and west by open space zones and to the south by the subdivision containing Corbin Parkway.

- The land that is presently zoned RLD adjacent to Severn Run.
- The land presently zoned RLD north of St. Stephen’s Church Road near the intersection of Route 3.
- The forested area adjacent to both sides of Johns Hopkins Road and to the west of St. Stephen’s Church Road in the vicinity of Johns Hopkins Road that is presently forested and presently zoned R1.
- Existing substandard platted lots in Herald Harbor and Epping Forest.

Parole Growth Management Area

1. The boundaries of Parole Town Center should not be extended into the Crownsville Small Planning Area.

Other Issues

Page #	Recommendation	Status
38	Limit additional commercial zoning on the eastern side of MD Route 3 in the vicinity of Dorr’s Corner. Allow for a reconfiguration of the existing commercial area to reduce strip commercial development and encourage more efficient use of the property.	Ongoing. Approximately 4.5 acres of land within the Dorr’s Corner area was rezoned to Commercial with the adoption of the Odenton Small Area Comprehensive Rezoning. Reconfiguration of the existing commercial area that would allow more efficient use of the property would take place if and when the property is redeveloped.
38	Maintain all higher standards for conservation protection within Article 26 (Subdivision) and Article 28 (Zoning) even if it is not consistent with lower State standards.	Ongoing. Article 26 (now Article 17) and Article 28 (now Article 18) continue to maintain and enhance conservation efforts.
38	Ensure the uniform standard for steep slopes in the Critical Area is the 15% standard.	Completed.
38	Wildlife corridors shall be created, preserved and protected wherever possible. Wildlife corridors shall be vegetated strips of land, at least 300 feet in width and contiguous wherever possible, to provide habitat and safe passageway for wildlife.	Completed. The County’s 2002 Greenways Master Plan and the preliminary draft of the 2018 Green Infrastructure Master Plan delineate a system of hubs and corridors based on a set of minimum criteria for the purpose of providing wildlife habitat areas and connections between habitat areas. Protection of these corridors and hubs is ongoing through private and public purchases and easements for conservation efforts.
38	Discourage growth that is not in accordance with this Plan.	Ongoing. During the development review process, plans are reviewed for consistency to the Small Area Plan.

Page #	Recommendation	Status
38	Capital projects proposed within the Crownsville Small Planning Area are to be consistent with and not violate the greenbelt vision for the area.	Ongoing. Capital projects are consistent with the adopted Crownsville Master Plan and 2009 General Development Plan.
38	Restrict the use of single lot sheets, in lieu of grading permits, to only the most minimal level so that infill development will not be promoted within the Critical Area Buffer or result in the conversion of nontidal wetlands.	Completed. Standard Grading Plans are used only in limited circumstances when rebuilding within an existing building footprint. Infill development is not actively promoted within the Critical Area, but is allowable where all Code requirements can be met. Any conversion of nontidal wetlands requires a permit from the Maryland Department of the Environment and the Army Corps of Engineers.
38	Maintain and/or raise to a higher protective standard vibration, noise, glare, heat, and illumination standards throughout all county codes for new construction.	Ongoing. These types of standards are implemented through County Code Article 15, Title 2 (Construction Code); Article 18, Title 3 (Lighting); and State Noise Standards.
38	Write subdivision and zoning codes that are reader friendly. At a minimum these codes should be written as "stand alone documents" meaning that: all terms are defined the first time they are used within the document; words not in the glossary are to be understood in their plain text meaning; no references to other documents shall be made with regard to definitions; no equivocation of terms shall be used that may serve to mislead a lay reader.	Completed. Article 17 (Subdivision and Development) and Article 18 (Zoning) of the County Code were comprehensively updated in 2005. Both Articles of the Code were revised into a more efficient and user-friendly format, and each contains a set of definitions that apply to each Article. The County will likely undertake another comprehensive review and update of Articles 17 and 18 in the 2020-2022 timeframe.
38	Maintain the one dwelling unit for 20 acre density on land zoned RA, as provided under current zoning and subdivision regulations.	Completed. The maximum density allowed in the RA Zone under the current Zoning Code for Anne Arundel County is one dwelling unit per 20 acres plus one additional dwelling unit for residue that exceeds 10 acres and, for sites over 50 acres, one additional dwelling unit for every 50 acres and one additional dwelling unit for residue acreage that exceeds 25 acres.

Natural and Historic Resources

1. The Crownsville Small Area drains into the Severn and the South Rivers. In order to protect these rivers, tributary streams and watersheds must be protected and preserved.

Page #	Recommendation	Status
40	Protect and preserve, through strict environmental enforcement, regulatory incentives and acquisition, the following four category areas of special environmental concern: Sensitive areas such as: Severn Run, Arden Bog at its recharge area (globally rare), other locations listed on the State Resource Inventory Map, and sites with endangered species as they are identified; large contiguous forested areas such as the Green Cathedral and the headwaters of the South River; Critical Area: Buffer and expanded buffer, beach strand habitat, steep slopes, and ravine bottoms; and Outside the Critical Area: Ravine bottoms, sensitive areas, wetlands, and floodplains	Ongoing. Sensitive areas are protected through Article 17 (Subdivision and Development) of the County Code. Since 2004, the County has acquired the 25 acre Valentine Creek natural area and the 200 acre Eisenhower Golf Course. The renovation of the Eisenhower Golf Course includes extensive storm water management upgrades and stream retrofits to improve the water quality of the South River.
40	Consider the adoption of low impact development standards (i.e., development designs that minimize land disturbance, impervious area and encourage infiltration as detailed in the proposed State Stormwater Management Regulations and the Prince George's "Low Impact Development Standards.")	Completed. The Stormwater Management Manual was revised in 2010 and last updated in 2017, and includes guidance for Environmental Site Design techniques and practices.
40	Integrate advanced stormwater management techniques into upland areas as well as the Critical Area and retrofit/upgrade existing facilities as detailed in the Center for Watershed Protection publications.	Completed. The Stormwater Management Practices and Procedures Manual has been revised, most recently in 2017, and includes guidance for Environmental Site Design (ESD) techniques and latest practices for stormwater management. The County requires all new developments to use ESD to the maximum extent practicable. To some extent, the type of Stormwater Management treatment used will be dependent on site constraints.

Page #	Recommendation	Status
40	Implement a system of "greenways" that will encourage the preservation of contiguous forested areas through inventory study and mapping. Also implement via subdivision review activities, fee simple acquisition or easement acquisition.	Ongoing. Greenways within the Crownsville Small Planning Area have been implemented through the 2002 Greenways Master Plan and will continue to be implemented through the 2018 Green Infrastructure Master Plan, currently in preliminary draft form. Areas have been protected through subdivision review, fee simple, or easement acquisition.
40	Investigate instituting a Resource Protection Zone (RPZ) around streams, flood plains, and nontidal wetlands, and requiring Resource Protection Plans as part of development proposals. Research other jurisdictions to determine what regulations exist and what could be used here.	Completed. A Resource Protection Zone has not been adopted however, Article 17 (Subdivision and Development) of the County Code requires that the layout and design of a development comply with environmental sight design and protect these natural features to the maximum extent practicable.
40	Increase enforcement of Critical Area Laws to include accountability of enforcement officials to resolve violations and impose both fines and restoration.	Ongoing. The Department of Inspections and Permits has enforcement authority regarding illegal activities in the Critical Area including clearing, grading, tree removal, buffer disturbance, or other activities that exceed Code allowances. This authority is complaint-driven. Once a complaint is received, a compliance case file is opened and the property is inspected, after which any appropriate enforcement actions will be taken.
40	Conduct an inventory study to identify opportunities to retrofit stormwater management to existing development through owner/developer incentives, cost sharing grants, etc.	Not implemented.
41	Conduct a study of/inventory of existing riparian forests and indigenous habitats. Implement program of protecting and restoring all identified areas through regulatory activity, cost share grant programs with land owners and other groups and public acquisition and projects.	Ongoing. A study/inventory was conducted in the 1980's. The Forest Conservation Act and the Critical Area Program are intended to address these items and natural resource mapping.

Page #	Recommendation	Status
41	Discourage the use of herbicides where practically feasible to maintain utility rights-of-way. The use of these poisons particularly when viewed in the context of their cumulative impact over time is a clear threat to the health of sensitive areas and species that the GDP seeks to protect.	Ongoing. The County's Municipal Separate Storm Sewer System (MS4) Permit requires that the County reduce the use of pesticides, herbicides, fertilizers through increased use of integrated pest management.
41	Prepare a remediation plan to halt the sediment runoff from the County owned ball fields at Arden Park in consultation with the Arden community.	Completed. Now that the natural turf fields are established, there have been no recent reports of erosion.
41	Promote and fund the restoration of Brewer Creek through methods such as beach strand, tidal fringe march and other innovative shoreline practices through State and local expenditures.	Completed. A 487 linear-foot living shoreline protection project was completed in 2017.
41	Promote and fund the restoration of Howard's Branch through means such as the White Cedar Reforestation Project and provision of bog species habitat, etc..	Completed. In addition to the original stream valley restoration of Howard's Branch as a Step Pool, a storm conveyance project was installed in 2017 at Coventry Court.
41	Preserve the Green Cathedral through acquisition and appropriate zoning to promote open space.	Completed. The County owns the 50 acre Brewer Pond Natural Area (The Green Cathedral). This parcel has limited access for environmental education based on a conservation easement.
41	Investigate and resolve the consistently high coliform pollution problem in Valentine's Creek and Plum Creek through the Health Department's compliance study. Adopt regulation (at the State level if necessary) to require the removal of concrete knockouts during septic system pump outs to allow complete solids removal not possible by accessing through clean out alone.	Not implemented. The Department of Health is not aware of any current coliform pollution issues in Valentine's Creek or Plum Creek. Current regulations do not allow the "concrete knockouts" in septic tanks for new installations. Existing tanks of this type are allowed to continue to service a home unless other reasons require the replacement.

Page #	Recommendation	Status
41	<p>Promote the preservation of beach strand habitat in all rivers and creeks throughout Anne Arundel County. This can be best achieved by: Inventory shoreline areas for beach strand habitat; Establish a program to restore beach strand habitat to areas hardened by erosion control structures; Promote soft tidal edge erosion control techniques such as marsh planting, breakwaters, low stone sills, and jetties; Implement the shoreline mitigation impact fee for those destroying beach strand habitat in order to gain shoreline erosion control; and Prohibit the construction of bulkheads and revetments as a shoreline erosion control technique, except in situations where it is the only viable erosion control technique.</p>	Not implemented.

Transportation

1. Contain highway generated development.
2. Maintain a healthy transportation network which provides needed services for the community, and for emergency vehicles, without stimulating development.
3. Maintain the rural/scenic nature of the roads.
4. Provide needed services to those without access to automobiles.

Page #	Recommendation	Status
47	<p>In cooperation with the Annapolis Regional Transportation Management Association (ARTMA), conduct an analysis of the Crownsville small planning area to determine the feasibility of developing park-and-ride lots for Baltimore and Washington, D.C. automobile and vanpool commuters.</p>	Not implemented. The Annapolis Regional Transportation Management Association (ARTMA) is no longer an entity. Additional Park and Ride lots are under the control of the State Highway Administration.

Page #	Recommendation	Status
47	<p>In cooperation with ARTMA, evaluate the feasibility of encouraging establishment of local carpools and vanpools to get Maryland Rail Commuter (MARC) riders from home to the Odenton, BWI, and Bowie State University rail stations.</p>	<p>Ongoing. The Annapolis Regional Transportation Management Association (ARTMA) is no longer an entity however, the County's Rideshare Coordinator has established carpools and vanpools through the newly formed Commuter Crew program</p>
47	<p>In cooperation with Annapolis Mall Management, investigate the feasibility of a mall sponsored peak holiday shopping season shuttle service for the Generals Highway corridor.</p>	<p>Not implemented.</p>
47	<p>In cooperation with SHA, conduct an analysis of the Generals Highway corridor to evaluate the possible use of roundabouts as a replacement for or an alternative to new traffic lights. Candidate study sites might be at I-97 Exit 5 (Crownsville), the intersection of Crownsville Road and Route 178, or the intersection of Generals Highway and Veterans Highway.</p>	<p>Not implemented. A capital project will need to be initiated to fund an analysis of the Generals Highway corridor for the possible use of roundabouts.</p>
48	<p>In cooperation with SHA, conduct a signal warrant study of the intersection of Generals Highway and Indian Landing/Millersville Road to determine the need for a traffic light or other safety enhancements.</p>	<p>Completed. A traffic signal has been installed at this intersection.</p>
48	<p>In cooperation with SHA, conduct a study of traffic patterns on Generals Highway between Defense Highway and Bestgate Road to expedite traffic flow with special emphasis on the northbound left turn lane at Defense Highway. (It should be noted that this intersection is within the boundaries of the Annapolis Neck Small Area Planning Committee.)</p>	<p>Partially implemented. The intersection of Bestgate, MD 178, and Housley was studied under Capital Improvement Program project H512604. Budget limitations require Countywide prioritization and constrain how quickly improvements and / or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.</p>

Page #	Recommendation	Status
48	<p>In cooperation with SHA, conduct a study of the feasibility of a southbound left turn signal at the intersection of Generals Highway and Epping Forest Road.</p>	<p>Not implemented. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.</p>
48	<p>In cooperation with SHA, conduct a study of the intersection of Route 178 and Herald Harbor Road, to recommend improvements to the right turn lane that will improve the ease of access from the northbound Route 178 to eastbound Herald Harbor Road.</p>	<p>Not implemented. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.</p>
48	<p>At the north end of Generals Highway, the two intersections with Veterans Highway are congested during morning and evening rush hours. In cooperation with SHA, conduct a study of these intersections to determine possible solutions. The following possibilities should be considered as part of the solution mix: a roundabout could be installed, the road pattern could be modified to enhance highway safety and to reduce congestion, and/or a three-way stop light with a left turn from Veterans Highway to Generals Highway could be installed at the intersection of Generals Highway and Veterans Highway.</p>	<p>Not implemented. The County's Office of Transportation establishes the priorities for transportation facility planning under Capital Budget Project H539600. Implementation will require that the County add this in its annual priority letter to the Maryland Department of Transportation.</p>

Page #	Recommendation	Status
48	<p>In cooperation with the Board of Education, conduct a study of school bus routes to determine the possible safety and traffic circulation benefits of locating school bus stops in areas off Generals Highway proper. For example, have the buses leave Generals Highway and stop to load and unload in adjacent business or church parking lots not in intensive use in the early morning rush hour or in mid-afternoon. Another loading and unloading option might be small community cul-de-sacs.</p>	<p>Ongoing. The Board of Education is currently implementing bus routing software.</p>
48	<p>Parents have expressed student safety concerns regarding traffic at Millersville Elementary School during arrival and dismissal times. Request that BOE, in conjunction with the DPW, conduct an inspection of all public schools in the Crownsville SAP to evaluate current vehicle traffic and pedestrian safety, and prepare a school-by-school report that will recommend enhancements necessary to improve overall safety.</p>	<p>Completed. Parking lot improvements have been completed to separate buses and cars.</p>
49	<p>The parking area at the South Shore Elementary School has been reconfigured due to recent remodeling. The new parking arrangement is not a safety hazard, but vehicle clearance is tight and invites minor damage to vehicles. The Department of Planning and Code Enforcement, in cooperation with the County Board of Education, should conduct a study to resolve the tight clearance situation.</p>	<p>Not implemented. Although the site layout is not ideal, it is the best layout for the number of parking spaces needed and the separation of the buses and cars. Anne Arundel County Public Schools does not have any project planned to make changes to the entrance and parking.</p>
49	<p>Conduct a study to evaluate existing plans for bicycle routes in the Crownsville area, make recommendations for, and update previous plans (I.e., River Road is a State Recommended Bike Route that is identified on maps; however, the road is narrow, winding, and has no shoulders for bicyclists to safely avoid reckless drivers.)</p>	<p>Ongoing. Since the adoption of the Crownsville Small Area Plan, the County has hired a planner dedicated to improve bicycle and pedestrian routes. The planner works with the other County agencies and State representatives to make recommendations for the County's Capital Improvement Program and the State's Consolidated Transportation Plan for improving roads to accommodate bicycles.</p>

Page #	Recommendation	Status
49	<p>In cooperation with SHA (Defense Highway) and the County Department of Public Works (Sunrise Beach Road), conduct a study to address storm water management improvement on Defense Highway and at the intersection of Sunrise Beach Road and Whitney's Landing Road where intermittent flooding occurs on the roadway during heavy rainfall.</p>	<p>Not implemented. The Department of Public Works has not constructed a project to deal with flooding at this location. There is currently a capital project programmed (H478843) to add a right turn lane along Sunrise onto MD 178. This project does not include any stormwater management.</p>
49	<p>Increased commercial and/or industrial activities resulting from rezoning and/or illegal nonconforming uses cause increased traffic, traffic congestion and failed intersections. Discourage rezonings that are inconsistent with the recommendations of the Crowsville SAP.</p>	<p>Ongoing. The goals and recommendations within the Small Area Plan are considered during the rezoning process.</p>
49	<p>Inventory all existing non-conforming commercial and industrial businesses to determine if they possess required non-conforming certificates of use, and enforce existing laws requiring such businesses to obtain a certificate of non-conforming use.</p>	<p>Ongoing. When nonconforming uses are identified, they are required to file an application for approval and certification as a legal nonconforming use if they meet the criteria specified in Article 18 (Zoning) of the County Code. These uses are typically identified when they apply for a permit or via a complaint which is then investigated by the Zoning Enforcement Section of the Office of Planning and Zoning (OPZ). However, the OPZ does not have sufficient staff resources to inventory all existing businesses on a regular basis for code compliance.</p>
50	<p>As a means to protect and preserve the scenic and historic character, designate Old Generals Highway, Old Herald Harbor Road, St. Stephens Church Road, Crowsville Road, Honeysuckle Lane, Waterbury Road, Hawkins Road, St. Stephens Church Road, Crowsville Road, Honeysuckle Lane, Waterbury Road, Hawkins Road, Old Epping Forest Road, Bacon Ridge Road, River Road, Chesterfield Road, Indian Landing Road, Herald Harbor Road, Sherwood Forest Road, Generals Highway, Johns Hopkins Road, and Severn Chapel Road as scenic and historic roads as a means to protect and preserve the scenic and historic character.</p>	<p>Completed. Old Generals Highway, Old Herald Harbor Road, St. Stephens Church Road, Crowsville Road, Honeysuckle Lane, Waterbury Road, Hawkins Road, Bacon Ridge Road, River Road, Indian Landing Road, Herald Harbor Road, Sherwood Forest Road, Generals Highway, Johns Hopkins Road and Severn Chapel Road are designated as scenic or historic roads. Old Epping Forest Road was not designated.</p>

Page #	Recommendation	Status
50	<p>In order to mitigate existing and projected traffic volumes and congestion, the Plan recommends development of pedestrian enhancements within the Crownsville area. To fund such activities, the Plan recommends that the County identify and actively seek funds from all available sources such as the Intermodal Surface Transportation Efficiency Act, other Federal funding sources, State and County sources, and private sources.</p>	<p>Ongoing. The Intermodal Surface Transportation Efficiency Act (ISTEA) has been superseded by other Federal Acts however, the County routinely requests funding from Federal and State sources including the Maryland Department of Transportation (MDOT) Transportation Alternatives/Safe Routes to School and State Sidewalk Fund money.</p>
50	<p>There should be no additional interchanges, or access ramps to I-97 constructed in the Crownsville area as was agreed when I-97 was planned and constructed. This policy should be made clear to the Maryland SHA.</p>	<p>Ongoing. To date, there have been no additional interchanges or access ramps to I-97 constructed in the Crownsville area.</p>
50	<p>In cooperation with SHA, conduct an analysis to determine the feasibility of establishing a left turn light at the intersection of Exit 5 from I-97 and Route 178 to improve the safety of vehicles making left turns from the exit ramp to travel northbound on Route 178.</p>	<p>Not implemented. The County's Office of Transportation establishes the priorities for transportation facility planning under Capital Budget Project H539600. Implementation will require that the County add this in its annual priority letter to the Maryland Department of Transportation.</p>

Public Utilities

Page #	Recommendation	Status
52	<p>The Committee recommends that except in the case of a public health matter, the boundaries of the existing water and sewer service areas should not be expanded.</p>	<p>Ongoing. The County's Water and Sewer Master Plan implements the Rural service area boundary as recommended in the most current General Development Plan.</p>

Community Facilities

Community Center Concept

Page #	Recommendation	Status
56	<p>Make every effort to locate community services (such as library, senior center, post office and ballparks) and create a "co-location" on the grounds of the State Hospital site, as suggested in the General Development Plan. Another opportunity for a "co-location" is located at the I-97 gateway to Crownsville. A complex on this site could include a fire station, to be relocated from Herald Harbor, police substation, and possibly a small branch library, senior services, recreation and access to the South Shore Trail.</p>	<p>Not implemented. The County will continue to monitor the Crownsville Hospital property and evaluate any opportunities, however, it continues to remain in State ownership.</p>

Parks and Recreation

Page #	Recommendation	Status
57	<p>The County and/or the Department of Natural Resources, Natural Heritage Division, should be encouraged to acquire portions of the Crownsville State Hospital property that are no longer needed by the state hospital system.</p>	<p>Ongoing. The County has acquired 974 acres to be part of the Bacon Ridge Natural Area. The Department of Recreation and Parks will continue to protect land along Bacon Ridge Branch and the North River to expand the South River Greenway and improve the health of the watershed.</p>

Page #	Recommendation	Status
57	<p>Much of the western and southern portion of the hospital property contains environmentally sensitive areas and lies within the Bacon Ridge Branch corridor of the South River. The cohesive integrity of that corridor in its natural state is crucial to the Chesapeake Bay Critical Area Resource Conservation Area located immediately to the south, at the confluence of the North River and the Bacon Ridge Branch. This Resource Conservation Area contains habitat for federally endangered species. That habitat is dependent upon the forested areas extending northward along the North River and the Bacon Ridge Branch. Accordingly, acquisition and preservation in its natural state of that portion of the hospital property adjoining the Bacon Ridge and its tributaries should be a major goal of the Department of Natural Resources, Natural Heritage Division and/or Anne Arundel County. Such an acquisition would supplement the park land owned by the County immediately to the south of the hospital property and the state park land located immediately to the north of the property. The acquisition would place, in permanently protected public ownership, land creating a greenway from the confluence of the North River and the Bacon Ridge Branch northward to the Bacon Ridge Natural Area north of the hospital.</p>	<p>Ongoing. Since 2007, the County has acquired 974 acres known as the Bacon Ridge Natural Area. This land will remain in its natural state with the exception of natural trails and parking areas. The Scenic Rivers Land Trust also holds conservation easements within the South River Greenway and continues to pursue additional easements. The Department of Recreation and Parks will also monitor real estate opportunities within the Greenway with an emphasis on conservation easements.</p>
57	<p>Acquire other areas of the hospital grounds, where the topography is appropriate for active recreation, by Anne Arundel County as park land. There are many areas, not currently in use by the state hospital system, that would be appropriate for ball fields or other outdoor recreational activities.</p>	<p>Not implemented. The Crownsville Hospital remains under State ownership.</p>

Page #	Recommendation	Status
58	Make every effort to maintain and expand the existing trail system for use for equestrians. Avoid introduction of trail uses (e.g. skateboards) that are incompatible with equestrian use.	Not implemented. The Department of Recreation and Parks will continue to monitor the Crownsville Hospital property and evaluate any opportunities; however, it continues to remain in State ownership.
58	Involve members of the Crownsville SAP Committee on an advisory basis to evaluate opportunities at the state hospital and to work with the state regarding adaptive reuse of the property.	Ongoing. During the Crownsville Small Area Plan process, input was given and recommendations made for reuse of the Crownsville Hospital site which would be taken into consideration if the State sold the property to a private entity and the County received a submittal for a development proposal. That has not happened to date as the property is still under State ownership. As opportunities are proposed for the site, the County encourages that those proposals be shared with the Crownsville community for input.

Trail System and Greenways

Page #	Recommendation	Status
58	It is recommended that the County develop a greenways master plan for the Crownsville area that includes the identification of existing natural areas and a plan for connecting them to create a greenway, creation of additional greenways, designation of equestrian trails (separate from trails used by bikers and skate boarders, uses which are incompatible with the presence of horses), designation of hiker-biker trails, and designation of supplemental bike routes.	Completed. The County's 2002 Greenways Master Plan and the preliminary draft of the 2018 Green Infrastructure Master Plan delineate a system of hubs and corridors based on a set of minimum criteria for the purpose of providing wildlife habitat areas and connections between habitat areas.

Page #	Recommendation	Status
58	<p>The plan should include the designation of greenway corridors in the following locations: 1.) Along the North River; 2.) Along the Bacon Ridge Branch; 3.) Along Route 450 from Crownsville Road westward to Staples Corner; 4.) East of I-97: north from Route 450 from Crownsville Road and crossing Generals Highway east of Crownsville State Hospital to follow Deep Ditch Branch to Maynadier Creek at the Severn River; 5.) The "Green Cathedral" and Brewer Pond; 6.) Severn Run Natural Area, Arlington Echo, Whitney's Landing Farm, Arden ball fields and Arden Bog area.</p>	<p>Completed. The County's 2002 Greenways Master Plan and the preliminary draft of the 2018 Green Infrastructure Master Plan delineate a system of hubs and corridors based on a set of minimum criteria for the purpose of providing wildlife habitat areas and connections between habitat areas. The areas listed were evaluated and most of them met the minimum criteria for inclusion in the network.</p>
58	<p>A major goal of the greenways master plan should be the acquisition of the undeveloped portions of Crownsville State Hospital which would supplement and potentially connect two of these (2 and 4 above) greenways. The acquisition and development by the County of park land for passive or active recreation should further the State and County goal of creating or expanding greenways within the County. This is necessary to maintain species habitat and promote maintenance of consolidated forest areas in their natural state, so as to maintain the habitat of forest interior dwelling birds and other dependent animal and plant species.</p>	<p>Completed. The County holds 500 acres of the mostly forested area of the Crownsville site, with additional protection via conservation easement. Additional acquisitions contiguous to this bring the area known as Bacon Ridge Natural Area in the South River Greenway to 973 acres.</p>

Page #	Recommendation	Status
59	Additionally, where appropriate, park and recreational facilities should be sited near proposed hiker/biker trails to encourage and facilitate safe access via bicycles to those facilities.	Partially implemented. The Crownsville Park master plan is complete awaiting design and construction funding. The South Shore Trail right-of-way to Crownsville Park has been transferred to the County from the State. This park site lies along the Trail right-of-way. The development of natural trails is ongoing in the Bacon Ridge Natural Area along with a newly established parking lot on Hawkins Road. Trail master plans indicate spurs connecting to communities, schools, etc. Also, during the subdivision process the Department of Recreation and Parks encourages opportunities to provide safe community access to trails, existing and proposed.
59	The South Shore Hiker/Biker Trail should be expedited in the Parks and Recreation Master Plan, and land acquisition, design and construction should proceed as quickly as possible. Adequate parking for users of the trail should be provided at convenient locations. The study and design should include connector paths to facilitate safe and convenient access from near by communities.	Ongoing. Phase I began construction in October 2017 and II is in design with application for construction funding submitted in May 2018. Right of way study for phases III, IV and V from Waterbury Road to Annapolis is underway.

Other Issues

Page #	Recommendation	Status
59	Create a central 5th police district within the Crownsville area to improve response time.	Partially implemented. The Police Department anticipates building or repurposing an existing facility for a Centralized District Station at the HQ complex in Millersville. Currently anticipated to receive funding in FY2022.
59	Co-locate public safety and service agencies.	Partially implemented. The Police and Fire Departments anticipate on co-locating 911 communications sections in a joint facility. Currently anticipated to receive funding in FY2020.

Generals Highway Corridor - Design Guidelines

Page #	Recommendation	Status
70	<p>Conduct a study of the Generals Highway corridor from Bestgate Road to Veterans Highway and develop concepts for preserving the rural and scenic character, improving traffic flow at certain intersections, and creating gateway points to the adjoining communities. Consider a special overlay zone with design guidelines for this corridor.</p>	<p>Ongoing. The County's Cultural Resources Section of the Office of Planning and Zoning and the State Highway Administration completed a cultural landscape study of Generals Highway in 2017. No further action related to regulatory proposals or overlay zones has been pursued to date.</p>

Deale / Shady Side

The Deale / Shady Side Small Area Plan (SAP) was adopted in June of 2001 and addressed goals and recommendations for the BWI Airport, land use, zoning, economic development, natural and historic resources, transportation, education and community facilities and public utilities.

Vision Statement

Our recommendations are intended to protect and enhance the livability and diversity of our residential communities, the integrity and character of our villages and farms, and the small scale “Hometown” nature of our local businesses.

We recognize that our planning area’s history and maritime economy are inextricably linked to a healthy Chesapeake Bay ecosystem. The preservation and restoration of wetlands, wildlife habitat, water quality and all natural resources are of primary importance.

We agree that residents of our planning area have a valid expectation of roads and public facilities fully adequate to the needs of their communities, and schools equal to those of any part of the County. We believe that the ultimate measure of the success of this planning effort will be the conservation, for future generations, of the unique geographical, cultural and historical heritage of the peninsular area which includes the villages of Galesville, Deale and Shady Side, West River and Churchton.

Plan Concept and Highlights

The Deale/Shady Side Plan contains several key concepts, which will direct the way the small area will develop over the next twenty years. The vision along with the goals and recommendations contained in this plan set the direction for the future. These elements are described below with objectives to guide their implementation.

A. Commercial Activity Centers: Curb Commercial Sprawl

Commercial development shall be contained within the existing small villages of Galesville, Churchton, Shady Side, and Deale. It is the intent of this plan to reinforce these areas with appropriate public improvements and reinvestment in existing commercial establishments and new infill commercial development.

Commercial development outside of these areas is discouraged, and is considered commercial sprawl that distracts from the orderly and appropriately planned commercial growth centers. Commercial sprawl works to undermine the basic economic vitality of small villages, and spreads commercial activity to areas that are more appropriately residential and rural in nature.

This plan includes recommendations on how Deale, Shady Side and Churchton could develop in the future with an appropriate mix of public improvements and private investment.

- Improve access to local businesses and traffic flow at the intersection of MD routes 468 and 256.
- Develop an attractive streetscape design with landscaping and pedestrian walkways.
- Include bed and breakfasts as a permitted use in maritime zoning districts

- Designate Deale as a revitalization area.

B. Reduce the Overall Density: Density Compatible with Land Capability

The Deale/Shady Side area has numerous environmental restrictions that are related to topography and hydrology. High water tables, extensive wetlands, hydric soils, and Chesapeake Bay Critical Areas pose developmental problems and are the areas which need to be protected to preserve the water quality and productivity of the Bay.

Recommendations Include:

- Reduce the density of future development by rezoning vacant property currently zoned R1, which is not on public to Residential Low Density (RLD).
- Provide greater protection for non-tidal wetlands in new subdivisions by considering alternatives to lot arrangement and overall density allocations.

C. Transportation Initiatives: Safety and Pedestrian Improvements

The roadways in the planning area are narrow. They also are for the most part without shoulders and have deep ditches to expedite drainage because of the low-lying nature of the land. Safety is a paramount issue in the area and many of the recommendations relate to improvements in this area.

Recommendations Include:

- Construct shoulders on MD 468 (Muddy Creek Road) and on MD 256 (Deale Churchton Road).
- Construct traffic circles at MD 468 & 255; MD 468 & 256; and at MD 256 & 258.
- Construct bicycle lanes along roadways as shoulders are created.

D. Community Facilities: Schools, Community Center, Parks, Senior Opportunities

The Deale/Shady Side Small Area is rich in history and Bay related resources, but lacks some of the facilities which are available in other portions of the County. Education is of primary concern at the secondary level and college level. In addition, the lack of community facilities and the future development of key waterfront parcels are of concern.

Recommendations Include:

- Provide educational facilities and opportunities equal to the best in the County.
- The County and the Community College should work to provide adult education classes and college courses in the area.
- Provide a senior center.
- Provide an indoor community/recreation center in Deale.
- Provide public and commercial waterfront access points.

- Reopen Deale Wharf to serve waterman needs.
- Franklin Point should be preserved as an open space and natural area park. A small portion of the total property adjacent to MD Route 468 (20% of the site) could be used for active recreational opportunities. Picnic areas, ball fields tennis courts and a swimming pool should all be considered.

E. Environmental Improvements: To Preserve and Restore Environmental Resources Where Possible

Recommendations Include:

- Maintain the quality of the Critical Area Buffer. Consider increasing the buffer from 100 ft. to 150 ft. for all new subdivisions.
- Halt the wetland loss outside of the critical area.
- Consider designating wetlands in new subdivisions as community open space and disallowing their platting into or as part of residential lots.
- Consider establishing greenways through the Deale/Shady Side area to preserve riparian buffers, assist with floodwater retention, and to provide wildlife corridors.
- Survey the area for failing septic systems and the use of outhouses. Provide financial assistance to poverty level residents to install septic or alternative systems.
- Protect fish spawning habitat in upper tributaries. Work with the Maryland Department of Natural Resources to monitor the tributaries and development management techniques to control the use of motorized watercraft and dredging projects that have an adverse impact on spawning habitat.

Implementation

Over 150 recommendations were identified within the Deale / Shady Side SAP to help implement the Vision, Plan Concept and the 1997 General Development Plan. More than 80 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are various transportation improvements, including at the MD 468 / Deale-Churchton Road intersection; revising the Zoning Ordinance to accommodate waterman needs, permitting Bed and Breakfast as use, and disallowing new sand and gravel operations in the RCA; waterway improvements, including adding a second jetty along the western entrance of Rockhold and Tracey's Creeks, dredging the Upper West River, and construction of a placement site for dredged material; completion of watershed management plans; expansion of Southern Middle School; construction of a boat ramp at Discovery Village, with a canoe-kayak launch; incorporating the Scenic and Historic Road provisions into the County development regulations; strengthening various environmental policies, including enhanced stormwater management regulations and stream / Critical Area buffer provisions; rehabilitating and reopening of Deale Wharf; developing water access points at Jack Creek Park, Shadyside Park and Discovery Village; and establishing the Historic Preservation Tax Credit Program.

The following table lists the goals of the Deale / Shady Side Small Area Plan, corresponding recommendations and the status of each.

Historic and Archaeological Resources

Page #	Recommendation	Status
24	Strengthen existing County codes and regulations to protect historic and archeological resources, including scenic and historic roads.	Ongoing. Article 17 (Subdivision and Development - 17-6-504) of the County Code was adopted in 2005, implementing Scenic and Historic Road Commission Recommendations. Recent Office of Planning and Zoning internal discussions explore improving clarity of existing 14 criteria and implementation of regulations.
24	Protect the historic character of the Deale/ Shady Side Small Area by identifying and protecting historic building and structures.	Not implemented. While resources have been identified, Deale needs to be formally evaluated for historic district potential. Staffing and reduction in consultant services has not allowed pursuit of this recommendation.
24	Add historic sites and structures to the Maryland inventory of Historic Properties and the National Register of Historic Places.	Ongoing. New sites have been added through Site Development Plan review and also through public outreach. Protection of sites occurs through Article 17 (Subdivision and Development) of the County Code.
24	Add archeological sites to the Maryland Archeological Site Survey and the National Register of Historic Places.	Ongoing. New sites have been added through Site Development Plan review and also through public outreach. Protection of sites occurs through Article 17 (Subdivision and Development) of the County Code.
24	Establish incentive programs, including tax deductions or credits, grant and loan funds, and technical assistance, for property owners that protect and preserve significant historic resources.	Ongoing. The County established the Historic Preservation Tax Credit Program in 2016 (Bill 118-15) to preserve historic resources. Additional incentive programs are still being explored.
24	Promote and utilize opportunities in the Maryland Heritage Preservation and Tourism Program, including tax incentives and other funding sources for preservation, renovation and revitalization. This program includes the identification, protection and promotion of significant historic and cultural resources that contribute to the development of tourist-related functions.	Ongoing. The County continues to provide annual financial support for the Four Rivers Heritage Area, the local branch of the MD Heritage Areas Program. Non-profits and the County's Cultural Resources Section have benefitted from both State and local "mini-grant" funding. The State program has received a notable increase in funding in the past year and this may result in an increase in support for heritage assets in the Four Rivers Heritage Area.
24	Establish protective measures for Scenic and Historic and Historic Roads.	Completed. Legislation was passed in 2005 that incorporated the Scenic and Historic Road Commission recommendations into Article 17 (Subdivision and Development) of the County Code.

*Environment**Wetlands & Submerged Aquatic Vegetation*

Page #	Recommendation	Status
29	Make environmental site review mandatory for all projects outside of the Critical Area that do not require a grading plan, where county soil maps show hydric soils.	Ongoing. In 2010, Stormwater Management Regulations were revised to implement Environmental Site Design to the maximum extent possible.
29	The County should keep a record of all variances that degrade or fills wetlands, in order to track cumulative wetland loss over time. Variances that involve wetland degradation or fill should only be granted under extremely exceptional situations (e. g. property access). It is recommended that language to this effect be adopted by County Code	Not implemented. A Modification to Article 17 (Subdivision and Development) of the Anne Arundel County Code (as opposed to a Variance to Article 18 (Zoning)) is required for any wetland disturbance, as well as a permit from the Maryland Department of the Environment and/or the US Army Corps of Engineers. The Office of Planning and Zoning tracks approval of Modifications by type over time. However, cumulative tracking of acreage disturbed or filled is not conducted. Modifications of this type are currently not recommended for approval by the County unless under extreme circumstances.
30	Wetland inventories and on-site environmental review should be performed in conjunction with any major planning exercise, such as designation of "opportunity" sites, and other sensitive areas and should include a written report. This process should also occur prior to approving changes in zoning (upzoning) within the Critical Area and approval of Critical Area growth allocations.	Ongoing. Environmental reviews are conducted as part of the development, master plan, comprehensive rezoning or Critical Area growth allocation processes.

Page #	Recommendation	Status
31	<p>The SAP Committee has recommended that wetland inventories and environmental site review should be performed by consultants hired by the county and paid for by the developer as part of the subdivision review process to ensure that wetlands and other sensitive areas within the Critical Area are delineated accurately. This recommendation is worthy of further review and study. It will be reviewed and a recommendation forwarded which considers the administrative cost and improvements that may be gained from an independent study.</p>	<p>Completed. The County uses a combination of wetland datasets -- Wetlands of Special State Concern; National Wetland Inventory; and County Geocortex layers. With any development application, the applicant must conduct their own wetland delineation to verify the Inventory Maps are accurate. County staff reviews and compares this with all site information available to them. If there is a question of accuracy, site visits may be conducted. MDE and/or the Army Corps of Engineers will provide a review if disturbance to the wetland is proposed and an agency permit is needed.</p>
31	<p>County “Sensitive Area” maps should be field tested to better delineate the extent of wetlands in the Deale/Shady Side Area. These maps are used for planning purposes as part of the GDP.</p>	<p>Not implemented.</p>

Greenways & Riparian Buffers

Page #	Recommendation	Status
34	<p>Create a 'Greenway' through the Deale/Shady Side Area to preserve riparian buffers, assist in floodwater retention, and provide wildlife corridors (to enhance wildlife movement and cover, and to avoid genetically isolated populations of wildlife). The following objectives are associated with establishing a greenway:</p> <ul style="list-style-type: none"> a.) Give special consideration to applications for participation in the County Agricultural Preservation Program and other programs for lands within the designated Greenway; b.) When a Greenway is delineated in the RCA, consider rezoning land to be consistent with existing land use (Agricultural or Open Space). This would protect the integrity/continuity of the proposed greenway; c.) Encourage the retention of forested areas and promote reforestation and other restoration activities on publicly owned lands; d.) Consider establishing or increasing non-tidal Stream Buffers outside the Critical Area: The non-tidal portions of streams should be protected by adoption of an ordinance creating a riparian buffer similar in purpose and nature to the 100 foot buffer in the Chesapeake Bay Critical Area. 	<p>Completed. A Green Infrastructure Network is within the West River and Herring Bay watersheds of the Deale-Shady Side Small Planning Area per the 2002 Greenways Master Plan and the preliminary draft of the 2018 Green Infrastructure Master Plan.</p>
34	<p>Critical Area Buffer Expansion – It is recommended that the Chesapeake Bay Critical Area Work Group evaluate the need for increasing the Critical Area Buffer for new subdivisions and make specific findings and recommendations to the Office of Planning and Zoning.</p>	<p>Ongoing. Critical Area buffers continue to be required as per the Code of Maryland Regulations, Title 27. Per Article 17 (Subdivision and Development) of the County Code, the 100-foot buffer is a minimum and must be expanded to include slopes of 15% or greater, nontidal wetlands, and hydric or highly erodible soils. A previous work group evaluated the Critical Area Buffer requirements but there was no consensus on moving forward with recommendations.</p>

Water Quality

Page #	Recommendation	Status
35	<p>If the existing 100 foot Critical Area Buffer is expanded it is further recommended that innovative landscape alternatives be developed for use in the area. This may include such items as berms, backyard ponds, and other bioretention methods.</p>	<p>Ongoing. The Critical Area Buffer Resources Guide, last updated in 2011, discusses using different types of landscaping elements for aesthetics and environmental benefits. For more information see https://dnr.maryland.gov/criticalarea/Pages/buffer.aspx.</p>
35	<p>Long Term Monitoring – Consider initiating a long term monitoring program within the Critical Area buffer to ensure its integrity. Partnership opportunities should be explored in the design and implementation of such a program.</p>	<p>Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works maintains a long term biological monitoring program to assess stream health and condition but not specifically monitoring the integrity of the Critical Area Buffer.</p>
35	<p>New Subdivisions – The SAP Committee recognized that wetlands are a valuable resource that need to be protected, and that lot layout which includes wetlands and encroaches on them and their buffers may have adverse impacts. The Office of Planning and Zoning recommends that this issue be studied in greater detail, and that consideration be given to regulatory changes that will further protect all wetlands. The issues to be consider are: should wetlands be included within lots, or to the extent possible platted as community open space; and whether or not to allow new developments to include the acreage of wetlands toward density.</p>	<p>Completed. Article 17 (Subdivision and Development - § 17-6-401) of the County Code states that development may not occur within a nontidal wetland or within a 25-foot buffer of a nontidal wetland except for commercial tree harvesting in accordance with a forest management plan approved by the State. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils. Also, Article 18 of the County Code was amended to remove wetlands and steep slopes out of calculation to determine density.</p>

Page #	Recommendation	Status
35	<p>The SAP Committee has recommended that the County restore the language in the Critical Area Regulations regarding maintaining a 300-foot buffer in conjunction with growth allocations. The proposed change of the word shall to should maintain a 300 foot buffer represents a step backwards in efforts to uphold the intent of the Critical Area Legislation. This item will be forwarded to the Critical Area Work Group for study and further recommendations.</p>	<p>Completed. As per COMAR Title 27, Article 17 (Subdivision and Development- §17-8-802) of the County Code requires that a site re-designated from RCA to LDA or from RCA to IDA shall maintain a 300-foot buffer.</p>
36	<p>Support and encourage protection and restoration of riparian buffers.</p>	<p>Ongoing. Article 17 (Subdivision and Development - § 17-6-401) of the County Code states that development may not occur within a nontidal wetland or within a 25-foot buffer of a nontidal wetland except for commercial tree harvesting in accordance with a forest management plan approved by the State. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.</p>
36	<p>Identify and encourage the removal of abandoned and unused impervious surfaces, which exacerbate stormwater runoff.</p>	<p>Ongoing. Impervious surface is removed whenever possible and feasible through restoration projects and redevelopment.</p>

Page #	Recommendation	Status
36	<p>Make the completion of watershed management plans a priority for all watersheds, (to be completed as soon as possible before the projected ten years). Utilize resources of the Federal, State, university, or consultants to complete the plans. The watershed management plans should identify land uses, watershed resources such as wetlands, establish impacts to water quality from land uses, and develop goals for sustaining and improving the natural functional components of the watershed. Identify opportunities to increase the wetlands in each watershed to meet State and Federal water quality and wetlands goals. The first watershed management plans are currently being completed. Future plans are being refined and improved to obtain better products. It is in the County's best interest to expedite the process.</p>	<p>Completed. All of the County's 12 major watersheds have been comprehensively assessed.</p>
36	<p>The County should consider a Stormwater Management Utility Program similar in scope to the wastewater treatment system. The Utility should be independent and generate revenue from property owners based upon impervious area, impact to water quality, with credits for implementing BMPs for quality and quantity. The fees would be dedicated for the use of improving stormwater infrastructure and reducing impervious areas in existing and planned developments. By implementing the Utility, developers can be brought into the process before the county is built out (currently at 50%) to assist with the long-term costs and management of stormwater structures, for new building only.</p>	<p>Completed. The Department of Public Works Watershed Protection and Restoration Program (WPRP) and stormwater remediation fee were created in 2014.</p>
36	<p>The County should discourage the use of lawn services, herbicide, and fertilizer application within the critical area, with emphasis on properties within the 100 (150) foot buffer, through public education and should encourage Bay Scapes plantings.</p>	<p>Ongoing.</p>

Page #	Recommendation	Status
36	<p>The County's Soil Conservation program should work with State and/or Federal agencies to initiate periodic water quality monitoring as part of the soil conservation plans for farms that cultivate land, apply fertilizer/herbicides, or graze livestock within the critical area. Note: "Bio-gro" applications that coincide with rain events currently run off into headwaters of the West River, causing odors with unknown associated nutrient levels.</p>	<p>Not implemented. The Soil Conservation District (SCD) works with the Natural Resources Conservation Service, the Maryland Department of Agriculture and the Maryland Department of the Environment (MDE); however, but the SCD does not have the capability of monitoring water quality. MDE monitors waters of the State. The SCD provides technical assistance to landowners to install Best Management Practices to prevent sediment and nutrients from leaving the farm. Sludge application permits are through MDE. The County's Watershed Protection and Restoration Program has no authority over Soil Conservation Plans.</p>
37	<p>The County should work with the State and EPA to ensure that Marina facilities are meeting standards for toxic discharges (from power-washing, scraping, painting, fuel, etc.). The County should also help to educate boaters regarding the above.</p>	<p>Completed. Current Federal and State regulate toxic discharges. In addition, the Department of Natural Resources Clean Marina Initiative offers and provides incentives to marina and boatyard operators, and recreational boaters the opportunity to participate in efforts to protect Maryland's natural resources. The Maryland Clean Marina Initiative recognizes and promotes marinas, boayards and yacht clubs of any size that meet legal requirements and voluntarily adopt pollution prevention practices. The County's Department of Public Works' Watershed Protection and Restoration Program also promotes clean marinas and educates boaters and marina operators on pollution related to boating activities.</p>
37	<p>The County will identify the areas where there are conflicts and amend the Sewer Service maps to be consistent with proposed land use.</p>	<p>Ongoing. The triennial update to the County's Water and Sewer Master Plan (WSMP), adjusts the service area boundaries according to the goals, policies and recommendations approved in the most current land use plan adopted by the County.</p>

Page #	Recommendation	Status
37	<p>Develop a program in concert with the Health Department to register and inspect septic systems and outhouses particularly for property in the Critical Area or within 100 feet of shallow wells. Test those wells for contamination to protect groundwater. Develop alternative systems such as sand filters or aerobic systems to replace failing septic systems.</p>	<p>Not implemented. Evaluation is done on individual properties as part of building permit reviews. No Countywide program exists. Recent State legislation, the Septic Stewardship Act of 2018, will provide targeted fee relief to homeowners with septic systems, and incentivize local Septic Stewardship Plans to ensure systems are operated and maintained, including provisions such as routine pump-outs and inspections. The legislation allows the State's Bay Restoration Fund to be used to reimburse homeowners for the cost of on-site sewage systems pumping if the County creates a Septic Stewardship Program. The County will consider this once the State has developed the specific requirements for developing a septic stewardship plan.</p>
37	<p>Develop programs to provide financial assistance to poverty level residents, who are not on public sewer, and who do not have indoor plumbing, to install plumbing and septic systems or alternative systems (sand filters, biofilters, aerobic systems) where the land does not percolate.</p>	<p>Completed. The Failed Sewage Disposal System Fund and Bay Restoration Fund provide grants for the repair of septic systems and installation of Best Available Technology septic systems.</p>
38	<p>Rename the (Broadwater Water Reclamation Facility to) the Shady Side Water Reclamation Facility (SSWRF).</p>	<p>Not implemented. The Broadwater Water Reclamation Facility has not been renamed to the Shade Side Water Reclamation Facility.</p>

Page #	Recommendation	Status
38	The existing GDP recommendation to direct new development towards areas with existing public sewage treatment facilities could have a negative impact in the Deale/Shady Side area. An alternative to the traditional use of adequate sewer capacity would be to develop and use a matrix approach of basic development criteria. The criteria would consider adequate facilities, soil types, sensitive areas, etc. to determine where development should take place. Wetlands, Resource Conservation Areas, Floodplains, and Steep slopes should be avoided. The matrix approach could be used to indicate when the granting of waivers, special exceptions, and variances is inappropriate.	Ongoing. During the comprehensive planning process, potential land use changes are assessed for impacts to the environment and the public sewer system. During the development process, these impacts are further analyzed for consideration of where development should occur. Natural Features are protected through Article 17 (Subdivision and Development) of the County Code. In addition, the layout and design of a development is required per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) and Article 17 to comply with environmental site design criteria and preserve natural features to the maximum extent possible.
38	Require the following improvements to the Broadwater WRF: a.) Cap plant capacity to be more in line with "low growth" measures recommended in the Deale/Shady Side Plan; b.) Publish Broadwater WRF's National Pollution Discharge Elimination System (NPDES) compliance records in newspapers monthly; c.) Initiate water saving practices such as piping treated effluent for use on local sod farms.	Ongoing. The Broadwater Water Reclamation Facility is capped. It will remain capped indefinitely. The County views publishing compliance records in newspapers as excessive; not feasible; and initiating water saving practices on a small scale is not practical.
38	Maintain the plant capacity at its current level to allow for the programmed infill and subdivision activity that may occur under current zoning. No expansion of the plant is recommended to allow for increased development through rezonings to higher densities.	Ongoing. Capacity at the Broadwater Water Reclamation Facility remains at 2.0 million gallons per day.
39	Promote Conservation of water through education. Include water saving tips with every Wastewater or Tax bill.	Ongoing. The Department of Public Works Bureau of Utility Operations maintains a web page as well as Facebook and Twitter accounts dedicated to public education and includes water conservation.
39	Expand the building code to allow the use of approved gray water filtration systems and roof drainage for passive irrigation in new home design.	Completed. The Stormwater Management Manual allows for Environmental Site Design techniques such as these for stormwater management.

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39	Require bentonite clay stops around horizontal and vertical pipes if not currently required.	Not implemented. The County does not require bentonite clay stops/collars around the pipe in the trench.
39	In order to more closely determine if the drop in the aquifer level will impact the many residents with wells in the Aquia Aquifer, and to prevent a long-term failure of wells, the County should adopt a policy that will ensure the long-term viability of existing wells. This policy should be incorporated into the Adequate Facilities Law.	Not implemented. No updates to the Adequacy of Facilities Ordinance has incorporated the sustainability of the Aquia Aquifer.
39	A long-term groundwater management plan should be developed that identifies the upland recharge zones for the Aquia Aquifer, opportunities for assisting with the recharge of reclaimed water, and closer monitoring of water use. The plan's time horizon should be fifty to 100 years. The sustainable capacity of the aquifer should be determined as stated in the GDP.	Completed. The Maryland Department of the Environment (MDE) is the lead agency in developing a Comprehensive Groundwater Protection Strategy for the State to protect the quality and quantity of groundwater. The County works cooperatively with MDE to protect the groundwater resource and ensure that there is an adequate supply available. In addition, the Maryland Geological Survey (MGS) is charged with investigating the geologic and water resources of Maryland and includes monitoring water resources. A network of observation wells in the major aquifers in Anne Arundel County has been installed since the early 1990s in coordination and agreement with MDE and the MGS for groundwater management and monitoring purposes. The outcrop areas, identified in the County's Water and Sewer Master Plan, provide recharge for the aquifers whose major source of water is precipitation either directly into the County recharge areas, seepage from adjacent confining beds, or by flow from outcroppings in other jurisdictions.
40	Educate the public about the limits of the aquifer to provide water for the long-term. The recent drought could be used as an example of the fact that water is a finite resource and should be utilized sparingly.	Ongoing. Through information on the Department of Health's website and the requirement of water conserving fixtures in septic agreements has helped to educate the public.

Soils & Erosion

Page #	Recommendation	Status
40	Use soil maps in the planning process to delineate areas most appropriate for development, protection and agriculture.	Ongoing. Soil maps are used to review subdivisions and site plans during the development review process.
41	Address erosion control and stormwater management as a high priority for the West River and Herring Bay Watershed Management Plans. Identify State and Federal funding opportunities that may assist in this effort.	Completed. Erosion and stormwater management are addressed in the West River and Herring Bay watershed assessments.
41	Consider developing in conjunction with the state a program of property tax or other incentives for businesses or homeowners that plant shoreline buffers and/or stabilize their shorelines with wetland grasses, providing a better buffer for stormwater runoff and a greater capacity to absorb wave action, thereby slowing erosion and creating habitat at the same time.	Ongoing. The County Department of Inspections and Permits provides wetland grasses to communities and waterfront property owners upon application.
41	Expand ongoing efforts by the County to identify stormwater management problems in the Deale/Shady Side Small Area and take corrective actions as appropriate.	Partially implemented. Comprehensive Watershed Assessments have been recently completed for the Rhode/West River and Herring Bay Watersheds. Implementation of these assessments will be programmed in the Watershed Protection and Restoration Program's budget.

Fish and Wildlife Resources

Page #	Recommendation	Status
43	Protect and restore tidal and non-tidal wetlands and SAV.	Ongoing.

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43	<p>Initiate cooperative efforts with the DNR to establish "Fisheries Habitat Protection Zones." Designate upper tributary areas, which provide spawning areas for anadromous and freshwater fishes. Zones would be managed by DNR to consider the cumulative impact of pier, bulkhead, dredging, and other projects on fish habitat. Discourage upzoning and Critical Area Growth Allocation allowances for land use adjacent to these areas.</p>	<p>Not implemented. No Fisheries Habitat Protection Zones have been established to date. If pursued, this will require coordination with the Maryland Department of Natural Resources and the Critical Area Commission to determine what fisheries should be targeted and whether they meet the criteria to qualify as a habitat protection zone, as well as the potential threat from development impacts.</p>
43	<p>Discourage dredging in upper tributary spawning areas. Dredging disrupts the benthic community, wiping out SAV and the potential for SAV colonization for many years.</p>	<p>Ongoing. The Maryland Department of the Environment does not issue permits that impact headwater spawning areas and habitat.</p>
44	<p>Support and implement Critical Area Commission FID Guidelines within the Critical Area, and incorporate the intent of the FID Guidelines to habitat outside of the critical area.</p>	<p>Ongoing. The County supports the Critical Area Forest Interior Dwelling (FID) guidelines and makes recommendations accordingly during the development review process. No guidelines have been formally adopted for areas outside of the Critical Area. However, under the development review process, where proposed new developments would impact large tracts of forested areas the applicant may be requested to conduct an assessment of whether the area serves as a FID habitat, and if so may be required to alter the site layout to limit impacts to forest edges where feasible.</p>
44	<p>The County should work with MD DNR to develop a deer management plan for the Deale/Shady Side Small Area. The 1999 MD Deer Management Plan encourages working at the community level to develop management plans as part of local community planning efforts.</p>	<p>Not implemented. The County Deer Management Plan is a Countywide program on County land only. There is no authority or budget appropriation for the Department of Recreation and Parks to expand this program onto private home owner association property.</p>
44	<p>Designate and preserve wildlife corridors or "greenways" through which wildlife can freely move into less densely populated areas.</p>	<p>Completed. The County's 2002 Greenways Master Plan and the preliminary draft of the 2018 Green Infrastructure Master Plan delineate a system of hubs and corridors based on a set of minimum criteria for the purpose of providing wildlife habitat areas and connections between habitat areas.</p>

Page #	Recommendation	Status
45	Explore cooperative strategies to update existing inventories of protected species. (MD DNR Natural Heritage Database, in particular)	Ongoing. The Maryland Department of Natural Resources routinely updates inventories of protected species in Maryland.
45	AA County Critical Area Program: It is recommend that the allowed uses in the RCA, as currently proposed, not include golf courses or sand & gravel pits. Consider a County program to purchase development rights for old platted lots that do not meet current development standards. Any lot that is platted but in the Critical Area and contains wetlands or hydric soils should not be permitted for development just because it was platted in the early part of the last century.	Completed. New sand and gravel operations are no longer permitted in the RCA; only those operations in existing prior to 2003 are permitted. Golf courses are still a permitted use, but must comply with Critical Area Commission requirements and may not include buildings, parking or other impervious areas in the RCA. The current County Code requires that original developer lots recorded before 1970 must comply with the requirements of the Article 17 (Subdivision and Development) unless they were subject to an executed Public Works Agreement prior to 1971.
45	Provide public education to encourage the reduction of bright outdoor lighting. Light pollution disrupts wildlife behavior, wastes electricity, and is generally annoying. Bright lights on waterfront homes and docks present a navigational hazard for boaters, as bright lights interfere with the ability to discern navigational buoys.	Ongoing. Article 18 (Zoning) of the County Code includes limitations on lighting to prevent adverse affects of light intensity and brightness. If a citizen is experiencing an issue related to lighting, they may file a request for investigation with the Zoning Enforcement Section of the Office of Planning and Zoning and an inspector will investigate to determine whether a violation exists. In addition, the next update to the County's Landscape Manual may add provisions to address light pollution.
45	Strengthen enforcement of existing laws and codes. Increase staff in the code enforcement branch as necessary to address existing laws and codes.	Ongoing. The Zoning Enforcement Section was reorganized in 2016 and is now under the Office of Planning and Zoning (OPZ). This has improved coordination with the Zoning Section in OPZ and resulted in efficiencies in operations. Zoning Enforcement is complaint-driven, and staff respond to complaints related to compliance with Article 18 (Zoning) of the County Code through site inspections and necessary enforcement actions. Due to budgetary constraints, there has been no net gain in zoning enforcement staffing over the past several years. In 2015, legislation was passed allowing the County to abate ongoing Zoning Code violations in cases where the property owner is in contempt of a court order to bring the property into compliance.

Stormwater Management

Page #	Recommendation	Status
46	Implement a watershed approach to stormwater management, land use planning, development, permitting, and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.
46	Adopt and implement stormwater management regulations into County laws, regulations, standards and guidelines resulting in County regulations and requirements that are at least as stringent, if not more stringent, than State regulations and requirements.	Completed. The bulk of the guidance regarding stormwater management is addressed within the Maryland Stormwater Design Manual. There are a few areas; however, that require additional guidance to be provided by local jurisdictions. Under the guidance provided by the Anne Arundel County Code, the Anne Arundel County Stormwater Management Practices and Procedures Manual is required to be updated on a regular basis. The latest revised document was effective on 10/1/17 and can be found at www.aacounty.org/services-and-programs/stormwater-management-manual .
46	Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or County Stormwater Design Manual, whichever is more stringent.	Ongoing. For any proposed development, the owner/developer shall submit phased stormwater management plans for review and approval.
46	Encourage the use of innovative approaches to stormwater management and low impact site design in the land development process.	Ongoing. Stormwater management plans submitted for the development of land are required to demonstrate environmental site design to the maximum extent practicable per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) of the County Code.
46	Continue and, if possible, accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas.	Completed. All of the County's 12 major watersheds have been comprehensively assessed.

Page #	Recommendation	Status
46	Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases and the need for stormwater management design to accommodate increases in runoff resulting from comprehensive and site-specific rezoning.	Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code.
46	Establish a comprehensive stormwater infrastructure preventative maintenance and management program that reduces environmental degradation and extends infrastructure useful life.	Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing operation, maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.
46	Aggressively pursue incentive-based approaches (e.g., state grant funds) to achieve retrofitting of areas in need of improved stormwater management.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works aggressively pursues grant funding of restoration projects.
46	Ensure that all governmental sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.	Ongoing. All Capital Improvement Program projects are held to the highest environmental regulations and standards.
46	Implement, where possible, a minimum 50-150 foot riparian buffer to all tributary streams in the County to minimize impacts of stormwater runoff on these sensitive tidal and non-tidal aquatic systems.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, § 18-13-104 requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.

Page #	Recommendation	Status
46	Foster community education about stormwater issues through cooperation with local citizen groups, public and private schools, park and recreation programs, and use of the Internet.	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works maintains a website (www.aacounty.org/departments/public-works/wprp/) that provides relevant information to help citizens reduce stormwater pollution and develop a better understanding of environmental issues in the County. WPRP outreach staff work routinely with schools and community organizations.
46	Develop and implement, on a continuing basis, a program to stencil storm drains to enhance community awareness that these storm drains direct runoff to tributaries of the Chesapeake Bay.	Ongoing. Painting of storm drains in the County has been assumed by non-government organizations and the Watershed Stewards Academy.

Transportation

Road Safety

Page #	Recommendation	Status
48	<p>Identify and list, in order of priority, road improvements needed to bring planning area roadways up to a standard adequate to serve the present population. Include the following actions: Muddy Creek Road (MD 468) - 1. Reconstruct section from Galesville Road to MD 256 intersection to the same standards used to reconstruct MD 468 from Galesville Road to MD 214. 2. Construct a traffic rotary (traffic circle) at the Owensville Road/Galesville Road/MD 468 intersection. 3. Construct a traffic rotary at the MD 468/MD 256 intersection. 4. Establish turn and bypass lanes at all intersections between Galesville Road and MD 256. 5. Construct sidewalks and/or other pedestrian facilities at MD 468/MD 256 intersection as suggested in the Rhodeside and Harwell concept plan for Churchton Commercial Center; SHADY SIDE ROAD (MD 468) - 1. Add 5-foot wide shoulders from MD 256 to East-West Shady Side Road. 2. Establish turn and bypass lanes at all intersections from MD 256 to East-West Shady Side Road. 3. Increase the radius of the turn onto Snug Harbor Road and reconfigure the intersection to eliminate the stop for Snug Harbor Road traffic turning onto MD 468. 4. Require as a condition of use that a future development of the Smith Building Supply property include an emergency traffic bypass route around the perimeter or through the property; DEALE-CHURCHTON ROAD (MD 256) - 1. Add 5-foot wide shoulders from MD 468 to Deale Library property. 2. Establish turn and bypass lanes at all intersections from MD 468 to Deale Library property. 3. Construct a traffic rotary at MD 258 intersection. 4. Construct a traffic rotary or install computer controlled demand activated light at Franklin Manor Road intersection. 5. Construct sidewalks and/or other pedestrian facilities as suggested in the Rhodeside and Harwell concept plan for Deale Town Center; DEALE ROAD (MD 256) - 1. Add 5-foot wide shoulders from MD 2 to Tracys Creek Bridge. 2. Reconfigure the Franklin-Gibson Road intersection to eliminate traffic having to turn from onto MD 256 below top of MD 256 grade. 3. Reconfigure the Masons Beach Road intersection to eliminate traffic entering MD 256 at the apex of a 90-degree turn. 4. Construct sidewalks and/or other pedestrian facilities from Herrington Harbor North Marina to Deale as suggested in the Rhodeside and Harwell concept plan for Deale Town Center; SNUG HARBOR ROAD - 1. Add 5-foot wide shoulders from MD 468 to the Village of Shady Side. 2. Widen travel lanes and add 5-foot wide shoulders from Shady Side Town Center to West End Avenue. 3. Establish turn and bypass lanes at all intersections. 4. Maintain the present road configuration in the area of Shady Side Village Center (Specifically, the two 90 degree turns) to protect the commercial area from high speed traffic and to preserve the character and integrity of the area. It is recommended that the CIP project currently funded for this roadway be amended to delete the straightening and that minor modifications be made to improve safety. 5. Construct pedestrian access from the Village of Shady Side to the end of Arwell Road (Chesapeake Bay Institute) and to Jack Creek Park. 6. Construct pedestrian access from Shady Side Town Center to Shady Side Park; CHALK POINT ROAD - 1. Widen travel lanes and add 5-foot wide shoulders from MD 468 to Henry Avenue. 2. Construct pedestrian access from Cedarlea Drive to MD 468 as suggested in the Rhodeside and Harwell concept plan for Churchton Commercial Center; FRANKLIN MANOR ROAD - 1. Add 5-foot wide shoulders from MD 256 to Carvel Street; MASONS BEACH ROAD - 1. Construct sidewalk(s) along roadway to allow pedestrian access from surrounding area to Deale Elementary School and to Deale Town Center as suggested in the Rhodeside and Harwell concept plan for Deale Town Center.</p>	<p>Not implemented. Most of these improvements are to State roads and in order to implement, will need to be added to the County's annual priority letter to the Maryland Department of Transportation. A traffic circle at Deale-Churchton Road and Shady Side Road was evaluated by State Highway Administration at the time the new commercial development at the southeast corner was being reviewed. The analysis indicated it was not feasible at that time, there were right-of-way issues, and a traffic circle was not the best alternative operationally.</p>

Bicycle Lanes and Paths

Page #	Recommendation	Status
50	As shoulders are added to the planning area roadways (see Appendix C - Traffic Safety Report), establish marked bicycle lanes in accordance with applicable standards.	Ongoing. Depending on the ownership / jurisdiction of the road, State Highway Administration or the County's Department of Public Works, Bureau of Highways determine pavement markings.
50	Incorporate bicycle access in planning for Village Center development and public parks.	Ongoing. There are continuing efforts to add bicycle and pedestrian facilities Countywide. Bicycle-pedestrian facilities are part of all town center/village center planning activities. Budgetary limitations allow for a minimal amount of improvements and/or studies to be conducted. Priorities for sidewalk installation under Capital Improvement Projects H508400 and C478300. A stand-alone capital project can be requested and / or development activity can in fill missing sections as available.

Public Transportation

Page #	Recommendation	Status
50	County governmental agencies should assist with the establishment of a program of partnerships with owners of vehicles for hire, providing vehicle purchase, insurance and fare subsidies in exchange for agreements to provide specified levels of public transportation service.	Ongoing. The County has a Rideshare Coordinator within the Office of Transportation. The coordinator promotes rideshare and vanpools.
50	Establish a program with commercial ferry and charter boat operators to develop water transport as an alternative to private vehicle or tour vehicle access to waterfront areas. Docking facilities should be provided at all publicly owned waterfront properties, not to interfere with those facilities designated by the County for use by commercial watermen. Water transport links should include Quiet Waters Park in Annapolis, Londontown Public House Park, South River Farms Park, Mayo Beach Park, Beverly-Triton Beach Park, Smithsonian Institute property, Galesville, Chesapeake Bay Institute property, Shady Side, Jack's Creek Park, Franklin Point Park, and Deale.	Not implemented. Currently, there is no identified budget center or staff allocated to developing a water transport service with commercial ferry and charter boat operators. Before such an initiative is undertaken, a market study should be conducted to see if there would be an adequate amount of users in order to sustain this operation.

Scenic and Historic Road Preservation

Page #	Recommendation	Status
51	<p>The County Executive should direct that a committee comprised of citizens and professional planners review the work of the commission originally tasked with codifying the Historic and Scenic Road Preservation Program. This committee should complete the codification within twelve months of completion of the Small Area Plan adoptions and immediately initiate public nominations of roadways for inclusion in the program.</p>	<p>Completed. Legislation was passed in 2005 that incorporated the Scenic and Historic Road Commission recommendations into Article 17 (Subdivision and Development) of the County Code.</p>

Community Facilities

Recreation

Page #	Recommendation	Status
53	<p>Franklin Point is a 488-acre parcel located on route 468 with easy access from Deale, Churchton and Shady Side. Initially, it is recommended that a community panel along with the Department of Parks and Recreation survey the existing recreational facilities and determine the need for additional facilities. Further, this panel should supervise a comprehensive and independent biological and environmental analysis of Franklin Point. This analysis would be the basis for determining the suitability of the park for various public use purposes. In the event that active uses are determined to be needed and are appropriate for Franklin Point Park, it is recommended that a maximum of 20% of the Park be used for multi-use activities. Public forum and survey responses included requests to include activities like, picnic areas, playgrounds, athletic fields, tennis courts, hiker/biker trails, restroom facilities, and a possible swimming pool. This recommendation will ensure that, at a minimum, fully 80% of the park (nearly 400 areas) will be preserved for passive use. It is envisioned that there will be a nature educational center with natural paths or boardwalks to the water for observation, and that the bay front portion of the Park will preserve the natural wetlands/SAV restoration area as proposed in the GDP (page 44, Sensitive Area Policies and Actions). With proper planning (clustering active uses and locating them along the already disturbed areas of the Park adjacent to Route 468 and upper Dent Road), the majority of the Park could remain contiguous and untouched, thereby buffering the more pristine bay front portions from the active use areas along Shady Side and Dent Roads. This would allow the County to establish a natural preserve while meeting some of the stated needs for active recreation.</p>	<p>Partially implemented. Franklin Point Park is managed by the Maryland Department of Natural Resources (DNR) as a natural area with a car top boat launch. The Department of Recreation and Parks will continue to cooperative efforts with DNR for expanded passive recreational use however, implementation of the types of activities including specific percentages allowed for active and passive recreation is within the State's jurisdiction.</p>
54	<p>Jack Creek Park is a 58-acre parcel located on Snug Harbor Road in Shady Side. Because of the size of this parcel and a Blue Heron Rookery, which exists on the property along the waterfront, it is recommended that this park be left as a passive area park. A picnic area pavilion and small playground could be constructed close to the access road, and a walking trail to the waterfront for nature walks, bird watching and quiet educational purposes could be planned.</p>	<p>Completed. Jack Creek Park was opened to the public as a primitive passive use park with natural grass circuit trails mown in as well as connectors to the shore through the wooded area.</p>

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54	<p>The County currently owns a small wharf in Deale on less than an acre of land. Historically this wharf was used by watermen to sell oysters, load and unload crab pots and even drop a new engine by tow truck into their boats. Due to structural problems the County eliminated vehicle traffic on the pier for safety reasons. It is recommend that the pier be inspected for structural soundness and repaired if necessary to again allow pickup size vehicles 1 ton or less use of this wharf. Vehicle traffic could be limited to certain times of day or even a specific day or days of the week if necessary in order that a multiple of uses could occur on site (i.e. fishing and crabbing etc.). There is also a large parcel adjacent to this property that could be purchased for a covered picnic area, restrooms added and additional parking spaces provide. In addition time curfews for this park should be established and strictly enforced due to potential impacts on surrounding residential properties.</p>	<p>Completed. Upgrades have been made at the Deale Wharf. Expansion of the existing park would need the support of immediate neighbors and a willing seller.</p>
54	<p>Recommend that the County purchase a 19.94-acre parcel that is available for sale by the Deale Elks. This property is close to the Deale Elementary School and a right-of-way could be obtained between the two properties. This property could be used for hiker/biker trails, a picnic area and a multi-purpose athletic field.</p>	<p>Ongoing. The Deale Elks Property was found unsuitable for park development, however, the Department of Recreation and Parks has created natural trails with water views and parking at Jack Creek Park and Shady Cove Natural Area. In addition, the County has acquired approximately 138 acres on Deep Cove Creek known as Deep Cove Natural Area. This property will protect forested riparian buffers and provide passive recreation for county residents. The Department of Recreation and Parks will continue to pursue land for trails, athletic fields and other passive and active recreation facilities in the Deale/Shady Side planning area.</p>

Page #	Recommendation	Status
55	<p>There is a need for a public boat ramp and/or fishing and crabbing pier. There is also a need to supply gear storage for the local watermen. The Johns Hopkins site in Shady Side is ideally suited for these purposes. However it has recently been sold into private ownership. The owner has indicated a willingness to work with the community and provide some public facilities. As recommended by the Economic Development Subcommittee, the County should work with the new owner to provide some of these facilities.</p>	<p>Completed. In August of 2018, the County completed the construction of the Discovery Village Boat Ramp. This site also includes a canoe-kayak launch. The County is working with the State Department of Natural Resources to provide expanded water access and trails at Franklin Point Park, sensitive to native wildlife and migratory birds. There may also be an opportunity to include a fishing pier at the Discovery Village site, Franklin Point or the 138-acre Turtle Run property. Site evaluations will require an appropriation of planning funds within County or State budgets.</p>
55	<p>The Deale/Shady Side area has the potential for many public and commercial waterfront access points. As park plans are developed, wherever feasible, sites should allow parking and shore access for non-motorized watercraft users. There should also be non-motorized boat rentals available as in other parts of the County.</p>	<p>Ongoing. Car-top launches and shoreline access has been provided at Jack Creek Park, Shady Side Park and Discovery Village. The Department of Recreation and Parks will continue to expand water access for car top boaters.</p>
55	<p>There were a few comments regarding horse trails from the public forum. Our area is small town water oriented with few farms to provide riding opportunities. This issue should be addressed through a detailed study by the county for the Deale and Shady Side area (and South County) to consider providing links between farms for riding trails and/or boarding facilities.</p>	<p>Ongoing. While riding trails have not been studied in this area specifically, the Department of Recreation and Parks (DRP) has worked with the community to provide links to and trails in the County's Shady Cove Natural Area for pedestrian and bicycle use as a safe off-road alternative. Additionally, DRP has been discussing opportunities for equestrian trails and use at Rockhold Creek Farm Park property in West River.</p>

Page #	Recommendation	Status
55	<p>The South County Recreation Center is open for multi-recreational use for all ages. Programs include basketball, ceramics, dances and day care for children. The facility has not been adequately publicized within the school system or the communities of South County. The plan recommends that this center be supported and maintained. The Rhodeside and Harwell Report includes a recommendation that a recreation center and community center be constructed in the Deale Village Center. The plan supports this concept and recognizes the location as the best overall to support the revitalization of Deale and as an opportunity to provide a good location for community activities.</p>	<p>Ongoing. Maintenance of the South County Recreation Center continues with a new HVAC system in the gym. Improvements are ongoing using the Park Renovation capital project. The County will continue to provide upgrades to the South County Recreation Center and will continue to utilize public schools in the Deale area for after-school care and community recreation typical to the current Countywide policy.</p>

Education

Page #	Recommendation	Status
56	<p>Construct a wing at Southern Middle School in lieu of constructing a new school.</p>	<p>Completed. An addition was added to Southern Middle School in 2002.</p>

Page #	Recommendation	Status
56	<p>Southern High School has numerous problems that need attention in a timely manner. The main problem areas are as follow: a.) Overcrowding due to 8th graders housed there until an addition is built onto the middle school; b.) A lack of teaching materials. Books are not the same version and there are not enough books for each student to have one of their own; c.) Science labs are inadequate, out of date, and need to be upgraded; d.) The general feeling of the polled students is that North and West County area schools (they have visited) have much better facilities. These include state of the art computer labs, adequate books and library facilities. In order to provide the students of Southern Anne Arundel County with an adequate learning environment, the County should provide funds to bring the interior of the building to a level that is equivalent to other high schools in the County. A professional building survey by a competent engineering firm should be conducted to identify major defects. (Interior improvements should include at least the following: painting of classrooms to eliminate multi-colored walls, placing doors on all restroom stalls and replacing student lockers which are either not usable or in poor condition. Our schools are a major factor in determining the quality of life which makes a community desirable and which maintains the stability of a community and related property values.</p>	<p>Partially implemented. An addition to Southern Middle School was completed in 2002. Southern High School science labs were modernized in 2013.</p>
57	<p>Anne Arundel County and Anne Arundel Community College should jointly participate in developing an extension facility in the Deale/Shady Side area. The classes and programs could be offered at a number of facilities including the Carrie Weedon Science Center, Galesville Hall, or at a new facility. The Rhodeside and Harwell report has suggested that a new community center and recreation facility be constructed in the downtown Deale area. Collaboration between the County and the community college on the design and programmatic functions of the new facility could provide the opportunities desired by the community.</p>	<p>Ongoing. Anne Arundel Community College (AACC) has a Facilities Master Plan that guides the development of campus facilities for the next 10 years. Currently, AACC has a presence in South County, offering classes at South River High School.</p>

Police

Page #	Recommendation	Status
57	The police department holds community relations meetings every 3rd Thursday on a monthly basis. It is recommended that the County develop a better method of informing the public about the monthly meetings. The police depend on community involvement to resolve issues and solve crimes.	Ongoing. The Police Department actively works with the Anne Arundel County Police-Community Relations Council (PCRC) to increase community attendance to the meetings and is open and welcomes specific suggestions for methods to inform the public about monthly PCRC meetings.

Fire Service

Page #	Recommendation	Status
58	Add independently staffed paramedic units to each fire station. This will add the extra manpower to keep the fire fighting services adequately staffed and 'In Service'.	Ongoing. The Fire Department has redesigned its deployment and staffing model resulting in improved staffing and response to all-hazards including emergency medical and fire suppression.
58	Two years ago Anne Arundel County Fire Department conducted a study on requiring the placement of underground water storage tanks. Currently only a few of these tanks have been installed. It is recommended that the study be reviewed and updated to determine the adequate size of these tanks and required locations. It should be made mandatory that all new developments and expanded existing developments install the required water tanks for fire suppression.	Ongoing. Now that residential sprinklers are required in all new construction, the requirement for underground drafting tanks has been removed. However, the County will continue to identify areas that could benefit from large capacity underground tanks.

Senior Citizens

Page #	Recommendation	Status
59	Establish a senior center in the Deale/Shady Side area with provisions for transportation. The Rhodeside & Harwell report has located a site for a center in downtown Deale that may be appropriate.	Partially implemented. The Department of Aging and Disabilities will launch a new Senior Activity Site concept to explore and address areas within the County that are potentially underserved due to location.
59	Research creative solutions that could provide safe and affordable assisted living that is appropriate to the Deale/Shady Side area. Consider zoning changes to allow in-law apartments on residential property.	Not implemented.

Citizen Communication

Page #	Recommendation	Status
59	It is recommended that the County develop an ongoing mechanism to effectively communicate with the local people and community organizations.	Completed. The Office of Constituent Services was created to work with citizens to resolve concerns involving County government; educate citizens about government procedures, policies and laws; and expedite government action.

Economic Development

1. Improve access to local businesses and traffic flow at the intersection of MD 468 and Deale-Churchron Road. With the potential sale of Smith's Building Supply and the possibility of having it replaced by a grocery store/shopping center, this area may be targeted for future commercial growth. In the interest of encouraging the rustic, mixed use character of the community, we encourage the developer of the property to work with the community to design a project that will enhance the local area. However, even if the Smith property is not sold the volume of traffic passing through this intersection and the existing commercial activities make it an ideal center for business serving the local community.
Limiting the commercial boundaries and using infill lots will provide the best compromise between promoting local business activity and preventing continuing commercial sprawl along Route 468. While the sprawl along MD 468, should be limited to an adjustment to the commercial boundaries in depth (along areas of upland topography) in order to optimize commercial use while preserving local wetlands to the greatest extent possible. It is also noted that the conceptual design for the southwest portion of this intersection includes entry and exit

- points along both MD 256 and 468. Thus there exists the possibility to create a southwest through road connecting 256 to 468 which may ease some of the traffic congestion at the main intersection and at the same time provide entry and exit points of commercial activities in this area. Such an arrangement may further ease traffic flow along MD 468 by reducing the number of entry and exit points onto MD 468 from these commercial activities.
2. Improve the Deale Village Center area to provide incentives for businesses to locate/renovate in the area and to increase its attractiveness as a destination location. Historically, the Deale Town Center served as the center of the community's business activities. However, demographic and transportation trends have hurt this area economically. Today, in contrast to the intersection of Routes 468 and 256 at Churchton, which serves a substantial amount of local transitory traffic from Deale, Shady Side and Churchton and is thus well-suited to attract local businesses, the Deale Village Center does not receive a significant amount of transitory traffic. However, the Deale Village Center is located near the majority of Deale's Marinas and in close proximity to several waterfront communities. Thus, in terms of business opportunities, this area is best suited as a destination or tourist location geared toward seasonal traffic and those who frequent marinas. Compatible commercial retail activities would include restaurants, bed and breakfasts, antique stores and other small businesses, which focus on the needs of the local building and maritime industries, such as the existing Herring Bay Paints, Wheeler's hardware and West Marine.
 3. Meet the demand for lodging by fostering the establishment of small inns or bed and breakfast businesses.
 4. Ensure the survival of the commercial waterman and enhance the related commercial and recreational marine activities.
 5. Provide local and home-based businesses with better communication lines and more reliable basic utilities.
 6. Improve the infrastructure in the Shady Side area. Serious road safety issues exist along the Shady Side peninsula. These issues are exacerbated when emergency situations arise due to the single entry road with lack of shoulders. In addition to creating safety problems, the lack of adequate roads hinders the existing commercial businesses.
 7. Develop a small village center at the Snug Harbor road intersection. The proximity of the elementary school as well as the existing commercial businesses makes this area an attractive site for small scale businesses that would meet local and seasonal needs. The Plan envisions a small village center in this area which would be anchored at one end by the elementary school and the Johns Hopkins property, and at the other end by an appropriately scaled community center at either the Lula G. Scott Center, Moose Lodge or Kiwanis Club.
 8. Ensure the survival of the commercial waterman and enhance the related commercial and recreational marine activities.
 9. Promote the historical character of the area and increase tourism activities

Page #	Recommendation	Status
63	<p>Develop a streetscape design for the intersection of MD 468 and Deale-Churchton Road with attractive landscaping and pedestrian walkways to improve access to local businesses and enhance traffic flow. Do not expand the boundaries of the commercially zoned properties beyond what presently exists.</p>	Not implemented.
63	<p>Since this is a major intersection (MD 468 and Deale-Churchton Road) with existing traffic flow problems, no new commercial development should be permitted until the new transportation design is implemented, including the possible installation of a roundabout and turning lanes to ease traffic congestion, as well as the placement of an emergency perimeter road around the Smith property which would provide access to Deale-Churchton Road in the event of an accident at the intersection. Note: This recommendation relates to new commercial development and not to redevelopment of existing structures.</p>	Completed.

Page #	Recommendation	Status
64	<p>Designate Deale-Churchton Road from the Deale Library to the Tracy's Creek Bridge a State Revitalization Area. Designating an area as a revitalization area makes it available to participate for funding under various programs including: Main Street Maryland (program to strengthen economic potential for traditional main streets and neighborhoods), Retrofit Sidewalk Program (100% funding for sidewalks along State highways in a revitalization area), Neighborhood Business Development Program (loans for small business start-ups in a revitalization area) and Neighborhood Conservation Program (assists with road improvement projects, streetscapes, repaving and lights). The State programs for revitalization areas help to improve what currently exists.</p>	<p>Not implemented. State designated areas relating to the promotion of revitalization include Sustainable Communities and Enterprise Zones. The Deale/Churchton area would not likely meet the criteria for either of these designations. However, there has been recent development activity with the approval of the Shady Side Commercial Center which includes a medical office building and convenience store. This may serve as a catalyst for future commercial development in this hub. The County can evaluate a potential designation of the area as a County Commercial Revitalization Area in the future if this continues to be a goal of the local community. Even without an official designation, there are State revitalization incentives that can be explored by local business or commercial property owners. Anne Arundel Economic Development Corporation also provides services to local businesses in the County wishing to expand or relocate.</p>
64	<p>Add streetlights, sidewalks and/or bike paths from adjacent communities and marinas along Rockhold Creek to improve safety and pedestrian access to the Village Center. To encourage economic activity from seasonal visitors, the sidewalks and bike paths should run from Herrington Harbor North to the Deale Library.</p>	<p>Ongoing. There are continuing efforts to add bicycle and pedestrian facilities Countywide. Budgetary limitations allow for a minimal amount of improvements and/or studies to be conducted. Priorities for sidewalk installation under Capital Improvement Projects H508400 and C478300. A stand alone capital project can be requested and / or development activity can in fill missing sections as available.</p>
64	<p>Establish a waterfront picnic park with restroom facilities adjacent to the Deale Wharf.</p>	<p>Not implemented. Expansion of Deale Wharf Park would require support of the immediate neighbors and a willing seller to provide additional land for facilities and parking.</p>
64	<p>Purchase an existing or infill commercial lot or lots as a multi-use facility, which would serve as a small parking lot for customers to the Village Center and provide space for a weekend farmers market, flea market, community events, etc.</p>	<p>Completed. The Deale Library facility and parking lot are used for community events including a Farmers' market during the summer months.</p>

Page #	Recommendation	Status
64	<p>Encourage coordinated renovations/enhancements of existing and new buildings (e.g. signage, storefronts, rooflines) to create a more appealing streetscape. As part of this effort, the County should provide tax credits to businesses renovating existing buildings or relocating to a revitalization area and should further consider establishing a volunteer, local architectural review committee. This committee should be part of the Small Area Development Review Panel recommended by the Land Use and Zoning subcommittee. Their charter should also include working with the County to implement the specifics of this report (e.g., the size and contents of a future community center, etc.)</p>	<p>Not implemented. The County can evaluate a potential designation of the area as a County Commercial Revitalization Area in the future if this continues to be a goal of the local community. Even without an official designation, there are State revitalization incentives that can be explored by local business or commercial property owners. Anne Arundel Economic Development Corporation also provides services to local businesses in the County wishing to expand or relocate.</p>
65	<p>Bring businesses up to code in terms of conforming with appearance requirements, open containers and dumpsters, etc. through better enforcement of existing regulations.</p>	<p>Ongoing. The Department of Inspections and Permits oversees building code compliance and can initiate enforcement actions in instances of structures open to casual entry, unsafe structures, or construction without a building permit. The Health Department oversees the property maintenance code and can initiate enforcement actions related to an accumulation of refuse that creates a health and safety hazard or an overflow of refuse due to insufficient number or poor maintenance of trash receptacles. The Office of Planning and Zoning can require screening of dumpsters and outdoor containers in accordance with Article 18 (Zoning) of the County Code. In all the above cases, enforcements actions are complaint-driven. Once a complaint is received, a compliance case file is opened, the property is inspected, and any appropriate enforcement procedures will be taken.</p>

Page #	Recommendation	Status
65	Place blue/white "tourist/recreational" signs at MD 2/258, MD 4/258, and MD 2/256 intersections indicating restaurants, marinas, gas and other services available in the Deale and Churchton areas. This should help eliminate the haphazard placement of signs by individual businesses, and help direct visitors.	Partially implemented. Tourist / service signs exists in some locations such as on MD 408 for the Captain Avery Museum and at the intersection of MD 256 and Drum Point Road for Skippers Pier Restaurant and Deale Elks Lodge.
65	The business community has stated a need for meeting space/conference center to accommodate upwards of 75 people. When a community center is built in the Deale/Shady Side area, this recommendation should be incorporated. A community facility adjacent to the Deale Library, in combination with the existing Deale Wharf, would provide ideal anchors for the Deale Town Center	Not implemented. The current policy of the County is to utilize schools for the purpose of community/recreation center activities. Conference centers are typically associated with privately owned hotels.

Page #	Recommendation	Status
65	<p>Conduct a survey and study of the commercial and residential properties on the Rockhold Creek peninsula south of the MD 256 bridge (but including the Herrington Harbor North marina complex) to determine the need and interest of providing public sewer in this area. The survey and study should be completed before the next review of the County's water and sewer plan. If the survey and study finds that there is a need and a majority of the property owners favor extending sewer service to this area, this committee makes such a recommendation. The extension of public sewer along this part of the peninsula would provide economic benefits and revitalization opportunities for the existing businesses and marinas. At least one business in this area experienced a septic system leakage in the past. Thus, there may be quantifiable health and environmental benefits that would accrue due to the extension of sewer in this area as well. Such an extension would potentially "open up the floodgates" for increased residential building, both in terms of density and numbers. The desire is not to encourage increased residential development, but rather to improve the environment and provide opportunities for existing businesses and marinas in this area.</p>	<p>Completed. This area is included in the Broadwater Sewer Service Area. Most of the properties within the service area have connected to public sewer.</p>

Page #	Recommendation	Status
65	<p>Make the permit process "customer friendly" by providing a single point of contact for small and home-based business owners seeking permits, variances, or exceptions. Instead of being forced to spend hundreds and even thousands of dollars to hire private permit facilitators to obtain permits, etc., a business owner should be able to rely on a single point of contact to walk them through the entire process. Likewise, rather than having to deal with the County's Health Department, Fire Department and other agencies, the business owner should be able to conduct necessary business related to permits, licensing, inspections with the assigned single point of contact for that particular business. Such improvements would seem to reduce the fees involved and decrease the long delays in obtaining permits.</p>	<p>Partially implemented. The Department of Inspections and Permits has streamlined the Permit Application Center in recent years to provide improved customer service. This includes review of all applications at submittal to ensure completeness and to identify additional documents needed prior to beginning the review process. The Office of Planning and Zoning now offers daily service to customers who would like to meet with a designated Development Division staff or Zoning Division staff to review application requirements and obtain related information to assist them in preparing a development, variance, or special exception application. Because multiple County agencies deal with permitting and inspections, there is still frequently a need for an applicant to engage with more than one point of contact, but the key agencies continue to explore ways to streamline the processes.</p>
66	<p>Ensure that members and staff of the County's Economic Development Commission have expertise in the maritime and agricultural industries to better assist these important businesses.</p>	<p>Completed. There are staff employed by the Anne Arundel Economic Development Corporation that have expertise in both the agriculture and maritime industries.</p>

Page #	Recommendation	Status
66	<p>Include bed and breakfasts as a permitted use in all Maritime zoning districts. The County should also consider permitting bed and breakfasts of two rooms or less in more dense residential districts. Historically, bed and breakfasts referred to one or two rooms in a private home that were made available for the public to rent for a night. Guesthouses, on the other hand, were entire residences that were made available to the public. Over time, it appears that the term "bed and breakfast" has replaced what was traditionally known as a guesthouse. Given the lack of overnight rooms available in South County, it may be worthwhile to re-examine the zoning requirements for a "bed and breakfast" and a "guest house" or inn.</p>	<p>Completed. Article 18 (Zoning) of the Anne Arundel County Code defines a Bed and Breakfast (B&B) Home as having no more than 3 guest rooms, and a B&B Inn as having between 4 and 12 guest rooms. Both B&B Homes and B&B Inns are allowed in the commercial maritime zoning districts as conditional and special exception uses, respectively. These uses are also allowed in the RA zoning district and in the R1, R2 and R5 residential districts in specified areas, primarily in Deale-Shady Side and Mayo.</p>
66	<p>Simplify and revise the regulations pertaining to bed and breakfast operations, including the possible removal or exemption of the requirement to have an operator on location at all times. Seek the removal or exemption of the requirement for installed sprinkler systems for facilities with less than six rooms. (Such installed systems are often cost prohibitive for small businesses and older properties.)</p>	<p>Not implemented. A Bed and Breakfast (B&B) Home must be located in an owner-occupied dwelling, and a B&B Inn must be occupied by an owner or manager. While existing B&Bs are not required to retroactively install sprinkler systems unless the use changes, new B&Bs are required to install sprinkler systems. This is in accordance with the State Fire Marshall requirements and National Fire Protection Association standards.</p>
66	<p>Establish a long-term plan with an appropriate land storage site for the maintenance dredging of Traceys Creek, Rockhold Creek, Parrish Creek and the West River. Keeping the creeks navigable, as has historically been done, helps the local economy and maritime industries.</p>	<p>Completed. In 2016, the County completed construction of the "South County Dredged Material Placement Site" located on Sudley Road in Deale.</p>

Page #	Recommendation	Status
66	<p>Consider funding a study to determine whether the dredging of Rockhold and Tracey's Creeks can be eliminated by the construction of a second jetty along the western entrance to these creeks. If the study concludes that a second jetty is appropriate seek state and federal funds for its construction.</p>	<p>Completed. A second jetty along the western entrance was constructed in 2006.</p>
66	<p>Actively encourage and provide support for all marinas in the Deale/Shadyside small area to follow the Clean Marina Initiative guidelines as established by the State.</p>	<p>Ongoing. The County's Marine Industry Advisory Board offers guidance to the County on behalf of the recreational and commercial maritime industries. The Board can also serve as a venue to educate marina and boatyard operators about the Maryland Department of Natural Resources's Clean Marina Initiative, which recognizes and certifies marinas, boatyards and yacht clubs that voluntarily adopt pollution prevention practices.</p>
66	<p>Immediately remove the derelict (abandoned and sinking) boats in Rockhold Creek and revise the County and/or State processes and regulations to permit a more expedient removal of such boats in the future. The removal of such boats has been an ongoing problem in this area for years.</p>	<p>Not implemented. If the vessel is located in the water, there is nothing in Article 18 (Zoning) the County Code that prohibits storing an unregistered, inoperable, derelict, or sinking vessel. The County prohibition on storage of unregistered/inoperable vehicles in Article 18 (18-17-102c) specifically says "land may not be used for the parking, storage, collection, accumulation, or abandonment of any inoperable, wrecked, partially dismantled, or destroyed vehicle or of any vehicle that does not display all information required by law, including a current registration plate and validation sticker." Zoning Enforcement does not typically get involved with sinking, abandoned, unregistered, or inoperable vessels, when they are located in water. Article 18 (18-17-102(b)) permits storage of inoperable and unregistered vehicles as accessory to a marina. If a derelict vessel, located in the water, constitutes an obstruction or is an environmental health hazard, the Maryland Department of Natural Resources provides reimbursable grants and expertise to assist public agencies in the removal of abandoned boats and debris from State waters.</p>

Page #	Recommendation	Status
67	Re-open the Deale Wharf to use by local waterman (its original intended use), while strictly enforcing the Wharf's posted hours of operation.	Completed. The Deale Wharf has been rehabilitated and is functional.
67	The County, in coordination with the State, should work with and encourage local providers of telecommunication and electrical services to upgrade existing utilities to provide quality high-speed lines and more reliable electricity to the small area. Both high-speed telecommunication lines and reliable electricity are essential to the growth of the home-based and visible businesses in this area.	Not implemented. The Maryland Public Service Commission is the regulatory agency responsible for the delivery and enforcement of electrical and telecommunication services in the State of Maryland.
67	As road shoulders and ditches are improved, consideration should be given to moving all utility and communication wires/lines underground.	Ongoing. Installation of electric power lines and communication cables is regulated by Federal requirements. BGE and telecommunication companies install infrastructure in accordance with those requirements, and the County does not have governing authority. For new development, electric and communication lines are typically installed underground. This does not apply to infill development in previously developed areas where overhead lines are already in place.
69	Install shoulders along Shady Side Road.	Ongoing. MD 468 has been widened in some portions and includes shoulders. Due to MD 468 being maintained by the Maryland Department of Transportation (MDOT), further implementation of this recommendations will require the need to add to this project to a future annual priority letter to MDOT.
69	Build sidewalks or bike paths in the existing commercial areas to allow better pedestrian access.	Ongoing. There are continuing efforts to add bicycle and pedestrian facilities Countywide. Budgetary limitations allow for a minimal amount of improvements and/or studies to be conducted. Priorities for sidewalk installation under Capital Improvement Projects H508400 and C478300. A stand alone capital project can be requested and / or development activity can in fill missing sections as available.

Page #	Recommendation	Status
69	At a minimum, install sidewalks in this area (Snug Harbor) and extend them to the elementary school.	Ongoing. There are continuing efforts to add bicycle and pedestrian facilities Countywide. Budgetary limitations allow for a minimal amount of improvements and/or studies to be conducted. Priorities for sidewalk installation under Capital Improvement Projects H508400 and C478300. A stand alone capital project can be requested and / or development activity can in fill missing sections as available.
69	Designate the Snug Harbor intersection as a revitalization area and funnel future business growth to this portion of the peninsula versus encouraging commercial sprawl along Shadyside Road. This will help reduce traffic congestion on the peninsula's main artery and will reinforce the development of a village atmosphere in the Snug Harbor area (reference the conceptual sketch provided in the appendix).	Not implemented. The small commercial hub on Snug Harbor Road has seen no significant commercial redevelopment activity over the past decade that could serve as a catalyst for new development activity, and market demand has not been high in this area. The area is not formally designated as a Commercial Revitalization Area; however, regardless of such designation, the Anne Arundel Economic Development Corporation will provide services to local businesses in the County wishing to expand or relocate. These services should be explored by local businesses or commercial property owners.
69	Work with the new owners of the Johns Hopkins property to develop a joint public/private partnership in environmental education, including the study of whether it would be appropriate to move the Carrie Weedon Science Center to the Hopkins location. The Hopkins building is ideally suited for science and environmental educational opportunities: the building contains several million dollars worth of laboratory equipment and classrooms and is located at the mouth of Parrish Creek.	Completed. The property is now known as Discovery Village. Johns Hopkins University owned the property until 1999, when it was purchased by the current owners, West River Properties, LLC. Their mission is to educate the community about the ecosystem and heritage of the Chesapeake Bay and create a facility for research and bay restoration. The County opened a new boat ramp there in August 2018.

Page #	Recommendation	Status
70	Pending the sale of the Johns Hopkins property, the community and County should work with the new owner to provide boat slips (or a small commercial wharf) and gear storage to local commercial watermen. The County should also explore establishing an apprenticeship program for youth interested in the maritime industries.	Completed. Johns Hopkins University owned the property until 1999, when it was purchased by the current owners, West River Properties, LLC. Their mission is to educate the community about the ecosystem and heritage of the Chesapeake Bay and create a facility for research and bay restoration. The property is now known as Discovery Village. In August of 2018, the County completed the construction of the Discovery Village Boat Ramp. This site also includes a canoe-kayak launch. The County is working with the State Department of Natural Resources to provide expanded water access and trails at Franklin Point Park, sensitive to native wildlife and migratory birds. There may also be an opportunity to include a fishing pier at the Discovery Village site, Franklin Point or the 138-acre Turtle Run property. Site evaluations will require an appropriation of planning funds within County or State budgets.
70	Provide directional signage for historical attractions, such as the Captain Salem Avery Museum along MD 468 and MD 258.	Completed. Historical directional signs have been installed. A tourist sign exists on MD 408 for the Captain Avery Museum as well as the Scenic Roots and Tides Highway signs on MD 258, MD 408 and MD 255.
70	Explore opportunities available through designation as a Maryland Heritage Preservation and Tourism Area, enabling matching grants and tax credits.	Ongoing. The County continues to provide annual financial support for the Four Rivers Heritage Area, the local branch of the MD Heritage Areas Program. Non-profits and the County's Cultural Resources Section have benefitted from both State and local "mini-grant" funding. The State program has received a notable increase in funding in the past year and this may result in an increase in support for heritage assets in the Four Rivers Heritage Area.
70	The improvement of the Carrie Weedon Science Center for use as an adult/continuing education facility.	Ongoing. The Carrie Weedon facility will open this fall as an early education center that will provide pre-Kindergarten for students attending Lothian and Shady Side Elementary Schools.
70	Increased promotion of historical sites, such as the newly opened Hartge Museum.	Ongoing. Four Rivers Heritage Area has assisted in promoting historic sites. Note - Hartge Museum is no longer active.

Page #	Recommendation	Status
70	The establishment of a long-term plan for dredging the West River and shoreline erosion control.	Ongoing. The headwaters of West River (also known as Upper West River) were last dredged in January 2014. The material from future dredging projects in West River will be placed at the existing South County Dredged Material Placement (DMP) site located in Deale, Maryland.

Land Use & Zoning

General Recommendations

Page #	Recommendation	Status
76	Most in-fill potential lies in the older, clustered communities near the Bay. Public sewer now serves most of these communities and it can be expected that in-fill development will continue. However, an unknown number of these lots will never be developed for a variety of reasons, e.g. they may be second and third lot ownership of a primary lot owner, or be part of a remaining "developer's interest". It is recommended that the County undertake a study program to review and evaluate these lots as either buildable or not buildable. Some of the contiguous parcels may be candidates for land purchase by the government or private trusts. Others in close proximity to the water, could serve as wetland bank lots, or be candidates in a transferable development rights program.	Not implemented.

Page #	Recommendation	Status
77	<p>It is clear from the statistics noted on page 77 that a complete buildout of the remaining vacant land would adversely affect both the natural environment and the quality of life in the community. In order to lower the potential residential housing development, it is recommended that large parcels of vacant property currently zoned R1, where no sewer is present, and the soils are environmentally sensitive be down zoned to Residential Low Density (RLD). This is in accordance with the GDP, which states that in low-density residential zoning (R2 or less) sewer is generally not planned and that new residential growth will be discouraged in these areas. In addition, the County Code lists the following description for the RLD zone. "The purposes of an RLD-Residential Low Density District are: (1) To serve as a buffer or transitional area between designated development areas; (2) To foster environmentally sound development in areas of environmental concern; and (3) To provide for low density residential development in areas that are rural in character and where farming is not the predominant land use activity."</p>	<p>Ongoing. During the Deale / Shady Side Small Area Planning Process, some areas were changed from Residential Low Density to Rural Agriculture and subsequently rezoned to RLD. The area will be comprehensively analyzed for potential land use changes during the Plan2040 process.</p>
77	<p>The chief mechanisms for managing the rate of development are the Adequate Facilities Ordinance (AFO) in the Anne Arundel County Code. At the time of their creation, the AFO's were widely popular and had the support of most politicians. However, as they are currently drafted the AFO's have had mixed success in preventing the overcrowding of local schools and roads and ensuring the adequacy of storm drainage. Yet in principle the AFO's provide an excellent method to control development. Properly drawn and applied, they can ensure that new development will not overwhelm the public and natural infrastructure. It is recommended that, as part of the planned general revision to the subdivision regulations, the County revise the statute to provide clear, concise and predictable regulatory language.</p>	<p>Completed. The Adequate Public Facilities regulations have been amended a few times over the past decade, most recently in 2018. Bill 15-18 altered how the School Utilization Chart is prepared and when schools will be designated as Closed to new enrollment. Bill 78-18 adds multimodal transportation facilities as a component to County subdivision and development policies. The County will continue to assess the APF regulations and make adjustments as needed to improve implementation.</p>
78	<p>Community Wells - All new commercial and major subdivision developments should be required to construct wells into the Magothy or below aquifers, thus preserving the Aquia for existing well replacement and new single lot construction.</p>	<p>Ongoing. Drilling requirements of community wells are set by a State Groundwater Appropriation Permit.</p>

Page #	Recommendation	Status
78	<p>Agricultural Wells - All wells currently used for agricultural irrigation that are utilizing the Aquia Aquifer should be removed. All new wells for this purpose should utilize the Magothy or below aquifers. Financial assistance necessary to re-drill deeper wells, and construct any necessary treatment facilities could be borne by a number of Federal, State and County agricultural preservation program funds.</p>	<p>Not implemented. Large draws that require a State groundwater appropriation permit may have requirements related to this. Smaller draws are limited to special drilling requirements based on the geographic location.</p>
78	<p>Aquifer Recharge Areas - Recharge areas for the most widely used Aquia and Magothy aquifers should be inventoried and mapped onto County planning and zoning documents. Land use in these areas should be of a type that stresses low impervious surface usage, such as open space and parkland. Special concerns should be noted for usage's that might involve toxic chemical handling and use, and quality treatment of stormwater runoff should be held to tighter standards.</p>	<p>Completed. The aquifer recharge areas are documented in the County's Water and Sewer Master Plan. In addition, A network of observation wells in the major aquifers have been installed since the early 1990s in coordination and agreement with the Maryland Department of the Environment and the Maryland Geologic Survey for groundwater management and monitoring purposes. The outcrop areas provide recharge for the aquifers whose major source of water is precipitation either directly into the County recharge areas, seepage from adjacent confining beds, or by flow from outcroppings in other jurisdictions.</p>

Page #	Recommendation	Status
78	<p>Quality and Quantity Monitoring - The State and County should immediately undertake a joint comprehensive monitoring program to provide baseline data to support future land use decisions and to inform and assure citizens of the quality and non-toxicity of their drinking water.</p>	<p>Completed. The Maryland Department of the Environment (MDE) has been assessing the vulnerability to contamination of all public drinking water sources in Maryland since 1999. MDE developed a model ordinance as a tool for local governments to use to protect their water supplies. MDE's Water Assessment Program uses three main tools for assessing drinking water sources: source water delineation, contaminant surveys, and susceptibility analysis. Significant work has been done in collaboration with the State to identify potential contaminant sources in the County and to perform a hydro-geological study of the County. A network of observation wells in the major aquifers have been installed since the early 1990s in coordination and agreement with the MDE and the Maryland Geologic Survey (MGS) for groundwater management and monitoring purposes. This data will be used to inform the land use plan during the development of Plan2040.</p>

Environmental Protection

Page #	Recommendation	Status
79	<p>As indicated in the General Development Plan, sensitive natural features in the community should be inventoried and accurately mapped. Any proposed major development within the Critical Area or any other area containing known or suspected sensitive environmental features should have an "Environmental Assessment". This should be a comprehensive report that describes: (a) The natural features and characteristics of a proposed development site; (b) The changes that will occur as a result of the proposed development activities on the site; (c) The anticipated environmental impacts and consequences of the proposed development; and (d) Mitigation measures required to avoid impacts to any environmental features.</p>	<p>Completed. Natural features have been mapped. Development in the Critical Area is regulated by Article 17 (Subdivision and Development) and Article 18 (Zoning) of the County Code; and Title 27 of the Code of Maryland Regulations (COMAR). An environmental assessment is required under COMAR. In addition, County Code requires that the layout and design of a development be located to maximize environmental site design criteria and preserve natural features to the maximum extent practicable.</p>
79	<p>To protect the integrity of wetlands the Office of Planning and Zoning is recommending that a review of current practices be evaluated regarding the subdivision of parcels containing non-tidal wetlands and the platting of private lots in the non-tidal wetlands and their buffer zones. Consideration will be given to future lot layout and how that may impact wetlands and whether or not full density should be allowed for a parcel that contains wetlands.</p>	<p>Ongoing. In 2010, Stormwater Management Regulations were revised to implement Environmental Site Design to the maximum extent possible.</p>
79	<p>Consideration will also be given to developing regulations that would link wetlands together and possibly plat them as part of open space within the subdivision, and protected by a conservation easement.</p>	<p>Completed. Article 17 (Subdivision and Development - § 17-6-401) of the County Code states that development may not occur within a nontidal wetland or within a 25-foot buffer of a nontidal wetland except for commercial tree harvesting in accordance with a forest management plan approved by the State. Article 17 (§ 17-3-302) requires the contents of a record plats which includes open space and conservation easements.</p>

Page #	Recommendation	Status
80	<p>As long as the Chesapeake Bay Water and Habitat Quality Monitoring Program (MD DNR) continues to rate water quality in the West River and Herring Bay watershed as "poor", developers should be required to meet County standards for water quality. Subdivision waivers for stormwater quality should be disallowed in these watersheds.</p>	<p>Completed. Stormwater management requirements are addressed in Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code. Waivers are not permitted.</p>
80	<p>Problems continue to exist with the maintenance of vegetated buffers around tidal wetlands and shoreline in the Critical Area. Current law requires these buffers to remain undisturbed; however, numerous instances of clearing routinely take place. P & Z' s position is that enforcement is difficult considering the miles of shoreline that must be monitored and the limited availability of enforcement personnel. The following is recommended as a positive adjunct to enforcement monitoring and penalties: Since it is clear that a "water view" on waterfront property is a positive value (and accounts for most clearing activities) the maintenance of a vegetated buffer of 100 ft. or 150 ft. that would obstruct this view reduces the intrinsic value of a property. The County should provide a suitable adjustment of the property tax levied on waterfront property if a fully vegetated buffer is maintained. This could easily be monitored by the State tax assessor during his/her three-year visit, with a small amount of training. Such a tax incentive may actually encourage the creation of new buffer where none currently exists. State programs of technical assistance, mandated requirements, increased enforcement, and reforestation programs should also be used in these cases.</p>	<p>Completed. There is a 10-year tax credit levied on agricultural land and woodland if the property is included in an agricultural preservation district as provided in the Agriculture Article, § 2-509, of the State Code, or a County agricultural district as provided in Article 17 (Subdivision and Development) of the County Code and the landowner has agreed to remain in the district for at least 10 years.</p>

Page #	Recommendation	Status
80	<p>Agricultural activities that take place in the Critical Area should be more closely monitored to ensure that the use of fertilizers, pesticides and herbicides are not entering local waterways. In particular, the use of treated sludge and other sewage byproducts, which might contain various amounts of toxic material, should be of heightened concern. Waterways adjacent to these operations should be periodically monitored for quality and farming practices should be routinely inspected and evaluated. The Soil Conservation District Office should survey the Critical Area for these activities and initiate such a monitoring program where appropriate.</p>	<p>Ongoing. All farms having 8 animal units (8,000 pounds) or more and / or grossing \$2,500 in income from farm production are, by State law, obligated to have a nutrient management plan whether in the Critical Area or not. Annual reports showing the amounts of commercial and natural fertilizers used are submitted to the Maryland Department of Agriculture (MDA). The application of nutrients is monitored by the State. To apply pesticides and herbicides a landowner needs to take training provided by the University Maryland Extension. Application of pesticides and herbicides are done by certified applicators. The Soil Conservation District (SCD) has no enforcement authority and its mission is to assist landowners in controlling sediment and nutrients from leaving the land by installing Best Management Practices (BMP). The application of nutrients, pesticides and herbicides are monitored by other entities. The SCD. There are a variety of water quality information sources in the State of Maryland. Much of this information can be accessed via websites maintained by National, state and local governments as well as academic and non-government organizations.</p>

Commercial Zoning

Page #	Recommendation	Status
81	<p>The existing commercially zoned areas in the Deale/Shady Side Planning Area should be confined to their current extent, beyond which, further commercial zoning will not be permitted to sprawl along major arteries. These boundaries are those as currently shown as commercial zoning for Deale, Shady Side, Churchton and Galesville.</p>	<p>Ongoing. Few zoning changes have occurred within the Deale / Shady Side Small Area since the adoption of the 2001 comprehensive zoning process that followed the small area planning process. Reconfiguration of zoning lines on some parcels that were split-zoned occurred during the 2010 comprehensive zoning process. No other zoning changes to commercial have occurred.</p>

Page #	Recommendation	Status
81	Except for the Village Commercial Centers of Deale and Churchton, commercial development should be restricted in type and scale to that permitted in the "Local Commercial Zone" -C I zone.	Ongoing. Comprehensive rezonings to commercial that have occurred outside of the defined commercial centers within the Deale / Shady Side Small Area have been to the C1 Zone.

Non-Conforming Uses

Page #	Recommendation	Status
81	No changes to the zoning on any of the non-conforming properties is recommended.	Ongoing. No zoning changes have occurred in the Deale / Shady Side Small Area for non-conforming properties since the adoption of the 2001 comprehensive zoning process. Changes to non-conforming properties will be evaluated case by case during the Plan2040 comprehensive planning process.

Commercial Fishing Activities in Residential Zones

Page #	Recommendation	Status
82	Revise the Zoning Ordinance to accommodate the storage of materials, equipment, and harvests of watermen.	Completed. A "waterman's home commercial use" was added to Article 18 (Zoning) of the County Code in 2003 and is a conditional use in the RA, RLD, R1, R2 and R5 zoning districts. The conditional use requirements govern such items as the storage of equipment and gear on the site and the onsite sale of seafood by the resident waterman.

Specific Community Recommendations

Page #	Recommendation	Status
82	The SAP Committee recommended that the parcel (Carrie Weedon property) be rezoned to open space, however it is county policy that public uses, schools etc. be zoned compatible with surrounding residentially zoned property.	Completed. The Carrie Weedon property remains zoned R2, compatible with the surrounding neighborhood.

Page #	Recommendation	Status
82	Correct the GDP Land Use map for the farm property located at the entrance to Galesville to indicate the classification of "Residential Low Density instead of "Rural Agricultural".	Completed. The land use was changed to Residential Low Density.
83	All but a small portion of this property (farm located East of Muddy Creek Road, South of Galesville) is located in the Resource Conservation Area of the State Critical Area Program. This restricts the allowable housing density to no greater than one house per twenty acres, regardless of the underlying zoning classification. Therefore, no land use changes are indicated.	Completed. No land use or zoning changes have occurred in this area since the adoption of the Deale / Shady Side Small Area Plan.
84	Several vacant parcels within the Deale village area could be candidates for a town community center and public water access. The County should aggressively pursue these possibilities.	Not implemented. For fiscal responsibility to its residents, the County policy is to utilize school facilities for after school community activities and recreation needs.
84	As a function of any comprehensive plan for the Deale village, a commercial growth boundary should be delineated around the town to eliminate future sprawl beyond the study area.	Not implemented. A "commercial growth boundary" has not been specifically legislated for the Deale Village area; however, the commercial land use and zoning within this area has not expanded beyond what was planned in the Deale / Shady Side Small Area Plan.
84	Any development of the commercial parcels be held to the highest standards under the law. In addition no waivers, variances, or special exceptions should be granted that would compromise the environmental integrity of this site and the surrounding waterways. The C3 zoning of this commercial district is particularly inappropriate and not in keeping with the desire to maintain this area in a small-scale rural village context. It is recommended that the commercial properties in the vicinity of this intersection currently zoned C3 be rezoned to C 1.	Partially implemented. Some properties were changed from C3 to C1 during the 2001 comprehensive zoning process that followed the Deale / Shady Side Small Area planning process; however, the majority of the properties at the MD 256 / MD 258 intersection (approximately 24 acres), were retained in the C3 zone per Council amendments (Bill 55-01).

Page #	Recommendation	Status
85	Additional large-scale development that would feed traffic volume onto this road will have negative effects. The SAP committee recommends that all major subdivision and project proposals that would create additional traffic volumes on Shady Side Road should be denied requests for waivers for the adequacy of roads until such time as significant road improvements are made, as described in the transportation section of this plan.	Completed. Modifications (formerly called waivers) to the Adequate Public Facilities provisions in Article 17 (Subdivision and Development) of the County Code may not be granted by the Planning and Zoning Officer, except as related to the granting of a time extension to complete the development application process.
85	Recommend that any new commercial development in Shady Side be limited to land that is already zoned commercial and that the small-scale nature of its businesses be retained.	Ongoing. Few zoning changes have occurred within the Deale / Shady Side Small Area since the adoption of the 2001 comprehensive zoning process that followed the small area planning process. Reconfiguration of zoning lines on some parcels that were split-zoned occurred during the 2010 comprehensive zoning process. No other zoning changes to commercial have occurred.
85	Recommend that the county negotiate with the new owner to develop a range of compatible recreational and community uses, which would compliment the new industrial activities that may occur on the property. The owner has indicated an interest in pursuing joint activities that would benefit his operation and the community.	Not implemented. A community mixed-use designation was not adopted with the Deale/Shady Side Small Area Plan nor the subsequent 2009 General Development Plan.
85	The Sewer Service Map currently depicts sewer to be brought into the RCA of the Critical Area on the property located at the headwaters of South Creek. This designation (as a planned sewer service area) should be removed.	Completed. Public sewer service is proposed to serve only the Limited Development areas and the existing homes.
86	Redevelopment of the Smith property at the intersection of MD 468 and 256 should include a bypass roadway connecting Muddy Creek Road with Deale Churchton Road around the existing intersection.	Not implemented.

Page #	Recommendation	Status
86	<p>Rezone a portion of this already split-zoned property to the following: Leave the currently zoned C3 portion in place and rezone the RA piece adjacent and between another C3 piece to C1. In addition rezone the RA piece on the southern boundary adjacent to MD 256 to R1.</p>	<p>Completed. The zoning changes were adopted with Bill 55-01.</p>
87	<p>The plan makes the following recommendations with respect to the individual applications for zoning that have been submitted during the comprehensive application period: a.) The plan opposes all requests for residential zonings that would increase the allowable housing density; b.) The plan opposes all requests to convert residentially zoned property to commercial, industrial, or marine uses that are outside of the established commercial area boundaries, except for those noted in that SAP Plan; c.) The plan recommends that individual commercial and industrial rezoning requests that are within the established commercial area boundaries be judged fairly on their own merits.</p>	<p>Completed. Comprehensive Zoning changes that occurred after the adoption of the Deale Shady Side Small Area Plan included one County Council amendment that increased density for a parcel from RLD to R1; changed part of a parcel from W2 to R2 and part of that same parcel from R2 to W2; and changed one parcel from R2 to W2 (See Bill 55-01).</p>

Anne Arundel County Land Use Regulations

Page #	Recommendation	Status
88	<p>Review issue of clustering and if appropriate draft revisions to existing regulations to make them more clear and definitive. A study of this issue will include whether or not to allow the acreage in wetlands to be used toward density at all.</p>	<p>Completed. Clustering provisions have been amended and clarified. Environmental features subtracted from net density (nontidal wetlands, steep slopes and floodplain)</p>

Page #	Recommendation	Status
88	<p>This term (grandfathering) is applied to situations where lots or parcels, which were recorded in the land records of the County, were approved for development even though they do not conform to today's regulations. Grandfathering is appropriate in some cases, for example where applying today's regulations would make the lot or parcel useless, thus constituting a constitutional "taking." However, the language covering this question has been loose enough to have allowed some inappropriate development. The confusion over this language is unnecessary and should be remedied during the re-drafting of the regulations.</p>	<p>Completed. For legal reasons and to avoid a "taking" of property rights, the Code still allows that a dwelling may be constructed on a lot that does not comply with the minimum requirements of the zoning district in which it is located if the lot complied with the applicable minimum requirements at the time it was created (legally platted lots). However, in certain situations the owner will be required to conduct a lot merger agreement whereby the lot is merged with contiguous unimproved lots to create a lot that complies with the minimum requirements of the zoning district, in accordance with the Lot Merger requirements in Article 18 (Zoning) of the County Code.</p>
88	<p>The Plan recognizes that the designation of the Deale-Shady Side Small Planning Area as a Priority Funding Area is for the purpose of seeking State of Maryland assistance to fund public capital projects and redevelopment initiatives to meet the adopted goals of the Deale-Shady Side Small Area Plan. The Priority Funding Area designation does not mean the area is targeted for residential and commercial development and growth beyond that envisioned in the GDP (23 percent population growth over 20 years).</p>	<p>Completed. As further implemented, the Deale-Shady Side Small Area is shown as "Managed Growth" and not "Targeted Growth" on the Development Policy Area Map in the 2009 General Development Plan.</p>
89	<p>A number of county regulations are under review for comprehensive revision. Regulations related to performance bonds and penalties for violations should be reviewed with the objective of creating greater public incentive to follow the intent and letter of the law.</p>	<p>Ongoing. Penalties for code violations have been periodically reviewed. Political support for increases in fines is difficult to obtain. Most recently, a Bill was introduced to the County Council in 2018 that would increase fines for certain erosion, sediment control, and stormwater management violations; however the Bill was not passed. Performance bonds continue to provide a method for the County to complete planned improvements when a developer goes into default. Although time consuming, the process works as intended.</p>

Edgewater/Mayo

The Edgewater / Mayo Small Area Plan (SAP) was adopted in February of 2002 and addressed goals and recommendations for natural and cultural resources, transportation, land use, zoning, and business revitalization, utilities, community facilities and community design.

Vision Statement

The Edgewater and Mayo area is comprised mainly of waterfront communities. Many of these communities are embraced by extensive greenspace in South Anne Arundel County. The area provides an overall impression of mixed use rural with controlled growth within the environmentally sensitive peninsulas. The Mayo Road Corridor between MD 2 and MD 214 is a local commercial and tourist center. Businesses entering the area introduce new commercial services and restaurants and support the growth of the local economy. Some visitors arrive in Edgewater to view the grounds of the National Historic landmark at the restored Colonial port town of London. Other tourists admire activities at the historic Lee Airport.

Residents of Edgewater / Mayo live in this area because of its proximity to the Chesapeake Bay. Access by the communities and the general public is provided by private and public piers and marinas. Local residents enjoy many natural features associated with proximity to the water and woodland areas. The local community and County manage collaborative programs designed to protect and preserve the delicate balance of life and health of the rivers and creeks. As a result, waterfowl, fish and wildlife are abundant. Active and passive parks provide recreation opportunities for local residents as well as places to view wildlife in a natural setting.

Residents appreciate the small town atmosphere of Edgewater / Mayo where residences have access to nearby walkways, bike trails and services along or near the revitalized Mayo Road commercial village area, where the post office, fire station, police station, senior center and library are located. Nearby is the Mayo public square where music can be heard during warmer weather and where families enjoy the comfort and beauty of the outdoor plantings and fountains. In other parts of the Edgewater / Mayo area, small village centers at Riva and Mayo provide easily accessible, limited convenience services to nearby residents.

The entryway into the area is by the picturesque MD 2 and 214 boulevards, both tree lined, pedestrian and bicycle friendly roads. Solomons Island Road (MD 2) and Mayo Road (MD 214) provide safe, uncongested travel along the Mayo peninsula for cars, bikes and pedestrians. Access into and out of neighborhoods and businesses is provided in a safe and convenient manner. Bike and walking paths are provided along MD 2 and MD 214 with linkages to award winning neighborhood parks, community open spaces and waterfront areas, providing safe, easy access for nearby residents.

Homes in the Edgewater / Mayo communities consist mostly of single family homes and come in a variety of types and price ranges, and a diverse population lives in the area. Public services and facilities are of a high standard. Edgewater and Mayo residents are proud of their quality schools including the Blue Ribbon Mayo Elementary School and South River High School. Communities are well served by emergency and public safety services.

Plan Concept

The Plan Concept for the Edgewater / Mayo Small Planning Area is for revitalization of existing commercial areas along Mayo Road, MD 2, and the Pike Ridge Road triangle to serve the nearby residential communities. The Plan Concept also includes access roads on the east and west sides of MD 2 to help facilitate the flow of traffic to local businesses. Connections to all parts of the Edgewater and Mayo area, especially local and community parks, will be by bicycle and pedestrian trails. The character of the Mayo peninsula will be maintained as low-density residential.

Commercial Revitalization

Mayo Road and MD 2 are two of the busiest roads through the Edgewater / Mayo area. They are also the most developed commercial corridors in the area. These two roads constitute the central business district of Edgewater. Their continued vitality is important to the health and stability of the area. The Small Area Plan calls for improvements along these two corridors.

Along MD 2, improvements to the road began in 2000. Sidewalks, street trees and a bike lane are planned for this roadway from the South River to just south of Pike Ridge Road. With these public improvements comes an opportunity for business owners to improve building facades, signage and parking; and to reduce the number of curb cuts by interconnecting driveway and parking facilities; and to create an attractive gateway to South County. While this Small Area Plan does not provide specific details of such a plan, property owners, community volunteers and County staff should take the initiative to make this happen.

On the Mayo Road corridor from MD 2 to Stepneys Lane, and especially from Oakwood Road to Stepneys Lane, there is an opportunity to create a true village center for Edgewater; within walking distance of hundreds of residents. It is envisioned that Mayo Road could become a pedestrian friendly roadway through the “center of town,” with sidewalks forming buffers between businesses and on-street parking. On-street parking would be supplemented by convenient off-street parking areas adjacent and to the rear of businesses, interconnected by internal driveways and access roads. As with MD 2, there would be opportunities for businesses to make improvements to their building facades and signage.

The Pike Ridge Road commercial area, a triangular area formed by MD 2, MD 214 and Pike Ridge Road, provides another opportunity for commercial revitalization. With homes on the west side of the triangle and a shopping center on the east side, it is envisioned that this area can link the two, with complementary uses, such as housing and offices, located in between.

Access Roads

Access roads should be considered along the east side of MD 2 between Pike Ridge Road and Mayo Road and on the west side of MD 2 from the existing access road on the Lee property to Mayo Road. In order to avoid additional traffic in residential neighborhoods, the access road on the west side of MD 2 will not extend north to Virginia Avenue and will not extend south to Southdown Road.

Bicycle, Pedestrian and Transit Connections

The Edgewater / Mayo area has an abundance of public parkland, but little in the way of bicycle and pedestrian access to these natural areas. All along the peninsula there are parks such as Edgewater Park, the School Complex, Loch Haven Park, South River Farm Park, and the Beverly-Triton Beach Park.

South River Farm Park and Beverly Triton Beach Park are currently open, but limited to permit holders only. Plans for Beverly-Triton are being developed. It is envisioned that safe, convenient pedestrian and bicycle access can be provided all along the peninsula.

With the future improvements planned for the Londontown Archaeological Area, there is also an opportunity to provide some form of local transit within the planning area as well as regionally from outside the planning area, such as from Annapolis and South County. This would include residents from the Edgewater and Mayo areas taking advantage of local weekend shuttle service from points within the planning area to points outside, such as the Annapolis Mall, Downtown Annapolis, the BWI Airport and other destinations.

Residential Communities

The planning concept for the future envisions maintaining the character of the area in general. The goal is to provide a balance of housing types in the planning area that is in keeping with the character of the area. Residential communities in Edgewater will include a mix of low density communities of single-family homes and medium density communities closer to the MD 2 commercial corridor. Additional townhouse development in the future should be discouraged. The Mayo area, on the other hand, is spread out in a more suburban/rural pattern of development and will continue to maintain low development densities. Services in this area should be located at already existing commercial nodes along MD 214.

Plan Highlights

The following are some of the key recommendations for the Edgewater / Mayo planning area.

Business Revitalization / Land Use

- Establish a private nonprofit redevelopment organization to assist businesses with redevelopment and expansion needs, assisting small home businesses with relocation needs.
- Provide incentives to facilitate growth and expansion of businesses in the Pike Ridge Village area.

Transportation

- Provide access roads to businesses parallel to and on both sides of MD 2 to reduce driveway access directly onto MD 2, and discourage approval of any new direct entrances onto MD 2.
- Identify specific improvements that can be implemented as soon as possible to improve safety along MD 214, including but not limited to shoulders, widening at intersections, and turn lanes. Also, identify potential improvements to improve safety along Riva Road.
- Provide off-road bikeways and pedestrian trails to popular destinations on the peninsula and vicinity, such as Beverly Triton Beach Park, South River Farms Park, Loch Haven Park, Annapolis, etc.
- Install a pedestrian bridge over MD 214 at the South River School site, or implement other solutions to increase the safety for pedestrian crossings.

Environment

- Establish a South River / Rhode River Watershed Association, or utilize an existing organization, to help implement the adopted plan, monitor the strategies, and provide unity in issues that affect the Edgewater / Mayo area. The committee should be composed of area residents, environmentalists and County staff.
- Provide information on the impact to shallow wells from buildout. Develop a groundwater management plan to ensure that current water quality does not decline below acceptable standards.
- Take proactive and aggressive steps to locate reforestation sites in Edgewater / Mayo. Use reforestation funds to create larger buffers, forest open space, or reestablish native plants. Retain or create corridors between isolated forest patches.

Community Facilities

- Expedite completion of all recommendations in the Fire Department Water Supply Master Plan pertaining to Edgewater / Mayo in order to address water flow deficiency issues.

Implementation

Over 90 recommendations were identified within the Edgewater /Mayo SAP to help implement the Vision, Plan Concept and the 1997 General Development Plan. More than 90 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are ongoing efforts of the Watershed Protection and Restoration Program, including completion of the Rhode / West River Watershed Assessment, restoration of headwater streams in Warehouse Creek, and public outreach efforts; strengthening of buffer requirements; strengthened stormwater management regulations; various transportation projects and improvements, including sidewalk construction on MD 214 and a new bus route with stops in Edgewater; strategic planning of the Septic Task Force; various recreational improvements, including active recreation planning for the decommissioned Mayo Water Reclamation Facility, public access improvements at South River Farm Park, and ongoing facility maintenance and improvement; and construction of a new Mayo Elementary School.

The following table lists the goals of the Edgewater / Mayo Small Area Plan, corresponding recommendations and the status of each.

Natural and Cultural Resources

1. Promote and demonstrate respect for the environment.
2. Protect the health of citizens by adopting policies and plans that serve to protect air and water resources.
3. Protect the environment from degradation that can result from increased population and development.
4. Enhance the environment through activities such as reforestation, restoration of natural areas, and education.
5. Improve stormwater management to reduce and, where possible, eliminate the negative environmental impacts of stormwater runoff.
6. Improve water quality in the Warehouse Creek Watershed and other watersheds in the Edgewater/Mayo Small Planning Area.
7. Encourage preservation of archaeological and historic sites by increasing County resources.
8. Establish and implement a Countywide Scenic and Historic Roads Program.

Page #	Recommendation	Status
35	Create an awareness of valuable environmental assets in the community.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works has an active public outreach and education program that utilizes various forms of social media in addition to hands on activities.
35	Coordinate efforts with groups such as the Chesapeake Bay Foundation and the Maryland Department of Natural Resources to improve water quality.	Ongoing.
35	Continue to implement recommendations made in the South River Watershed Management Plan to improve waterways in the South River watershed.	Ongoing.
35	Prepare a Watershed Management Plan for the Rhode River watershed.	Completed. The Rhode/West River Watershed Assessment was completed in May 2016.
36	Potential build out in the Edgewater/Mayo area should be used to determine the limitations of future development. Current projections estimate a build out capacity of approximately 4,200 dwelling units in the Mayo area and approximately 6,100 units in the Edgewater area.	Ongoing. Potential build-out estimates in the Edgewater / Mayo Small Area have not increased since the adoption of the Plan. Build-out estimates are based on current zoning, sewer capacity and environmental constraints.

Page #	Recommendation	Status
36	Conduct a study to assess air quality impacts due to wood stove emissions.	Completed. Scientific studies have been conducted over the years to calculate emissions from residential wood combustion sources including wood-burning stoves. Advances in technology have led to reduced emissions from these sources. The manufacture and sale of wood stoves, wood burning fireplace inserts and wood pellet stoves built after 1988 are subject to revised source performance standards that are governed by Environmental Protection Agency.
36	Work with other jurisdictions in the Metropolitan Baltimore Air Quality Control Region to establish and implement regional policies and measures to reduce ozone levels in the Non-Attainment Area.	Ongoing. The most current Air Quality Conformity Determination report conducted by the Baltimore Regional Transportation Board in July 2018 details a comprehensive analysis of effects of the 2019-2022 Transportation Improvement Program for the Baltimore region and the long-range projects in Maximize2040: A Performance-Based Transportation Plan (as amended). The report addresses ground-level ozone, a criteria pollutant. The conformity results show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards. The County has received grant money from the Baltimore Metropolitan Council under the Congestion Mitigation Air Quality (CMAQ) grant to purchase bicycle racks to encourage non-vehicular travel and reduce emissions.
36	Provide information on the impact to shallow wells from buildout. Develop a groundwater management plan to ensure that current water quality does not decline below acceptable standards.	Completed. A study was contracted to Maryland Geological Survey. See <i>Hydrogeology, Water Quality, and Water-Supply Potential of the Aquia and Magothy Aquifers in Southern Anne Arundel County, Maryland</i> (Report of Investigations No. 74) at http://www.mgs.md.gov/publications/report_pages/RI_74.html .
36	Establish a South River/Rhode River Watershed Association, or utilize an existing organization, to help implement the adopted plan, monitor the strategies, and provide unity in issues that affect the Edgewater/Mayo area. The committee should be composed of area residents, environmentalists and County staff.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works partners with both the South River Federation and the West/Rhode Riverkeeper to implement environmental restoration projects.

Page #	Recommendation	Status
36	In order to protect sensitive areas, the Critical Area Law as well as State and Federal wetlands regulations should be adhered to strictly. Growth allocation should not be applied in the Edgewater/Mayo area.	Ongoing. Sensitive areas within the County (those areas within and outside of the Critical Area) are protected by County Codes. Under State law, 5 % of the County's designated RCA classification (917 acres) may be used for growth allocation. There are 40 acres remaining that could be converted from RCA to LDA or IDA and 84 acres remaining that could change from LDA to IDA. An application must be made to the County, a public hearing must be held and certain guidelines must be followed when approving a change in Critical Area designation. In addition, after the public hearing, and if approved, the application is forwarded to the Critical Area Commission for their review.
36	Amend Subdivision Regulations to consider sensitive areas earlier in the development process. Consider higher bonding requirements for sediment control in sensitive areas.	Ongoing. Article 17 (Subdivision and Development - 17-6-405) of the County Code requires that the layout and design of a development comply with environmental site design criteria and shall preserve natural features to the maximum extent practicable. In 2010, Stormwater Management Regulations were revised to implement Environmental Site Design to the maximum extent possible. Bonding is Inspection and Permits issue
36	Support development that protects and enhances open space and forest.	Ongoing. Open space and forest conservation are required as per the Subdivision and Development Code.
37	Identify specific wildlife habitats that need protection.	Completed. Wildlife habitats that need protection are identified through numerous County programs (e.g. Forestry, Critical Area, Watershed Protection and Restoration Program)
37	Parkland uses in the Critical Area must be environmentally sensitive. Parks located in Resource Conservation Areas should be limited to passive activities in order to keep land disturbance to a minimum.	Ongoing. The Department of Recreation and Parks and the Department of Public Works adheres to environmentally sensitive design methodologies for all facilities in the Critical Area and Resource Conservation Area.
37	Improve stormwater management and erosion control for highway and commercial projects through stricter enforcement.	Ongoing. Site inspections for stormwater, sediment and erosion control and other environmental control measures are conducted as part of the permitting process by the Department of Inspections and Permits.

Page #	Recommendation	Status
37	Protect rivers and streams from new septic systems. Where it is more practical than extending sewer into the critical or sensitive areas, use specially designed septic systems for new construction.	Completed. A Septic Task force was appointed in 2016 and is developing near-term and long-term strategies to manage septic systems.
37	Properly maintain Mayo sewer system to manage greywater.	Ongoing. Numerous sewer pumping station upgrades have been completed and more are planned. There are no current concerns with system operation.
37	In communities with failing septic systems and high nitrogen levels, promote public support for sewer installation.	Completed. A Septic Task force was appointed in 2016 and is developing near-term and long-term strategies to manage septic systems.
37	Provide citizens with results of river pollution studies.	Ongoing. Studies and assessments conducted by the Department of Public Works Watershed Protection and Restoration Program are made available on the County's website and upon request.
37	Provide communities in the area with information and incentives on methods that can be used by homeowners and businesses to reduce lawn and chemical usage. Develop a plan to educate residents on the positive steps that can be achieved for area water quality, native plants, wildlife habitat and air quality.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works maintains a robust public outreach and education program that provides information on the application and use of lawn chemicals as well as other information to protect water quality and natural resources in the County.
37	Support State enforcement of holding tank laws for boats. Monitor boaters for compliance and notify them of pump out stations, and encourage greater use of spot checks by DNR.	Ongoing. Enforcement of marine sanitation device requirements is conducted through the U. S. Coast Guard and the Maryland Department of Natural Resources Police.
37	Provide increased recycling opportunities in the community, including recycling of hazardous wastes and other recyclable material.	Completed. In addition to Household Hazardous Waste collection events, all three residential Recycling Centers accept used motor oil, used antifreeze, and used cooking oil, and provide many other recycling opportunities.

Page #	Recommendation	Status
37	Take proactive and aggressive steps to locate reforestation sites in Edgewater/ Mayo. Use reforestation funds to create larger buffers, forest open space, or reestablish native plants. Retain or create corridors between isolated forest patches.	Ongoing. Several reforestation projects have been completed in the Edgewater/Mayo area. Funding through the Reforestation Program is available for all communities. The Reforestation Program is intended to create larger buffers, forested open space, reestablish native plants, and retain or create corridors between isolated forest patches.
38	Establish a stream buffer restoration program for Edgewater/Mayo.	Not implemented.
38	Create a neighborhood program to identify community sites where native vegetation can be planted to increase shoreline buffers.	Not implemented.
38	Reestablish colonial nesting sites for waterfowl in neighborhood communities.	Not implemented. The Department of Recreation and Parks (DRP) can only control nesting sites on County-owned parkland. DRP has no jurisdiction over community association property.
38	Create a Heritage and Environmental Center along MD 2 to encourage, educate, and enhance environmental and historic elements. One possible location for such a center is the County police station at the corner of MD 2 and Virginia Avenue, once the new police station is constructed on Stepney's Lane.	Not implemented.
38	Implement a watershed approach to stormwater management, land use planning, development, permitting, and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.
38	Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or County Stormwater Design Manual, whichever is more stringent.	Ongoing. For any proposed development, the owner/developer shall submit phased stormwater management plans for review and approval.

Page #	Recommendation	Status
38	Encourage, to the maximum extent possible, the use of innovative approaches to stormwater management and low impact development site design in the land development process.	Ongoing. Stormwater management plans submitted for the development of land are required to demonstrate environmental site design to the maximum extent practicable per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) of the County Code.
38	Continue and, if possible, accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas.	Completed. All of the County's 12 major watersheds have been comprehensively assessed.
38	Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases from new development. Where comprehensive or site-specific rezoning is expected to result in increases in runoff, the need for additional stormwater management, or retrofits to existing facilities, should be determined and accommodated.	Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code.
38	Establish a comprehensive stormwater infrastructure preventive maintenance and management program that reduces environmental degradation and extends infrastructure useful life.	Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing operation, maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.
39	Aggressively pursue incentive-based approaches (e.g., state grant funds) to achieve retrofitting of areas in need of improved stormwater management. Offer tax incentives to businesses and homeowners for retrofitting their property with modern stormwater management.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works provides Watershed Protection and Restoration Fee credits upon application to private property owners who retrofit their property with qualifying stormwater management.
39	Ensure that all government-sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.	Ongoing. All Capital Improvement Program projects are held to the highest environmental regulations and standards.

Page #	Recommendation	Status
39	Implement, where possible, a minimum 100-foot riparian buffer to all perennial and intermittent tributary streams in the County to minimize impacts of stormwater runoff sheet flow to these systems.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, § 18-13-104 requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
39	Foster community education about stormwater issues through cooperation with local citizen groups, public and private schools, park and recreation programs, and use of the Internet.	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works maintains a website (www.aacounty.org/departments/public-works/wprp/) that provides relevant information to help citizens reduce stormwater pollution and develop a better understanding of environmental issues in the County. WPRP outreach staff work routinely with schools and community organizations.
39	Develop and implement, on a continuing basis, a program to stencil storm drains to enhance community awareness that these storm drains direct runoff to tributaries of the Chesapeake Bay.	Ongoing. Painting of storm drains in the County has been assumed by non-government organizations and the Watershed Stewards Academy.
39	Stream Restoration - reaches 2,3,5 and 7 have been identified in the Warehouse Creek Watershed Stormwater Management Master Plan (WCWSMMP) Draft, dated October 3, 2001, as candidates for stream restoration. Opportunities to implement stream restoration in these areas should be pursued through capital, developer, and/or community projects	Completed. Approximately 1,1080 linear feet of headwater streams in Warehouse Creek were restored in 2016.

Page #	Recommendation	Status
39	<p>Individual Homeowner Opportunities - homeowners should be encouraged to implement one or more of the following techniques to manage stormwater on-site: a.) install rain barrels, cisterns, bioretention/rain gardens or dry wells; b.) stabilize areas of exposed soils with grass or other vegetative cover to prevent contamination of stormwater runoff; c.) disconnect impervious surfaces to direct stormwater runoff to lawns, depression areas, infiltration trenches, cisterns, drywells or rain gardens to reduce the impact on the rate and amount of runoff; d.) adopt lawn care methods consistent with the Maryland Cooperative Extension Service for the Prince George's County Department of Environmental Resources (1993).</p>	<p>Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works promotes all of these techniques for addressing stormwater through its public outreach and education. WPRP also supports the Watershed Stewards Academy (WSA) in promoting and implementing these techniques on private property.</p>
40	<p>Existing Stormwater Best Management Practice (BMP) Retrofits - the Warehouse Creek Watershed Stormwater Management Master Plan draft identified three existing stormwater management BMPs in the watershed as water quality retrofit opportunities. These include the Giant Food Pond, the State Highway Administration Service Road Pond, and the North Mayo Road State Highway Administration Pond. Opportunities to implement BMP retrofits in these areas should be pursued through capital, developer/property owner, and/or community projects.</p>	<p>Completed. Stormwater runoff issues have been addressed through various retrofits and development in the Warehouse Creek watershed.</p>

Page #	Recommendation	Status
40	<p>BMPs for Existing Developed Properties - ten green space areas were identified in the WCWSMMP as potential BMP sites for existing developed properties. These green spaces offer potential candidate sites for implementation of innovative, source control stormwater BMPs such as vegetated swales, infiltration trenches and dry wells, rain barrels, alternative pavement, and bioretention. These environmental and landscape enhancements can provide stormwater management quality and quantity management. These areas are located near the Safeway and Giant food stores, along Mayo Road between Marlboro Road and Ridgeville Road, along MD 2 between Mayo Road and Dental Road, and along Mayo Road in front of Edgewater Elementary School. Opportunities to implement BMPs for Existing Developed Properties in these areas should be pursued through capital, developer/property owner, and/or community projects.</p>	<p>Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works supports non-government organizations and watershed organizations pursuing retrofit opportunities on existing developed properties through the WPRP grant program.</p>
40	<p>New Development SWM Regulations - new developed sites and redevelopment areas present another opportunity for improved stormwater management. Development in the Warehouse Creek watershed must comply with all new stormwater management regulations. New development and redevelopment in selected sub basins is encouraged to meet additional requirements to reduce pollutant loads, increase water quality volume storage, and limit imperviousness as recommended in the WCWSMMP draft dated October 3, 2001</p>	<p>Completed.</p>

Page #	Recommendation	Status
40	Strengthen existing County codes and regulations to protect historic and archaeological resources, including scenic and historic roads.	Ongoing. Article 17 (Subdivision and Development - 17-6-504) of the County Code was adopted in 2005, implementing Scenic and Historic Road Commission Recommendations; Recent Office of Planning and Zoning internal discussions explore improving clarity of existing 14 criteria and implementation of regulations.
40	Protect historic sites and structures by adding them to the Maryland Inventory of Historic Properties and the National Register of Historic Places.	Ongoing. New sites have been added through Site Development Plan review and also through public outreach. Protection of sites occurs through Article 17 (Subdivision and Development) of the County Code.
41	Protect archaeological sites by adding them to the Maryland Archaeological Site Survey and the National Register of Historic Places.	Ongoing. New sites have been added through Site Development Plan review and also through public outreach. Protection of sites occurs through Article 17 (Subdivision and Development) of the County Code.
41	Establish incentive programs, including tax deductions or credits, grant and loan funds, and technical assistance for property owners that protect and preserve significant historic and archaeological resources.	Ongoing. The County established the Historic Preservation Tax Credit Program in 2016 (Bill 118-15) to preserve historic resources. Additional incentive programs are still being explored.
41	Promote and utilize opportunities in the Maryland Heritage Preservation and Tourism Program, including tax incentives and other funding sources, for preservation, renovation, and revitalization. This program includes the identification, protection, and promotion of significant historic and cultural resources that contribute to the development of tourist related functions.	Ongoing. The County continues to provide annual financial support for the Four Rivers Heritage Area, the local branch of the MD Heritage Areas Program. Non-profits and the County's Cultural Resources Section have benefitted from both State and local "mini-grant" funding. The State program has received a notable increase in funding in the past year and this may result in an increase in support for heritage assets in the Four Rivers Heritage Area.
41	Encourage the County Executive to implement, as a priority project, the Countywide program recommended by the Scenic and Historic Roads Commission and by the County Council.	Completed. Legislation was passed in 2005 that incorporated the Scenic and Historic Road Commission recommendations into Article 17 (Subdivision and Development) of the County Code.

Page #	Recommendation	Status
41	<p>Incorporate the regulatory tools necessary to fully implement the scenic and historic roads program, as set forth in Resolution No. 45-97, into the zoning laws, the subdivision laws, the transportation master plan, the road design manual, the landscape manual, the forest conservation ordinance, and other land use laws.</p>	<p>Completed. Provisions governing development along Scenic and Historic Roads were incorporated into Article 17 (Subdivision and Development) of the County Code in 2005, and are also addressed in Article 18 (Zoning) as related to specific uses. Provisions will be incorporated into the Transportation Functional Master Plan or other County ordinances or plans as needed in the future.</p>

Transportation

1. Integrate land use and transportation planning to control growth and development.
2. Reduce traffic congestion.
3. Improve road safety.
4. Minimize transportation impacts on the environment
5. Transportation projects should improve existing economic centers.
6. Improve public awareness of transportation programs and projects.
7. Reduce driveway access along MD 2.

Page #	Recommendation	Status
46	Improve coordination between the County and the State relative to transportation and land use projects early in the review and approval process.	Ongoing. The County's Department of Transportation and the State's Highway Administration coordinate transportation planning efforts with the County's Office of Planning and Zoning and the Department of Inspections and Permits who implement land use and development.
46	Manage traffic through greater use of Intelligent Transportation Systems (ITS) and Transportation Demand Management (TDM) measures as alternatives to expansion of the highway system.	Ongoing. Transportation Demand Measures (TDM) are included in the County's applicable master plans and implemented through various methods. Transportation System Management Systems such as Intelligent Transportation Systems (ITS) are used throughout the County to reduce congestion and improve traffic flow. The County's Rideshare Coordinator has established carpools and vanpools through the newly formed Commuter Crew program established in 2017.
46	Establish the option of transit use for special events in the short term, and work toward supporting a true transit system in the long term linking Edgewater/Mayo to Annapolis.	Ongoing. The County's Office of Transportation was created as a stand alone Department on July 1, 2018 and is dedicated to improving Transit Countywide. A new bus route was added that traverses South County linking it with Annapolis and offering several stops including ones in Edgewater.

Page #	Recommendation	Status
46	Design and construct a bikeway linking communities within the Edgewater and Mayo areas to parklands on the peninsula.	Ongoing. There is a study underway for the entire MD 214 corridor from MD 468 to the eastern terminus of MD 214, which will include an analysis of the feasibility to incorporate bicycle transportation within this corridor. If feasible, a capital project will need to be initiated to fund the design, rights of way acquisition, and construction.
47	Identify specific improvements that can be implemented as soon as possible to improve safety along MD 214, including but not limited to shoulders, widening at intersections, and turn lanes. Also identify potential improvements to improve safety along Riva Road.	Ongoing. There is a study underway for the entire MD 214 corridor from MD 468 to the end of MD 214, which will include an analysis of the feasibility to incorporate bicycle transportation within this corridor. If feasible, a capital project will need to be initiated to fund the design, rights of way acquisition, and construction. The State Highway Administration which controls MD 214, has initiated a project that is in the design phase for construction of a sidewalk between MD 2 and Mayo Road. The County is contributing its share of the project under Capital Improvement Project H563700. In addition, intersection improvements at MD 214 and MD 468 have been completed.
47	Install a pedestrian bridge over MD 214 at the South River School site, or implement other solutions to increase the safety for pedestrian crossings.	Ongoing. A sidewalk along MD 214 is in design by the State Highway Administration, with the County contributing its share, under Capital Improvement Plan project H563700. If this has not adequately addressed pedestrian-crossing safety, other solutions will need to be studied. A capital project would need to be initiated to fund the design, rights of way acquisition, and construction for the bridge.
47	Provide off-road bikeways and pedestrian trails to popular destinations on the peninsula and vicinity, such as Beverly Triton Beach Park, South River Farms Park, Loch Haven Park, Annapolis, etc.	Ongoing. There is a study underway for the entire MD 214 corridor from MD 468 to the end of MD 214, which will include an analysis of the feasibility to incorporate bicycle transportation within this corridor. If feasible, a capital project will need to be initiated to fund the design, rights of way acquisition, and construction.

Page #	Recommendation	Status
47	<p>Ensure that precautionary measures to protect the environment, including silt fencing and monitoring of clearing, grading and construction, are taken before, during and after all road construction projects.</p>	<p>Ongoing. Erosion and sediment control measures are required for all construction activities that disturb 5,000 square feet of land or more.</p>
47	<p>Identify specific transportation improvements such as roads, transit, pedestrian and bicycle ways, that can be incorporated into plans for redevelopment of the Mayo and Pike Ridge Village Centers.</p>	<p>Ongoing. Pike Ridge Village Center was redeveloped with a small strip mall and grocery store. At that time, a sidewalk was installed by the developer, but only on half of the frontage of MD 2, and nothing was provided on Pike Ridge Road. Additionally, shoulders/bicycle lanes were not provided on MD 2 during the development.</p>
47	<p>Improve ways to coordinate and disseminate information on transportation issues and projects to community residents and business owners.</p>	<p>Ongoing. Public meetings are conducted for all County projects.</p>
47	<p>Provide access roads to businesses parallel to and on both sides of MD 2 to reduce driveway access directly onto MD 2, and discourage approval of any new direct entrances onto MD 2. Access roads should be considered along the east side of MD 2 between Pike Ridge Road and Mayo Road and on the west side of MD 2 from the existing access road on the Lee property to Mayo Road. In order to avoid additional traffic in residential neighborhoods, the access road on the west side of MD 2 will not extend north to Virginia Avenue and will not extend south to Southdown Road.</p>	<p>Partially Implemented. Lee Park Drive access road was created and extends from Maryland Avenue at the back of the Village at Lee Airport commercial center. If justified, right-of-way for additional access roads can be set aside during the development process and new development or redevelopment occurs.</p>
48	<p>Obtain rights-of-way or easements from property owners as soon as possible to begin planning for these service roads.</p>	<p>Ongoing. Right-of-way easements will be considered as development or redevelopment occurs in the areas identified for access roads.</p>
48	<p>Leave open the option of realigning the runway at Lee Airport to facilitate the location of a service road on the west side of MD 2 in the vicinity of Lee Airport.</p>	<p>Ongoing. The alignment of the runway at Lee Airport remains the same since the adoption of the Small Area Plan. The access road will be considered if the runway were to be realigned in the future.</p>

Land Use, Zoning and Business Revitalization

Page #	Recommendation	Status
57	Change Part of Parcel 124 on Tax Map 55 (the Lee property) located on MD Route 2 at Maryland Avenue from Low-Medium Residential to Commercial	Completed. The land use was changed to Commercial with approval of Bill 92-01. The property is now zoned C3-Commercial and is the location for the Village at Lee Airport Shopping Center.
57	Change the area bordered by Pike Ridge Road, MD 2 and MD Route 214 from Low-Medium Residential, Community Mixed Use to Low-Medium Residential, Commercial	Completed. The land use was changed to Residential Low-Medium and Commercial with approval of Bill 92-01. The property is zoned R2, C3 and C4. The R2 zoned land is a partially developed and is part of the Stewart Level Subdivision. The C3 zoned land is the location for a two restaurants (Chic-fil-a and Pizza Hut), two banks (Bank of America and Citi Bank), a liquor store, a gas station and an equestrian store. The C4 zoned land is the location for the Edgewater Village Center.
57	Maintain Holly Hill Harbor, River Club Estates and Ponder Cove subdivisions south of MD 214 as Low Density Residential; Downzone these areas from R5 to R2 consistent with existing development and planned land use	Completed. Residential Low Density land use was retained with approval of Bill 92-01. Subsequently, this area was downzoned from R5 to R2 with approval of Bill 17-02. These areas are currently zoned R2 and are developed with single-family homes.
58	Change Part of Parcel 454 on Tax Map 55 (the Williams property) located on Mayo Road from Low-Medium Residential to Commercial	Completed. The land use was changed to Commercial with approval of Bill 92-01. The site is zoned C4 and is used as a parking area for cars from the adjacent Classic Custom Coatings shop.
58	Change Part of Parcel 1 on Tax Map 60 (the retail store property) located on MD 214 at Muddy Creek Road from Low Density Residential to Commercial.	Completed. The land use was changed to Commercial with approval of Bill 92-01. The site is zoned and is developed as Muddy Creek Liquors.
58	Change Parcel 109, Lot 2 on Tax Map 56 (Paul's Marina property) located on Pocahontas Drive from Low Density Residential to Maritime	Completed. The land use was changed to Maritime with approval of Bill 92-01. This property is zoned MB-General Commercial Marina and is the location of the Pocahontas Marina.

1. Encourage revitalization of the Mayo Road and MD 2 corridor.
2. Improve access to businesses for vehicles, pedestrians, bicycles.

- 3. Provide appropriate commercial locations for home based businesses to expand.
- 4. Maintain the current density of development overall in the Planning Area.

Page #	Recommendation	Status
65	Establish a private non-profit redevelopment organization to assist businesses with redevelopment and expansion needs, assisting small home businesses with relocation needs.	Completed. The Anne Arundel Economic Development Corporation provides these services for businesses in the County.
65	The organization should work to establish design standards to be used in implementing the Mayo Road village center.	Not implemented. It may be more useful to develop a general concept plan for a village center corridor, that could be used as a guide if redevelopment projects begin to occur over the future.
65	The redevelopment organization should assist local homeowners associations, developers, the County, and State in implementing improvements to Mayo Road for the purpose of creating a cohesive village center, parking for the village center, and promoting visitors to historic Lontontown.	Not implemented. There has been no significant redevelopment activity along Mayo Road that would serve as a catalyst for developing a village center. The County may assess whether to designate this corridor as a Commercial Revitalization Overlay Area, which would provide some financial incentives for private revitalization.
65	Eliminate driveways with direct access onto MD 2 and Mayo Road where possible and create service roads to facilitate traffic flow and access.	Ongoing. Right-of-way easements will be considered as development or redevelopment occurs in the areas identified for access roads however, access to MD 2 is controlled by the State Highway Administration not Anne Arundel County.
65	Provide incentives to facilitate growth and expansion of businesses in the Pike Ridge Village area.	Ongoing. The Anne Arundel Economic Development Corporation offers a range of business financing programs to help local businesses grow and expand.
65	Limit commercial zoning to the areas shown on the Land Use and Zoning Maps.	Ongoing. Commercial uses are regulated by the zoning category that should be consistent with the planned land use.

Page #	Recommendation	Status
65	Maintain current build-out estimates for the Edgewater area (6,100 units) based on current zoning and the design limit of the Mayo Water Reclamation Facility (5,100 EDU) for future residential development in the Planning Area. Infrastructure improvements provided to serve the existing population should not promote increases in planned development densities.	Ongoing. Potential build-out estimates in the Edgewater / Mayo Small Area have not increased since the adoption of the Plan. Build-out estimates are based on current zoning, sewer capacity and environmental constraints.

Utilities

Page #	Recommendation	Status
72	Upgrades to water reclamation facilities should be for improvements to the operations of the facilities and not for expansion to accommodate development beyond the system's design capacity.	Completed. The Mayo Water Reclamation Facility has been abandoned. Sewer flows are now routed to the Annapolis Water Reclamation Facility. The sewer system was sized for projected build-out (at current zoning) of the Mayo Sewer Service Area.
72	Properly maintain Mayo sewer system to manage greywater.	Ongoing. Numerous sewer pumping station upgrades have been completed and more are planned. There are no current concerns with system operation.
72	In communities with failing septic systems and high nitrogen levels, promote public support for sewer installation.	Completed. A Septic Task force was appointed in 2016 and is developing near-term and long-term strategies to manage septic systems.

*Community Facilities
Recreation and Parks*

Page #	Recommendation	Status
75	<p>Design and construct a bikeway linking communities within the Edgewater and Mayo areas to parklands on the peninsula.</p>	<p>Ongoing. The Pedestrian and Bicycle Master Plan was updated in 2013 with potential improvements tabulated using the Small Area Plan, land ownership data, and prioritization tiers. The June 2016 Major Intersections/Important Facilities Study made recommendations for MD 214 to include travel lane extensions east of MD 2, bicycle improvements throughout most of the corridor and pedestrian improvements in segments. Connections between Mayo, Edgewater and existing parks may be limited to roadway bike lanes due to private property impacts. Currently, a study is underway for the MD 214 corridor from Muddy Creek Road to its eastern terminus that will provide concept-level plans that include upgraded bicycle and pedestrian facilities. Capital projects will need to be initiated in the future to implement the recommendations of the study if deemed justified by the County. The County will continue to pursue funding for other alignment studies and right-of-way acquisition for bike lane and off-road bike and pedestrian pathways.</p>
75	<p>Provide off-road bikeways and pedestrian trails to popular destinations on the peninsula and vicinity, such as Beverly Triton Beach Park, South River Farms Park, Loch Haven Park, and Annapolis.</p>	<p>Ongoing. Mayo Water Reclamation Facility (WRF) is in the decommissioning process. The Department of Recreation and Parks (DRP) is working with an advisory committee to master plan active recreation (ball fields) along with trails on this site. South River Farm Park and Beverly Triton Beach Park have new or increased public access, each having natural trails and waterfront. In the planning effort discussed above, the County and a citizen advisory committee are working to make pedestrian and bicycle connections between South River Farm Park, Mayo WRF, Glebe Communal System, and Loch Haven Park. DRP will continue to plan and fund trails and bikeways to and within Mayo Beach Park, South River Farm Park, Beverly Triton Beach Park, Mayo WRF and Glebe Communal System.</p>

Page #	Recommendation	Status
75	Identify suitable locations for ball fields and other active and passive recreation facilities in the area.	Ongoing. The Department of Recreation and Parks continues to pursue land for active and passive recreation facilities in the Edgewater/Mayo area.
75	Reinvest and maintain existing tennis courts and ball fields for use by the public.	Ongoing. The Department of Recreation and Parks (DRP) utilizes Capital Improvement Program projects P479800 Park Renovation and P457000 School Outdoor Recreation for continuous facility maintenance.

Public Education

Page #	Recommendation	Status
76	Install a pedestrian bridge over MD 214 at the South River School site, or implement other solutions to increase the safety for pedestrian crossings.	Completed. A sidewalk along MD 214 is in design by SHA, with the County contributing it's share, under CIP project H563700. If this has not adequately addressed pedestrian-crossing safety, other solutions will need to be studied. A capital project would need to be initiated to fund the design, rights of way acquisition, and construction for the bridge.
77	Provide a new Mayo Elementary School.	Completed. The Mayo Elementary school was replaced in 2005.

Public Safety

Page #	Recommendation	Status
77	Maintain a police presence in the area through the use of vehicle and bicycle patrols.	Ongoing. The general deployment of officers is predicated on ensuring the Police Department is delivering the most effective law enforcement service with the existing staffing levels.

Fire/EMS/Rescue Services

Page #	Recommendation	Status
78	Expedite completion of all recommendations in the Fire Department Water Supply Master Plan pertaining to Edgewater/Mayo.	Completed. The Fire Department has increased its ability to deliver water throughout the County. This has been accomplished by adding additional tankers to the fleet, purchasing engines with larger water tanks, and adjusting our response profiles to ensure that more units arrive with water where needed.
78	Expedite execution of Fire Department master plan recommendations that require little capital expenditure, such as posting signs and adopting agreements.	Completed. The Fire Department has identified properties that allow Fire Department access to rivers, ponds, etc. to use as drafting sites. Part of the project including getting signed access agreements from property owners. When possible signs were posted if the land owner agreed.
78	Actively assist community associations in identifying and assessing specific community water supply issues.	Ongoing. The County assists community associations in identifying and assessing specific community water supply issues.
79	Actively assist in the acquisition and installation of underground draft tanks for those communities so desiring.	Ongoing. The County continues to identify areas that could benefit from publicly funded large capacity underground tanks. The Fire Department has a capital project, F543900 Fire Suppression Tanks, that funds the repair and maintenance of existing tanks and may also fund new water / fire suppression tanks as conditions require. This would include large capacity, self-filling (by well) drafting tanks similar to the one off of Muddy Creek Road.
79	Provide capital funding for the installation of community draft tanks.	Ongoing. The County continues to identify areas that could benefit from publicly funded large capacity underground tanks. The Fire Department has a capital project, F543900 Fire Suppression Tanks, that funds the repair and maintenance of existing tanks and may also fund new water/fire suppression tanks as conditions require. This would include large capacity, self-filling (by well) drafting tanks similar to the one off of Muddy Creek Road.

Page #	Recommendation	Status
79	Provide community assistance/funding for the installation of draft pipes at class A open water sources.	Ongoing. Historically, community drafting tanks, where required, have been funded and installed by developers. However, since the adoption of the Small Area Plan, residential sprinklers are required in all new construction. The County continues to identify areas that could benefit from publicly funded large capacity underground tanks. The Fire Department has a capital project, F543900 Fire Suppression Tanks, that funds the repair and maintenance of existing tanks and may also fund new water/fire suppression tanks as conditions require. This would include large capacity, self-filling (by well) drafting tanks similar to the one off of Muddy Creek Road.
79	Construct shoulders on MD 214 southeast of Route 468 to allow for emergency vehicles.	Ongoing. A corridor planning study for MD 214 from its eastern terminus to MD 468 is currently underway. The proposal is to study improvements for travel conditions for motorists, pedestrians and bicyclists. An additional capital project will need to be initiated to fund the design, rights of way acquisition, and construction.

Libraries

Page #	Recommendation	Status
79	Expand the hours of operation of the Edgewater branch library.	Completed. The Edgewater Branch is open Monday through Thursday, 9 a.m. - 9 p.m.; Friday and Saturday 9 a.m. - 5 p.m.

Glen Burnie

The Glen Burnie Small Area Plan (SAP) was adopted in September of 2004 and addressed goals and recommendations for economic development and revitalization, transportation, natural and historic resources, community facilities and services, public utilities, land use and zoning, the Cromwell Station Opportunity Area: Transit Neighborhood Concept and the Town Center Enhancement Area Plan.

Vision Statement

The Glen Burnie of the future has become a major contributor to the County's tax base. The vacant retail stores and under-utilized commercial spaces are gone; in their place are vibrant mixed use centers, office and commercial districts, all surrounded by quiet and pleasant residential neighborhoods.

The focal point of civic activity and the central community gathering place is the Glen Burnie Town Center, which bustles with activity seven days a week. B&A Boulevard and Crain Highway serve as the gateways to the town center and are lined with attractive building facades, landscaping, street trees, and sidewalks offering pedestrians a pleasant stroll into the core of the town center. Home to the northern campus of Anne Arundel Community College, the HCAT Institute, several fine restaurants and many vibrant small businesses, the town center offers education, culture, shopping and entertainment activities including frequent concerts and events at the beautifully landscaped public plaza, the weekly farmers market, and of course the annual Carnival.

Visitors leaving the town center can walk or take a shuttle bus to the Cromwell Station, where they can ride the Light Rail into downtown Baltimore and beyond or to BWI Airport. The Cromwell station has developed into one of the County's showcase mixed use areas, with a hotel and conference center, upscale office space, street level retail stores and restaurants, well-designed residential units, and an open plaza. The station serves as a transit hub for northern

Anne Arundel County, with bus and shuttle service connecting major destinations including the airport, Glen Burnie Town Center, Arundel Mills Mall, the Chesapeake Center for the Arts, Odenton Town Center, Parole Town Center, and Annapolis.

North of Sawmill Creek to the Baltimore Beltway, the Ritchie Highway corridor has redeveloped into a successful commercial office district, spurred in part by the continued growth of the BWI Airport. New businesses that desire to be in close proximity to a major airport have chosen to locate here because of the many nearby amenities. To the south of this district, Crain Highway and Ritchie Highway are the primary commercial corridors, although they serve different functions. Crain Highway is primarily a local commercial corridor lined with small businesses, sidewalks, and street trees, while Ritchie Highway serves as a larger-scale commercial corridor which draws customers from a wider regional area.

Glen Burnie residents appreciate the many top-notch community facilities and activities that are available to them. The public schools continue to demonstrate a high performance rating, and the local youth center offers a variety of programs that keep children and teens busy during the after-school hours. There are recreational opportunities for all ages, from swimming pools to bike trails, ball fields to nature trails. Senior citizens have a wealth of housing opportunities to choose from, ranging from beautiful senior communities to assisted-living communities in the area. The wonderful senior center offers many classes including physical fitness, arts and crafts, and computer training. State-of-the-art medical facilities provide high quality medical care to many North County citizens.

Glen Burnie has also gained a reputation for its outstanding waterfront opportunities. Residents and visitors alike can take a nature break at Furnace Branch Park, located where Sawmill Creek flows into Furnace Branch. Here they will find a scenic natural area and the trailhead to a three-mile nature trail that runs along the northern shore of Furnace Branch and out to the junction with Marley Creek. Along the trail they can see lovely water views and probably a few graceful blue heron. They will pass another public park with picnic areas, a fishing pier, and a parking area with ramps for boat launching. A spur trail runs along the banks of Back Creek and up to Sullivan Park.

While the greater Glen Burnie area has developed its own reputation as one of the County's urban town centers, it is still a collage of many distinct neighborhoods with their own sense of place. Communities such as Glenview, Margate, Old Mill, Point Pleasant, Freetown, and Glen Gardens, to name just a few, are attractive suburban communities with their own appeal. Collaborative efforts by residents and local planners have resulted in small community enhancements that have served to help beautify and give a sense of identity to each neighborhood, so that residents can feel pride in their own community as well as the entire Glen Burnie area.

Implementation

Nearly 90 recommendations were identified within the Glen Burnie SAP to help implement the Vision and the 1997 General Development Plan. Almost 90 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are various road improvements and sidewalk construction throughout the area; construction of an outdoor pavilion at the Town Center; installation of water fountains along the B&A Trail; stormwater management facility installation and improvements throughout Glen Burnie; restoration projects along Sawmill Creek and Wagners Pond, Furnace Creek, Back Creek and Marley Creek; enhancement of a public water access point on Marley Creek; ongoing economic development and revitalization efforts, including targeted financial and tax incentives; funding for a new regional Library; and various park and playground enhancements.

The following table lists the goals of the Glen Burnie Small Area Plan, corresponding recommendations and the status of each.

Economic Development and Revitalization

1. Strengthen the local economic base by supporting a diversity of businesses and attracting businesses that generate jobs.
2. Improve business development services to support the growth of new small businesses.
3. Strengthen the local economy through investment in the workforce.
4. Eliminate vacant and deteriorated buildings and under-utilized commercial and industrial properties through redevelopment and revitalization.
5. Support marine-based activities in the Port Land Use Development Zone.

Page #	Recommendation	Status
29	Devise strategies to take advantage of the BWI Airport expansion to spur new economic growth in Glen Burnie. Develop promotional opportunities to attract hotels, conference centers, and other service-oriented businesses that can benefit from the close proximity to the BWI Airport.	Ongoing. BWI officials, the BWI Business Partnership, Anne Arundel Economic Development Corporation and the North County Chamber of Commerce partner in business attraction and expansion opportunities in the BWI and Glen Burnie area.
29	Develop a program with AAEDC to promote the business incubator concept, in which multiple businesses share common facilities, thereby allowing them to share in the cost of services, training, support systems, insurance, etc. This can be an attractive option for many small businesses and could help to fill some of the vacant office and retail spaces in the area.	Not implemented. Anne Arundel Economic Development Corporation helped to establish business incubators in Annapolis and Odenton that operated for a time; however no business incubators have been established in the Glen Burnie area.
29	Develop strategies to take advantage of the regional tourism industry using Glen Burnie's prime location between Baltimore and Annapolis to build on the tourist markets in Baltimore and Annapolis. Work with representatives from the Conference and Visitors Bureau and the AAEDC to explore strategies.	Ongoing. BWI officials, the BWI Business Partnership, Anne Arundel Economic Development Corporation and the North County Chamber of Commerce partner in business attraction and expansion opportunities in the BWI and Glen Burnie area.

Page #	Recommendation	Status
29	<p>Establish a Small and Minority-Owned Business service center in Glen Burnie to provide a local presence to support and assist small business and minority business owners. The center could be managed by the AAEDC with assistance from the North County Chamber of Commerce.</p>	<p>Ongoing. The two Small Business Development Centers in the County are located in Annapolis (The Anne Arundel Economic Development Corporation (AAEDC)) and Arnold (Anne Arundel Community College); however the North County Chamber is located in the Glen Burnie Town Center and will coordinate meetings with AAEDC on behalf of local businesses.</p>
29	<p>Work with AAEDC to provide assistance and guidance to the North County Chamber of Commerce to help the Chamber improve and increase the services it provides to its members.</p>	<p>Ongoing. Anne Arundel Economic Development Corporation regularly collaborates with the North County Chamber in its mission to provide location, expansion, and financing services to local businesses in North County. They collectively sponsor many outreach events, tours, and workshops for area businesses. Anne Arundel Workforce Development Corporation also coordinates with these efforts to provide workforce training opportunities.</p>
29	<p>Establish a local center for operation of the County's Workforce Investment Corporation program. The program provides employment counseling, computer and other types of training, and other services for unemployed residents. Advertise and promote the program more widely at area high schools so that graduates can take advantage of its services.</p>	<p>Ongoing. Anne Arundel Workforce Development Corporation operates a full service career center in Linthicum Heights, and a satellite career center at the BWI Airport, both near the Glen Burnie community.</p>
30	<p>Develop and promote the use of new financial incentives to encourage redevelopment and reuse of vacant and underutilized buildings and sites, particularly in the Town Center area and along the Ritchie Highway corridor.</p>	<p>Ongoing. The Arundel Community Reinvestment loan program was established and is administered by Anne Arundel Economic Development Corporation to provide financial incentives to revitalize and redevelop underutilized properties in designated areas which include the Glen Burnie Town Center and Ritchie Highway in the vicinity. The Commercial Revitalization Tax Credit was also extended so the County may continue to offer that incentive to eligible projects. The Glen Burnie area was also granted approval as a State-designated Sustainable Community in 2013, providing opportunities for additional financial incentives for businesses in the area.</p>

Page #	Recommendation	Status
30	<p>Develop a work program utilizing the County's Office of Long Range Planning and the AAEDC that focuses on attracting redevelopment projects and on marketing the redevelopment concepts in the County's comprehensive plans.</p>	<p>Ongoing. The Office of Planning and Zoning and the Anne Arundel Economic Development Corporation (AAEDC) collaborate on initiatives to promote redevelopment and revitalization, targeting key opportunity sites where possible. Some development incentives are in place through the Commercial Revitalization program, and various financing incentives are available through AAEDC. The recent designation of the Glen Burnie area as a State-designated Sustainable Community may provide additional opportunities and incentives.</p>
30	<p>Devise strategies for developing public/private partnerships to implement redevelopment plans.</p>	<p>Ongoing. Opportunities for such partnerships continue to be explored. In lieu of such, other financing services are provided by Anne Arundel Economic Development Corporation that may assist and facilitate redevelopment projects.</p>

Page #	Recommendation	Status
30	<p>Identify key opportunity sites for redevelopment and target strategies and resources toward these areas. Opportunity sites in the Glen Burnie area include: the site of the old Levitz store on Ritchie Highway in the Morris Hill community; the site of the old Hechinger's store on Ritchie Highway at West Ordnance Road; industrial and commercial properties adjacent to the Cromwell Light Rail Station; the commercial area at Jumpers Hole Road and Ritchie Highway (old Ames building), the site of the Beltway Crossing Shopping Center on Ritchie Highway at the Baltimore Beltway, County property at B&A Boulevard near Eighth Avenue (old Sanitation Commission site). This site is currently being planned for location of County facilities. Should the County dispose of the property in the future, it should be targeted as a priority redevelopment site and would potentially be a good location for mixed use development including residential uses, which would complement the Town Center Enhancement Plan.</p>	<p>Ongoing. This is a continuing effort by Anne Arundel Economic Development Corporation and the Office of Planning and Zoning to conduct outreach to developers and business owners and market financial tools available for redevelopment. Some of these sites have undergone improvements including the former Levitz and Hechinger's stores and Beltway Crossing. Formal designation of Glen Burnie as a State Sustainable Community provides potential eligibility for additional State resources that can contribute to redevelopment efforts.</p>
30	<p>Take initiative in pursuing acquisition and/or promoting redevelopment of the U.S. Army Depot property on East Ordnance Road if the federal government decides to dispose of all or portions of the property. This site includes waterfront property and has good highway access, and would provide an excellent opportunity for mixed use development.</p>	<p>Not implemented. The site remains under Federal ownership and is not available for private redevelopment at this time. Currently zoned for Light Industrial Use, the site provides a valuable opportunity for industrial land uses and particularly Port of Baltimore related uses, given the County's small inventory of land available for these uses.</p>

Page #	Recommendation	Status
31	Promote the location of clean marine-based industries, such as warehouse and distribution terminals, on properties that are within the designated Port Land Use Development Zone.	Ongoing. Areas within Glen Burnie and Pasadena that have potential for redevelopment with Port-related uses are zoned appropriately for industrial uses. The County will continue to coordinate with the Maryland Department of Transportation and the Maryland Port Administration to explore redevelopment opportunities as they arise.

Transportation

1. Improve the local and regional system of roadways to allow for safe and efficient traffic flow.
2. Expand the existing public transit system to connect residents to employment, educational, cultural, and recreational activities, and increase ridership on the Light Rail system by improving convenience and access.
3. Provide adequate pedestrian amenities to create walkable communities that are safe and pedestrian-friendly.
4. Expand bicycle routes in the area to create a bicycle network that connects to regional networks as well as to activity centers, parks, and transportation centers.

Page #	Recommendation	Status
38	Provide road improvements as necessary to improve access to and from the Glen Burnie High School site. Determine if installation of a traffic signal on B&A Boulevard at Kuethe Road would be feasible.	Partially implemented. The State Highway Administration Safety and Community Enhancement project is at 70% design. This project is not funded for construction. Plans include improvements for access to Glen Burnie High School.
38	Determine whether traffic signals or other intersection improvements can be provided at the following intersections to improve traffic safety: Freetown Road and Mountain Road; Margate Road and Furnace Branch Road; Central Ave. and Dorsey Road; Old Mill Road and Kenora Drive; Furnace Branch Road at Crain Highway; Ritchie Highway and Norfolk Road.	Partially implemented. A signal warrant study conducted at the intersection of Old Mill Road and Kenora Drive determined that warrant was not met. The Department of Public Works made some adjustments to pavement markings and created a Two Way Left Turn Lane on Old Mill Road beginning at Kenora Drive to improve traffic safety. A traffic signal has been installed at the intersection of Ritchie Highway and Norfolk Road.
38	Provide full interchange access for all directions at the MD 100/MD 10 interchange.	Not implemented. These are State-controlled roads and as such, will need to be added to the County's annual priority letter to the Maryland Department of Transportation.

Page #	Recommendation	Status
38	Extend Dorsey Road from 8th Avenue to Ritchie Highway at Furnace Branch Road. This road extension was previously considered by the County and referred to as Phase 2 Dorsey Road.	Not implemented. The project is likely not viable due to private property and environmental constraints.
38	Complete Cloverleaf Drive in the area near the Cloverleaf Business Park, where the road discontinues. This will provide additional access to the condominium and apartment complexes in this area and help to relieve traffic conditions on Crain Highway.	Not implemented. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction.
38	Extend Dover Road to Bay Meadow Drive to alleviate traffic congestion at the Ritchie Highway and Ordnance Road intersection and around the Glen Burnie Mall.	Partially implemented. The Chesapeake Center Drive project will provide a connection from Ordnance Road to Dover Road establishing an alternative route for patrons of the Chesapeake Center and for general traffic in the vicinity. The project is currently under construction.
38	Upgrade Holsum Way adjacent to the Glen Burnie Mall, and improve connections to Ritchie Highway.	Partially implemented. Chesapeake Center Drive is currently being extended from Holsum Way to Dover Road under H474600. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction for improvements along Holsum Way.
38	Study the need for a future extension of Oakwood Road from its current terminus at Old Mill Boulevard south to East-West Boulevard, and reserve right-of-way as needed.	Not implemented.
39	Study alternatives to improve safety conditions at the I-97 interchange at Quarterfield Road. An acceleration-deceleration lane serves traffic entering I-97 northbound from Quarterfield Road and also traffic exiting I-97 northbound onto MD 100. Traffic merging is hazardous at this location under heavy traffic conditions.	Ongoing. The County's Office of Transportation establishes the priorities for transportation facility planning under Capital Improvement Project H539600. This intersection is controlled by the State. If justified, it can be added to the annual priority letter that is sent to the Maryland Department of Transportation.

Page #	Recommendation	Status
39	<p>Study alternatives to improve safety conditions at the I-97 interchange at Dorsey Road. Merging conditions for traffic exiting I-97 northbound at Dorsey Road and traffic entering I-97 northbound from MD 100 are hazardous under heavy traffic conditions.</p>	<p>Ongoing. The County's Office of Transportation establishes the priorities for transportation facility planning under Capital Improvement Plan project H539600. This intersection is controlled by the State. If justified, it can be added to the annual priority letter that is sent to the Maryland Department of Transportation.</p>
39	<p>Conduct a survey of local roads in the area to identify and prioritize needed improvements in road infrastructure, including curb and gutter, street lighting, and pavement repairs, to improve traffic and safety conditions.</p>	<p>Ongoing. The Bureau of Highways in the Department of Public Works is responsible for all maintenance activities associated with the County's 6,300 roads, or approximately 3,600 lane-miles, of the County's transportation system. The Bureau schedules and plans its work based on priority. The goal is to balance citizen response with planned, preventive, and corrective maintenance. The Bureau's service delivery order of priorities is (1) safety, (2) preservation of assets (infrastructure), (3) user comfort and convenience, and (4) aesthetics. Productivity performance standards have been established for all types of work. More information about specific maintenance activities can be accessed at www.aacounty.org/departments/public-works/highways/road-maintenance/index.html</p>
39	<p>Design and implement a road resurfacing program in North County that can keep pace with the aging infrastructure in this part of the County, and provide funding for the program through County, State or federal funding sources or a combination of sources.</p>	<p>Ongoing.</p>
39	<p>Improve coordination between DPW, SHA, BG&E, and other utility providers, in relation to road improvements and utility installation and repairs, so that road projects such as resurfacing can be scheduled in conjunction with utility projects.</p>	<p>Ongoing. The Department of Public Works and the Department of Inspections and Permits coordinate with utility providers for County projects.</p>
39	<p>Introduce legislation to eliminate roadside fund raising activities.</p>	<p>Completed. Legislation to prohibit roadside fundraising activities was passed by the Maryland General Assembly in 2007.</p>

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39	<p>Establish the Cromwell Light Rail Station as transportation center for the area: a.) Provide shuttle service from the station to area shopping malls, the Town Center, and other activity centers; b.) Local and commuter bus routes should have connections at the Light Rail station; c.) Provide transit route maps, time schedules and fare schedules as needed to facilitate transit ridership; d.) Provide real time transit service monitors at the Cromwell Light Rail Station to facilitate increases in ridership.</p>	<p>Ongoing. The current Transit Development Plan draft includes shuttle service to BWI, Arundel Mills, Annapolis Mall, Linthicum and Bowie Town Center; the Concept Plan included in SAP is still not implemented. The area is categorized as Mixed-Use Transit on the General Development Plan Land Use Map; the zoning of the area remains classified as C3, W1, W2, and R1. It is also identified as opportunity area in Glen Burnie Sustainable Community Action Plan.</p>
39	<p>Establish a local shuttle bus service to the Town Center from residential communities in the area.</p>	<p>Completed. There is an existing regional transit route. Efforts to establish a local circulator were ultimately abandoned due to community and political opposition.</p>
40	<p>Provide, improve or expand park and ride facilities as needed to support public transit.</p>	<p>Not implemented. Improvements or expansions to the Park and Ride lots are under the control of the State Highway Administration.</p>
40	<p>Install signs advertising the County-owned parking lot on Central Avenue.</p>	<p>Completed.</p>
40	<p>Conduct a pedestrian safety study along Ritchie Highway throughout the Planning Area to determine where crosswalks and/or other pedestrian amenities are needed.</p>	<p>Ongoing. There are continuing efforts to add bicycle and pedestrian facilities Countywide. Budgetary limitations allow for a minimal amount of improvements and/or studies to be conducted. Priorities for sidewalk installation under Capital Improvement Projects H508400 and C478300. A stand-alone capital project can be requested and / or development activity can in fill missing sections as available.</p>
40	<p>Improve pedestrian and bike access at the Cromwell Light Rail Station; provide a signalized crosswalk and traffic island.</p>	<p>Not implemented.</p>

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40	<p>Conduct a survey of the Planning Area to determine where sidewalks or other facilities are needed to improve pedestrian safety and access. Among the locations which should be given high consideration are the following: Jumpers Hole Road at MD 10/100; B&A Boulevard between Ritchie Highway and the Glen Burnie High School; B&A Boulevard between the Cromwell Light Rail station and the Town Center; Crain Highway between 8th Avenue and Furnace Branch Road; Old Freetown Road; Warfield Road and Cherry Hill Lane in Morris Hill; Quarterfield Road; Ritchie Highway from the Baltimore Beltway to Jumpers Hole Road.</p>	<p>Ongoing. There are continuing efforts to add bicycle and pedestrian facilities Countywide. Budgetary limitations allow for a minimal amount of improvements and/or studies to be conducted. Priorities for sidewalk installation under Capital Improvement Projects H508400 and C478300. A stand alone capital project can be requested and / or development activity can in fill missing sections as available.</p>
40	<p>Seek funding sources to implement final engineering design and construction of the Glen Burnie Gateways Plan which proposes streetscape and sidewalk improvements to Crain Highway between Aquahart Road and 8th Avenue and to B&A Boulevard between Dorsey Road and MD 10.</p>	<p>Not implemented. Sidewalks along B&A Boulevard from Crain Highway to Dorsey Road have been replaced. The State Highway Administration has completed preliminary design for sidewalk and streetscape improvements along B&A Boulevard between Crain Highway and MD 10, but funding was not provided through completion of construction. The project has recently been re-activated, and continues to be included in the Priority Letter that the County sends to the Maryland Department of Transportation each year.</p>
40	<p>Adopt legislation to allow for an ongoing sidewalk construction and replacement fund to be allocated in the County's capital budget in an annual cycle similar to the road resurfacing program.</p>	<p>Completed. Capital Improvement Plan project H508400 is a Countywide project to install sidewalks. In 2017, this budget was increased by over 600% from 75,000 to 500,000. The current budget is \$500,000. The County Code requires the adjacent property owner to maintain the sidewalk.</p>

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41	<p>Provide linkages to implement the planned County-wide pedestrian and bicycle network: In conjunction with the State Highway Administration, provide adequate sidewalks, road shoulders or designated bike lanes to accommodate bicyclists and pedestrians along Ritchie Highway, East Ordnance Road, Furnace Branch Road, B&A Boulevard, Crain Highway, Quarterfield Road, Jumpers Hole Road, Marley Neck Boulevard, and Mountain Road, as recommended in the County-wide Pedestrian and Bicycle Master Plan.</p>	<p>Ongoing. Some of these facilities have been implemented and some are underway. There are continuing efforts to add bicycle and pedestrian facilities Countywide. Budgetary limitations allow for a minimal amount of improvements and/or studies to be conducted. Priorities for sidewalk installation under Capital Improvement Projects H508400 and C478300. A stand alone capital project can be requested and / or development activity can in fill missing sections as available. Pedestrian and bicycle improvements to State roads will need to be addressed in the annual priority letter to the Maryland Department of Transportation.</p>
41	<p>Provide additional bicycle racks and lockers at public transit stations, parks, shopping centers and other major activity centers.</p>	<p>Ongoing. Most Light Rail stops have bicycle racks. Bike lockers are also available throughout the Maryland Transit Administration (MTA) system at several Light Rail stops. For locations where bike lockers and racks are available call the MTA Office of Customer Information at 410-767-3999. The Department of Recreation and Parks continues to add bike racks as part of the construction of new trails and parks. The Department also adds bike racks to existing parks and trails at strategic locations. Recommended locations by the public are beneficial.</p>

Natural and Historic Resource

1. Improve the water quality and overall health of the natural water resources in the Glen Burnie Area.
2. Maintain a system of open spaces, natural areas, and greenways that is well managed and protected.
3. Promote environmental stewardship through education, volunteer programs, and community partnerships.
4. Improve air quality in the region.

Page #	Recommendation	Status
59	<p>Prepare a watershed management plan for the Patapsco Tidal and Non-tidal watersheds that identifies specific actions needed to improve water quality in area streams. Establish the restoration of Furnace Creek and Marley Creek as a priority environmental program for the next five years.</p>	<p>Partially implemented. The Non-tidal Patapsco River Watershed Management Plan was completed in 2011 and the Tidal Patapsco River Watershed Management Plan was completed in 2012. Numerous stormwater retrofit and stream restoration projects have either been completed or are under design for the Furnace Creek and Marley Creek watersheds.</p>
59	<p>Continue coordination with DNR, MDE, and MAA to implement the restoration strategies recommended by the Sawmill Creek Targeted Watershed Restoration Project.</p>	<p>Not implemented. The County is undertaking a multi-year study in the Sawmill Creek Watershed that will inform and possibly update the information found in that Sawmill Creek Targeted Watershed Restoration Project report. The focus of this more recent study is to document existing conditions that provide for better-than-anticipated biological community health given the urbanization of this watershed.</p>
59	<p>Determine whether waterway improvements, such as dredging, can be made to Wagners Pond, located along Sawmill Creek near Dorsey Road and 8th Avenue, to improve stream flow, decrease siltation in the pond, and create a scenic open area.</p>	<p>Ongoing. 12,100 linear feet of Sawmill Creek between 8th Avenue and Wagners Pond is currently being restored with Capital Improvement Program Project #B553701.</p>
59	<p>Provide funding as needed for stream restoration along Marley Creek in the Harundale area.</p>	<p>Ongoing. Funding for design and construction of 12,700 linear feet of stream restoration is programmed in the Department of Public Works Watershed Protection and Restoration Program budget.</p>
60	<p>Identify locations where stream restoration, sediment and erosion control, storm drain retrofits, or other improvements are needed to decrease impacts from stormwater runoff, and develop a feasible and proactive schedule for providing these retrofits. Pursue incentive-based approaches to encourage property owners to retrofit their properties with up-to-date stormwater management facilities.</p>	<p>Completed. The County offers a stormwater fee credit for qualifying properties that have installed updated stormwater management onsite.</p>

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60	Establish a regulatory mechanism to protect non-tidal stream buffers by requiring a minimum width of undisturbed riparian buffer along all intermittent and perennial streams.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
60	Identify potential wetland mitigation sites in the area, and maintain an up-to-date inventory of suitable sites.	Ongoing. Potential sites for mitigation are often identified during the design of Capital Improvement Program projects.
60	Continue to conduct regular inspections and maintenance of all sewage pump stations along Marley and Furnace Creeks to prevent, to the extent possible, any sewage overflows into the creeks and their tributaries.	Ongoing. Infiltration, inflow inspections and repairs are ongoing in the Cox Creek Sewer Service Area.
60	Establish an ecological greenway network in the area to protect important natural resource areas.	Ongoing. The 2002 Greenways Master Plan and its update, a preliminary draft of the 2018 Green Infrastructure Master Plan, include greenway networks along the Marley Creek, Sawmill Creek and Cabin Branch Creek stream valleys.
60	Identify specific parcels of land in the Countywide Greenways Master Plan that are not protected, as shown on Map 9 of this Plan, and use available mechanisms to preserve these areas.	Ongoing. Although funds are limited, the Department of Recreation and Parks evaluates property presented to the Department for sale for its potential to meet the recreational needs identified in the Land Preservation, Park, and Recreation Plan. Potential acquisition or preservation opportunities are compared against the Greenways Network. When a site does not align with recreation needs but may be suitable for forest conservation or reforestation, the Department refers the opportunity to Inspections and Permits Forestry Division. No acquisitions in this area of the Green Infrastructure Network have been made to date.

Page #	Recommendation	Status
60	Identify scenic natural areas along Furnace Creek, Back Creek, and Marley Creek and seek opportunities to preserve them and to provide nature trails and/or observation sites for passive public use.	Ongoing. The Watershed Protection and Restoration Program Division have completed stream restoration projects in all three of these segments. No trails or passive public use projects have been identified to date.
60	Identify potential reforestation sites, especially in riparian buffers along Marley, Furnace, and Sawmill Creeks, and target reforestation funds to those areas.	Ongoing. There has been no reforestation/buffer planting in the Marley, Furnace or Sawmill Creek watersheds to date.
60	Foster community education about environmental issues through cooperation with local citizen groups, public and private schools, park and recreation programs, and use of the Internet.	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works maintains a website (www.aacounty.org/departments/public-works/wprp/) that provides relevant information to help citizens reduce stormwater pollution and develop a better understanding of environmental issues in the County. WPRP outreach staff work routinely with schools and community organizations.
61	Increase public awareness of existing land preservation programs such as the Maryland Environmental Trust.	Ongoing. As opportunities arise in public meetings or publications associated with land preservation, the Department of Recreation and Parks promotes the work of its preservation partners.
61	Report to the public all water quality data collected from area creeks, including Marley Creek and Furnace Creek, by posting the data on the BOH web site.	Ongoing. From 2008 to 2012, Furnace Creek and Marley Creek in Glen Burnie and a section of Rock Creek (from its headwaters to Valley Road, Wall Cove and White's Cove) in Pasadena had limited use advisories against swimming and other direct water contact due to possible health risks from the sampled creeks' inconsistent and inconclusive bacteria levels. There was no restriction on fishing, crabbing or general boating activities. In 2013, the Recreational Water Quality Monitoring Program discontinued sampling the creeks outside of designated bathing beaches. From Memorial Day to Labor Day, the Anne Arundel County Department of Health takes samples from more than 80 County beaches where people swim or engage in activities that may result in ingestion of recreational water.

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61	Work with other jurisdictions in the Metropolitan Baltimore Air Quality Control Region to establish and implement regional policies and measures to reduce ozone levels in the EPA-designated Non-Attainment Area.	Ongoing. The most current Air Quality Conformity Determination report conducted by the Baltimore Regional Transportation Board in July 2018 details a comprehensive analysis of effects of the 2019-2022 Transportation Improvement Program for the Baltimore region and the long-range projects in Maximize2040: A Performance-Based Transportation Plan (as amended). The report addresses ground-level ozone, a criteria pollutant. The conformity results show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards. The County has received grant money from the Baltimore Metropolitan Council under the Congestion Mitigation Air Quality (CMAQ) grant to purchase bicycle racks to encourage non-vehicular travel and reduce emissions.
61	Adopt land use and transportation plans that encourage mixed use development, public transportation, car pooling, and walking in order to reduce automobile traffic and ozone levels.	Ongoing. The Small Area Plans and the 2009 General Development Plan encourage mixed-use development, public transportation, car pooling and walking. Implementation of these methods to reduce automobile traffic and ozone levels include adoption of mixed-use zoning that has allowed compact, walkable development in several areas of the County.

Community Facilities

1. Provide a wide variety of recreational activities and facilities for local residents of all ages.
2. Ensure that Glen Burnie residents have access to high-quality, state-of-the-art educational and training facilities and services.
3. Provide adequate and responsive public health, safety, and welfare services to all local communities.
4. Improve the utilization and maintenance of existing public facilities to address and prevent deficiencies.

Page #	Recommendation	Status
74	Provide more picnic pavilions in local area parks.	Ongoing. A pavilion has been added to North Arundel Aquatic Center. The Department of Recreation and Parks will continue to pursue land for a community park in Glen Burnie for athletic fields, playgrounds and picnic pavilions.

Page #	Recommendation	Status
74	Provide additional playground areas and playground equipment in local area parks, and seek opportunities to provide more small “pocket parks”, or neighborhood parks, with playground equipment.	Ongoing. The Park Renovation Capital Project provides funding to replace or add playgrounds. Over the last several years, playgrounds have been replaced or added in the following Glen Burnie area parks: Randazzo, Sawmill Creek, Solley Park, and Sun Valley.
74	Provide full-time concessions service in Sawmill Creek Park, as opposed to provision only for special events.	Completed. Concessions at Sawmill Creek Park are open when there is sufficient patron traffic to sustain their operation.
74	Extend existing bike trails where feasible to provide connections to area parks, community facilities, and waterfront areas.	Ongoing. The Pedestrian and Bicycle Master Plan was updated in 2013 with potential improvements tabulated by SAP, ownership, and prioritization tier. The County will continue to seek opportunities for bike and pedestrian trails in Glen Burnie.
74	Provide water fountains along the B&A bike trail at appropriate locations.	Completed. The B&A Trail has six water fountains available for the comfort of its users.
74	Locate a new indoor sports complex and multi-use recreation facility in the Glen Burnie Small Area.	Ongoing. An indoor tennis facility centrally located in the County will serve all communities including Glen Burnie. The Department of Recreation and Parks will continue to examine opportunities for additional indoor sports facilities to serve Glen Burnie including land to provide an indoor basketball and volleyball facility.
74	Provide an indoor soccer facility in the area, either as part of a multi-use facility or as a separate facility. The feasibility of promoting the site of the old Levitz store on Ritchie Highway for this use should be examined.	Ongoing. Indoor soccer fields are being provided in various locations by private entities. The County therefore is focusing on indoor basketball, volleyball and tennis which are not being provided by the private sector.
74	Locate a teen and youth recreation facility in the area.	Ongoing. The policy of the County is to utilize public schools as community/recreation centers. The Department of Recreation and Parks provides an array of recreation programs to all age groups.

Page #	Recommendation	Status
75	Locate a waterfront park in Glen Burnie to provide access to the water and to scenic views along Furnace and/or Marley Creek. Local residents are particularly interested in having access to a public marina, boat launching areas, designated fishing areas, picnic and birdwatching areas, and walking trails. The feasibility of using publicly-owned land along Furnace Creek (portions of the old County landfill property and/or the U.S. Army Depot property) should be examined.	Ongoing. A Water Access Committee was formed in 2011 and elevated to a Commission in 2016. The Commission recommends policies and specific projects to improve public water access via existing parkland or new sites as needed. This work continues in earnest, including sites on Marley Creek. A boat ramp and related parking is currently (August 2018) in the design phase. Construction is planned for 2019. A soft launch for canoes and kayaks is currently operational at this location.
75	Provide a second senior facility, in addition to the Pascal Senior Center, to serve senior citizens in the Glen Burnie area; or locate appropriate spaces in existing facilities to provide additional continuing education classes, exercise classes, and recreational activities for seniors. Additional parking is needed for users of the Pascal Center.	Partially implemented. The Department of Aging and Disabilities has identified extra parking for the Pascal Senior Center at the adjacent park.
75	Provide an outdoor pavilion for concerts and other cultural and community activities in the area.	Completed. Corcoran Pavilion provides an outdoor space in the Glen Burnie Town Center. An outdoor ice skating facility exists at Glen Burnie Town Center.
75	Initiate development of a citizen volunteer program to provide after-school activities for local youth and teens.	Ongoing. There are many private youth groups, sports leagues and after school activities located in the County.
75	Provide funding to complete the planned indoor aquatic facility at East Park.	Completed. The North Arundel Aquatic Center is a regional facility that serves the Glen Burnie area. The Department of Recreation and Parks will monitor the use of the North Arundel Aquatic Center to determine if a facility in the Glen Burnie area is needed.
75	Provide an updated computer network and media center at the Glen Burnie High School.	Completed.
75	Add courses in business ethics to the public high school curriculum to prepare graduates for today's competitive work force.	Ongoing. Business Education is a program offered in the County high schools.

Page #	Recommendation	Status
75	Continue to fund the Career Connections program.	Ongoing. Anne Arundel County Public Schools continues to offer all students opportunities to develop career-ready skills. These opportunities include the Centers for Applied Technology, Internships, Magnet Programs and Signature Programs. Within the Glen Burnie Small Area, Glen Burnie High School offers a Public Service Signature Program and a BioMedical Allied Health Magnet Program; North County High School offers an International Trade, Transportation and Tourism Signature Program and a Science, Technology, Engineering and Math (STEM) Program; Old Mill High School offers an International Baccalaureate (IB) Program and an International Finance and Economics Signature Program; Old Mill Middle School offers an IB Middle Years Program; and Lindale Middle and Old Mill Middle South offer STEM programs.
75	Plan for a future expansion or replacement of the North County Library.	Ongoing. The FY2019 Budget includes funding for design and construction of a new Glen Burnie Regional Library of approximately 32,000 gross square feet, on the existing site at 1010 Eastway in Glen Burnie.
75	Conduct a feasibility study for needed improvements to Rippling Woods Elementary School, which is projected to be over capacity by 2011.	Partially implemented. A feasibility study and design project for Rippling Woods Elementary School is in the Current FY2018-FY2023 Capital Budget and Program.
76	Maintain the services currently provided at the Glen Burnie Health Center and increase services as needed to meet future demand.	Ongoing. Current services being provided at the Health Center include immunizations, communicable disease prevention, HIV counseling and testing, pregnancy testing and tuberculosis treatment. Service delivery is assessed on a continual basis based on community need and resources available.
76	Develop community outreach programs to assist the area's Hispanic and Korean populations.	Ongoing. The County Executive's Office has a Latino and Immigrant Relations Officer that is responsible for providing direction of programs and initiatives to support the success of immigrants and diverse communities.

Page #	Recommendation	Status
76	Perform design review on all new public facility projects to ensure that new facilities will enhance and improve the character of the community.	Ongoing. County public facility projects are reviewed by the Development Review Division in the Office of Planning and Zoning.
76	Expand promotional opportunities and advertisement of public facilities in the area to encourage full utilization of all facilities.	Ongoing. The Department of Recreation and Parks continues to develop and expand its website which has proven to be our best marketing tool.
76	Identify opportunities for multiple uses or consolidation of uses in public facilities to maximize their use.	Completed. In 2015, County Executive Steve Schuh appointed a Community Center Task Force to look at the design and operation of the current system of community centers (public facilities, multi-use facilities). The conclusion of the Task Force is that even though the County's use of a cost-effective approach of providing community services through a partnership between the Board of Education, the Department of Recreation and Park and the Department of Aging and Disabilities is impressive, some needs are still unmet. The needs identified in this report can be considered during the development of Plan2040.
76	Establish a program using volunteer community groups to provide better maintenance of local parks, school grounds, and other community facilities.	Ongoing. The Department of Recreation and Parks has formal "Friends Groups" assisting with park and trail maintenance. The Department also has an active volunteer program.

Land Use and Zoning

Page #	Recommendation	Status
94	Change the properties at Baltimore Annapolis Boulevard and Dorsey Road from Industrial to Transit Mixed-Use land use (Tax Map 9, Parcels 680, 543, 284, 103-106, 148, 641, 643, 189, 149, 287, 690, 697, part of Parcel 118 (2 of 2); Residue Parcel 3; part of Parcels 181, 700).	Completed. The land use was changed to Transit Mixed Use with approval of Bill 60-04. The site is zoned W2, but remains unimproved.

Page #	Recommendation	Status
94	Change the properties on Crain Highway north of Glen Burnie Town Center from Commercial and Medium Density Residential to Town Center land use (Tax Map 9F, Parcels 1-25, 447-451; 494-498; 501, 502, part of Parcels 499, 500).	Completed. The land use was changed to Town Center with approval of Bill 60-04; zoning remains C3 and C4. The area has not redeveloped and retains primarily retail commercial, office, and service commercial uses.
94	Change the properties on Ritchie Highway between B&A Boulevard and Fifth Avenue from Commercial to Town Center land use (Tax Map 9I, Parcels 111-119).	Completed. The land use was changed to Town Center with approval of Bill 60-04. Zoning for the area is TC (Town Center) and predominant uses include office, retail commercial, and public institutions including the housing commission residential facility and the County Government offices and parking garage.
94	Change the parcel on East Ordinance Road from Government Institutional to Industrial land use (Tax Map 5, Parcel 52).	Completed. The land use was changed to Industrial with approval of Bill 60-04. The property remains undeveloped.
94	Change the parcel on Crain Highway South at East Park Drive from High Density Residential to Commercial land use (Tax Map 15, Parcel 941 (units A-E)).	Completed. The land use was changed to Commercial with approval of Bill 60-04. The site's zoning is primarily C3, with a portion of the rear zoned R22. The site is developed as an office building.
95	Change the properties fronting on Ritchie Highway between Marley Station Road and Sandsbury Avenue from Medium Density Residential to Commercial land use (Tax Map 16, Parcels, 374, 329 (Blk. A, lots 1-6)).	Completed. The land use was changed to Commercial with approval of Bill 60-04. The properties are zoned C1 Commercial, but remain either unimproved or developed as single-family detached dwellings.
95	Change the properties at Quarterfield Road and MD 100 from Low-Medium Density Residential to Commercial land use (Tax Map 15, Parcels 179, 850-853).	Completed. The land use was changed to Commercial with approval of Bill 60-04. The properties are zoned C1 Commercial, but remain either unimproved or developed as single-family detached dwellings.
95	Change the properties on Crain Highway near I-97 from High Density Residential to Commercial land use (Tax Map 15, Parcels 476, 152).	Completed. The land use was changed to Commercial with approval of Bill 60-04. The properties are zoned C4 and are developed with retail commercial uses.

Page #	Recommendation	Status
95	Change the parcel on Arundel Corporation Road from Medium Density Residential and Natural Features to Industrial and Natural Features land use (Tax Map 5, Parcel 69).	Completed. The land use was changed to Industrial and Natural Features with approval of Bill 60-04. The Land Use was subsequently revised in 2009 to expand the Natural Features class, retain the Industrial class, and change the property south of Arundel Corporation Road to Commercial. Zoning on the site is OS to the north, W2 north on the north side of Arundel Corporation Road, and C4 on the south side of the road. The site remains in industrial use.
95	Change the Marley Neck Marina properties on Leymar Road from Medium Density Residential to Maritime land use (Tax Map 10, Parcel 278 (lots 34R-37R)).	Completed. The land use was changed to Maritime with approval of Bill 60-04. The site is zoned MB and remains developed as a marina.
95	Change the parcel on Marley Neck Boulevard from Industrial to Low-Medium Density Residential land use (Tax Map 10, Parcel 100).	Completed. The land use was changed to Residential Low-Medium Density with approval of Bill 60-04. The site is zoned R5 and has been developed with townhouses.

Jessup / Maryland City

The Jessup / Maryland City Small Area Plan (SAP) was adopted in February of 2004 and addressed goals and recommendations for land use, zoning, economic development, natural and historic resources, transportation, education and community facilities, public utilities and community design.

Vision Statement

This vision statement for the Jessup/Maryland City Small Area Plan has been developed by listening to the people who live in this community.

The Jessup / Maryland City area is:

A place that people call home; where abiding friendships have been forged through years of community service and involvement.

A vibrant area where creativity and the entrepreneurial spirit thrive.

A community that is fiercely protective of its quality of life and its natural setting of forests, rivers and wetlands, and that continuously strives for improvements.

An area that successfully supports rural characteristics and the more urban aspects of its prime location in the Baltimore-Washington corridor.

A place where both new development and revitalization are planned in harmony with the graciousness, character, and charm of centuries-old historic structures.

A community that protects and nurtures its children and where the value of the family is reflected in the activities and services offered in the schools and throughout the community.

An area of intellectual curiosity that supports the significant work being done at the National Security Agency, Fort Meade, Goddard Space Flight Center, and other local high-technology centers.

An energetic community where appreciation of the gifts of nature is achieved in quiet reflection.

An area where rapid growth is balanced with excellent planning.

A community of diverse people and neighborhoods.

An area where government agencies and the local community work together to achieve harmony.

Key Recommendations

Key Land Use Recommendations

- Designate the following areas for future residential mixed use development:
- Clarks Hundred area, which includes the MD 175 corridor between Brock Bridge Road and Sellner Road and extends from MD 175 south to the National Business Park.
- Blob's Park area, located between the BW Parkway, MD 175, and the Fort Meade property.

- Develop a comprehensive master plan for a Jessup Village Corridor along MD 175 between Old Jessup Road and the BW Parkway. This plan should incorporate public spaces, small businesses to serve the local community, preservation of historic homes, sidewalks and streetscape improvements, and design standards that promote a village character.
- In keeping with the of preserving the semi-rural character of Jessup, assign a Low Density Residential land use designation to the portion of Jessup located west of the BW Parkway, north of the MD 175 corridor, and south of the MD 100 corridor. This recognizes the desire of the community in general to retain the current low density zoning (R1 and R2).

Key Economic Development Recommendations

- Provide streetscape improvements in the MD 198 commercial corridor in order to attract and retain business, and to attract customers to the area. Coordinate with the Maryland Department of Transportation to:
 - Landscape the median of MD 198 from the BW Parkway west to the County line.
 - Extend sidewalks along MD 198 from the BW Parkway west to the County line, and create sidewalks or trails, as appropriate, east of the Parkway to the Patuxent Wildlife Refuge
 - Install benches and trash receptacles and plant street trees at regular intervals along MD 198 to complement the sidewalks or trails and the landscaped median.
- Develop economic incentives and other strategies to attract high quality restaurants to the MD 198 commercial corridor.
- Revitalize and beautify some of the older, deteriorating commercial areas in Maryland City and Jessup through the County's Scattered Sites Renewal Program and/or other applicable State or County programs. Specific sites to be targeted are:
 - commercial area on MD 198 east of the BW Parkway and just west of the Patuxent Research Refuge entrance,
 - commercial area on Brock Bridge Road in Laurel, just south of MD 198,
 - commercial strip on MD 175, just east of the BW Parkway,
 - the parcel of land at the southeast corner of Sellner Road and MD 175.
- Establish a Citizens Advisory Board to review, evaluate, recommend, and monitor uses of the community benefit fees received from the Laurel Park Racetrack.
- Seek legislation to require community benefit fees to mitigate the impact of the State correctional facilities on the local community.

Key Community Facilities Recommendations

- Improve the learning environment in local schools by rewarding teachers and staff members for identifying and effectively dealing with discipline problems.

Key Natural Resources Recommendations

- Prioritize retention of existing forest with new development projects to the maximum extent possible. Establish strict criteria governing when a fee-in-lieu payment is acceptable in lieu of tree retention or reforestation. Raise fee-in-lieu requirements to discourage mass clearing of sites. Develop economic incentives for forest retention.
- Implement a Countywide policy to protect all nontidal/non-Critical Area rivers, streams and wetland areas, and adopt environmental regulations or guidelines to require undisturbed stream buffers along all intermittent and perennial streams in the County.
- Designate habitat buffers along the Little Patuxent River, Oxbow Lake, and Dorsey Run, and incorporate them into a Countywide Greenway Master Plan.
- Create incentives for property owners and developers to establish and maintain effective natural buffer areas, using native species where possible, between residential communities and commercial / industrial land uses to reduce visual and noise impacts as well as improve air quality.
- Increase the monitoring, legal enforcement, and clean-up of “dumping” areas. Establish diligent cleanup procedures at known dumping sites: Bacontown Station Road; Race Road between Montevideo Road and Carlin Road; Brock Bridge Road between Whiskey Bottom Road and Dorsey Run Road.

Key Transportation Recommendations

- Strongly urge State representatives to negotiate for more reliable commuter rail service. MARC service has become less reliable because of increased freight service which appears to have priority on the CSX rail line. More commuter capacity should be offered and commuter train reliability should be improved.
- Establish additional public bus transportation in the area. Implement bus transit recommendations in the Transit Development Plan for the Jessup/Maryland City Planning Area
- Request that the County’s Department of Public Works and the Maryland State Highway Administration conduct a corridor study of MD 198 to identify improvements and/or modifications which will reduce vehicle conflicts, permit safe pedestrian and bicycle use and crossings, and improve operations and safety along the corridor between MD 32 and the Prince George’s County line.
- Request that the State Highway Administration require southbound truck traffic to exit MD 295 at MD 100 instead of MD 175. This will reduce the volume of heavy truck traffic using MD 175 through Jessup.
- Purchase the lot between the Jessup Elementary School and the Jessup Community Hall and use it to provide off-street parking for school and community hall events and to provide safe pedestrian access between the two sites.
- There are several local roads in the planning area that are experiencing drainage problems. The County should address these problems at the following locations: a) on Montevideo Road at the Redmond and Whitehead properties (in the vicinity of parcels 144-148); b) on Race Road between Carlin Road and Montevideo Road; c) on Forest Avenue at the sharp curve in the 7400 block; and d) at Reavis Road and Forest Avenue, where a stream blockage is occurring.

Implementation

Nearly 150 recommendations were identified within the Jessup / Maryland City SAP to help implement the Vision and the 1997 General Development Plan. More than 80 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are the construction of the new Jessup Elementary School, continued investment in public amenities such as the Russett and Provinces Libraries, development of a variety of recreational and educational opportunities for all ages, increased protections for waterbodies, continued focus on protecting the Greenway network and natural resources, improvements to roadways to make them safer such as flood warning systems, continuing to identify and initiate opportunities for revitalization with financial assistance and programs, and improved public transit, bicycle, pedestrian, and road connections such as a bicycle and pedestrian trail along National Business Parkway, as well as road safety improvements.

The following table lists the goals of the Jessup / Maryland City Small Area Plan, corresponding recommendations and the status of each.

Land Use and Zoning

Land Use Changes

Page #	Recommendation	Status
33	Change Tax Map 13, Parcels 70 (Lots 1-10), 59, 96, 101 at Blob's Park, south of MD 175 between MD 295 and Rockenbach Road from Low-Medium Residential to Residential Mixed-Use	Completed. The land use was changed to Residential Low Density with approval of Bill 75-03. The property now has a land use designation of Mixed-Use Residential and a zoning district classification MXD-R. The site is part of the Parkside development.
33	Change Tax Map 13, Parcels 164, 166-169, 100, 133, 132, 69, 71, 175-177, 179, 180 (Lots 2, 3), 181 (Lot 1R), 205, 44-46, 61, 263, 40, south of MD 175 west of BW Parkway (Clarks Hundred) from Low-Medium Residential to Residential Mixed-Use	Completed. The land use was changed with Bill 75-03. The properties now have a land use designation of Mixed-Use Employment and a zoning district classification of MXD-E. The property has residential, commercial, industrial, and vacant uses. The property is part of Shannon's Glen and National Business Parkway.
33	Change Tax Map 13, Parcels 265 (Lots 6-44 and Lots 54A & B), 198, 207, 185, 255 north of MD 175 between Race Road and Jessup Elementary School from Low-Medium Residential to Commercial and Residential-Commercial Transition.	Completed. The land use was changed with Bill 75-03 as Amendment #1. The Residential-Commercial land use was later adopted as "Small Business". The area is zoned Commercial and Small Business. The area is mostly residential. The area to east of Brock Bridge Road will be redeveloped into commercial.
33	Change Tax Map 13, Parcels 12, 20, 26, 28, 29, 171, 173, 182 south of MD 175 between Sellner Road and BW Parkway from Low-Medium Residential to Low Density Residential	Completed. The land use was changed to Residential Low Density with approval of Bill 75-03. The property now has a land use designation of Mixed-Use Employment and a zoning district classification of MXD-E. The property, except Parcel 173, is townhomes. Parcel 173 is undeveloped.
33	Change Tax Maps 7 and 13, numerous parcels between BW Parkway and Howard County (Greater Jessup area) along MD 175 from Low-Medium Residential to Low Density Residential	Completed. The land use was changed to Residential Low Density with approval of Bill 75-03. The area is zoned R1 and R2. Several small subdivisions have been built and are proposed.
34	Change Tax Map 19, Parcels 15, 16, 205, County-owned parcels adjacent to the Oxbow Natural Area from Medium Residential to Natural Features	Completed. The land use was changed to Natural Features with Bill 75-03. The property is zoned OS and is part of the Oxbow Natural Area.

Page #	Recommendation	Status
34	Change Tax Map 19, Parcel 1 and 2, adjacent to Oxbow Natural Area on east side of Brock Bridge Road from Medium Residential to Low Density Residential	Completed. The land use was changed to Residential Low Density with approval of Bill 75-03. The property is zoned R1 and is developed with single-family dwellings.
34	Change Tax Map 19, Parcels 7, 169, 168 (Lots 1-40, 161, 3-6, 63; Tax Map 13A, Parcels 2, 3, 5, 8, between Brock Bridge Road and the County line from Low-Medium Residential to Low Density Residential	Completed. The land use was changed to Residential Low Density with approval of Bill 75-03. Tax Map 19, Parcel 7 has a land use designation of Natural Features and is zoned OS. Tax Map Parcel 168 has a land use designation of Residential Low Density and is zoned R1. Tax Map 13A, Parcels 3, 5, 8 have a Residential Low Density land use designation and is zoned R1. Parcel 2 has a split land use designation - Residential Low Density and Natural Features and is zoned R1 and OS. The properties are developed with single-family dwellings.
34	Change Tax Map 19, Parcels 112, 191, 17, Part of Parcel 28, across from Laurel Race Track, east of Brock Bridge Road from Medium Residential to Industrial	Completed. The land use was changed to Industrial with Bill 75-03. The property is zoned W1 and is part of the Laurel Race Track subdivision and commercial site plan.
34	Change Tax Maps 7 and 8, numerous industrial and commercial-zoned parcels along Dorsey Road between BW Parkway and Howard County from Low-Medium Residential to Industrial and Commercial	Completed. The land use was changed with Bill 75-03. Properties are zoned W1, C3, C4 or OS and are industrial, commercial, residential, or vacant.
34	Change Tax Map 13, Part of Parcels 153, 154, 156, 157, 158 and 206 (to a depth of 200 feet from the road frontage of the south side of MD 175, west of Brock Bridge Road from Low-Residential to Residential-Commercial Transition	Completed. The land use was changed with Bill 75-03 as Amendment #2. The Residential-Commercial land use was later adopted as "Small Business". Part of Parcel 158 has a land use classification of Industrial. All parcels are zoned Small Business and are either residential or vacant.
35	Change Tax Map 20, Part of Parcel 18 on MD 198, east of BW Parkway from Industrial to Commercial	Completed. The land use was changed to Commercial with approval of Bill 75-03, Amendment #3. The property has a split land use classification of - Commercial and Government/Institution. It has a zoning classification of C4 and R1. The property is a self-storage facility.

Page #	Recommendation	Status
35	Change Tax Map 20, Parcels 83, 87, 14, 62, 21, 22, 36, 67, 76, part of Parcels 19, 89, 96 from Industrial to Commercial	Completed. The land use was changed with approval of Bill 75-03, Amendment #5. The properties are zoned C4 and are either used for self-storage, auto repair, office, or are vacant.
35	Change Tax Map 19, Part of Parcel 28 on MD 198, east of Brock Bridge Road from Medium Residential to Commercial	Completed. The land use was changed to Commercial with approval of Bill 75-03, Amendment #4. The property is zoned C4. One lot is developed as an Acura car dealership.

1. Balance new higher-density development planned for this area with an increase in public use areas.
2. Explore long range opportunities for use of government-owned properties that may be available for acquisition in the future.
3. Create affordable housing for seniors.
4. Improve communication between Anne Arundel County and residents regarding land use and development.

Page #	Recommendation	Status
40	<p>Significantly increase the size of Jessup Park on Montevideo Road to allow sufficient quantities of ball fields as well as wooded passive use areas and other amenities, and allow access from Race Road. The property located adjacent to the existing park has not been developed. A transfer of development rights could be considered for current landowners.</p>	<p>Ongoing. Adding additional fields at Jessup Park is not feasible due to environmental constraints. The 2017 Land Preservation Parks and Recreation Plan recommends the acquisition of land in the Jessup area to provide additional fields, trails and other recreation facilities. The County continues to search for suitable recreation acreage and a willing seller. The use of a Transfer of Development Rights program was assessed and found to not be feasible in Anne Arundel County given the low demand for additional densities in potential receiving areas and that the densities in the potential sending areas have been reduced through mechanisms such as retention of RA and RLD zoning, removal of the family conveyance allowances from the Code, land acquisition for preservation, conservation easements through land trusts and through the development process, implementation of the County's Agricultural and Woodland Preservation program and implementation of the State's "Septic Bill " which designates much of the rural areas as Growth Tier 4, limiting subdivision potential to 5 lots or less.</p>
40	<p>Provide a Senior Center in the Small Area. Provide a Senior Center in the Small Area. Given the population density in the area and the projected 50 percent increase in the number of people aged 65 and over, a senior center would ensure that older adults have opportunities and choices that lead to healthy, active lifestyles. This center also could be modeled after the Senior/Teen Community Center of Tinley Park in Chicago, IL, which gives both teen and seniors in the area a place to interact and teach each other skills. It also gives teens an opportunity to volunteer and complete community service hours.</p>	<p>Partially implemented. The Department of Aging and Disabilities plans to open Senior Activity Sites, including one that will be closer to the Jessup area.</p>

Page #	Recommendation	Status
41	Seek locations within the Planning Area to establish an active use park that is easily accessible to Maryland City and Russett.	Ongoing. The 2017 Land Preservation Parks and Recreation Plan recommends the acquisition of land and the development of additional parks in the Jessup-Maryland City area. No willing sellers have been identified
41	Encourage new development to incorporate natural features and open space into its design to the extent possible.	Ongoing. Current development regulations in Article 17 require open space and natural features retention.
41	D.C. Children's Center property: This property consisting of over 650 acres is currently the site of the Oak Hill Detention Center which is owned by the U.S. Department of Interior and leased by the District of Columbia. It is uncertain as to how long the District plans to continue operation of this facility, although no definite plans to close the facility have been announced to date. Should the facility cease operation in the future and the opportunity for acquisition and development arise, the County should explore the potential uses for the site and promote opportunities that would serve some of the regional needs in this part of the County. Area residents have expressed a desire and need for educational opportunities, such as a community college, and a regional park with active recreational uses to serve the residents in the western part of the County. If the property is acquired by a private interest, the developer should be encouraged to explore the benefits of providing a mix of employment, retail, and residential uses as well as other uses such as educational or recreational uses that would serve the region.	Not implemented. This site is still currently owned by the United States Government.

Page #	Recommendation	Status
41	<p>Board of Education property adjacent to Russett: The 76-acre parcel of land abutting the Russett community, accessible from Whiskey Bottom Road, was formerly considered a site for a future elementary school next to Russett and Laurel Highlands. County budget considerations and school enrollment projections have made this unlikely in the foreseeable future. In the event that the property is made available for acquisition, needs that have been identified by the local community include age-restricted single family dwelling units, and active and/or passive recreational opportunities. The property is currently zoned to allow low to medium density residential use. The property will continue to be designated for government/institutional use on the proposed Land Use Map at this time. However, this designation may be amended in the future should the parcel be sold to a private interest.</p>	<p>Not implemented. The property is still currently owned by the Board of Education and is classified as Government / Institutional on the 2009 General Development Plan Land Use Map.</p>
42	<p>Provide incentives to developers to build a minimum of 10 percent affordable housing for seniors in all new residential development. This would provide housing opportunities for a growing segment of the population and not put a strain on school capacity. It also may create additional employment opportunities to accommodate a senior market.</p>	<p>Completed. Housing for Elderly of Moderate Means was added to Article 18 (Zoning) of the County Code as a Special Exception Use in zoning districts R2 through R22. While not a mandatory requirement, the Code incentivizes the use by allowing a maximum density of 22 units/acre (not to exceed 120 total units). Occupants of the housing units must be income-qualified. At least six such projects have been completed to date, in Brooklyn Park, Severna Park, Glen Burnie, and Edgewater.</p>
42	<p>Schedule an annual community meeting in each Small Area to provide updates on the SAP and GDP implementation schedule. Augment with quarterly reports in local newspapers.</p>	<p>Partially implemented. Each of the Small Areas are assigned a lead planner who is available to meet with the communities. Communities wishing to meet with the lead planner should contact the Office of Planning and Zoning to schedule a meeting and discuss specifics of what information they would like provided. Instead of quarterly reports in local newspapers, information can be provided on the County's website at www.aacounty.org.</p>

Economic Development

1. Make streetscape improvements in the MD 198 Commercial Corridor in order to attract and retain business, and to attract customers to the area.
2. Encourage quality commercial development in the MD 198 Commercial Corridor from the Baltimore/Washington Parkway west to the Anne Arundel County line, and plan for light industrial and other appropriate development east of the Parkway to MD 32.
3. Create a Jessup Village Corridor along MD 175 which contains facilities and amenities for the growing Jessup community and which is planned in a manner that provides a sense of intimacy and a sense of place.
4. Revitalize scattered commercial areas.
5. Promote the growth of the National Business Park.
6. Improve the quality of life in the area in order to attract businesses and customers, and retain the character of historical neighborhoods.
7. Improve maintenance of roadways, sidewalks, and train stations.
8. Prepare for future development in the area.

Page #	Recommendation	Status
45	Work with County and State officials to landscape the median of MD 198, from the Baltimore-Washington Parkway west to the Anne Arundel/Prince Georges County line.	Completed.
45	Install benches and trash receptacles and plant street trees at regular intervals along MD 198, to complement roadside trails and the landscaped median.	Not implemented.
45	Remove unessential highway signs from the median and sides of MD 198, to reduce the visual clutter.	Completed.
45	Develop commercial signage standards for the MD 198 Commercial Corridor that will avoid causing negative visual impacts and that are compatible with the residential character of the surrounding area.	Not implemented. Currently signage standards are applied Countywide unless an individual development project adopts a Signage Program.

Page #	Recommendation	Status
45	Complete underground installation of all the telephone and utility lines on MD 198.	Partially implemented. Telephone and utility lines are underground on MD 198 between the Whiskey Bottom Road intersection and just east of the intersection with MD 295.
45	Work with the State Highway Administration to provide safe pedestrian crossing areas on MD 198. Locations where crossings are needed are: the intersection at Old Line Ave. and the Laurel Dale business park; the intersection at Brock Bridge Road; the intersection at Whiskey Bottom Road; and the intersections at Russett Green East and West.	Completed. Each intersection has a crosswalk.
45	Establish general design standards for commercial building facades and landscaping.	Ongoing. The MD 198 Commercial Corridor is established as a Commercial Revitalization Area under Article 18 (Zoning) of the County Code which encourages revitalization and reuse of properties. Currently, no design standards have been developed for building facades or landscaping specifically for this corridor. Landscaping requirements are per the County's Landscape Manual.
45	Extend sidewalks along MD 198, from the BW Parkway west to the County line, and create sidewalks or trails, as appropriate, east of the Parkway to the Patuxent Wildlife Refuge.	Partially implemented. A project planning study of MD 198 was completed under Capital Project H539800. The State Highway Administration is designing improvements to MD 198 at the Parkway. Sidewalks west of the BW Parkway are complete. No sidewalks east of the Parkway.
45	Enhance the small parcel of land on the southeast corner of MD 198 and Whiskey Bottom Road, adjacent to Maryland City Plaza, to create a community focal point.	Completed. This area is now landscaped with trees.
46	Develop economic incentives and other strategies to attract high quality restaurants to this commercial corridor.	Ongoing. Anne Arundel Economic Development Corporation uses a variety of marketing strategies and financial incentives to attract new businesses to the County, including several loan programs, tax credit programs, and workforce training grants.

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46	Improve vehicular traffic access for the Maryland City Plaza to/from MD 198.	Completed. There is now a traffic light on MD 198 at the main entrance to the Maryland City Plaza, an additional entrance on MD 198 to the Plaza and an additional entrance from MD 198 through a connection from an adjacent retail center. Also, there are entrances from Whiskey Bottom Road. As this property redevelops, ingress / egress will be reevaluated.
46	Develop economic incentives to encourage use of the existing empty commercial space on MD 198.	Ongoing. The Arundel Community Reinvestment loan program was established and is administered by Anne Arundel Economic Development Corporation to provide financial incentives to revitalize and redevelop underutilized properties in designated areas which include the MD 198 corridor in Laurel. The Commercial Revitalization Tax Credit was also extended so the County may continue to offer that incentive to eligible projects.
46	Support the multimillion-dollar improvement effort at Laurel Park Race Course.	Ongoing. Preliminary plans for redevelopment of the site to potentially include a hotel, retail component, and clubhouse were submitted to the County, but the project appears to be on hold pending decisions by the owners.
46	Widen MD 198 from the BW Parkway east to MD 32, and add streetscape improvements, including bicycle access, to match the boulevard style that is planned for the Commercial Corridor west of the Parkway.	Partially implemented. The County funded a State Highway Administration project planning study under Capital Project H539800. The study is complete. The State Highway Administration is designing improvements at MD 198 and the Parkway. Capital projects need to be initiated to address the remainder.

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46	<p>Develop a comprehensive plan for a Village Corridor in Jessup along MD 175 between Old Jessup Road and the BW Parkway. The plan should incorporate the following recommendations: a.) This segment of MD 175 already contains several facilities which serve the local community, including the Jessup Improvement Association Community Hall, the Jessup Elementary School, and the post office. Additional public facilities which would enhance the feel of a community center along this corridor should be considered for location here, such as a passive use park with a bandstand for outdoor concerts and shows; b.) Commercial uses should include the types of businesses typically found in a small village. These could include a café, boutique, gift shop, coffee shop, book store, bakery, flower shop, and professional offices; c.) The historic homes along the village corridor should be preserved and could be used as professional offices, art studios, craft shops, restaurants, etc.</p>	<p>Not implemented. The Jessup / Maryland Small Area Plan provided a concept plan for the Village Corridor but a comprehensive plan for the area has not been developed. However, the FY2019 Capital Budget includes a project (H573100) to design and construct roadways, pedestrian and bicycle facilities and streetscape improvements consistent with the Race Road / Jessup Village Planning Study conducted in June 2015 that was recommended in the Jessup / Maryland City Small Area Plan.</p>

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46	<p>The Village Corridor Plan should integrate the design standards applied in the Residential Mixed Use Zone and the Small Business District, and should contain a set of design guidelines or standards that includes the following elements: a.) streetscape improvements: a planted median, landscaped in a decorative manner, is recommended along the center of MD 175; b.) sidewalks and pedestrian benches should be provided on both sides of the highway along the village corridor; c.) attractive lampposts would provide lighting along the sidewalks and also on the landscaped medians; d.) signage designating the area as the Jessup Village would be located in the median at the eastern and western ends of the village corridor; e.) architectural guidelines that serve to maintain and enhance a village character.</p>	<p>Not implemented. The Jessup / Maryland Small Area Plan provided a concept plan for the Village Corridor but a specific design standards have not been developed. However, the FY2019 Capital Budget includes a project (H573100) to design and construct roadways, pedestrian and bicycle facilities and streetscape improvements consistent with the Race Road / Jessup Village Planning Study conducted in June 2015 that was recommended in the Jessup / Maryland City Small Area Plan.</p>
47	<p>Revitalize and beautify the following commercial areas through the County's Scattered Sites Renewal Program and/or any other applicable State or County program: a.) the commercial area on MD 198 east of the Baltimore/Washington Parkway and just west of the Patuxent Research Refuge entrance; b.) the commercial area on Brock Bridge Road in Laurel, just south of MD 198; c.) the commercial strip on MD 175, just east of the Parkway; d.) the parcel of land at the southeast corner of Sellner Road and MD 175.</p>	<p>Ongoing. The Scattered Site Renewal Program was discontinued. However, the commercial corridor along MD 198 west of the BWI Parkway is designated as a Commercial Revitalization Overlay Area. This allows commercial redevelopment or revitalization projects in this area that meet certain criteria to be eligible for a property tax credit and also for financial assistance through the Anne Arundel Economic Development Corporation's targeted loan program. On MD 198 east of the BW Parkway, new commercial activity over the past decade has included development of three new self storage facilities. The property at Sellner Road and MD 175 was rezoned to Mixed Use along with the surrounding properties, but was not redeveloped as part of the surrounding Shannon's Glen development.</p>

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47	Address the special problems of unused gas station properties by offering economic incentives to potential buyers/owners of the old Texaco Station on MD 198 (across from the fire station) and the old gas stations in the Utopia Liquor Store area. The incentives should encourage needed environmental remediation at those sites.	Completed. Incentive programs available to facilitate redevelopment of former gasoline stations include Maryland Department of the Environment's Voluntary Cleanup Program, which provides a streamlined regulatory process, and the Maryland Department of Commerce's Brownfields Tax Incentive Program which provides financial incentives for redevelopment of eligible brownfield properties.
47	Encourage high quality and attractive building, landscaping, parking and signage standards to minimize negative impacts at the National Business Park.	Ongoing. This is addressed through the development review and approval process.
47	Work with the Grassland Foundation to encourage restoration of the National Business Park, a National Historic place.	Not implemented. Lack of support resulted in nonprofit going defunct and property lost to a tax sale.
47	Continue the tri-county effort to end crime and related problems in the Bacontown area.	Ongoing. The Anne Arundel County Police Department has a long-term relationship with the Laurel City Police Department and the Howard County Police Department as it pertains to delivering law enforcement services to City-County neighborhoods.
47	Increase the frequency of County litter removal along Whiskey Bottom Road in the Bacontown neighborhood.	Ongoing. This is part of the ongoing work of the Department of Public Works, Bureau of Highways. The County Executive's FY2019 operating budget includes a supplementary request to double the Bureau of Highways' current litter control effort using contractual services.
48	Create a partnership between area business owners and citizens of Bacontown to creatively enhance and preserve the historical buildings and heritage of that neighborhood.	Ongoing. The physical integrity of Bacontown historic survey district is compromised; three historic structures remain. Heritage documentation and community outreach in progress.
48	Develop a greenway for hikers/bikers in the open space to the north and east of Russett along the north side of the Little Patuxent River.	Partially implemented. The area along the Little Patuxent River is designated as a greenway on the 2002 Greenways Master Plan and the draft 2018 Green Infrastructure Master Plan.
48	Create a greenway for hikers/bikers from the north end of the National Business Parkway up to MD 175.	Completed. A pedestrian / bicycle trail exists along National Business Parkway adjacent to the Patuxent segment of the County Greenway.

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48	Support the preservation of Blobs Park as an asset in the Jessup community.	Not implemented. The Blobs Park dance hall property was sold by the owners and acquired by a church, which applied for a demolition permit and has since constructed a new church complex. Article 17 (Subdivision and Development) of the County Code requires an evaluation and a determination that historic resources can be retained and preserved based on whether the historic resource retains its structural character and historic integrity and can still convey historic significance.
48	Create a plan, with resident and the business community involvement, to develop a Senior Citizens Center and Assisted Living facilities.	Partially implemented. The Department of Aging and Disabilities plans to open Senior Activity Sites, including one that will be closer to the Jessup area.
48	Use Federal, State, County or special bond funds specifically earmarked to buy open space in West and North County.	Ongoing. The Department of Recreation and Parks continues to identify suitable recreation land with willing sellers in the North and West Planning Areas. Fifteen acres were acquired on Reece Road in 2018. The County utilizes federal, state and local funds for land purchases.
48	Seek legislation to require community benefit fees to mitigate the impact of the State correctional facilities on the local community.	Not implemented. This should be further assessed and if needed, could be established through Article 4 (Finance, Taxation and Budget - §4-11-109) of the County Code as a Community Benefit Program, which requires a local nonprofit civic association to seek grants through the program, and/or as a new Capital Improvement Program Community Benefit Fund.
48	Utilize government, business, and youth organizations to maintain the cleanliness and light upkeep (trash and weed removal) along the roadways in the area and at the train stations.	Ongoing. This is part of the ongoing work of the Department of Public Works, Bureau of Highways. The County Executive's FY2019 operating budget includes a supplementary request to double the Bureau of Highways' current litter control effort using contractual services.

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48	Enforce restrictions on temporary signs.	Ongoing. The Zoning Enforcement Section in the Office of Planning and Zoning has the authority to enforce regulations for temporary signs. This authority is complaint-driven. Once a complaint is received, a compliance case file is opened and the property is inspected, after which any appropriate enforcement actions will be taken. Due to the limited staff resources compared to the high volume of temporary signs, it is extremely difficult to address all temporary sign violations.
48	Repair/replace vandalized public property including areas vandalized by graffiti. Establish a liaison between local civic groups and the appropriate government agencies to facilitate this.	Ongoing. The County has a Constituent Services Office that serves as the link to citizens and citizen groups. This Office provides community outreach as well as responds to concerns and issues. In addition, County Executive Steve Schuh initiated the 311 Report by Phone service that allows citizens to report concerns or issues to the County from a computer, mobile device or phone.
48	Designate a County staff member as "Lead Planner" to work with the Jessup/Maryland City community to implement the recommendations in this plan.	Partially implemented. A "Lead Planner" was assigned in 2017 to work with the Jessup / Maryland City community to gather current issues and keep the community informed on Plan2040 development. As new recommendations and actions are adopted, the lead planner can work with the Jessup / Maryland City community as needed.
48	Establish a Citizens Advisory Board to review, evaluate, recommend, and monitor uses of the community benefit fees received from Laurel Park Race Course.	Completed. County Executive Steve Schuh established a Laurel Race Course Impact Fund Advisory Committee in April, 2016 to make recommendations concerning the disposition of the grant funds received from the Special Fund established by the State Code.
49	Develop a liaison with the Anne Arundel Economic Development Corporation (AAEDC) or similar County organization to promote smart business growth in the Jessup/Maryland City area.	Ongoing. The Anne Arundel Economic Development Corporation offers a range of business services and financing programs to help local businesses grow and expand, and partners with both the Northern Anne Arundel County and Central Maryland Chambers of Commerce to tailor services to local business needs.

Natural and Historic Resources

1. Minimize the removal of trees during development of land in order to maintain as much of the existing wooded areas as possible in the Jessup/Maryland City area.
2. Preserve and protect the Patuxent River, Little Patuxent River, Dorsey Run Creek, and other local tributaries and their associated floodplains and area wetlands. Improve stormwater management to reduce and, where possible, eliminate the negative environmental impacts of stormwater runoff.
3. Provide natural habitat areas for wildlife and establish contiguous wildlife corridors.
4. Create a network of hiker/biker trails within the Jessup/Maryland City area, and connect this network with trails in the surrounding area.
5. Preserve historic sites in the Jessup/Maryland City area.
6. Adopt proactive policies and measures to reduce and prevent trash, noise and air pollution in the area.
7. Strengthen environmental oversight and protection throughout Anne Arundel County.
8. Support and take actions to implement the Patuxent River Policy Plan, and establish a Patuxent River Greenway which would serve the basic principles outlined in this plan.

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59	Prioritize retention of existing forest with new development projects to the maximum extent possible. Establish strict criteria governing when a fee-in-lieu payment is acceptable in lieu of tree retention or reforestation. Raise fee-in-lieu requirements to discourage mass clearing of sites. Develop economic incentives for forest retention.	Ongoing. The Annotated Code of Maryland (§ 5-1607) and Article 17 (Subdivision and Development - § 17-6-303) of the County Code set priorities for the retention and protection of forests as well as for afforestation and reforestation.

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60	Adopt environmental regulations or guidelines to require undisturbed stream buffers along all intermittent and perennial streams in the County.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
60	Implement a Countywide policy to protect all non-tidal/non-Critical Area rivers, streams and wetland areas.	Completed. Nontidal/non-Critical Area streams and wetlands are protected via numerous County regulations.
60	Implement a watershed approach to stormwater management, land use planning, development, permitting, and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.
60	Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or County Stormwater Design Manual, whichever is more stringent.	Ongoing. For any proposed development, the owner/developer shall submit phased stormwater management plans for review and approval.
60	Encourage, to the maximum extent possible, the use of innovative approaches to stormwater management and low impact development site design in the land development process.	Ongoing. Stormwater management plans submitted for the development of land are required to demonstrative environmental site design to the maximum extent practicable per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) of the County Code.
60	Continue and, if possible, accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas.	Completed. All of the County's 12 major watersheds have been comprehensively assessed.

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60	Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases from new development. Where comprehensive or site-specific rezoning is expected to result in increases in runoff, the need for additional stormwater management, or retrofits to existing facilities, should be determined and accommodated.	Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code.
60	Establish a comprehensive stormwater infrastructure preventive maintenance and management program that reduces environmental degradation and extends infrastructure useful life.	Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing operation, maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.
60	Aggressively pursue incentive-based approaches (e.g., State grant funds) to achieve retrofitting of areas in need of improved stormwater management. Offer tax incentives to businesses and homeowners for retrofitting their property with modern stormwater management.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works provides Watershed Protection and Restoration Fee credits upon application to private property owners who retrofit their property with qualifying stormwater management.
60	Ensure that all government-sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.	Ongoing. All Capital Improvement Program projects are held to the highest environmental regulations and standards.
61	Implement, where possible, a minimum 100-foot riparian buffer to all perennial and intermittent tributary streams in the County to minimize impacts of stormwater runoff sheet flow to these systems.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.

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61	Foster community education on stormwater issues through cooperation with local citizen groups, public and private schools, park and recreation programs, and use of the Internet.	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works maintains a website (www.aacounty.org/departments/public-works/wprp/) that provides relevant information to help citizens reduce stormwater pollution and develop a better understanding of environmental issues in the County. WPRP outreach staff work routinely with schools and community organizations..
61	Develop and implement, on a continuing basis, a program to stencil storm drains to enhance community awareness that these storm drains direct runoff to tributaries of the Chesapeake Bay.	Ongoing. Painting of storm drains in the County has been assumed by non-government organizations and the Watershed Stewards Academy.
61	Designate habitat buffers along Little Patuxent River, Oxbow Lake, and Dorsey Run; and incorporate them into a Countywide Greenway Master Plan. Continue the connection through the Max Blobs Park property to the forest in the NSA/Fort Meade area.	Ongoing. Over 300 acres have been protected as part of the Oxbow Natural Area which surrounds the lake and includes portions of the south side of the Little Patuxent River.
61	In conjunction with improvements to MD 198, explore the need for an underpass for safe animal crossing to the Patuxent Wildlife Refuge.	Ongoing. The Department of Recreation and Parks reviews subdivision and site development plans for impact to greenways as well as parks and trails and makes recommendations where applicable however, road improvement plans unless there is a link to a park or trail are not generally reviewed.
61	Seek Federal funding from the national trail system program recently created by the Federal government.	Ongoing. The County's Office of Transportation actively seeks funding from the Maryland Department of Transportation (MDOT) Transportation Alternatives Grant, which is funded with Federal money. The Department of Recreation and Parks (DRP) explores and utilizes different grant funding sources with much of the success coming through the Transportation Alternatives Program. The Recreational Trails Program is a source DRP has explored.

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61	Complete the Patuxent Regional Greenway from the Howard County line to the Calvert County line.	Partially implemented. The 2002 Greenways Master Plan and the preliminary draft of the 2018 Green Infrastructure Master Plan delineate the Patuxent River Greenway within Anne Arundel County between Howard County and Calvert County. The protected areas of this greenway include floodplains, open spaced zoned areas, and conservation easements.
61	Study potential hiker/biker trail locations within the proposed Greenway network. Possible trail locations which are of particular interest to the Maryland City/Jessup communities include the open space area along the Little Patuxent River north and east of Russett, and from the National Business Park up to MD 175.	Completed. On National Business Parkway, an eight-foot-wide paved trail picks up from the sidewalk, about a quarter of a mile north of Sentinel Way, and runs to MD 175. Forest conservation easements have also been acquired in this section of the greenway.
61	Provide pedestrian trails around Oxbow Lake with designated observation areas.	Ongoing. The Department of Recreation and Parks (DRP) worked with the community for several years on a design effort for a viewing platform with trail and street parking for the Oxbow Natural Area, however, the community reconsidered and withdrew the project. The Oxbow does contain some natural trail and is available for access from Oxbow Place. Development along National Business Parkway has provided a side path and sidewalk. DRP is also coordinating with SHA during their MD 175 construction projects to provide a shared use path along the southern side of MD 175.
62	Work with the Grassland Foundation to encourage restoration of this National Historic place.	Not implemented. A lack of support has resulted in the nonprofit going defunct and the property lost to tax sale.
62	Restore the historic sign at Annapolis Junction designating the first telegraph communication.	Not implemented. The historic signage program has been discussed internally within the Office of Planning and Zoning. There has been no further action to date.

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62	<p>Conduct a study to determine the historical significance of the site of the Snowden Family iron forge, once known as the Patuxent Iron Works, and whether the site can be designated on the Maryland Inventory of Historic Properties.</p>	<p>Completed. This archaeological site was recorded in 2010 as Patuxent Forge, 18AN1452, by the US Fish & Wildlife Service. Documentary evidence was provided to establish its historic significance. Only archival research has been completed as of yet; archaeological survey is needed to determine integrity and National Register eligibility.</p>
62	<p>Create incentives for property owners and developers to establish and maintain effective natural buffer areas, using native species where possible, between residential communities and commercial/industrial land uses to reduce visual and noise impacts as well as improve air quality.</p>	<p>Ongoing. This is part of the ongoing work of the Department of Public Works, Bureau of Highways along County-maintained roads. The County Executive's FY2019 operating budget includes a supplementary request to double Bureau of Highways' current litter control efforts using contractual services.</p>
62	<p>Reduce traffic and industrial noise pollution by enforcing limits on the hours of operation of businesses that impact the Old Jessup Road and the Montevideo Court residential areas.</p>	<p>Ongoing. Each district police station has an officer assigned as a Traffic Coordinator, who routinely receives traffic related complaints from community associations and the public in general, and coordinates a traffic enforcement response and advocates a traffic roadway redesign when appropriate.</p>
62	<p>Increase the monitoring, legal enforcement, and clean up of "dumping" areas. Establish diligent cleanup procedures at known dumping sites: Bacontown Station Road; Race Road between Montevideo Road and Carlin Road; Brock Bridge Road between Whiskey Bottom Road and Dorsey Run Road.</p>	<p>Completed.</p>

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62	Encourage and promote the use of energy-efficient building designs in new developments.	<p>Ongoing. While the County does not require all new construction to meet Leadership in Energy and Environmental Design (LEED) standards, Federal government contracts require new development to meet LEED standards, and several local developers build new office construction to at least LEED Silver standards as a standard practice today. In addition, the County may accept development proffers for Green Building construction in exchange for development incentives in the Odenton and Parole Town Centers. Particularly with large employment uses, the savings in energy efficiency that result from building to LEED standards are generally a strong enough financial incentive.</p>
62	Work with jurisdictions in the Metropolitan Baltimore Air Quality Control Region to establish and implement regional policies and measures to reduce ozone levels in the non-attainment area.	<p>Ongoing. The most current Air Quality Conformity Determination report conducted by the Baltimore Regional Transportation Board in July 2018 details a comprehensive analysis of effects of the 2019-2022 Transportation Improvement Program for the Baltimore region and the long-range projects in Maximize2040: A Performance-Based Transportation Plan (as amended). The report addresses ground-level ozone, a criteria pollutant. The conformity results show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards. The County has received grant money from the Baltimore Metropolitan Council under the Congestion Mitigation Air Quality (CMAQ) grant to purchase bicycle racks to encourage non-vehicular travel and reduce emissions.</p>
62	Adopt long range land use plans that promote a mixed use type of development in suitable locations in order to encourage and increase rail ridership and reduce automobile traffic and ozone levels.	<p>Ongoing. The Small Area Plans and the 2009 General Development Plan encourage mixed-use development and Mixed-Use Zoning was adopted in several areas of the County.</p>

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63	Create an Office of Environmental Oversight within the County government, or adequately staff existing agencies, in order to effectively monitor environmental enforcement and to perform Countywide environmental planning.	Ongoing. The Office of Planning and Zoning conducts environmental planning during the master plan process. Recommendations within the master plans are implemented and enforced through Article 17 (Subdivision and Development) of the County Code as well as through programs and staff within the Watershed Protection and Restoration Program in the Department of Public Works, the Department of Recreation and Parks and the Department of Inspections and Permits.
63	Create a centralized County plan to organize volunteer, private and public sector groups and coordinate activities to monitor and maintain waterways, wetlands and open space areas.	Not implemented.
63	Establish a County/State consumer information web site to provide environmental tips to the general public on items such as pond maintenance, native plant species, and natural noise barriers.	Completed. The Watershed Protection and Restoration Program in the Department of Public Works established www.aarivers.org in 2014.
63	The County Council should endorse the general concept of a Patuxent River Greenway and should establish through legislative action an overlay zone or zoning district, which would be designed in such a manner as to accomplish the objectives of the Greenway and implement the recommendations of the Patuxent River Policy Plan.	Partially implemented. The County supports the concept of a Patuxent River Greenway. An overlay zone or zoning district has not been created, but the County also continues to take numerous steps to fulfill its portion of the Green Infrastructure Master Plan and the Patuxent River Policy Plan, including, working to encourage smart growth and land preservation in the Patuxent watershed, pursuing attainment of its local Patuxent River Total Maximum Daily Loads (TMDLs), pursuing resolution of pollution concerns in the watershed, and enhancing public access to the River.

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63	<p>The County should work toward developing a comprehensive program for a Patuxent River Greenway, building on the base recommendations of the Patuxent River Policy Plan and tailoring a program to the specific needs of Anne Arundel County. Involve appropriate County and State staff, community leaders, local landowners, industry representatives, environmental organizations and elected officials.</p>	<p>Completed. The preliminary draft 2018 Green Infrastructure Master Plan identifies strategies and actions to protect the Patuxent River Greenway.</p>
63	<p>Protect the Patuxent River for use by present and future generations through the completion of the Patuxent River Greenway. The Patuxent River Greenway is partially complete and will eventually include connected land in portions of seven Maryland counties. The greenway will connect a variety of environmentally sensitive areas including: Patuxent River State park, Oxbow Natural Area, and Jug Bay Wetlands Sanctuary, which is part of the National Estuarine Research Reserve system. The Patuxent Regional Greenway promotes passive recreational and educational opportunities.</p>	<p>Completed. The Department of Recreation and Parks has successfully added no fewer than eight acquisitions of parkland or natural area in the South County segment of the Patuxent River Greenway with most of them managed by the Jug Bay Wetlands Sanctuary. Over 300 acres have been protected as part of the Oxbow Natural Area which surrounds the lake and includes portions of the south side of the Little Patuxent River. The County also continues to take numerous steps to fulfill its portion of the Green Infrastructure Master Plan and the Patuxent River Policy Plan, including, working to encourage smart growth and land preservation in the Patuxent watershed, pursuing attainment of its local Patuxent River Total Maximum Daily Loads (TMDLs), pursuing resolution of pollution concerns in the watershed, and enhancing public access to the River.</p>

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64	<p>The County, working with nonprofit partners, should seek to permanently protect properties along the Greenway corridor from future development or inappropriate use. This should include pursuing the donation and purchase of conservation easements, and where appropriate land in fee simple, and providing landowner incentives for using best management practices, providing public access, providing land for forest and wetland mitigation, and other related practices. These incentives should take the form of property tax abatements, grants, liability insurance (for lands open to public use -- as is done by the State for certain forestry educational activities), cleanup and maintenance assistance in areas open to the public, etc.</p>	<p>Ongoing. The Scenic Rivers Land Trust, the Magothy River Land Trust, and the Severn River Commission continue to evaluate and pursue properties for donated easements or fee simple purchase. Property owners preferring fee simple transfers are referred to the Department of Recreation and Parks for evaluation. The Department also has a revolving fund known as Greenways, Parkland, and Open Space to assist with easements and fee simple purchase. Public forums are conducted by the Land Trusts to promote land preservation.</p>
64	<p>Wetlands and other sensitive habitats such as critical area boundaries, should be delineated and buffers identified and established.</p>	<p>Completed. The County maintains/has accessibility of GIS layers for delineated wetlands, sensitive habitats and buffers. In addition, this type of information is required to be identified on submitted development applications.</p>
64	<p>Educate the community on the importance of greenways as areas of open space, wildlife corridors, and transportation connectors.</p>	<p>Ongoing. A website, brochure, emails with information, and postcards were created to help educate the community about the importance of the Green Infrastructure Network. In addition, the 2002 Greenways Master Plan and the preliminary draft 2018 Green Infrastructure Master Plan discuss the importance of greenways as areas of open space, wildlife corridors, and other transportation connectors. These plans are available on the County website at www.aacounty.org</p>
64	<p>Develop "water trails" for canoeing and kayaking where appropriate.</p>	<p>Ongoing. The County benefits from local water trail projects, including but not limited to the Magothy Water Trail and the Four Rivers Heritage Water Trail. Currently, there is no central location for this information available to the public on the County's website. The County will place this information on the new Green Infrastructure website when available.</p>

Transportation

1. Improve and upgrade rail service in the area.
2. Reduce traffic congestion on major arterial roads in the area by providing and promoting the use of public transportation and carpooling.
3. Reduce congestion, facilitate traffic flow, and improve safety along MD 198 in the Planning Area.
4. Reduce congestion, facilitate traffic flow, and improve safety along MD 175 in the Planning Area.
5. Improve traffic and safety conditions on local roads in the Planning Area.

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72	Initiate discussions between the Maryland Department of Transportation, CSX officials, and residents of Ohio Avenue in the Dorsey area to discuss solutions to the noise problem affecting this area. Consider installation of acoustical walls, tree buffers, or other noise mitigation measures.	Not implemented. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.
72	Strongly urge State representatives to negotiate for more reliable commuter rail service. MARC commuter rail service has become less reliable because of increased freight service which appears to have priority on the CSX line. More commuter capacity should be offered, and commuter train reliability must be improved.	Ongoing.
72	Study, and if needed, construct a bridge over the CSX line on Montevideo Road in Jessup.	Not implemented. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.
72	Encourage the use of rail service by improving and/or providing public bus transportation to the rail and metro stops.	Completed. The Regional Transportation Agency of Central Maryland (RTA) Routes 202, 502, and 504 connect to either the Odenton or Savage MARC stations.

Page #	Recommendation	Status
74	Encourage more carpooling by commuters by providing Park and Ride locations. Consider another lot for the Maryland City/Russett area. Possible sites to consider are the parking lots at Wal-Mart, Corridor Marketplace, and the Laurel Race Track.	Ongoing. The County's Rideshare Coordinator established the Commuter Crew Rideshare Program in 2017. Improvements or expansions to the Park and Ride lots are under the control of the State Highway Administration.
74	Establish additional public bus transportation in the area. Implement bus transit recommendations in the Transit Development Plan for the Jessup/Maryland City Planning Area.	Ongoing. The Regional Transportation Agency of Central Maryland (RTA) Routes 202, 502, and 504 have stops within the Jessup/Maryland City Planning Area.
74	Through the area rideshare agencies, promote incentive programs for using carpooling and public transportation in the area. Encourage area employers to participate.	Ongoing. The County's Rideshare Coordinator has established carpools and vanpools through the newly formed Commuter Crew program established in 2017.
74	Provide more opportunities for public transportation to and from BWI Airport.	Ongoing. The Regional Transportation Agency of Central Maryland (RTA) routes to BWI Airport connect at Arundel Mills Mall.

Page #	Recommendation	Status
74	<p>Request that the County's Department of Public Works and the Maryland State Highway Administration conduct a corridor study of MD 198 to identify improvements and/or modifications which will reduce vehicle conflicts, permit safe pedestrian and bicycle use and crossings, and improve operations and safety along the corridor between MD 32 and the Prince Georges County line. Specific issues which should be addressed by the study include:</p> <ul style="list-style-type: none"> a.) difficult turning movements at the intersection with Russett Green East; b.) turning movements into Corridor Place; c.) need for an additional traffic signal in front of Maryland City Plaza; d.) need for a flashing Caution signal near the BW Parkway ramps; e.) widening of MD 198 east of the BW Parkway to MD 32; f.) turning movements at the southbound access ramps onto the BW Parkway; g.) business entrances at the intersection of Whiskey Bottom Road; h.) pedestrian access across MD 198 to the Maryland City Library; i.) deer crossings on MD 198 near the Patuxent Research Refuge. 	<p>Partially implemented. A traffic signal has been added on MD 198 for Maryland City Plaza. The County funded a State Highway Administration project planning study under Capital Project H539800. The study is complete. The State Highway Administration is designing improvements at MD 198 and the Parkway. Capital projects need to be initiated to address the remainder of the improvements.</p>
74	<p>Request that the State Highway Administration study, and if needed, install a traffic signal at the intersection of Race Road and MD 175 or prohibit left turns from Race Road onto MD 175 during a.m. and p.m. peak hours.</p>	<p>Ongoing. The County's current FY2019 - FY2024 Capital Budget and Program includes a three-phase project (H573100 Race Road - Jessup Village) that includes the creation of Champion Forest Ave running West-East from the new Jessup Elementary School entrance to Redbud Avenue which will run North-South to MD 175 opposite National Business Parkway (Phase I); extension of Champion Forest Avenue from Redbud Avenue to Chestnut Avenue which will run North-South to MD 175 opposite Shannon's Glen Drive (Phase II); extension of Champion Forest Avenue from Chestnut Avenue to Citrus Avenue, and other aspects of completing the realignment of Race Road (Phase III).</p>

Page #	Recommendation	Status
75	Request that the State Highway Administration upgrade existing signage and pavement markings at the southbound BW Parkway entrance ramp off of MD 175 east. Visibility approaching the ramp is poor due to the proximity of the adjacent church and parking lot, and the Parkway signage is located too far from the ramp.	Completed.
75	Enforce speed limits along MD 175.	Ongoing. Each district police station has an officer assigned as a Traffic Coordinator, who routinely receives traffic related complaints from community associations and the public in general, and coordinates a traffic enforcement response and advocates a traffic roadway redesign when appropriate.
75	Request that the State Highway Administration require southbound truck traffic to exit MD 295 at MD 100 instead of MD 175. This will reduce the volume of heavy truck traffic using MD 175 through Jessup.	Not implemented. All trucks are required to exit southbound MD 295 at MD 175 because south of MD 175 MD 295 transitions to the Baltimore Washington Parkway, operated by the National Park Service. Allowing truck traffic to continue southbound, rather than improving the roads indicated, is more cost effective. Directing truck traffic through neighborhood roads is not a good idea.
75	Purchase the lot between the Jessup Elementary School and the Jessup Community Hall and use to provide off-street parking for school and community hall events and to provide safe pedestrian access between the school and community hall.	Not implemented. If desired, the Jessup Improvement Association should contact the Board of Education regarding the interest and feasibility of additional shared parking between the community hall and the Jessup Elementary School. Note that the current budget includes funding for a replacement of Jessup Elementary.
75	In conjunction with the planned mixed use development of Clarks Hundred and the recommended streetscape improvements, incorporate sidewalks along MD 175 into the design plans to the extent possible, with a long range plan of connecting the Jessup MARC station to the mixed use village center.	Ongoing. There are continuing efforts to add bicycle and pedestrian facilities Countywide. Budgetary limitations allow for a minimal amount of improvements and/or studies to be conducted. Priorities for sidewalk installation under Capital Improvement Projects H508400 and C478300. A stand alone capital project can be requested and / or development activity can in fill missing sections as available.

Page #	Recommendation	Status
75	<p>The County Department of Public Works (DPW) should study the need for street lights at the junction of Brock Bridge Road with Dorsey Run Road and with Guilford Road. These intersections are difficult to locate.</p>	<p>Not implemented.</p>
75	<p>Dangerous curves and lack of roadway shoulders create hazardous conditions along some local roads. The DPW should study the following sections to consider straightening and/or widening to improve safety: a) on Brock Bridge Road at the water tower; b) on Race Road at Orchard Avenue; c) on Forest Avenue north of Montevideo Road near Simms Lane (this location is scheduled for design, right-of-way acquisition, and construction in fiscal year 2003-05); d) on Forest Avenue in the 7400-7500 block.</p>	<p>Ongoing. The County has completed studies / projects for Brock Bridge and Race Road. Improvements to Brock Bridge at the water tower were completed with the construction of National Business Parkway. Improvements to Forest Avenue were completed under Capital Project H502500.</p>
75	<p>Provide sidewalks or pathways where needed on area roads. The following road segments should be considered: a) along MD 175 between the BW Parkway and the County line; b) along Montevideo Road between Race Road and the County line.</p>	<p>Ongoing. a) along MD 175 to National Business Park is being bid by the State Highway Administration; b) The Department of Transportation prioritizes sidewalk locations under Capital Project H508400. Additional improvements can be made through the development process as it occurs.</p>
75	<p>Three bridged segments on Brock Bridge Road are experiencing problems related to flooding. These are located: a) at the Prince George's County line; b) at the Little Patuxent River crossing; and c) at Dorsey Run Road. Study, and if needed, redesign or improve these segments to reduce roadway flooding</p>	<p>Partially implemented. Automated flood warning systems are being installed at these locations under Capital Project H569300.</p>
76	<p>Support implementation and completion of the improvement plans that have been made for Guilford Road.</p>	<p>Completed. The Guilford Road bridge replacement over the CSX railroad and associated road improvements were completed by 2010. The project was a joint venture with the State Highway Administration and Howard County.</p>

Page #	Recommendation	Status
76	<p>In addition to the flooding problems on Brock Bridge Road, there are several other local roads in the planning area that are experiencing drainage problems. The County should address these problems at the following locations:</p> <ul style="list-style-type: none"> a) on Montevideo Road at the Redmond and Whitehead properties (in the vicinity of parcels 144-148); b) on Race Road between Carlin Road and Montevideo Road; c) on Forest Avenue at the sharp curve in the 7400 block; and d) at Reavis Road and Forest Avenue, where a stream blockage is occurring. 	<p>Ongoing. To report a drainage issue or request a storm drain service, visit the Department of Public Works' Bureau of Highways web page at https://www.aacounty.org/services-and-programs/road-drainage-maintenance.</p>
76	<p>Heavy truck traffic on local roads in Jessup is an ongoing problem and is increasing. The DPW should study and identify improvements necessary to accommodate truck traffic on Race Road, Forest Avenue, Wigley Avenue, and Montevideo Road, and whether a weight limitation for trucks should be established.</p>	<p>Not implemented. All trucks are required to exit southbound MD 295 at MD 175 because south of MD 175 MD 295 transitions to the Baltimore Washington Parkway, operated by the National Park Service. Allowing truck traffic to continue southbound, rather than improving the roads indicated, is more cost effective. Directing truck traffic through neighborhood roads is not a good idea.</p>
76	<p>Russert Green East and West have an excessive speed problem. The DPW should study and identify which traffic calming measures would be effective given the functional classification of these roads.</p>	<p>Completed. The speed limit is between 30-35 miles per hour. A neighborhood traffic calming radar speed sign has been installed on Russet Green West.</p>
76	<p>Excessive speeding occurs on the following roads: Dorsey Road; Forest Avenue; Orchard Avenue; Race Road; Horseshoe Circle; Hilltop Road; Sellner Road; and Brockbridge Road. The DPW should study and identify which traffic calming measures would be effective given the functional classification of these roads</p>	<p>Ongoing.</p>

Page #	Recommendation	Status
76	<p>The County should provide pavement repairs on the following local roads: Race Road between Montevideo Road and Carlin Road; Montevideo Court; House of Correction Road.</p>	<p>Ongoing. The Bureau of Highways in the Department of Public Works is responsible for all maintenance activities associated with the County's 6,300 roads, or approximately 3,600 lane-miles, of the County's transportation system. The Bureau schedules and plans its work based on priority. The goal is to balance citizen response with planned, preventive, and corrective maintenance. The Bureau's service delivery order of priorities is (1) safety, (2) preservation of assets (infrastructure), (3) user comfort and convenience, and (4) aesthetics. Productivity performance standards have been established for all types of work. More information about specific maintenance activities can be accessed at www.aacounty.org/departments/public-works/highways/road-maintenance/index.html.</p>
76	<p>Request that the DPW study the need for deer crossing signs at Woodland Hills Way and Whiskey Bottom Road.</p>	<p>Not implemented.</p>

Education and Community Facilities

1. Provide high quality recreational and community facilities for residents and employees in the Jessup/Maryland City area.
2. Improve educational opportunities for residents and employees in the Jessup and Maryland City areas.
3. Improve the quality of education for all students in the Jessup/Maryland City area.
4. Improve the learning environment in the local schools.
5. Provide a high level of public safety for residents and business owners in the Jessup/Maryland City area
6. Maintain and improve coordination and communication between Federal, State and neighboring County planning officials and local communities with regard to major government facilities in the area in order to minimize the impacts of these facilities on the surrounding communities.

Page #	Recommendation	Status
85	Explore opportunities both to expand existing local parks (Jessup Park, Bacontown Park, etc.) by acquiring adjoining acreage where feasible, and to locate new active use parks and public open spaces in the area by acquiring additional acreage (Oak Hill Detention Center site) and/or by incorporating recreational areas into new mixed use developments.	Ongoing. The Department of Recreation and Parks (DRP) continues to pursue land to expand Jessup Park and Maryland City Park and will acquire land when opportunities arise. In addition, DRP is continuing to search for additional parkland in the Jessup/Maryland City area.
85	Increase the level of maintenance at Bacontown Park as well as other area parks.	Ongoing. The Department of Recreation and Parks (DRP) utilizes Capital Improvement Program projects P479800 Park Renovation and P457000 School Outdoor Recreation for continuous facility maintenance. In addition, the Local Development Council allocates "Maryland Live" casino funds to the Department of Recreation and Parks to improve and maintain parks in Jessup/Maryland City.
85	Acquire use of the open space behind Jessup Elementary School to be used as nature trails or other outdoor classroom facilities.	Ongoing. The new Jessup Elementary School is currently under construction. Adding additional fields at Jessup Park is not feasible due to environmental constraints. The 2017 Land Preservation Parks and Recreation Plan recommends the acquisition of land in the Jessup area to provide additional fields, trails and other recreation facilities. The County continues to search for suitable recreation acreage and a willing seller.

Page #	Recommendation	Status
85	Upgrade Jessup Park on Montevideo Road to include running water, restroom facilities, benches, and playground equipment.	Ongoing. Jessup Park playground equipment has been replaced.
85	Encourage the U.S. Fish and Wildlife Service to provide equestrian facilities at the northern entrance of the Patuxent Wildlife Refuge on MD 198.	Not implemented. The operation and land use decisions within the Patuxent Research Refuge are the responsibility of the U. S. Fish and Wildlife Service.
85	Encourage the U.S. Fish and Wildlife Service to clean up and resurface the entrance road (Bald Eagle Drive) and ball fields adjacent to the northern entrance of the Patuxent Wildlife Refuge.	Not implemented. There have been no discussions with the U. S. Fish and Wildlife Service on this issue. Concerned citizens should contact the Patuxent Research Refuge. The County has no jurisdiction over this Federal facility.
85	Establish fishing and observation sites along the Little Patuxent River at feasible locations on Brock Bridge Road.	Not implemented. This has not been studied and will require staff resources and / or funding.
85	Encourage the County or State to acquire acreage within the Oak Hill Detention Center site for use as a regional park or for other community facilities or uses.	Not implemented. The Oak Hill Detention site continues to be owned by the Federal Government.
85	Continue the current expanded hours of operation at the Russett and Provinces Libraries that include evening and Sunday hours.	Completed. Library is open Monday -Thursday from 9 a.m. - 9 p.m., Friday and Saturday from 9 a.m. - 5 p.m., and open Sundays from 1 p.m. to 5 p.m., September through May.

Page #	Recommendation	Status
85	<p>Increase educational opportunities for the residents of the western part of the County. Jessup/Maryland City and Odenton have large increases in population projected over the next twenty years relative to other areas in the County and yet have been relatively under- served in terms of proximity to higher education. The new Anne Arundel Community College satellite campus at Arundel Mills Mall will help to meet this need. Additional opportunities should be pursued to benefit the existing residential and business community, including National Business Park employees, and to attract new businesses by providing access to continuing education courses. As previously discussed, the County is encouraged to explore the possibility of acquiring acreage on the Oak Hill Detention Center site for this purpose should opportunities for acquisition arise. A suggestion to immediately improve community college opportunities for the Small Area is to establish a reciprocity agreement between counties that would create an "Inter-County Residency Zone." This would allow people who live in defined boundaries of different counties the benefit of paying "residency" rates for courses at each other's community colleges. (i.e. Maryland City residents could attend nearby Howard Community College which is a 15-minute commute.)</p>	<p>Ongoing. Anne Arundel Community College (AACC) offers classes at several campuses within the County. In addition, other private technical and educational opportunities are available. Residents can attend any community college they wish - tuition rates are guided by state law and the AACC Board of Trustees.</p>
86	<p>Establish a reciprocity agreement between counties that would create an "Inter-County Residency Zone." (i.e. Residents of Maryland City could attend nearby Howard Community College)</p>	<p>Ongoing. Residents can attend any community college they wish - tuition rates are guided by State law and the Anne Arundel Community College Board of Trustees.</p>

Page #	Recommendation	Status
86	Increase the number of partnerships between the business community and the schools.	Ongoing. Anne Arundel County Public Schools offers a number of opportunities for businesses to partner with the schools such as volunteering at a school, hosting an intern and supporting a Signature Program at one of the high schools.
86	Establish a Countywide appreciation and recognition program for the business partners.	Completed. Anne Arundel Economic Development Corporation (AAEDC) conducts an annual Business Appreciation Week during which site visits are conducted at local businesses and certificates of appreciation are awarded. Businesses that participate with local schools, youth programs, and other community service activities are often awarded during this event.
86	Encourage the schools to invite greater parental involvement and participation at the local school level.	Ongoing. Visit www.aacps.org or the individual schools' websites for more information regarding volunteer opportunities.
86	Increase participation in national science and math programs and competitions.	Ongoing. Anne Arundel County Public Schools has increased participation in national science and math programs through the various offerings such as Destination ImagiNation, MESA, and the Science, Technology, Engineering and Mathematics.
86	Establish a vocational school in the area.	Ongoing. Vocational programs are currently offered at the Center of Applied Technology North located at 800 Stevenson Road in Severn for the Meade High School feeder district.
86	Reward local school teachers and staff members for identifying and effectively dealing with discipline problems.	Ongoing.
86	Form an alliance between the schools, the police department, the court system, and parents to explore solutions and monitor progress toward increasing security and discipline in the schools.	Ongoing. The Police Department provides School Resource Officers (SROs) to each of the County Public high schools and several middle schools. The FY2019 Capital Budget includes funding for additional SROs.
87	Authorize the establishment of a multi-county police facility in the area to serve as a temporary holding and booking facility.	Partially implemented. A Centralized Booking Facility is in the FY2018 Capital Budget and Improvement Program. The facility is scheduled to be opened in October, 2019.

Page #	Recommendation	Status
87	Provide for replacement of the fire equipment that has exceeded its 20-year useful life at the Maryland City Fire Station.	Completed. The fire equipment has been replaced.
87	Complete the expansion of the Jessup Fire Station as currently planned in the County's Capital Budget.	Not implemented. This project has been placed on hold pending the final design of the interchange located at Route 175 and Route 295.
87	Prohibit roadside activities, such as, but not limited to, fundraising and sales.	Not implemented. Roadside stands consisting of temporary seasonal structures that sell produce and other agricultural goods are permitted in the lower density residential zoning districts, and roadside vendors are permitted in all commercial zoning districts. It is unlikely that there is Countywide support for a total prohibition of these uses.
87	Develop a process or mechanisms to ensure that the public is informed of plans related to the operation, maintenance, and/or expansion of government facilities in the planning area, and is given opportunity to provide input during the planning phases, so that adverse impacts on neighboring communities will be minimized.	Completed. The County Budget process provides opportunity for public input at Planning Advisory Board and County Council and public hearings.

Public Utilities

1. Upgrade public utilities in the Jessup/Maryland City area.

Page #	Recommendation	Status
93	Staff of the Department of Public Works, the Health Department and/or OPZ need to work with residents of the Reavis Road area with regard to the ongoing problem of failing septic systems and develop viable solutions to this problem.	Not implemented. Lots on Reavis Road are in the Planned Sewer Service Area. Currently, the sewer main extends to the intersection of Forest Avenue and Forest Creek Drive, approximately 800 feet south of the intersection of Forest Avenue and Reavis Road. The property owners along Reavis Road should utilize the public sewer petition process to evaluate the feasibility for sewer extension to their community.
93	Relocate/repair utility poles along all of Brock Bridge and Whiskey Bottom Roads.	Ongoing. Installation of electric power lines and communication cables is regulated by Federal requirements. BGE and telecommunication companies install infrastructure in accordance with those requirements, and the County does not have governing authority. For new development, electric and communication lines are typically installed underground. This does not apply to infill development in previously developed areas where overhead lines are already in place.
93	Place utility cables/connections underground, where practical, on MD 175, MD 198, and along the Camden train line between the Jessup and Savage stations.	Ongoing. Installation of electric power lines and communication cables is regulated by Federal requirements. BGE and telecommunication companies install infrastructure in accordance with those requirements, and the County does not have governing authority. For new development, electric and communication lines are typically installed underground. This does not apply to infill development in previously developed areas where overhead lines are already in place.

Lake Shore

The Lake Shore Small Area Plan (SAP) was adopted in May of 2004 and addressed goals and recommendations for land use, zoning, economic development, natural and historic resources, transportation, education and community facilities, public utilities and community design.

Vision Statement

The phrase ‘We like it the way it is’ sums up the sentiment of most residents and the Small Area Planning Committee of the Lake Shore Peninsula. It is our vision that our existing quality of life is maintained while our rural area and our environmental and aquatic resources are protected. The area will be a green hub, and a model for smart growth and environmental sensitivity.

Our Plan includes policies and recommendations that will: preserve the fragile environment and our rural and water-oriented communities; control growth; improve pedestrian and bike access; provide greater access to the natural environment, both open space and waterways; reduce traffic problems and provide a safe road network; address safe drinking water; provide more opportunities for seniors and family activities; improve the quality and design of existing commercial; and which will ensure that size and placement of new commercial development best serves the local population with least impact.

- The Lake Shore area will be readily identifiable and known as a green hub; a gateway to the Chesapeake Bay. It will be an area where the citizens respect and protect the environment, and where education about the Bay and its environs are used as tools to educate newcomers and future generations.
- A series of parks and green ways will be identified that seeks to set aside the most important networks for open space, recreation, and wildlife.
- Commercial uses will be focused into defined areas. Plans and ordinances will be developed that ensure design standards for new and redeveloping commercial facilities are utilized.
- Future residential buildout will be controlled and will maintain a sustainable level that will not adversely affect the natural and environmental resources of the area, and which will retain the rural character and lifestyle that exists
- Recreational and housing opportunities for seniors will be enhanced.
- A community center will be developed that provides a variety of cultural and recreational opportunities for families.
- Future development will be planned and controlled in such a way as not to add to the existing traffic concerns or create new traffic problems. Transportation improvements including roads, sidewalks and public transportation will be considered and implemented in a timely fashion in order that the road network can serve the residential population in a safe manner.
- Public facilities including schools, police stations, fire stations and libraries will be upgraded in a timely manner as necessary to meet the growing needs of the area.
- Enforcement of existing laws and regulations will be a priority of the County. Stricter zoning enforcement will occur in a more timely matter.

Plan Highlights

Highlights of the Lake Shore Small Area Plan include recommendations for growth management, protection and preservation of open space; improvements to the roadway network; and providing adequate recreational and cultural opportunities.

Growth Management

Because of the limited public facilities in this area, the residents would like to keep future residential development to a minimum so that additional problems with roads, schools and other facilities do not occur. Concern has been raised in particular for Mountain Road and Fort Smallwood Road, which are the two major arteries that serve the area.

Protection and Preservation of Open Space

The residents of the Lake Shore Small Planning Area have expressed that preservation and conservation of natural resources and the continuation of a rural lifestyle are most important. They would like to set the standard for environmental concern; preserve natural resources and open space; reduce development in the future; and develop a model program for environmental education.

Improvement of the Roadway Network

The Plan calls for provision of safe and adequate roads, particularly Fort Smallwood Road and Mountain Road. It is felt that these roads will need to be improved in the near future to service the existing population as well as the projected population.

Providing Adequate Recreational and Cultural Opportunities

It is the feeling of the community that the Lake Shore Small Area is in need of some new public facilities and improvements and enhancements need to be made to some existing facilities.

Key Goals and Recommendations

Growth Management

- Ensure that future residential development is sustainable and maintains the rural character of the Lake Shore Area. Residential densities should not exceed that which has been defined by this Plan. Where possible, densities should be reduced to be in concert with the character of the surrounding areas.
- Existing commercial businesses will be revitalized and improved where possible. Limit new commercial development to that which serves the local community and limit it to areas that have been defined in this Plan as commercial nodes.

Protection and Preservation of Open Space

- Identify areas that qualify for easement acquisition programs (agriculture, heritage, land trusts, etc.) and encourage the landowners and the County to work together to protect them from future development.
- Evaluate current zoning and identify properties where zoning should be changed to better protect the environment and reduce residential and commercial buildout.

- The County should develop creative ways to purchase conservation easements on farmland, woodlands, and for environmentally sensitive parcels that do not qualify under the County or State's current Agriculture Land Preservation Program.
- The County shall take the lead in coordinating and developing environmental education programs for County residents. Programs that assist with promoting a better understanding of the Chesapeake Bay aquatic systems, air quality, wildlife, rare and endangered species, pollution sources, radium, and other issues shall be developed.

Improvement of the Roadway Network

- Conduct a detailed study of the roads within the planning area and determine what improvements need to be made to ensure safety, adequate maintenance of traffic flow, and alternative transportation needs including bike lanes and sidewalks.
- Provide a better connection(s) between Fort Smallwood Road and Mountain Road. Evaluate Hog Neck Road for possible improvements (widening, third lane, fourth lane etc.) and/or an alternative connector between Fort Smallwood Road and Mountain Road. Improvements should be provided as soon as possible.

Providing Adequate Recreational and Cultural Opportunities

- Develop a community center, which has space for community groups, meetings, recreation areas, space for college courses, and space for a community stage and auditorium.
- Develop an indoor recreation center, possibly in conjunction with the community center that has space for basketball, racket ball, gymnastics, etc.
- Develop public boat ramps in appropriate locations to serve the entire area. Consideration should be given to White Pond Park as a potential location (i.e. the Honolulu property).

Implementation

Over 90 recommendations were identified within Lake Shore SAP to help implement the Vision and the 1997 General Development Plan. Over 80 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are restriction of new commercial development to defined commercial nodes; development of watershed management plans for the Lake Shore area watersheds; improvements to the Pasadena Senior Center; establishment of enhanced stream and Critical Area buffers; a master plan for Fort Smallwood Park and various improvements, including a two-lane boat ramp and concession building restoration; acquisition of and master plan for the Harry and Jeannette Weinberg Park; and various transportation studies and improvements, including Mountain Road and Edwin Raynor Boulevard.

The following table lists the goals of the Lake Shore Small Area Plan, corresponding recommendations and the status of each.

Land Use, Zoning and Economic Development:

1. Ensure that future residential development is sustainable and maintains the rural character of the Lake Shore Area.
2. Have commercial development that will serve the local community and will be located in appropriate locations. Existing commercial businesses will be revitalized and improved where possible.

Page #	Recommendation	Status
28	Residential densities should not exceed that which is defined by this Plan. Where possible, densities should be reduced to be in concert with the character of the surrounding areas.	Completed. Comprehensive Zoning changes that occurred after the adoption of the Lake Shore Small Area Plan included five County Council amendments that increased residential density, six amendments changed residentially zoned land to commercially zoned land and one amendment downzoned a property from W2 to OS (See Bill 49-05).
28	Identify areas that qualify for easement acquisition programs (agriculture, heritage, land trusts, etc.) and encourage landowners and the County to work together to protect them from future development.	Ongoing. The County administers three programs designed to protect agricultural land and woodlands (Anne Arundel County Agricultural and Woodland Preservation Program, Maryland Agricultural Land Preservation Foundation (MALPF) and Rural Legacy Program) in addition to working with local land trusts and State agencies that have the same or similar missions. The Priority Preservation Area (Chapter 8 2009 GDP) was developed in response to the Agricultural Stewardship Act 2006 mandating all local jurisdictions with a Certified Agricultural and Woodland Preservation Program to meet certain criteria within an area in order to maintain certification and retain 75% of the agriculture transfer taxes. In addition, the Rural Legacy Area was developed in concert with Maryland Department of Natural Resources following the same mission to protect our natural resources. Funding for preservation is received through MALPF, Rural Legacy and Tri-County Council Tobacco Restitution funds in addition to County funding.

Page #	Recommendation	Status
28	Develop new and/or more flexible regulations, which will allow the preservation of more property for agriculture and open space specific to Lake Shore.	Ongoing. Preservation of property in the Lake Shore Small Area has been ongoing through a variety of methods including the purchase of the White Pond, Honolulu property as the Harry and Jeannette Weinberg Park and the Looper Property as the Magothy Greenway Natural area; increased buffer protection for bog areas; forest conservation, floodplain, wetland and open space easements placed on private property through the subdivision process; and continued implementation of the Greenways Master Plan.
30	Limit new commercial development to that which serves the local community and limit it to areas that have been defined in this Plan as commercial nodes.	Completed. Commercial development has not expanded beyond the areas defined in the Lake Shore Plan as commercial nodes.
30	Improve the appearance of commercial and business establishments in the planning area by adopting design guidelines that consider: uniform facades; coordinated setbacks; better design and placement of parking; landscaping and sign standards; and maintenance requirements for businesses.	Partially implemented. A feasibility and alternatives study was completed for the Mountain Road corridor between Catherine Avenue and Edwin Raynor Boulevard that proposes streetscape improvements, intersection improvements, sidewalks, and improvements to access and parking on some private properties. The County and State will partner to complete remaining stages including ROW acquisition, engineering design and construction. Design guidelines have not been prepared for other areas in Lake Shore as the principal commercial corridor is along Mountain Road.
32	Change Map 17, Parcel 16, 1343 Water Oak Point Road from Low Density Residential to Maritime.	Completed. The land use was changed to Maritime per Bill 16-04, and the zoning is MB. The site remains developed as a marina.
32	Change Map 17, Parcel 257, 1421 Mirabel Way from Low Density Residential to Maritime.	Not implemented. This property was retained for Residential Low Density land use with approval of Bill 16-04, Amendment #4.
32	Change Map 18, Parcel 1, Honolulu Property from Rural Agricultural to Natural Features.	Completed. The land use was changed to Natural Features with approval of Bill 16-04. The site is owned by Anne Arundel County, is zoned OS, and remains undeveloped.

Page #	Recommendation	Status
32	Change Map 12, Parcel 7 (Lots 20, 34-42, part of lot 7, Section C), 7605A, 7631 Bay Street from Low Density Residential to Natural Features.	Completed. The land use was changed to Natural Features with approval of Bill 16-04 however, these areas are incorrectly shown on the Planned Land Use Map. The zoning is OS. 7605A is a boat ramp for the Venice Civic Association. 7631 Bay Street continues to be owned by the Venice Beach Civic Association and remains undeveloped.
32	Change Map 18, Parcel 17 (Lots 93-100, 107-116), 2074, 2076, 2080, 2088 Kurtz Avenue from Natural Features to Low Density Residential.	Partially implemented. Lots 90-100 were changed to Commercial land use and Lots 101-114 were changed to Residential Low Density land use with approval of 16-04, Amendment #2. Zoning on the site is C3 and R2, and the sites are used for retail commercial uses.
32	Change Map 18, Parcel 16, Fort Smallwood Road, Compass Pointe Golf Course from Rural Agricultural to Natural Features	Completed. The land use was changed to Natural Features with approval of Bill 16-04. The site is zoned RLD and remains in use as a golf course.
33	Change Map 18, Part of Parcels 26, 317, 1720 Poplar Ridge Road from Rural Agricultural to Natural Features.	Completed. The land use was changed to Natural Features with approval of Bill 16-04. Zoning for the full area is R2. The southern portion of the area remains in use as Poplar Ridge Park, and the northern 9 acres is dedicated open space in Belhaven Woods.
33	Change Map 17, Part of Parcels 138, 233, 431; 4110, 4304, 4306 Mountain Road from Commercial, Rural Agricultural, Natural Features to Commercial, Low Density Residential.	Partially implemented. Parcel 138 was changed to Commercial and Residential Low Density land use. Zoning is consistent with the land use at C2 and R2 respectively. Parcels 233 and 431 are entirely Commercial and use and zoned C2. The sites are developed with retail commercial, office and single-family detached uses.
33	Change Map 24, Part of Parcels 127, 362; 4469 Mountain Road from Rural Agricultural to Commercial.	Completed. The land use was changed to Commercial for this portion of these parcels with approval of Bill 16-04. This portion of the site is zoned C1. The site serves as parking for the adjacent restaurant.
33	Change Map 24, Parcels 150, 151; 4487, 4497 Mountain Road from Commercial, Low Density Residential to Commercial, Low Density Residential (expanding the Commercial land use area).	Completed. The Commercial land use was expanded for this area with approval of Bill 16-04. Parcel 151 is zoned C1, while parcel 150 is split between C1 and R1 zoning. Retail commercial uses occupy the site.

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34	Change Map 24, Parcels 35, 452, 713, 746; Magothy Beach and Woods Road (Jacobsville Park and Lake Shore Athletic Complex) from Rural Agricultural and Natural Features to Natural Features.	Completed. The land use was changed to Natural Features with approval of Bill 16-04. The land use was subsequently changed with the 2009 GDP to Government/Institution to reflect the site's ownership by Anne Arundel County. The site is zoned OS and holds the Lake Shore Athletic Complex and Jacobsville Park.
34	Change Map 25, Parcel 56; Mountain Road (Looper Property) from Rural Agricultural to Natural Features.	Completed. The land use was changed to Natural Features with approval of Bill 16-04. Zoning for the site is OS and the site remains undeveloped.
34	Change Map 33, Otter Pond, Gibson Island from Rural Agricultural to Natural Features.	Completed. The land use was changed to Natural Features with approval of Bill 16-04. The site is classified as water; no zoning class is applied.
34	Change Map 17, Parcels 421, 686, 687; Fort Smallwood Road from Low Density Residential to Natural Features.	Completed. The land use was changed to Natural Features with approval of Bill 16-04, Amendment #1. Zoning is primarily OS, with a portion of the site zoned R1 and C1. The sites are owned by Anne Arundel County; a portion of the site holds a public water tank and the remainder of the site is undeveloped.

Environmental and Cultural Resources

1. Evaluate the current zoning and identify properties where zoning should be changed to better protect the environment.
2. Environmental education will be a mandatory part of the school curriculum and will be a priority of the County government for County residents.
3. Preserve and protect the Bodkin, Patapsco and Magothy River Watersheds. Clean up and restore tributaries to their natural state and maintain healthy conditions through proactive watershed management and eliminating sources of pollutants. Improve storm water management to reduce and, where possible, eliminate the negative impacts of storm water runoff.

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59	Evaluate current zoning and identify properties where zoning should be changed to better protect the environment and reduce residential and commercial buildout.	Ongoing. Properties are evaluated for potential land use and zoning changes during master plan processes such as the Small Area Plans and the General Development Plan.

Page #	Recommendation	Status
59	Consider establishing a Transfer of Development Rights (TDR) Program.	Completed. The use of a Transfer of Development Rights program was assessed and found to not be feasible in Anne Arundel County given the low demand for additional densities in potential receiving areas and that the densities in the potential sending areas have been reduced through mechanisms such as retention of RA and RLD zoning, removal of the family conveyance allowances from the Code, land acquisition for preservation, conservation easements through land trusts and through the development process, implementation of the County's Agricultural and Woodland Preservation program and implementation of the State's "Septic Bill" which designates much of the rural areas as Growth Tier 4, limiting subdivision potential to 5 lots or less.
59	The County should develop more creative ways to purchase conservation easements on farmland, woodlands, and for environmentally sensitive parcels that do not qualify under the County or State's current Agriculture Land Preservation Program.	Completed. The County may acquire conservation easements through the Rural Legacy Program and Program Open Space funds. Easements may also be acquired by the Maryland Environmental Trust and various land trust organizations.
60	Eliminate the restriction in the Agricultural Preservation Program (regarding setbacks from water and sewer districts) for agricultural land outside those districts.	Not implemented. Anne Arundel County does not set the requirements of the Maryland Agricultural Land Preservation Program. The Maryland Agricultural Land Preservation Foundation (MALPF) sets the eligibility criteria and purchases the easements on agricultural land. One of the criteria continues to be that the location of the land is outside of the public sewer and water service area.
60	Develop incentive programs (for landowners) that will help preserve shorelines in their natural condition.	Ongoing. The County's Emergent Wetland Grasses Program serves as one incentive for property owners to protect shorelines. No other incentive program has been implemented specific to shoreline preservation.
60	Evaluate all remaining undeveloped waterfront property and develop recommendations for future public purchase to preserve valuable assets.	Not implemented.

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60	<p>The County shall take the lead in coordinating and developing environmental education programs for County residents. Programs that assist with promoting a better understanding of the Chesapeake Bay aquatic systems, air quality, wildlife, rare and endangered species, pollution sources, radium, and other issues shall be developed.</p>	<p>Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works maintains an extensive environmental education program for County residents and businesses with a focus on stormwater and Chesapeake Bay related issues. In addition, to meet environmental literacy standards set by the State, Anne Arundel County Public Schools (AACPS) former "Outdoor Education Office" at Arlington Echo became the "Environmental Literacy and Outdoor Education Office" which has the responsibility of incorporating environmental literacy into the schools and classrooms and providing curriculum and training to teachers. Many programs exist to enhance, extend and enrich the classroom curriculum including a Native Growers program, Envirothon competition and the Watershed Stewards Academy, a community outreach and environmental action program run by a collaborative effort between the AACPS and the WPRP.</p>
60	<p>The County will form an Environmental Commission for the Lake Shore and Pasadena/Marley Neck Small Areas. The commission will be charged with monitoring the overall environmental health and issues of the area and proposing solutions to the County Executive and County Council.</p>	<p>Not implemented.</p>
60	<p>The County shall establish an outdoor environmental education center in the Lake Shore area.</p>	<p>Not implemented. Outdoor environmental education centers are typically sited in large natural resource areas such as Jug Bay. No specific site in Lake Shore has been identified.</p>
60	<p>The County needs to better support private organizations that are dedicated to environmental efforts. The Magothy River Association and Bodkin Creek Coalition are examples. Funding and basic County staff support should be provided.</p>	<p>Ongoing. In 2015, the Watershed Protection and Restoration Program in the Department of Public Works established an ongoing grant program that provides funding to local watershed organizations for restoration activities. Three rounds of grant funding have been awarded, a fourth is in progress.</p>

Page #	Recommendation	Status
60	<p>Complete the Patapsco and Magothy Rivers watershed management plans. Broaden the use of existing technologies, such as the Watershed Management Tool (WMT), to evaluate how changes in land use, zoning and best management practices, and other watershed conditions affect the watersheds, sub-watersheds and tributaries.</p>	<p>Completed. Watershed studies/assessments have been completed as required by the County's National Pollutant Discharge and Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit for all of the County's 12 major watersheds. The Watershed Management Tool (WMT) consists of several components. The first component is a Geographic Information System-interfaced data repository in which all environmental data pertaining to waterways and land is stored, maintained, and updated. A second component consists of several engineering models that are used to evaluate existing and future conditions of hydrology, hydraulics, and water quality. A third component consists of a statistical model for performing exploratory correlation analysis to identify watershed stressors and their relationship to select watershed health indicators. The final component is a rating and prioritization analysis for streams and subwatersheds. This analysis is aimed at prioritizing restoration and preservation recommendation actions and includes a cost/benefit analysis, feasibility study, and development of conceptual plans.</p>
60	<p>Implement a watershed approach to stormwater management, land use planning, development, permitting and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.</p>	<p>Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.</p>

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61	<p>Examine buffer conditions along stream channels and develop programs for improvement if necessary. Implement where possible, a minimum 100-foot riparian buffer to all tributary streams to minimize impacts of stormwater runoff.</p>	<p>Completed. Stream buffers were assessed as part of Watershed Assessments conducted by the Department of Public Works Watershed Protection and Restoration Program and are integral to the design of stream restoration projects. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.</p>
61	<p>Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or the County's Stormwater Design Manual, whichever is more stringent.</p>	<p>Ongoing. For any proposed development, the owner/developer shall submit phased stormwater management plans for review and approval.</p>
61	<p>Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases and the need for stormwater management design to accommodate increases in runoff resulting from comprehensive and site-specific rezoning.</p>	<p>Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code.</p>
61	<p>Accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas. Aggressively pursue incentive-based approaches (e.g. State grant funds) to achieve retrofitting of areas in need of improved stormwater management. Include appropriate funding for capital improvements to be completed within a ten-year period.</p>	<p>Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works identifies restoration projects in the Capital Improvement Plan budget that will achieve Total Maximum Daily Load requirements for stormwater. WPRP aggressively pursues alternative funding sources.</p>

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61	<p>Establish a comprehensive stormwater infrastructure preventative maintenance and management program that reduces environmental degradation and extends infrastructure useful life.</p>	<p>Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing operation, maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.</p>
61	<p>Ensure that all governmental sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.</p>	<p>Ongoing. All Capital Improvement Program projects are held to the highest environmental regulations and standards.</p>
61	<p>Ensure that all new development meets water discharge standards for quantity and quality, and is developed in such a way as to ensure maximum utilization of land, preservation of sensitive areas, and to the extent possible the attributes of green development and smart growth.</p>	<p>Completed. The Stormwater Management Manual was revised in 2010 and last updated in 2017, and includes guidance for Environmental Site Design techniques and practices.</p>
61	<p>Implement a Countywide policy to protect all nontidal/non-Critical area rivers, streams and wetland areas.</p>	<p>Completed. Nontidal/non-Critical Area streams and wetlands are protected through numerous regulations including those found in Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management), Article 17 (Subdivision and Development) and Article 18 (Zoning) of the County Code.</p>
61	<p>Encourage, to the maximum extent possible, the use of innovative approaches to stormwater management and low-impact development site design in the land development process.</p>	<p>Ongoing. Stormwater management plans submitted for the development of land are required to demonstrative environmental site design to the maximum extent practicable per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) of the County Code.</p>

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61	Foster community education on stormwater issues through cooperation with local citizen groups, public and private schools, park and recreation programs and the use of the Internet.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works (WPRP) maintains a website (www.aacounty.org/departments/public-works/wprp/) that provides relevant information to help citizens reduce stormwater pollution and develop a better understanding of environmental issues in the County. WPRP outreach staff work routinely with schools and community organizations.
61	Develop and implement, on a continuing basis, a program to stencil storm drains to enhance community awareness that these storm drains direct runoff to tributaries of the Chesapeake Bay.	Ongoing. Painting of storm drains in the County has been assumed by non-government organizations and the Watershed Stewards Academy.
61	The County should monitor water quality to determine the extent of pollution and assess whether improvements are occurring.	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works conducts several monitoring programs to assess the health of County streams and the effects of restoration projects.
62	Identify land based pollution sources and develop programs to reduce their impact on Chesapeake Bay tributaries. Fertilizers, failing septic systems and sedimentation are the main concerns.	Completed. Land-based pollution sources have been addressed through the County's Phase II Watershed Implementation Plans and individual Total Maximum Daily Load restoration plans.
62	The disposal of dredge spoils through open-water dumping or by building artificial islands where none previously existed in unacceptable. In particular, the County should prevent the Maryland Port Administration from constructing an artificial disposal island between Rock Point and Bodkin Point, a site known as Site 170.	Completed. The County does not dump dredged material in open waters or build artificial islands where none previously existed. Further, the County has no authority over the Maryland Port Administration.
62	Consider using Bodkin Creek as a demonstration watershed for water quality monitoring.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works operates a Countywide Biological Monitoring Program. Monitoring was conducted in the Bodkin watershed in 2006, 2011 and 2017.

Transportation

1. Provide safe and adequate roads (Fort Smallwood Road and Mountain Road) to service the current population and that which will be developed under current zoning.

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67	Conduct a detailed study of the roads within the planning area and determine what improvements need to be made to ensure safety, adequate maintenance of traffic flow, and alternative transportation needs including bike lanes and sidewalks.	Ongoing. Studies include the Edwin Raynor Boulevard Pedestrian / Bicycle Study Draft Conceptual Design Report; Mountain Road Corridor Study; the Bicycle and Pedestrian Master Plan (2013) and the Complete Streets Guidance (2015). Implementation of recommendations will be considered during the annual budget process.
67	Provide a better connection(s) between Fort Smallwood Road and Mountain Road. Evaluate Hog Neck Road for possible improvements (widening, third lane, fourth lane etc.) and/or an alternative connector between Fort Smallwood Road and Mountain Road. Improvements should be provided as soon as possible.	Partially implemented. MD 607 (Hog Neck Road) and a connector were evaluated and partially designed under Capital Project H443100. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction or can be required during the development process as applicable.
67	Develop a system of transportation demand management including, but not limited to, ridesharing, telecommuting, compressed workweeks, and local and interconnecting bus service.	Ongoing. Transportation Demand Measures (TDM) are included in the County's applicable master plans and implemented through various methods. The County's Rideshare Coordinator has established carpools and vanpools through the newly formed Commuter Crew program established in 2017.

Community Facilities

1. Provide community facilities that are currently not available.
2. Seniors are in need of housing, assisted living and nursing facilities and recreational facilities.
3. Provide improved public safety facilities.
4. Provide a cohesive outdoor environmental education program.
5. Determine the active and passive recreational needs of the Pasadena/Marley Neck and Lake Shore Small Areas, the needs for the intermediate future (up to twenty years should be identified), and programmatic improvements scheduled in the Capital Improvement Program to meet the demand.

6. Work with Baltimore City to stabilize and improve Fort Smallwood Park as the premier historic attraction and water access point on the Patapsco River in Anne Arundel County.
7. Acquire Fort Smallwood Park if Baltimore City decides to close the facility or transfer it to back to the Federal government or private party.

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79	Develop a community center, which has space for community groups, meetings, recreation areas, space for college courses, and space for a community stage and auditorium.	Not implemented. For fiscal responsibility to its residents, the County policy is to utilize school facilities for after school community activities and recreation needs.
79	Develop an indoor recreation center, possibly in conjunction with the community center, that has space for basketball, racket ball, gymnastic, etc.	Partially implemented. The 2017 Land Preservation Parks and Recreation Plan recommends an indoor basketball and volleyball facility to serve the north and east planning areas including Lake Shore. Property searches continue to determine a suitable site. A centrally located indoor tennis facility is being designed as a public-private partnership to serve the entire County.
79	Develop an adequate senior center, possibly in conjunction with the recreation center and community center.	Completed. Since this recommendation was made, the Pasadena Senior Center has undergone significant improvements.
79	Provide a new freestanding library to replace the temporary one in Long Point Mall.	Not implemented. The Mountain Road library continues to serve its relatively small service population.
80	Develop an equine center with outdoor show ring and riding trails.	Not implemented. An equine center at Lake Shore will require a private partner similar to Andy Smith Center and Andover center.
80	Develop public boat ramps in appropriate locations to serve the entire area. Consideration should be given to White Pond Park as a potential location (i.e. the Honolulu property).	Ongoing. The first County boat ramp at Fort Smallwood Park has been constructed. A feasibility study for additional ramps is in progress. In addition there are car top boat launches at Beachwood Park and Downs Park. The County will continue to provide additional boat ramps Countywide.
80	Support the acquisition of White Pond Park (Honolulu Property). A master plan should be developed that includes the study of waterfront access opportunities.	Completed. The White Pond, Honolulu property was acquired as the Harry and Jeannette Weinberg Park. The master plan is complete. Park design and construction are identified as Phase III in Capital Project P535900, Fort Smallwood and Weinberg Parks.

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80	Work with developers to provide senior housing and assisted living and nursing facilities.	Ongoing. There are a variety of options for assisted living in Pasadena.
80	The public facilities recommended above, including a community / cultural/ recreational center, should accommodate the needs of the seniors.	Completed. Any new facilities and existing facilities are being assessed through both the current American Disabilities Act Self-Evaluation process and through the future FY2019 Needs Assessment.
80	Consider the addition of a new fire station on Fort Smallwood Road east of Hog Neck Road.	Not implemented. There are currently no plans for an additional fire station in this location.
80	Add additional police patrols in the area. Additional police officers are preferable to improving already existing facilities.	Ongoing. The Police Department on a long term manages police officer staffing based on call for service; on a short term additional officers are deployed to respond to an issue as needed.
80	Work with the Board of Education to develop a Countywide outdoor environmental education program in all schools. The program would focus on the Chesapeake Bay and its environs and would be taught through a systematic approach in elementary, middle and high school grade levels.	Completed. In 2010, Maryland became the first state in the nation to implement an environmental literacy high school graduation requirement. In 2011, the Maryland State Department of Education instituted Pre-K through Grade 12 Environmental Literacy Curriculum Standards to be integrated into the curriculum of each school system. As such, Anne Arundel County Public Schools (ACPS) former "Outdoor Education Office" at Arlington Echo became the "Environmental Literacy and Outdoor Education Office" which has the responsibility of incorporating environmental literacy into the schools and classrooms and providing curriculum and training to teachers. Many programs exist to enhance, extend and enrich the classroom curriculum including a Native Growers program, Envirothon competition and the Watershed Stewards Academy, a community outreach and environmental action program run by a collaborative effort between the AACPS and the Watershed Protection and Restoration Program in the Department of Public Works.
80	Work with the Chesapeake Bay Foundation and other groups to promote a better understanding of the Bay and its problems through education in local community activities.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works maintains an extensive environmental education program for County residents and businesses with a focus on stormwater and Chesapeake Bay related issues.

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80	Conduct a study to examine current recreation and parks programs and facilities, determine the existing and future needs based on changing populations and community desires.	Ongoing. The Department of Recreation and Parks (DRP) conducts a State-mandated update to the Land Preservation, Park and Recreation Plan (LPPRP) every five years. In preparation for the 2022 Land Preservation Parks and Recreation Plan, the DRP will conduct a recreation participation survey to help determine the types and number of facilities desired by County residents.
80	As part of the study, assess the current method of allocating active recreational field usage and incorporate changes necessary to open usage to all in a fair and systematic process.	Completed. Field usage is managed by the Department of Recreation and Parks in a fair and equitable manner.
81	Work with the Maryland Department of Natural Resources to obtain funding for boat ramps, fishing piers, a safe harbor, and restoration programs to improve water quality and wildlife habitat.	Ongoing. A 380-foot fishing pier and a two lane boat ramp are fully operational. The boat ramp includes a protected harbor with navigational lights. Fort Smallwood Park also boasts a swimming beach and a fully restored historic concession building. The entire one mile shoreline will undergo total restoration over the next several years including living shorelines where feasible.
81	Work with the Maryland Historic Trust to develop funding to stabilize and restore the historic 'Fort Smallwood.	Ongoing. Capital Project P535900 Fort Smallwood Park is authorized in the FY2019 Capital Budget and includes the restoration of the historic Barracks to function as a visitor's center. The 1920 era concession building was recently restored and has been nominated for a national award. Restoration of the historic Hartshorne Battery and protection of the Sykes Battery footprint are part of this Capital Project. The Office of Planning and Zoning will guide the Department of Recreation and Parks with these historic and cultural resources.
81	Work with the Maryland Historic Trust to develop programs that will interpret the Fort and its role in the Spanish American War.	Ongoing. The Department of Recreation and Parks plans to include historic interpretation in redevelopment plans. Plans are underway to restore the Barracks.

Page #	Recommendation	Status
81	Work with Baltimore City, the Federal government and the State of Maryland to transfer the Fort Smallwood property to Anne Arundel County.	Ongoing. The 2017 Land Preservation, Parks and Recreation Plan recommends that the County discuss transfer opportunities with the City of Baltimore and the Federal Government. The County will continue to construct facilities in accordance with the Master Plan.

Greenways, Recreation and Open Space

Page #	Recommendation	Status
90	Addition of Illness Bog with a 100-foot buffer, plus a new connection across Fort Smallwood Road west to the Honolulu Hub.	Not implemented. A connection was unable to be made due to existing development.
90	Inclusion of a corridor through the Fairwood Community to connect the Compass Pointe Hub to the Looper Hub.	Not implemented. A publicly owned right of way or willing seller would need to be identified to carry out this recommendation. Currently, no funding for in-house staff or consultant services has been allocated to this purpose.
90	Inclusion of Cockey Creek Bog and its 100-foot buffer in its entirety and the headwater floodplain of the west fork of Cockey Creek through the Chelsea Beach area north to the Lake Shore Athletic Complex.	Completed. This area has been included in the preliminary draft 2018 Green Infrastructure Network.
90	Addition of Looper Park, the small recreation portion of the Looper Hub.	Completed. This area has been included in the preliminary draft 2018 Green Infrastructure Network.
92	Removal of the Compass Pointe golf course. This area would remain as a recreation area, but not as a greenway.	Not implemented. The preliminary draft 2018 Green Infrastructure Master Plan expands the definition from natural ecological areas of at least 250 acres and at least 200 feet in width to also include adjacent recreational, scenic, historic and cultural areas as part of the network. As such, the Plan incorporates the golf course because its connection serves a recreational purpose and has environmental benefit.

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92	<p>Minor corrections and technical adjustments such as expanding greenways to include areas protected under bog protection legislation.</p>	<p>Completed. The preliminary draft 2018 Green Infrastructure Master Plan incorporates bog wetlands and most of the Green Infrastructure Network includes a 300-foot buffer.</p>
92	<p>Form an organization or group to champion greenways in Lake Shore. Much of driving force for implementing greenways will come from residents of Lake Shore. “Champion” organizations are forming in other parts of Anne Arundel County such as the South River Exchange, but no group focused on greenways exists to date in Lake Shore. The groups that are active in Lake Shore and have related interests include: a.) Chesapeake Recreation Association; b.) Coastal Conservation Association; c.) Lake Shore Small Area Plan Committee; d.) Magothy River Land Trust; e.) North County Land Trust; f.) Pasadena Sport fishing Association; g.) Pasadena Horse and Pony Association</p>	<p>Completed. The County has partnered with existing organizations such as the Magothy River Land Trust and Magothy River Association to protect resource areas like the bogs and make areas like Beachwood Park more accessible for passive recreation, both being in greenways.</p>
93	<p>Work to protect unprotected connections and segments of the greenways network. The successful implementation of the greenways network in Lake Shore depends to a large degree on successful protection of currently unprotected segments of the network, an area of around 1,000 acres. Lake Shore’s four hubs already have a significant degree of protection in place as large portions are owned by Anne Arundel County. Much of the effort to complete protection of the network will need to focus on securing the connections between the hubs. Options for protection include acquisition of a conservation easement, purchase by the County or other appropriate entity, donation, or voluntary sensitive management of natural resources undertaken independently by landowners. Table 22 lists the key areas that remain unprotected within Lake Shore, see also Figure 2. Appendix B contains additional detail for some of the critical connections.</p>	<p>Ongoing. The Department of Recreation and Parks negotiated a partial transfer of land from the Curtis Bay Athletic Club to connect Fort Smallwood and Harry and Jeanette Weinberg Parks. A trail connection is planned as well. In addition, areas within the defined Greenway network continue to be protected as part of the subdivision process.</p>

Page #	Recommendation	Status
95	<p>Monitor threats to the greenways network: a.) Public Actions: Several of Lake Shore's active recreation areas are within the greenways network including Downs Park, Lake Shore Athletic Complex and Bodkin Park. While these recreation areas are not expected to contribute major ecological benefits to the greenways, without careful planning construction of additional recreational or institutional facilities by government agencies could threaten the integrity of the network by cutting off an important connection. Care needs to be taken in developing a boat launch and parking facility at the Honolulu Property, and expanding active recreational facilities at the Lake Shore Athletic Complex. At Honolulu, a launch facility, parking lot, and access road should be constructed in an area near the edge of the property to minimize the effects of fragmentation on interior forest. Road projects also need to be closely monitored. They provide both a threat and an opportunity. New roads can or impair or break connections but road projects can also be used to enhance the greenways network by, for example, providing critter crossings where they did not exist before; b.) Private Landowner Actions: Much of the greenways network is privately owned and is expected to remain private. The County's greenways network was never intended to be fully publicly owned. Because of the greenways' ecological value, there is a legitimate public interest in privately owned segments. Public interest in private landowner actions should be limited to: i. Working with landowners who wish to develop their property while protecting the integrity and continuity of the greenways network; ii. Working with private landowners to manage the land within the greenway to maximize habitat value.</p>	<p>Ongoing. Within the subdivision, site plan review, and zoning review processes the Department of Recreation and Parks provides comments in an effort to protect a minimum 200-foot corridor.</p>
95	<p>It may seem out of place to discuss management of a network that does not fully exist even today. Nevertheless, some discussion is warranted if only to bring awareness of the fact that in a developed area like Lake Shore, a greenways network that has public and private ownership, will not manage itself. Over time connections will be lost to construction or degradation, fences may be erected, invasive plants may take over areas. Ultimately the Lake Shore "champion" will need to develop a means of monitoring conditions in the greenway and ways to work with property owners to ensure the greenway is maintained. Widespread publicity and education will greatly assist in making people proud to be associated with the greenway and consistent with the Small Area Plan vision that Lake Shore is "readily identifiable and known as a green hub, a gateway to the Chesapeake Bay".</p>	<p>Ongoing. The preliminary draft 2018 Green Infrastructure Master Plan and the 2010 Implementation report provide statistics on acreage protected since the 2002 Plan; areas or actions where future efforts toward Green Infrastructure preservation and management should be directed or changed.</p>

Page #	Recommendation	Status
98	<p>Since Lake Shore has adequate recreation land, future land preservation efforts should focus on protecting currently unprotected sections of the proposed greenways network.</p>	<p>Ongoing. Areas within the defined Greenway network continue to be protected as part of the subdivision process.</p>
98	<p>Extend the off-road trail along Woods Road from Lake Shore Athletic Complex entrance to Mountain Road. This would provide pedestrian/bicycle access to the complex from the east.</p>	<p>Not implemented. Funding is needed to study the potential for off road trails in the Lake Shore Area. The lack of abandoned rail lines limits the potential without significant private property acquisition. The 2017 Land Preservation, Park and Recreation Plan recommends that the County seek funding for a study to evaluate the potential for off road trails in the Lake Shore Area.</p>
98	<p>Add a pedestrian-bicycle route between Mountain Road and Fort Smallwood Road through Compass Pointe. This would provide a more direct route between north and south Lake Shore compared to a route following Mountain Road, Magothy Bridge Road, and Fort Smallwood Road. The recommended route is along the future alignment of Old Nike Missile Road (see Figure 1). If the road is not built an off-road pedestrian-bicycle route should still be built using existing Board of Education land.</p>	<p>Not implemented. This has not been studied and will require staff resources and / or funding.</p>
98	<p>Consider ways of providing interconnections from the Looper hub through the communities south of Mountain Road such as Thousand Oaks, Sillery Bay Forest and Kingston Estates toward Cornfield Creek.</p>	<p>Ongoing. The 2002 Greenways Master Plan and the draft 2018 Green Infrastructure Master Plan include connections from the Looper Hub to the communities of Thousand Oaks and Sillery Bay. This has not been studied and will require staff resources and / or funding.</p>

Page #	Recommendation	Status
98	<p>Develop an equestrian trail between the equestrian facilities at Lake Shore Athletic Complex and Looper Park. The 1998 LPRP identifies a strong Countywide demand for equestrian facilities. Two routes for this trail appear possible. Locating the trail within the easternmost greenway corridor that links the Looper property to the Lake Shore Athletic Complex directly, between Marydale Road and Elmwood Drive, because this route would minimize impacts to Cockey Creek Bog and would require fewer easements or rights-of-way across private property. The greenway is approximately 375 feet wide at its narrowest point in this corridor as well, so the greenway would be wide large enough to accommodate a trail without reducing the contiguous natural area within the corridor below the 200-foot minimum width for a greenway corridor. It is likely that this route would also have fewer impacts to wetlands. Should use of the easternmost greenway prove impractical, it may be possible to locate a trail within the southern arm of Cockey Creek Bog to the confluence of Cockey Creek Bog's headwater forks and then north through Cockey Creek Bog's north fork to the Lake Shore Athletic Complex. This route could be significantly more difficult to implement with regard to permitting construction activities in wetlands and acquiring agreements with private landowners. It would, however, provide a trail that approximately twice as long as the first route. The northern route is more attractive than the southern route from an ecological perspective and would likely prove to be easier to implement. In general, locating the trail as near to the edge of the greenway corridor as possible would locate the trail in less valuable "edge" forest habitat and minimize impacts to the more sensitive interior forest and bog habitat. Construction as a soft surface facility would help reduce impacts to water quality within the sensitive bog and floodplain areas. The trail could be managed as a multi-use facility, accommodating bikers, hikers, and walkers in addition to equestrians.</p>	<p>Ongoing. The implementation of this equestrian trail will require dedicated staffing or an appropriation of funds for a consultant study.</p>
99	<p>Develop a public boat launch facility at the Honolulu Property, and consider providing opportunities for shoreline fishing, taking into consideration preservation of greenway functions.</p>	<p>Completed. The master plan for Fort Smallwood and Weinberg Parks was developed by a citizen advisory committee. The committee determined that the boat ramp would be constructed in Fort Smallwood Park. A two-lane ramp was constructed in 2016 and is fully operational. Shoreline fishing is available in both parks.</p>
99	<p>Continue to explore the possibility of establishing a County-owned public swimming area in Lake Shore.</p>	<p>Completed. The North Arundel Aquatic Center serves the Lake Shore Area. The Department of Recreation and Parks will continue to monitor the use of the North Arundel Aquatic Center to determine if a facility closer to Lake Shore is needed.</p>

Page #	Recommendation	Status
100	Anne Arundel County should acquire Fort Smallwood Park should it be made available by the City.	Ongoing. The transfer of Fort Smallwood Park to the County requires City of Baltimore and Federal Government approval. The County will continue to construct facilities in accordance with the Master Plan.
100	Anne Arundel County should continue to explore ways to permanently dedicate a fund to the operation of Hancock's Resolution.	Ongoing. Oversight continues under the Department of Recreation and Parks in cooperation with a private nonprofit. No dedicated fund exists.
101	Addition of the Gibson Island golf course: This is a private recreation area that merits recognition for its contribution to Lake Shore's overall greenways, recreation, and open space network.	Not implemented. The 2002 Greenways Master Plan nor the preliminary draft 2018 Green Infrastructure Master Plan include the Gibson Island Golf Course in the Greenways Network. The golf course does not meet the definition for a stand-alone hub or corridor nor does it connect to an existing hub or corridor.
101	Addition of Gallatin Woods area: This is a large area of floodplain and wetland identified on the development plat. It is not zoned open space.	Completed. This area is platted homeowners open space and floodplain easements. It has a land use designation of Residential Low-Medium and Natural Features and is zoned R5 and OS. This area can be reviewed during the Plan2040 process for a land use to change to Natural Features and potential zoning change to OS. This area does not connect to the existing Greenways network so it would not be recommended for inclusion in the network.
101	Addition of the Water Oak area: This area is developable. Since this area is not in the greenways network, it would not be a County priority for protection. Adding all or a portion of this area to the open space network could, however, be locally significant given its location in relation to Compass Pointe and to the already protected Gallatin Woods area. Including it in the network highlights its potential local importance, and where any required open space might best be located if this area is developed in the future.	Ongoing. The undeveloped areas near Water Oak have been added to the draft 2018 Green Infrastructure Master Plan. These connect to the Compass Point Golf Course with Rock Creek.

Page #	Recommendation	Status
101	As the Lake Shore area continues to develop, additional areas of open space could be added as required through the subdivision process.	Ongoing. Open space and conservation easements are provided through the subdivision process.

Odenton

The Odenton Small Area Plan (SAP) was adopted in September of 2003 and addressed goals and recommendations for land use, zoning, economic development, land use, zoning, natural and historic resources, transportation, public utilities, public needs / community facilities and community design.

Vision Statement

Greater Odenton will be a cohesive community with a healthy balance of residential, commercial, industrial, natural, and recreational areas. It's abundant pedestrian, greenway, road, and rail connections link neighborhoods. Watersheds, wetlands, forested areas, historic sites, cultural heritage, and scenic roads are preserved, enhanced and valued. The community enjoys excellent schools, public safety, and emergency services. The town center offers the community and the region a variety of community services, educational and employment opportunities and cultural activities. The revitalized Odenton provides a superb quality of life for its diverse population.

Plan Highlights

The recommendations contained in this Plan consist of policies, strategies and actions that are proposed in order to address issues related to land use and zoning, economic development, natural and historic resources, transportation, community facilities and services and public utilities in the Odenton Small Area. While all are important, some specific goals and recommendations have been highlighted as being of the highest priority for the communities in Odenton. These are summarized below by topic and are not listed in order of priority.

West County Regional Library

- Construct the West County Regional Library.

Commercial Revitalization

- Improve the commercial district along the MD 3 transportation corridor from MD 175 to Waugh Chapel Road.
 - Coordinate with the State Highway Administration regarding the study and redesign of the MD 3 corridor from MD 175 to Waugh Chapel Road, particularly as changes relate to land uses along the southbound lane, as well as in the median.
- Provide sidewalks and streetscape improvements for public roads in revitalization areas, and particularly along Odenton Road, the MD 175 Roadway Improvement Area and the Town Center Core.

Preservation of Streams and Rivers

- Preserve and protect the streams, rivers, watersheds, and their biological communities in the Odenton Small Planning Area as part of the broader effort to restore and protect the Chesapeake Bay.
 - Develop integrated environmental management structures in the County legal and planning process to promote, protect and defend environmental quality of the Odenton Small Planning Area.

Environmental Overlay Zone

- Establish through legislative action an environmental overlay zone for the Jabez Branch sub-basin with recommendation for research regarding the specific requirements of such a zone and the implications of implementing this zone.

Education / Business Training

- Provide a superior educational and business training system for students of all ages, interests and education levels.

Hiker/Biker Trail Connections

- Promote the improvement, expansion, and connection of the hiker / biker trails in Odenton and West County, including South Shore Trail, West County Trail with spurs to the Odenton Nature Area, Piney Orchard and BWI.

Public Transit

- Establish a commuter bus system that links major employment centers with stops at the MARC rail station and major activity centers.
 - Encourage the implementation of a mass transit bus system, which provides affordable, efficient and comfortable service to supplement the private automobile, conserves energy, and improves air quality. Regular bus/van service should be established to provide access to employment and services for West County residents.
 - Expand access to the Odenton MARC Station by building a garage on the west-side parking lot. The garage should be designed and built to support the library, an adult learning facility, and other uses on the neighboring property.

Parks and Recreation

- Plan and develop areas suitable for passive and active recreation areas.
 - Identify and evaluate possible sites for a West County Regional Park.

Implementation

Over 150 recommendations were identified within Odenton SAP to help implement the Vision and the 1997 General Development Plan. More than 90 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are preparing a master plan for the Odenton Town Center to spur redevelopment and investment in the area, the opening of the Odenton Regional Library, the construction of Seven Oaks Elementary School and the soon to be Crofton Area High School, development of a variety of recreational and educational opportunities for all ages, acquisition of land for parkland, increased protections for waterbodies, restoration projects for the Jabez Branch, Severn Run, and Towsers Branch, continued focus on protecting the Greenway network and natural resources, the research and identification of historical resources, construction of the Severn Fire Station, and improved public transit, bicycle, pedestrian, and

road connections such as the Odenton Trail, South Shore Trail, and WB&A Trail, as well as road safety improvements.

The following table lists the goals of the Odenton Small Area Plan, corresponding recommendations and the status of each.

Economic Development, Land Use and Zoning

Land Use Changes

Page #	Recommendation	Status
30	Change the Village at Waugh Chapel from Low Density Residential to Commercial land use with an MXD symbol.	Completed. The land use was changed to Commercial and is noted as Mixed Use with approval of Bill 39-03. The land use designation and zoning district for the property is now Mixed Use Commercial. The property is commercial and residential.
30	Change Parcel 309, lot 1 and adjacent .304 acres of Parcel 309 at northwest section Waugh Chapel Road and the Village of Waugh Chapel from Low Density Residential to Commercial land use.	Completed. The land use was changed to Commercial use with approval of Bill 39-03. The property is zoned C1 and is vacant.
30	Change Parcel 222 and remaining portion of Parcel 309 at northwest section of Waugh Chapel Road and the Village of Waugh Chapel Road from Low Density Residential to Medium Density Residential land use.	Completed. The land use was changed to Residential Medium Density with approval of Bill 39-03. Parcel 222 has a land use designation of Residential Low Density and is a single-family home. Parcel 309 is Residential Medium Density and is developed as Carroll's Creek condominiums.
30	Change the north and south sides of Waugh Chapel Road and Summerfield Road area from Low Density Residential to Low-Medium Density Residential land use.	Completed. The land use was changed to Residential Low-Medium Density with approval of Bill 39-03. The area is zoned R5 and is being developed as the Summerfield Village subdivision.
30	Change 1030 and 1040 Waugh Chapel Road from Rural Agricultural to Low Density Residential land use.	Completed. The land use was changed to Residential Low Density with approval of Bill 39-03. The property is zoned R1 and has been developed as the School of the Incarnation.
30	Change the median of MD 3 from Rural Agricultural and Low Density Residential to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 39-03. The area is zoned C4 and is mostly developed.
30	Change 745 MD 3 South from Low Density Residential to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 39-03. The property is zoned C4 and has been developed to an office.

Page #	Recommendation	Status
30	Change 1508 and 1510 Jabez Run Road from Rural Agricultural to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 39-03. The property has a split land use designation - Commercial and Rural Agricultural. The property is zoned C4 and is an asphalt paving business.
30	Change 259 Najoles Road from Natural Features to Industrial land use.	Completed. The land use was changed to Industrial with approval of Bill 39-03. The property is zoned W1 and is an office building.
30	Change the north side of MD 32, between Sappington Station Road and MD 170, to the extent that industrial zones currently extend to the north side of MD 32 from Low-Medium Density Residential and Industrial to Low-Medium Density Residential land use.	Completed. The land use was changed to Residential Low-Medium Density with approval of Bill 39-03. The area is zoned R2 and is comprised of residential subdivisions.
30	Change the island formed by the ramp at MD 32 near the intersection of Sappington Station Road and Burns Crossing Road from Rural Agricultural and Low-Medium Density Residential to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 39-03. The property is zoned C1 and has two single family homes.
31	Change the north side of MD 175 west of Sappington Station Road from High Density Residential to include in the Odenton Growth Management Area.	Completed. This area was included in the Odenton Growth Management Area with the approval of Bill 39-03. The area has a land use designation of Town Center. The area is zoned East Odenton and has been developed as a CVS and medical offices.
31	Change the various parcels consisting of 1,500 acres in the Patuxent Valley Area where the Patuxent River and the Little Patuxent River meet from Rural Agricultural to Low Density Residential land use.	Completed. The land use was changed to Residential Low Density with approval of Bill 39-03. The property is zoned R2 and is the Two Rivers residential development.
31	Change the two parcels consisting of approximately 5 acres along the west side of MD 3 and the south side of Capitol Raceway Road from Low Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 39-03. The property is zoned C4 and has been developed into a self-storage facility.

Page #	Recommendation	Status
31	Change approximately 70 acres of land abutting MD 3, south of the Village of Waugh Chapel and north of Evergreen Road from Low Density Residential to Low Density Residential with a MXD symbol.	Completed. The land use was changed to a Mixed-Use Commercial with approval of Bill 39-03. The area is zoned Mixed-Use Commercial and is developed as the Waugh Chapel Town Center.

1. Support and implement the Odenton Town Plan.
 - Objective 1: Designate Mixed-Use Areas in the Odenton Growth Management Area, as defined by the Odenton Town Plan.
 - Objective 2: Plan and coordinate the Odenton Growth Management Area to provide public and quasi-public services.
2. Revitalize Commercial Areas.
 - Objective 1: Improve the commercial district along the MD 3 transportation corridor from MD 175 to Waugh Chapel Road.
 - Objective 2: Improve other commercial districts throughout the Odenton Small Area.
3. Enhance value and vitality of Odenton neighborhoods.
 - Objective 1: Preserve the character of existing neighborhoods.
 - Objective 2: Encourage high-quality innovative methods and standards in new residential development.
4. Create measurable positive economic development.
 - Objective 1: Coordinate revitalization and land use objectives with the Anne Arundel Economic Development Corporation.

Page #	Recommendation	Status
37	Plans for the Odenton Town Center should include a town commons area and other significant public uses.	Ongoing. The Department of Recreation and Parks has funding in FY2019 to conduct a feasibility study on the library site for a park. In 2016, The University of Maryland Landscape Architecture program prepared two concept plans for a park on vacant parcels located at the intersection of Nevada Avenue and MD 175. The parcels are not owned by the County and efforts to acquire the properties were found to be cost-prohibitive. This location was put on hold to focus on the library site.

Page #	Recommendation	Status
37	Expand the Odenton MARC Station Enhancement Area west to the salt dome along both sides of Odenton Rd.	Completed. The State changed the name of "Enhancement Area" to "Transit Oriented Development (TOD) Designation". The Odenton TOD Designation was approved in 2015 and includes properties located within a one-half mile radius of the MARC Station. The salt dome is included in this designation.
37	Construct the West County Regional Library.	Completed. The Odenton Regional Library opened in 2004.
37	Pursue an adult learning facility in the Odenton Town Center Core Area.	Completed. The library hosts the Adult Basic Skills program provided by Anne Arundel Community College (AACC). The College offers courses in adult basic education. Several other programs for adults are offered.
37	Develop a community benefits district and/or other incentive program to facilitate funding for revitalization within the Odenton Growth Management Area. Revitalization projects may include common area maintenance, overhead wire burial and other infrastructure improvements.	Completed. The Odenton Town Center has been granted official State designations as a State TOD Area, a BRAC Zone, and a Sustainable Community. Additionally, a County designated Commercial Revitalization Area and a Tax Increment Financing District have been established within the OTC. All of these designations make projects within the OTC potentially eligible for a variety of revitalization tools offered by the State or County.
37	Revise the Odenton Growth Management Area Ordinance and related permit processes based on new design criteria to be developed for the OTC.	Completed. The Odenton Town Center Master Plan was adopted in April 2016.
37	Coordinate with the State Highway Administration regarding the study and redesign of the MD 3 corridor from MD 175 to Waugh Chapel Road, particularly as changes relate to land uses along the southbound lane, as well as in the median.	Ongoing. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program. As such, the County has requested for FY2019 - FY2024 that a study of MD 3 from US 50 to MD 32 be conducted to address safety and capacity concerns and bicycle and pedestrian access.
38	Develop a funding proposal for the construction of MD 175 and parking improvements (parking deck) at the Odenton MARC Station.	Ongoing. Improvements to MD 175 (between MD 295 and MD 32) are underway. A parking garage is proposed as part of the Odenton Station (TOD) project. It is currently in preliminary plan review.

Page #	Recommendation	Status
38	Acquire right-of-way or easement from Fort Meade (Department of the Army) for west Odenton MD 175 improvements.	Completed. Improvements to MD 175 (between MD 295 and MD 32) are underway.
38	Provide sidewalks and streetscape improvements for public roads in revitalization areas, and particularly along Odenton Road, the MD 175 Roadway Improvement Area and the Town Center Core.	Ongoing. A hiker/biker trail and sidewalk along Odenton Road is complete from Piney Orchard Parkway to Sappington Station Road. A hiker / biker trail along Becknel Avenue is complete from Piney Orchard Parkway to the Odenton MARC parking lot. A hiker/biker trail (separated from Odenton Road) is complete from the MARC Station to Magazine Road. Improvements to MD 175 between MD 32 and MD 170 are under design by the State Highway Administration. Improvements to the Town Center Core streets are under design by the County under Capital Project H563800.
38	Bury overhead wires along main streets in revitalization areas.	Not implemented. The Office of Planning and Zoning has the Odenton revitalization area identified as the parcels along MD 175 from Jackson Grove Road south to MD 32. This is within the State Highway Administration's MD 175 project. Utilities companies charge a fee to underground utilities. A capital project will need to be requested by a project sponsor to fund this action and added to the annual priority letter send to the Maryland Department of Transportation.
38	Develop criteria to ensure compatible residential infill.	Ongoing. Areas within the Odenton Town Center have land use and urban design requirements as well as design standards adopted with the Odenton Town Center Master Plan. Areas outside of the Odenton Growth Management area do not have design criteria to ensure compatibility of residential infill development with existing neighborhoods.
38	Protect existing residential areas while allowing for local neighborhood services.	Ongoing. The comprehensive master plan process and its implementation through Article 17 (Subdivision and Development) and Article 18 (Zoning) of the County Code protect existing residential neighborhoods while allowing for local neighborhood services.

Page #	Recommendation	Status
38	Revise zoning and subdivision regulations to facilitate flexibility and reward innovation in new residential construction.	Ongoing. Article 17 (Subdivision and Development) of the County Code provides for an expedited review program. Article 18 (Zoning) allows reduced bulk regulations for cluster developments in certain zoning districts and reduced parking and joint use parking arrangements. In addition, there is a bonus program for development that provides amenities beyond those required in the Odenton Town Center.
38	Develop incentives to revitalize older neighborhoods.	Ongoing. The area of North Odenton along MD 175 is designated as a Commercial Revitalization area per Article 18, (Zoning) of the County Code which encourages revitalization and reuse of vacant properties and facilitates redevelopment opportunities by allowing expanded uses and greater development flexibility. In addition, this area is within the Odenton Town Center which has a bonus program for development that provides amenities beyond those required. Currently there are no incentive programs to revitalize older neighborhoods outside of the designated Commercial Revitalization Areas and the Odenton Growth Management area.
38	Develop an economic development strategy for Town Center infrastructure and commercial development.	Ongoing. The Odenton Town Center Master Plan was updated in 2003, 2009, and 2016. The Office of Planning and Zoning, the Anne Arundel Economic Development Corporation and the Central MD Chamber of Commerce all work collaboratively to attract new development and redevelopment to the Town Center in keeping with the master plan goals. Expansions to public sewer and water infrastructure to serve the OTC have been completed by the County and/or private developers. A private developer is completing construction of Town Center Boulevard in 2018 per a Development Agreement with the County. The County has also funded construction of the OTC Grid Streets, which will serve the Core area, and is currently working on the preliminary and final design. Improvements to MD 175 will be completed by the State and are subject to the availability of State funding.

Page #	Recommendation	Status
38	Investigate grant funding available for economic development initiatives such as remodeling incentives and revitalization design along MD 175 and MD 3.	Ongoing. The County and the Anne Arundel Economic Development Corporation conduct regular outreach regarding County-offered incentives such as loan and tax credit programs, and apply for State grant funds where opportunities are available through programs such as Neighborhood Business Works and Community Legacy.

Natural and Historic Resources

1. Preserve and protect the streams, rivers, watersheds, and their biological communities in the Odenton Small Planning Area as part of the broader effort to restore and protect the Chesapeake Bay.
 - Objective: Develop integrated environmental management structures in the County legal and planning process to promote, protect and defend the environmental quality of the Odenton Small Planning Area.
2. Protect the quality of life in the Odenton Small Planning Area by reducing the noise and pollution impacts on its residents.
3. Improve stormwater management to reduce and, where possible, eliminate the negative environmental impacts of stormwater runoff.
4. Promote the prudent extraction and use of mineral resources while mitigating the associated environmental impacts.
5. Avoid oversaturation of landfills in the Odenton and Gambrills areas.
6. Ensure the existing landfill cells at the Millersville Landfill have the longest possible life spans.
7. Identify, preserve, and protect the Odenton Small Planning Area’s environmentally sensitive areas.
8. Identify, preserve, and protect the agricultural and forested areas within the designated boundaries of the Odenton Small Planning Area.
9. Promote, preserve, and protect the Odenton Small Planning Area’s open space and greenways.
10. Create standards for developments abutting scenic and historic roads that minimize, if not eliminate, alterations to the roads, as well as preserve the scenic view and character of the roadway.
11. Identify, preserve, and protect the remaining historical and archaeological sites in the Odenton Small Area.
12. Protect the Patuxent River and its shoreline for use by present and future generations through the completion of the Patuxent River Greenway.

Page #	Recommendation	Status
53	<p>Protect the Severn River, Little Patuxent River, and Big Patuxent River Watersheds and the Jabez Branch, Towyers Branch, Picture Spring Branch and Severn Run sub basins by creating Environmental Management Areas to identify problem areas and plan for future restoration.</p>	<p>Ongoing. Protection of these watersheds is carried out through implementation of restoration projects identified through watershed assessments, the County's Phase II Watershed Improvement Plan and Total Maximum Daily Load implementation plans.</p>
53	<p>Develop and implement environmental management plans for the Jabez Branch sub basin and the Severn Run sub-basin of the Severn River watershed. The plan should implement the following policy goals: a.) Maintain the State's Designated Use III stream classification for the Jabez Branch; b.) Maintain stream flow and temperature regimes consistent with Use III classification for the Jabez Branch and Use IV for the Severn Run; c.) Minimize the impacts from stormwater runoff and sediment loading; d.) Establish and maintain adequate riparian buffers to protect habitat quality.</p>	<p>Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works and the Maryland State Highway Administration worked collaboratively on a restoration plan for the Jabez Branch watershed. Restoration projects are currently under design and construction.</p>
53	<p>Establish through legislative action an environmental overlay zone for the Jabez Branch sub-basin. Conduct research regarding the specific requirements and the implications of implementing this zone. The zone should address, at a minimum: a) Adverse impacts of changes in hydrological and temperature regimes upon stream habitat quality and maintenance of Use III status for the Jabez Branch; b) The nature and size of riparian buffer zones required to maintain the Use III classification; c) Impacts of future land use on hydrological regime and sediment loading; d) Additional measures necessary to alleviate the adverse impacts of sediment loading over and above current stormwater management criteria.</p>	<p>Not implemented. Draft legislation was developed in 2013 at the request of the Severn River Commission but did not move forward.</p>

Page #	Recommendation	Status
53	<p>The Office of Planning and Zoning should seek input on the establishment of an environmental overlay zone from representatives from the Maryland Department of Natural Resources, the Maryland Department of the Environment, the Severn River Commission, the Severn River Association, the Odenton Town Plan Oversight Committee, the Odenton Small Area Planning Committee, and the West County Chamber of Commerce. In addition, a representative from at least one national or regional nonprofit environmental organization with expertise in small stream restoration and/or in balancing the needs of the environment and affected property owners should be included.</p>	<p>Completed. Provisions of the Open Space Conservation Overlay District (OS-C) were adopted with Bill 69-12 and are codified in Article 18 (Zoning) of the County Code. The overlay applies to Forest Interior Dwelling Species habitats and environmentally sensitive features with the purpose of protection and preservation of these areas that are located in an OS Zoning District.</p>
54	<p>Investigate actions necessary to restore the Severn Run to a naturally reproducing trout stream.</p>	<p>Ongoing. The Maryland Department of Natural Resources and the Department of Public Works Watershed Protection and Restoration Program are actively engaged in individual and joint restoration projects in the Severn Run.</p>
54	<p>Initiate action to upgrade the State's classification of the Severn Run from Use IV to Use III Waters pending research.</p>	<p>Ongoing. Designated uses/use class for Maryland waters was updated by MDE in 2014. Data used to support that classification had Severn Run remaining a Use IV stream.</p>
54	<p>Ensure that all development that occurs in the Little and Big Patuxent River Watersheds portion of the Odenton Small Planning Area conforms to the Patuxent River Policy Plan.</p>	<p>Ongoing. The County Code provisions governing protection of environmentally sensitive areas and stormwater management requirements are consistent with the goals and policies of the Patuxent River Policy Plan. Watershed Protection and Restoration Program staff in the Department of Public Works participate with the Patuxent River Commission tributary strategies team.</p>

Page #	Recommendation	Status
54	Support non-point pollution-control efforts and stream restoration efforts in the Towyers Branch sub-basin of the Little Patuxent River watershed.	Partially implemented. In 2014, 450 linear feet of Towyers Branch was restored. The Courts of Four Seasons Stormwater Pond was retrofitted in 2017. 1,011 linear feet of stream on the Navy Dairy Farm was restored in 2017. Currently, several incised channels are being retrofitted with Step Pool Stormwater Conveyance systems
54	Support migratory fish populations, such as the American Eel and Yellow Perch, by identifying and removing barriers to their migration.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.
54	Work with the Severn River Commission in overseeing and implementing all goals and recommendations in this Chapter pertaining to or affecting the Severn River Watershed.	Ongoing.
54	Monitor development, growth and operation of Tipton Airfield, including size and type of authorized aircraft, along with industrial uses ancillary and auxiliary to the airfield, to insure that noise impacts to nearby communities and the Patuxent Research Refuge are controlled and minimized. In addition, work with BWI Airport authorities to minimize noise impacts of the expanded air traffic related to the BWI expansion.	Ongoing. Plans for Tipton Airfield include expansion of the runway to have different plane types to use the airfield. The County's Office of Transportation and Tipton have discussed looking into development potential for the airport after the runway expands. Currently, Tipton is working with the Federal Aviation Administration to receive environmental concurrence to expand the runway.
54	Encourage the County Executive and County Council to adopt noise abatement standards and procedures for enforcement of those standards.	Completed. Article 9 (Crimes, Civil Offenses and Crimes) of the County Code contains prohibitions and sanctions for violations of noise ordinances.
54	Identify on County planning maps all existing and proposed cell and microwave towers.	Not implemented. For security reasons, existing and proposed cell and microwave towers cannot be shown on planning maps.

Page #	Recommendation	Status
54	Identify and implement processes to reduce ozone and other air pollutant levels in area.	Ongoing. The most current Air Quality Conformity Determination report conducted by the Baltimore Regional Transportation Board in July 2018 details a comprehensive analysis of effects of the 2019-2022 Transportation Improvement Program for the Baltimore region and the long-range projects in Maximize2040: A Performance-Based Transportation Plan (as amended). The report addresses ground-level ozone, a criteria pollutant. The conformity results show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards. The County has received grant money from the Baltimore Metropolitan Council under the Congestion Mitigation Air Quality (CMAQ) grant to purchase bicycle racks to encourage non-vehicular travel and reduce emissions.
54	Enforce State air and water pollution-control standards as an integral part of the development process.	Ongoing. There are State and County requirements in place that regulate air and water pollution. These are reviewed as part of the subdivision process and if applicable, development requirements will be mandated.
54	Identify and implement processes to reduce other pollutants in the Odenton Small Area, such as radon in homes and radium in drinking water wells.	Ongoing. The County's Department of Health continues to educate the public on radium and requires that new and replacement wells in Northern Anne Arundel County be installed with minimum well depths and meet gross alpha and Radium 226 / 228 drinking water standards.
55	Implement a watershed approach to stormwater management, land use planning, development, permitting, and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.
55	Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or County Stormwater Design Manual, whichever is more stringent.	Ongoing. For any proposed development, the owner/developer shall submit phased stormwater management plans for review and approval.

Page #	Recommendation	Status
55	Encourage the use of innovative approaches to stormwater management and low impact development site design in the land development process.	Ongoing. Stormwater management plans submitted for the development of land are required to demonstrate environmental site design to the maximum extent practicable per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) of the County Code.
55	Continue and, if possible, accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas.	Completed. All of the County's 12 major watersheds have been comprehensively assessed.
55	Account for, and minimize impacts to, the 100-year floodplain with respect to stormwater runoff increases and the need for stormwater management design to accommodate increases in runoff resulting from comprehensive and site-specific rezoning.	Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code.
55	Establish a comprehensive stormwater infrastructure preventative maintenance and management program that reduces environmental degradation and extends infrastructure useful life.	Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing operation, maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.
55	Aggressively pursue incentive-based approaches (e.g., state grant funds) to achieve retrofitting of areas in need of improved stormwater management.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works aggressively pursues grant funding of restoration projects.
55	Ensure that all governmental sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.	Ongoing. All Capital Improvement Program projects are held to the highest environmental regulations and standards.

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55	Implement, where possible, a minimum 100-foot riparian buffer to all tributary streams in the County to minimize impacts of stormwater runoff on these sensitive tidal and nontidal aquatic systems.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
55	Foster community education about stormwater issues through cooperation with local citizen groups, public and private schools, park and recreation programs, and use of the Internet.	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works maintains a website (www.aacounty.org/departments/public-works/wprp/) that provides relevant information to help citizens reduce stormwater pollution and develop a better understanding of environmental issues in the County. WPRP outreach staff work routinely with schools and community organizations.
56	Develop and implement, on a continuing basis, a program to stencil storm drains to enhance community awareness that these storm drains direct runoff to tributaries of the Chesapeake Bay.	Ongoing. Painting of storm drains in the County has been assumed by non-government organizations and the Watershed Stewards Academy.
56	A more thorough review of the existing extent and condition of the forested riparian buffers is needed in the Odenton Small Planning Area.	Completed. Riparian buffers are assessed as part of the watershed assessment process.
56	Work with the State's permitting agency to incorporate into permits for new mining operations, provisions requiring that the operation of mines and reclamation of the land occur in manners that are protective of the environment in general and nearby wetlands and waterways in particular.	Completed. The operator conducting surface mining activities shall avoid disturbance to, enhance when practicable, restore or replace wetlands in accordance with the Code of Maryland Regulations (COMAR 26.20.23.02).

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56	Develop plans and incentives for the reuse of previously mined properties after the reclamation process is complete to avoid environmental damage.	Ongoing. The 2009 General Development Plan promotes the use previously mined properties for recreational and open space uses after they have been reclaimed. Future comprehensive master plan processes can re-evaluate these areas and develop plans and incentives for reuse.
56	Work with State regulatory agencies to ensure that stringent requirements for environmental protection and significant and mandatory penalties for the failure to satisfy those requirements are incorporated into landfill permits.	Completed. The requirements for landfill permits are derived from Federal law and regulation, the Maryland Code, and Code of Maryland Regulations, and are under the purview of the State of Maryland, Department of the Environment.
56	Provide new standards and/or strengthen current standards, for special exceptions for new or expansion of existing municipal / sanitary and rubble landfills that requires documentation that the landfill will not damage nearby wetlands, waterways, or her environmental features.	Completed. Landfills were removed from the list of Special Exception uses allowed by the Anne Arundel County Code (Bill 21-14).
56	Conduct a quantitative telephone survey every five years to update participation rate (of landfills), frequency of participation, and identify barriers to participate.	Completed. Surveys were completed in 2004 and 2015 to determine recycling participation, barriers to participation, and to retool the outreach program accordingly; annual measurement and publication of the recycling report card by geographical area continues; recycling efforts continue to prolong landfill life expectancy
56	Identify and bring to the attention of the State new areas to be designated as areas of significant state concern.	Ongoing. New areas to be designated as areas of significant state concern are brought to the attention of the State when identified.
56	Map all areas of significant state concern on the land use maps.	Completed. The County has access to the Maryland Department of Natural Resource's Sensitive Species Project Review Area GIS layer.
57	Investigate opportunities for obtaining approximately 100 acres of forested property, currently owned by the State of Maryland, in Gambrills for use as a passive park. Cooperate with adjoining landowners that are willing to sell or donate their property to expand said passive park.	Completed. The Odenton Small Area Plan does not specifically identify this parcel however, the County did purchase several sites in the Odenton Small Area since the adoption of the Small Area Plan. These sites are now known as Patuxent Ponds Park and Little Patuxent North Park, both passive parks.

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57	Adopt policies for the pledging of open space lands for purposes of development mitigation, in exchange for permits for commercial development. Furthermore, require the open space land to be within the Small Area where the commercial development is proposed.	Ongoing. Open Space for development mitigation occurs on a case-by-case basis and most often within the Odenton Town Center.
57	Provide incentives for preservation of agricultural and forested areas.	Completed. There are several incentives and programs for preservation: the Maryland Agricultural Land Preservation Foundation, Anne Arundel County Agricultural and Woodland Preservation Program, and the Rural Legacy Program.
57	Protect the Cedar Tree in the middle of the intersection of Burns Crossing and New Cut Roads.	Not implemented. The tree was removed between 2002 and 2005.
57	Protect the Severn Run Natural Area, but allow passive recreational use as long as that use does not impact the restoration of the stream to a natural trout stream and restoration of the migratory fish population.	Ongoing. The Maryland Department of Natural Resources is responsible for management of the Severn Run Natural Area and associated uses.
57	Maintain the Odenton Nature Area as a forested area with increased trail maintenance for use as a passive recreation area.	Completed. The Odenton Natural Area has been maintained as a passive recreation area.
57	Maintain the Patuxent River Park for passive recreation use.	Completed. Patuxent River Park has been maintained as a passive recreation area.
57	Incorporate into the proposed revisions to the zoning laws, the subdivision laws, the Transportation Master Plan, the road design manual, the landscape manual, the Forest Conservation Ordinance, and other land use laws, the regulatory tools necessary to fully implement the scenic and historic roads programs as set forth in Resolution No. 45-97 adopted by the County Council on November 3, 1997.	Completed. Provisions governing development along Scenic and Historic Roads were incorporated into Article 17 (Subdivision and Development) of the County Code in 2005, and are also addressed in Article 18 (Zoning) as related to specific uses. Provisions will be incorporated into the Transportation Functional Master Plan or other County ordinances or plans as needed in the future.

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57	Establish a specific design review and approval process for development adjacent to or impacting scenic and historic roads.	Ongoing. Article 17 (Subdivision and Development - 17-6-504) of the County Code was adopted in 2005, implementing Scenic and Historic Road Commission Recommendations; Recent Office of Planning and Zoning internal discussions explore improving clarity of existing 14 criteria and implementation of regulations.
58	Establish specific design guidelines and protective buffers for scenic and historic road corridors.	Ongoing. The Cultural Resources Section in the Office of Planning and Zoning is in discussion with the Office of Transportation to establish construction/maintenance guidelines that respect scenic and historic designation.
58	Establish new County road standards in the design manual for scenic and historic roads for both construction and maintenance.	Ongoing. The Cultural Resources Section in the Office of Planning and Zoning is in discussion with the Office of Transportation to establish construction/maintenance guidelines that respect scenic and historic designation.
58	Establish state road standards for scenic and historic roads by working with the SHA.	Not implemented.
58	Designate the following roads in the Odenton Small Area as scenic and historic as set forth in Resolution No. 45-97: Category 1 Preservation Classification - Patuxent Road (Village of Woodwardville); Category 2 Protection Classification - Bucknell Rd, Conway Rd, Duckens St, Francis Station Rd, Grays Ford Rd, Meyers Station Rd, Odenton Rd, Skyline Ave, Waco Rd; Category 3 Recognition Classification - Morgan Rd	Completed. These roads were designated as Scenic and Historic Roads under Bill 21-06. While Conway Road remains listed as a designated Scenic and Historic Road, infrastructure and development associated with Two Rivers Planned Unit Development does not appear to have complied with the scenic and historic roads criteria under Article 17 of the County Code. Portions of the road segment have lost the features and characteristics for which it was originally nominated and should be re-evaluated for inclusion in the program based on current conditions.
58	Allow additional roads, such as the following, to be added to the Scenic and Historic Roads Program: Old Mill Rd between MD 170 and Burns Crossing Rd (Category 2 Protection Classification)	Completed. Old Mill Road between MD 170 and Burns Crossing Road is designated.
58	Investigate the need to establish an Area Historic Commission.	Not implemented.

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58	Using the Odenton Heritage Society as a base, incorporate Ft. Meade, Odenton, Gambrells, Wilsons town, and Woodwardville under the oversight of either the Odenton Heritage Society or a new Commission.	Not implemented.
59	Establish an historic district in Odenton, Woodwardville, Wilsons town, and the USNA Dairy Farm to preserve the existing buildings, maintain the scale and character of the community, and establish guidelines for future development. The guidelines shall include: Design criteria for compatible new construction; Architectural standards for reconstructing or modifying existing structures.	Partially implemented. ODENTON: A local historic district has been established under the most recent Odenton Town Plan (adopted in 2009) which affords certain protections during the development process. The current local district has been reduced from the previous survey district boundaries (1998 and 2003). Design guidelines for development in Odenton were included in the recent Town Plan. WOODWARDVILLE: Woodwardville was listed as a National Register District in 2003. The local community recently formed a non-profit Woodwardville Historical Society to help protect and promote the district. While minimal protections are afforded by Article 17 (Subdivision and Development) of the County Code, no specific design guidelines, criteria or standards have been adopted. WILSONTOWN: Wilsons town has not been further researched or investigated for National Register eligibility consideration. Its proximity to the Two Rivers Planned Unit Development has placed development pressures on this community. DAIRY FARM: The USNA Dairy Farm has been recognized by the State as an historic district that is eligible for the National Register; it is currently managed by the Department of Recreation and Parks under a lease with the Federal Government. A Master Plan was developed to guide future Dairy Farm property plans. The Dairy Farm Master Plan and the construction plans for Phase I of the Park are complete. Construction funding has not been appropriated pending discussions with the Navy regarding master plan enhancements.

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59	Identify, designate, and protect historic sites in the Odenton Small Area, and develop and place markers on already designated historic sites.	<p>Ongoing. The September 2003 SAP for Odenton identified 38 "Historic Resources." Of those, 30 were individually recognized buildings, 3 were survey districts, and 5 were archaeological resources or historic cemeteries. As of this assessment, 20 of those 30 individual buildings survive. The three survey or historic districts remain. The Woodwardville and the Dairy Farm historic districts are in a form and condition similar to what was recorded in 2003 as part of the SAP effort. While the 2003 plan refers to a State -defined "Odenton Survey District", later planning documents (the 2003 Odenton Town Center Plan) established a smaller locally-designated Odenton Historic District, which was revised and reduced in size during the 2009 update to the Odenton Town Center (OTC) Master Plan. Zoning and development regulations within the OTC Plan provide protective measures for the Odenton Historic District in its current configuration. Since the 2003 Odenton SAP was adopted, approximately two dozen buildings have been added to the Maryland Inventory of Historic Properties within the Odenton Small Area Plan boundaries (including those added by State and Federal undertakings and within the boundaries Fort Meade and the National Security Administration properties which are not under local development purview). Improved data tracking and GIS capacity shows that there are also 146 archaeological resources and 36 historic cemeteries recorded in the Odenton SAP boundaries, historic resource types that are protected under current code-but which were not individually called out in the earlier SAPs.</p>
59	Support the listing of the Hammond Manor and cemetery sites and the eligibility of the USNA Dairy Farm on the National Register of Historic Places.	Completed. These were determined National Register-eligible in 2007.

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59	<p>Develop a relationship with the University of Maryland/AACC history programs to continue research on local area. The County should continue its relationships with amateur and professional historians to continue research on the local area.</p>	<p>Ongoing.</p>
59	<p>The County should endorse the general concept of a Patuxent River Greenway and should establish, through legislative action, an overlay zone or zoning district, which would be designed in such a manner as to accomplish the objectives of the Greenway and implement the recommendations of the Patuxent River Policy Plan. This includes the original Primary Management Area boundaries of one-quarter mile along each side of the main stem as delineated in the Patuxent River Policy Plan (Page 30) and one-eighth mile on each side of the designated tributary streams.</p>	<p>Completed. The County supports the concept of a Patuxent River Greenway. An overlay zone or zoning district has not been created, but the County also continues to take numerous steps to fulfill its portion of the Green Infrastructure Master Plan and the Patuxent River Policy Plan, including, working to encourage smart growth and land preservation in the Patuxent watershed, pursuing attainment of its local Patuxent River Total Maximum Daily Loads (TMDLs), pursuing resolution of pollution concerns in the watershed, and enhancing public access to the River.</p>
59	<p>The County should work toward developing a comprehensive program for a Patuxent River Greenway, building on the base recommendations of the Patuxent River Policy Plan and tailoring a program to the specific needs of Anne Arundel County. Involve appropriate county and state staff, local landowners, community leaders, industry representatives, environmental organizations and elected officials.</p>	<p>Completed. The preliminary draft 2018 Green Infrastructure Master Plan identifies strategies and actions to protect the Patuxent River Greenway.</p>

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59	<p>The County, working with nonprofit partners, should seek to permanently protect properties along the Greenway corridor to preserve them from future development or inappropriate use. This should include pursuing the donation and purchase of conservation easements, and where appropriate land in fee, and providing landowner incentives for using best management practices, providing public access, providing land for forest and wetland mitigation, and other related practices. These incentives should take the form of property tax abatements, grants, liability insurance (for lands open to public use such as is done by the State for certain forestry educational activities), cleanup and maintenance assistance in areas open to the public, etc.</p>	<p>Ongoing. The Scenic Rivers Land Trust, the Magothy River Land Trust, and the Severn River Commission continue to evaluate and pursue properties for donated easements or fee simple purchase. Property owners preferring fee simple transfers are referred to the Department of Recreation and Parks for evaluation. The Department also has a revolving fund known as Greenways, Parkland, and Open Space to assist with easements and fee simple purchase. Public forums are conducted by the Land Trusts to promote land preservation.</p>
60	<p>Wetlands and other sensitive habitats such as critical area boundaries, should be delineated and buffers identified and established.</p>	<p>Completed. The County maintains/has accessibility of Geographic Information System (GIS) layers for delineated wetlands, sensitive habitats and buffers. In addition, this type of information is required to be identified on submitted development applications</p>
60	<p>Educate the community on the importance of greenways as areas of open space, wildlife corridors, and transportation connectors.</p>	<p>Ongoing. A website, brochure, emails with information, and postcards were created to help educate the community about the importance of the Green Infrastructure Network. In addition, the 2002 Greenways Master Plan and the preliminary draft 2018 Green Infrastructure Master Plan discuss the importance of greenways as areas of open space, wildlife corridors, and other transportation connectors. These plans are available on the County website at www.aacounty.org.</p>
60	<p>Develop "water trails" for canoeing and kayaking where appropriate.</p>	<p>Ongoing. The County benefits from local water trail projects, including but not limited to the Magothy Water Trail and the Four Rivers Heritage Water Trail. Currently, there is no central location for this information available to the public on the County's website. The County will place this information on the new Green Infrastructure website when available.</p>

Transportation

1. Provide residents of greater Odenton a safe and efficient means of accessing local community facilities and services by providing alternatives to single occupancy vehicle travel.
 - Plan and construct a safe and convenient bikeway and sidewalk network that connects local community centers, services, recreation facilities and expands commuting opportunities for bicycling.
 - Expand and connect the proposed hiker/biker trail system.
 - Establish a commuter bus system that links major employment centers with stops at the MARC rail station and major activity centers.
 - Encourage employers to provide incentives for employees to ride transit, carpool, walk, or bike to work.
2. Use the existing road network to promote the Revitalization and Preservation of Odenton.
 - Preserve and enhance a “Community Main Street” look for Odenton to protect the historical, educational, religious, and housing institutions.
3. Improve the convenience and safety of all modes of travel that will enhance, not disrupt, neighborhood character and protect fragile environments.
 - Investigate the feasibility of using traffic circles to improve vehicular flow using the Roundabout Design Guidelines from the Maryland State Highway Administration.
 - Promote the option to best alleviate MD 3 traffic that is least disruptive to farmland and residential neighborhoods, while providing the highest amount of safety, increasing the road capacity, and protecting the Patuxent and Jabez Watersheds.
 - Advance context design concepts to make area roads more compatible with the surrounding land uses.
 - Examine the role the Tipton Airfield and MARC rail service will play in the future regional transportation needs.
4. Protect the traffic capacity, minimize traffic congestion, preserve and enhance community image and plan for appropriate land uses fronting along the highways, arterials and collectors of the Odenton Small Planning Area.
5. Manage the character and image of road improvements and development along the MD 3 Corridor from MD 424 to the MD 32 interchange.
6. Create a network of pedestrian and bikeways throughout Odenton.

- Provide people with a safe and attractive choice of making short trips on foot or bike to local destinations and longer trips by bike to area destinations and to provide people with safe access to a recreation trail system within the Odenton Small Area with links to the region's emerging national hiker/biker system.

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66	Apply to the MDOT/MTA Smart Growth Transit Program to either complete bicycle / pedestrian projects listed in the Access 2000 inventory and support private and public sector development around the MARC station.	Ongoing. The County has applied and successfully been able to attain grants that focus on projects that support development.
66	Maintain safe routes to and from schools and expand pedestrian access. Specific areas in need of good sidewalk connections: Arundel Middle School needs to be accessible by sidewalk from Hammond Park between Higgins Drive to Maple Ridge (on Hammonds Lane); Finish the connection on Chapel Gate Drive; The Ridgeway Elementary School in Severn.	Completed. There is a sidewalk along Hammond Lane between Hammond Park and Maple Ridge Lane. There is a sidewalk on Evergreen Road from Telegraph Road to right before Beverly Road.
66	Install lighting on the MD 175 bridge by the MARC station that is of a consistent style and appearance with lights at the MARC station to provide design continuity. When the MD 175 bridge was refurbished by the State Highway Administration, electrical conduit was imbedded into the concrete wall sections in anticipation of future lighting.	Not implemented.
66	Install bike racks, canopies and lockers at the MARC station.	Completed. Bike racks are available at the Odenton MARC Station.

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66	Promote the improvement, expansion, and connection of the hiker/biker trails in Odenton and West County, including South Shore Trail, West County Trail with spurs to Odenton Nature Area, Piney Orchard and BWI.	Ongoing. In 2007, the Department of Recreation and Parks finalized a study known as the Odenton Trails Schematic Plan which identifies many segments connecting communities to places of interest with implementation partly through development and redevelopment in the area. The South Shore Trail and West County Trail are under construction. There is a spur to Piney Orchard. Efforts are being made to connect to the Odenton Nature Area and BWI.
66	Plan pedestrian links between neighborhoods and the Town Center Core area to schools, greenspaces, parks, workplaces, and activity centers in Odenton and West County.	Ongoing. Sidewalks and hiker/biker trails are being constructed by the State Highway Administration (SHA) and private developers as properties are developed. Sections of the Route 175 corridor trail have been constructed by the SHA. The Department of Recreation and Parks will assist with maintenance and patrols.
66	Study park protection for the Jabez Branch with direct pedestrian access to the hiker/biker trail system.	Ongoing. Near the proposed South Shore Trail and Holladay Park Road, conservation easements and floodplain easements have been in place since 1999 and 2007 respectively. This is in the Phase II portion of the South Shore Trail which is currently in design.
66	Support the extension of the South Shore Trail up WB&A Road to connect from Odenton through Severn to the BWI Trail.	Ongoing. In 2007, the Department of Recreation and Parks finalized a study known as the Odenton Trails Schematic Plan which identifies WB&A Road as a connection leading northward.
67	Encourage the implementation of a mass transit bus system, which provides affordable, efficient and comfortable service to supplement the private automobile, conserves energy, and improves air quality. Regular bus/van service should be established to provide access to employment and services for West County residents.	Completed. The Regional Transportation Agency of Central Maryland (RTA) 504 and the Anne Arundel County AA-202 bus routes connect Odenton to Howard County and the Arundel Mills Mall.
67	Provide tax breaks and other financial incentives to mass transit bus system operators to run on natural gas to reduce air pollution.	Ongoing. The Maryland Transportation Administration is replacing older diesel buses with hybrid or clean diesel vehicles, and is purchasing diesel MARC Train locomotives that meet stringent new Environmental Protection Agency requirements for all types of pollutants.

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67	Support services and programs that meet the mobility needs of transit dependent people.	Ongoing. In addition to the two bus routes, the Regional Transportation Agency of Central Maryland (RTA) has a paratransit program. The MARC Penn Line runs through the Odenton Small Area with a stop in Odenton.
67	Encourage the Department of Human Services, the West County Chamber of Commerce and the AAEDC to establish a program which allows employers to provide incentives to their employees to ride transit, carpool, ride their bicycle or walk to work.	Ongoing. The County's Rideshare Coordinator has established carpools and vanpools through the newly formed Commuter Crew program established in 2017.
67	Support the efforts to provide additional commuter bus routes from the Odenton MARC Station to serve the Odenton Small Planning Area.	Completed. The Regional Transportation Agency of Central Maryland (RTA) 504 and the Anne Arundel County AA-202 bus routes connect Odenton to Howard County and the Arundel Mills Mall.
67	Adopt the concepts contained in the "MD Route 175 Roadway and Streetscape Plan" as prepared by Environmental Resources Management (ERM) as the official MD 175 revitalization and redevelopment plan.	Ongoing. The section of MD 175 between MD 295 and MD 32 is under construction to add additional lanes, sidewalk, and a hiker/biker trail. Sections from MD 32 to Sappington Station Road are still in planning stages.
68	Construct a traffic circle or roundabout at the intersection of Odenton Road (MD 677), Annapolis Road (MD 175), Higgins Drive and Sappington Station Road.	Completed. Sappington Station circle has been constructed.
68	Evaluate Gambrells Road, Dairy Farm Road and MD 175 intersections to ensure that the traffic generated by the full operation of Horizon Dairy, as well as projected increases in general traffic flow, does not impede vehicular, bicycle or pedestrian safety. Identify necessary improvements, design and program for construction, as needed to maintain an adequate level of service.	Ongoing. The developer (private or public) of the Horizon Dairy will be required to complete a traffic impact study as incremental and / or full operation occurs.

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68	Continue detailed project planning, environmental and design studies to evaluate the Boulevard Concept and other similar alternatives.	Ongoing. All projects in the public right-of-way, both new and retrofit are designed in accordance with Anne Arundel County's Complete Streets Guiding Principles adopted in 2014. The Complete Streets Guiding Principles will be incorporated into Plan2040 and/or the 2019 Transportation Functional Master Plan. Some of the Boulevard concepts are in design or have already been completed (in the Master Plan), such as MD 175 (SHA; MD 32 to MD 170), Nevada Ave (CIP Project H563800), Odenton Road (CIP Projects H316700, H489400).
68	Re-examine the road classification, width, design, and capacity for Piney Orchard Parkway and Waugh Chapel Road to make the roads less susceptible to speeding by instituting a speed limit reduction and installing appropriate traffic calming measures, where feasible based on functional classification, volume and safety.	Ongoing. There is an ongoing study of Waugh Chapel Road between Symphony and Waugh Chapel Shopping Center to incorporate bicycle and pedestrian infrastructure into the design. Speeding/traffic calming as well as balancing the needs of motor vehicles with other modes are being considered.
68	Study the traffic pattern on MD 175 between Reece Road and the Baltimore Washington Parkway to determine if widening is necessary. Consideration should be given to the addition of sidewalks and bicycle lanes.	Completed. MD 175 between National Business Parkway and MD 32 will be widened to six lanes. Bicycle and pedestrian amenities will be provided from Disney Road to MD 32.
68	Consideration should be given to the widening of Route 170 from MD 175 to MD 100 with the inclusion of sidewalk and safety improvements. Special attention is needed at the intersections of MD 170 with Evergreen Avenue and Florida Avenue.	Ongoing. MD 170 is a variable four lane road south of MD 32. North of MD 32, MD 170 is two lanes. A sidewalk is provided along MD 170 between Mayfield Road and MD 175. CIP Project H575500 was introduced to contribute to a Maryland Department of Transportation project to improve MD 170 between MD 100 and MD 174. Development activity and / or another capital project is needed to improve other sections of MD 170.

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68	Find a sponsor for the police program “Neighborhood Speed Watch” to inform motorists of just how fast they are going.	Ongoing. Each district police station has an officer assigned as a Traffic Coordinator, who routinely receives traffic related complaints from community associations and the public in general, and coordinates a traffic enforcement response and advocates a traffic roadway redesign when appropriate.
68	Expand access to the Odenton MARC Station by building a garage on the west-side parking lot. The garage should be designed and built to support the library, an adult learning facility and other uses on the neighboring property.	Ongoing. A developer has submitted a development application for a mixed use development, with a parking garage on the west MARC parking lot.
69	Investigate Intelligent Transportation Systems (ITS) technology to plan traffic light synchronization and implement congestion management that will allow the MARC garage, if built, to quickly empty during the PM rush without overwhelming the local street network.	Not implemented. Traffic studies indicate this will be difficult to achieve unless MD 175 is widened to 6 travel lanes.
69	Work with the Maryland Department of Transportation (MDOT) to incorporate Smart Growth principles into local land use plans with the objective of achieving greater return from both existing and new transportation services.	Ongoing. There have been discussions with the Maryland Department of Transportation, particularly regarding MARC Train and Light Rail Stations.
69	Establish design standards for the MD 3 corridor to ensure that County and State roadway improvements, landscaping, expansion and/or repairs, take into consideration the desired character of the Odenton Small Planning Area. The use of limited access points and interior service roads should be encouraged or required for any new development in order to minimize the impediments to traffic flow and traffic hazards.	Ongoing. All projects in the public right-of-way, both new and retrofit are designed in accordance with Anne Arundel County’s Complete Streets Guiding Principles adopted in 2014. The Complete Streets Guiding Principles will be incorporated into Plan2040 and/or the 2019 Transportation Functional Master Plan.

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69	<p>Examine the impact of the proposed A58, Northern Bowie By-pass, in the Bowie, Collington, and Mitchellville Master Plan as it relates to West County's historic, rural neighborhood character, environment, and increased future traffic.</p>	<p>Completed. The A58 - Northern Bowie Bypass is no longer proposed in the Bowie Master Plan.</p>
69	<p>Establish design standards for the roadway to ensure that County and State roadway improvements, landscaping, expansion and/or repairs, take into consideration the desired character of the Odenton Small Area Plan and their role as facilities to move vehicles. Roadway design guidelines should seek to create two conditions, a landscaped parkway character and a suburban boulevard character (along the MD 3 Corridor from MD 424 to the MD 32 interchange).</p>	<p>Ongoing. All projects in the public right-of-way, both new and retrofit are designed in accordance with Anne Arundel County's Complete Streets Guiding Principles adopted in 2014. The Complete Streets Guiding Principles will be incorporated into Plan2040 and/or the 2019 Transportation Functional Master Plan.</p>
69	<p>Establish design standards for land development along the corridor that reflects appropriate relationship to both the boulevard and parkway conditions (along the MD 3 Corridor from MD 424 to the MD 32 interchange).</p>	<p>Not implemented.</p>
70	<p>Implement the adopted Pedestrian and Bicycle Master Plan, particularly as it applies to the Odenton Small Planning Area. Implementation of this Plan should provide County residents with opportunities to move around their immediate neighborhood and their communities on foot, by bike and by transit. The Plan should provide the basis for funding and implementing, over time, the needed pedestrian and bike facilities on State and County roads. It should ensure that new development is oriented toward supporting pedestrian, bike and transit travel.</p>	<p>Ongoing. There are continuing efforts to add bicycle and pedestrian facilities Countywide. Budget limitations require Countywide prioritization and constrain how quickly improvements and / or studies are conducted. Priorities for sidewalk installation under Capital Improvement Projects H508400 and C478300. A stand alone capital project can be requested and / or development activity can in fill missing sections as available.</p>

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70	Encourage public and private developers to be pedestrian oriented.	Ongoing. In addition to encouragement of pedestrian-oriented development, the Odenton Town Center Master Plan requires developers to construct bicycle and/or pedestrian amenities where appropriate.
70	Amend the County Subdivision Code to include a requirement for multi-modal mobility design and establish pedestrian-oriented performance standards for the pedestrian-oriented zone.	Ongoing. The County is in the process of updating its Design Manual that will address multimodal transportation and standard cross-section requirements for different road classifications including pedestrian facilities.
70	Provide adequate funding in the budget for trail development, design, maintenance and promised amenities to ensure that the public needs and expectations will be met before the hiker/biker trails are started.	Ongoing. The South Shore Trail is under construction and operational funds will be allocated as required.

Public Needs / Community Facilities

1. Provide “state of the art” emergency services.
 - Secure adequate funding for fire and emergency medical services.
 - Provide superior police protection so that the residents of Odenton feel safe in their community.
2. Provide a superior educational and business training system for students of all ages, interests and education levels.
 - Maximize the after hours utilization of public school facilities to meet the needs of the students and communities they serve.
 - Enforce adequate public facility laws and support the construction of new schools to accommodate additional growth to avoid the current overcrowding of existing schools.
 - Explore ways to increase adult learning opportunities.
3. Provide adequate library facilities and community services.
 - Provide West County residents with up to date access to technology, research and reading materials, access to government resources, and community space for meetings or special events.

4. Encourage additional adult day care, senior assisted living services, childcare services, and inter-generational centers to locate in the Odenton Small Planning Area.
 - Promote cost-effective community services for seniors.
 - Promote cost-effective public and private childcare services.
5. Ensure that public facilities are sufficient for the Odenton Small Planning Area.
 - Ensure the Adequate Public Facilities Ordinance (APFO) meets public needs.
6. Provide abundant open space and recreational land to accommodate existing and planned population growth and preserve environmentally sensitive areas.
 - Plan and develop areas suitable for passive and active recreation areas.
7. Ensure that the Odenton Small Planning Area has the best possible electronic infrastructure so as to attract economic development and facilitate the electronic interconnection of the area's residents and businesses.

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84	Support the Odenton Volunteer Fire Company's plan to renovate and add a 6,000 square-foot addition, including a sprinkler system and upgrades to the restroom and shower facilities. In order for this expansion to take place, an extension of water and sewer service to the fire station is needed.	Completed. Water and sewer lines have been extended to the Fire Company. Renovations completed in 2018.
84	Ensure that the apparatus replacement program in the Fire Department's Operating Budget be implemented.	Completed. The fire equipment has been replaced.
84	Support the Fire Department's request for funding for construction of the Severn Fire Station at the property owned by the County for that purpose on Telegraph Road (south of intersection of Telegraph and Reece Roads). The Severn Fire Station is a necessity in order to continue providing adequate service to the residents in West County.	Completed. The Severn Fire Station is located at 7870 Telegraph Road.

Page #	Recommendation	Status
84	Support the increase of bicycle patrol units, especially in the vicinity of the hiker/biker trails and residential neighborhoods, to increase the visibility of police in the community.	Ongoing. The general deployment of officers is predicated on ensuring the Police Department is delivering the most effective law enforcement service with the existing staffing levels.
84	Support the efforts of the Police Department's community crime watch programs.	Ongoing. Citizens are welcome to discuss their concerns through their respective Police Community Relations Committee, during the monthly meeting.
84	Provide the opportunity for residents of Odenton to participate in any future process of redistricting the County's Police Department. Community policing is important to the residents of Odenton, and there is concern that any redistricting which divides the Odenton Small Area will be detrimental to the safety of the Odenton residents.	Ongoing. Citizens are welcome to discuss their concerns through their respective Police Community Relations Committee, during the monthly meeting. The boundaries of each and every patrol post across the County are assessed routinely each year, primarily through Computer Aided Dispatch Data (CAD), to consider realignment in order to ensure that the Police Department is delivering the most effective law enforcement service with the existing staffing levels.
85	Foster community "ownership" of neighborhood schools by using existing school buildings for community functions when possible.	Ongoing. Schools are available to community use as well as Department of Recreation and Parks after school programs.
85	Encourage the Board of Education to work out an agreement with local businesses allowing them to use school classrooms and computer learning centers in the evenings to provide job training for their employees. (An example could be the employer pays the costs of the janitorial staff for the evenings used.)	Completed. Community groups and businesses may use school facilities in accordance with certain procedures and processes of Anne Arundel County Public Schools (AACPS). For-Profit Groups must show a direct benefit to AACPS students. For more information on community use of school facilities including established fee schedule, visit www.aacps.org .

Page #	Recommendation	Status
85	Design and construct new schools that will accommodate multiple uses in the future.	Ongoing. In 2015, County Executive Steve Schuh appointed a Community Center Task Force to look at the design and operation of the current system of community centers (public facilities, multi-use facilities). The conclusion of the Task Force is that even though the County does an amazing job of using a cost-effective approach of providing community services through a partnership between the Board of Education, the Department of Recreation and Park and the Department of Aging and Disabilities some needs are still unmet. The needs identified in this report will be considered as part of the development of Plan2040.
85	Support the future design and construction of a West County High School and a Seven Oaks Elementary School if there is a demonstrated need.	Partially implemented. Seven Oaks Elementary School was built in 2007. The new West County High School (Crofton Area High School) is currently under construction and is scheduled to open in the fall of 2020.
85	Establish an adult learning facility with access to the Odenton MARC Station to provide skill-based training to residents and area business employees.	Not implemented. However, Anne Arundel Community College has two locations in West County; the Center for Cyber and Professional Training (CCPT) and Arundel Mills. In addition, there may be private facilities initiated by employers in the area.
85	Attract a college annex in the heart of the Odenton Town Center to provide continuing educational opportunities for the people who live and/or work in West County.	Not implemented. However, Anne Arundel Community College has two locations in West County - the Center for Cyber and Professional Training (CCPT) and Arundel Mills.
85	Construct the West County Library.	Completed. The Odenton Regional Library opened in 2004.
85	Encourage public and/or private development of a significant public space and/or building which could provide access to government forms and procedures.	Completed. The West County Regional Library (as well as the other County libraries) has computers available for the public that provides access to government forms and procedures which are typically available on the County and State websites.
86	Establish a community service use in the existing Odenton Library building when the new West County Regional Library is built. Due to its proximity to the O'Malley Senior Center, either an adult day care or an inter-generational center may be an ideal use.	Completed. This building is now used as the Senior Center Annex.

Page #	Recommendation	Status
86	Develop interagency programs to address the shortage of licensed child care centers, pre-schools, Head Start programs, all-day kindergarten, and before and after school latchkey programs available to residents of West County.	Ongoing. Anne Arundel County Public Schools (AACPS) now offers full-day kindergarten, early childhood education programs as well as resources for those needing daycare. A Community Resource Guide is available through AACPS. For more information, visit www.aacps.org .
86	Encourage the Anne Arundel Economic Development Corporation (AAEDC), Department of Social Services, and the West County Chamber of Commerce to create a program assisting local businesses to provide childcare services for their employees. The services could either be provided at the place of employment, or a network of providers could be established in the Odenton Small Planning Area for employees to utilize.	Ongoing. Anne Arundel County Public Schools (AACPS) now offers full-day kindergarten, early childhood education programs as well as resources for those needing daycare. A Community Resource Guide is available through AACPS. For more information, visit www.aacps.org .
86	Ensure the APFO includes acknowledgement of the County's responsibility to provide adequate facilities consistent with the GDP.	Completed. The Adequate Public Facilities regulations (APF) have been amended a few times over the past decade, most recently in 2018. Bill 15-18 altered how the School Utilization Chart is prepared and when schools will be designated as Closed to new enrollment. Bill 78-18 adds multimodal transportation facilities as a component to County subdivision and development policies. The County will continue to assess the APF regulations and make adjustments as needed to improve implementation.
86	Ensure that the APFO is enforced.	Ongoing. Adequate Public Facilities are required to be demonstrated during the development review process.
86	Ensure that the planning models used for APFO enforcement are accurate, and validate their results.	Completed. The Adequate Public Facilities regulations (APF) have been amended a few times over the past decade, most recently in 2018. Bill 15-18 altered how the School Utilization Chart is prepared and when schools will be designated as Closed to new enrollment. Bill 78-18 adds multimodal transportation facilities as a component to County subdivision and development policies. The County will continue to assess the APF regulations and make adjustments as needed to improve implementation.

Page #	Recommendation	Status
86	Pursue all possible public and private funding for public facilities.	Ongoing. The County engages in opportunities for public-private partnerships to fund public facilities when possible.
87	Strategically locate and coordinate public facilities and open space.	Ongoing. Many of the County's park and recreation facilities include both passive and active areas.
87	Identify and evaluate possible sites for a West County Regional Park, including the Conway Road/Meyer Station Road area (reclamation planning required) in a study by the County's Department of Recreation and Parks.	Ongoing. A fifteen-acre site on Reece Road has been acquired for active and passive recreation facilities. Additional acreage is desired, subject to the identification of suitable recreation land and a willing seller. Additional acreage for active recreation is still being pursued. A request has been submitted to the Navy for athletic fields at the Dairy Farm. The Department of Recreation and Parks will continue to pursue acreage for recreation facilities in the Odenton planning area and continue negotiations with the Navy to expand recreation opportunities at the Dairy Farm.
87	Support the development of the hiker/biker trails in the Odenton Small Area while minimizing and mitigating any adverse environmental impacts.	Ongoing. The Odenton Trail, South Shore Trail, and WB&A Trail are completed or are currently under construction. The Department of Recreation and Parks will continue to encourage trail development.
87	Work with the federal, state and local authorities to eliminate any conflicts with cell towers.	Completed. Commercial telecommunication facilities are Federally regulated by the Federal Communications Commission (FCC). Article 18 (Zoning) of the County Code allows them in all zoning districts as required by the FCC. Permanent telecommunication towers located on the ground are allowed as Special Exception uses in residential zoning districts, and as Conditional Uses in non-residential zoning districts. The Special Exception and Conditional Use requirements are in place in part to eliminate any conflicts with surrounding uses.
87	Develop a state-of-the-art communications infrastructure in business parks and the Town Center.	Completed. State-of-the-art communications infrastructure is available in all developed areas Countywide.
87	Encourage developers to build appropriate communication infrastructure into new construction.	Completed. Installation of telecommunications infrastructure is regulated by the Federal Communications Commission.

Pasadena / Marley Neck

The Pasadena / Marley Neck Small Area Plan (SAP) was adopted in August of 2004 and addressed goals and recommendations for land use, zoning, economic development, environmental and cultural resources, transportation, community facilities and community design.

Vision Statement

Pasadena/Marley Neck will be an identifiable and vibrant mixed-use community; tied to the past through its historical development of waterfront communities and bay-related recreation, but moving into the future with a plan to reduce industrial polluters, to define commercial areas and to develop policies for improvements in their design and function, and to allow an appropriate expansion of residential and commercial development.

The Pasadena/Marley Neck Small Area will remain hometown. It will be a place where residents are proud to live, work and play. It will be a place that is recognized for its unique qualities and desirability.

- The area will be framed by a series of gateways that denote you have arrived home.
- The heavy industrial polluters will be phased out over time, and the future development and redevelopment will be clean industry that does not pollute our waterways and air.
- A series of parks and greenways will be identified that seeks to set aside the most important networks for open space, recreation, and wildlife.
- Commercial uses will be focused into defined areas; and plans and ordinances will be developed that ensure design standards for new and redeveloping commercial facilities are utilized.
- The area will retain its mix of uses and will provide a sustainable community by balancing housing and employment

Plan Highlights

Commercial Revitalization

The Mountain Road Corridor is one of the most heavily traveled routes in the Pasadena/Marley Neck Small Area. It is also primarily developed with older commercial uses. The continued vitality of this commercial area is important to the stability of the area.

Fort Smallwood Road also has a heavy traffic flow through the area. The corridor has some newer commercial areas near its intersection with Edwin Raynor Boulevard and mostly older commercial areas in the Riviera and Orchard Beach areas.

The Small Area Plan calls for revitalization of these corridors to improve traffic flow and enhance the quality of the area.

Improvement of Water and Air Quality

The northwest sector of the Planning Area is characterized by heavy industrial uses. Some of these industries are significant polluters that over the years have helped cause a decline in the area's air and water quality. The Small Area Plan includes recommendations to improve upon air and water quality.

Preservation of Open Space and Historical Assets

Much of the Pasadena / Marley Neck Small Area is developed and is one of the County's priority growth areas. However, there are some large tracts of vacant, wooded land that should be preserved where possible. The area is also rich in historical and cultural assets that need to be protected and preserved.

Improvement of the Roadway Network

The Pasadena/Marley Neck Small Area has an existing roadway network that is heavily used, showing signs of inadequacy and some safety issues. The Small Area Plan recommends improvements to the road network that will improve traffic flow and safety.

Opportunities for Recreational and Cultural Resources

The Small Area has an abundance of community facilities. However, it is lacking in public access to waterways and a major recreational / cultural complex that would have multi-generational uses to serve the whole community.

Key Goals And Recommendations

Commercial Revitalization

- Encourage commercial revitalization in the Pasadena/Marley Neck Small Area with particular attention given to the Mountain Road and Fort Smallwood Road commercial corridors.
- Improve the appearance of commercial and business establishments in the planning area by adopting design guidelines that consider: uniform facades (theme); coordinated setbacks; public improvements such as sidewalks, landscaping and lighting; better design and placement of parking to ensure that the business, not cars, is prominent; sign standards; and maintenance requirements for businesses.
- Develop mechanisms to implement the design improvements for the Orchard Beach and Mountain Road commercial areas and the concept plan for the Riviera Village Center.

Improvement of Water and Air Quality

- The County should develop strategies to reduce emissions, which affect air quality. Strategies might include:
 - Accelerate the completion and implementation of bike and pedestrian facilities.
 - Promote the use of telecommuting by County, State and Federal employees. Work with the State to set up central centers for use by public agencies.
 - Promote compressed workweeks for County, State and Federal workers.
 - Adopt land use and transportation plans that encourage the use of public transportation and carpooling in order to reduce automobile traffic and ozone levels.
 - Promote alternatives to single-occupant vehicles. Ridesharing, carpooling and modes of public transportation should all be investigated, promoted and utilized.

- The County should set the example for fuel efficiency by purchasing the most efficient vehicles possible, and ones that can utilize more cost effective types of fuels.
- The County should set the example for the use of green technology and develop regulations that require future development to utilize these principals if at all practical
- Encourage the maximum utilization of developed areas (infill -smart growth), which will reduce the need for expanded development areas and new roadways.
- Work with jurisdictions in the Metropolitan Baltimore Air Quality Control Region to establish and implement regional policies and measures to reduce ozone levels in the non-attainment areas.
- Encourage industries to reduce diesel exhaust and limit emissions from industrial areas. Use of specific roadways for trucks should be encouraged
- Accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas. Aggressively pursue incentive-based approaches (e.g. State grant funds) to achieve retrofitting of areas in need of improved stormwater management. Include appropriate funding for capital improvements to be completed within a ten-year period.

Preservation of Open Space and Historical Assets

- Identify areas that should be purchased by the County or retained through the development process as open space for active and passive recreation and public access to the water.
- Work with the State and private groups to identify and preserve large tracts of undeveloped land as open space. Purchase, easements, and Transfer of Development Rights (TDR) should be actively used.

Improvement of the Roadway Network

- Prepare an integrated transportation plan for the Pasadena / Marley Neck, Glen Burnie and Lake Shore Small Areas, which will evaluate existing and projected traffic conditions and formulate solutions for the future. Development should be discouraged until an action plan is in place that provides improvements before new development occurs.
- Provide for adequacy of transportation facilities as development occurs.
- Request that the State Highway Administration study the operation, identify necessary improvements of MD 100 and I-695 such as improving and adding additional on-off ramps at all interchanges (i.e. Waterford Road), and program construction funding.

Opportunities for Recreational and Cultural Resources

- Determine the active and passive recreational needs of the Pasadena/Marley Neck and Lake Shore Small Areas, the needs for the intermediate future (up to twenty years should be identified), and programmatic improvements scheduled in the Capital Improvement Program to meet the demand.
- Develop a County recreation center in the Mountain Road Corridor that will include an indoor/outdoor public swimming pool and will provide after-school recreational programs and meeting

space for the community (basketball, volleyball, Cub Scouts, etc.). These programs should be free, or a sliding scale fee should be offered.

- Develop a major outside recreational complex with adequate new fields to accommodate the demand for active multi-purpose athletic fields.
- Provide more public access to waterways. Develop boat ramps, fishing piers, crabbing piers and picnic areas.
- Acquire, stabilize and improve Fort Smallwood Park as the premier historic attraction and water access point on the Patapsco River in Anne Arundel County.
- In conjunction with the Greenways Master Plan, incorporate to the extent possible, the development of hiking, biking and equestrian trails.

Implementation

Over 150 recommendations were identified within Pasadena / Marley Neck SAP to help implement the Vision and the 1997 General Development Plan. Ninety-five percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are various transportation studies and improvements, including a MD 10/I-97 link, along MD 100, and along MD 177; stream buffer improvements; renovation of the Pasadena Senior Center; completion of watershed assessments and management plans for the Patapsco and Magothy Rivers; development of strategies for managing failing septic systems; expansion of Stoney Creek Park; ongoing economic development and revitalization efforts, including targeted financial and tax incentives; design and start of construction for the Marley Neck Trail and a boat ramp at Solley Cove Park; and improvements to parks and school recreational facilities.

The following table lists the goals of Pasadena / Marley Neck Small Area Plan, corresponding recommendations and the status.

Land Use, Zoning and Economic Development

1. Focus growth and new development in areas which best use existing or planned infrastructure, retains existing and planned residential densities and allows an appropriate mix of residential and commercial areas.
2. Encourage commercial revitalization in the Pasadena/Marley Neck Small Area with particular attention given to the Mountain Road and Fort Smallwood Road commercial corridors.
3. Limit future, and decrease where possible, heavy industrial uses. Polluting industries are not to be encouraged and should be phased out over time.
4. Support marine based activities in the Port Land use Development zone.
5. Ensure that open space, recreation and greenway opportunities are secured.

Page #	Recommendation	Status
29	Residential densities should not exceed that which exists or is planned for on the adopted land use maps.	Ongoing. Residential densities are regulated by the zoning category that should be consistent with the planned land use.
29	Consider an appropriate mix of commercial to serve the local needs of the developing residential communities in the Solley Road – Marley Neck Boulevard area.	Ongoing. This area was considered during the Pasadena / Marley Neck Small Area planning process as well as the 2009 General Development Plan process for an appropriate mix of uses. Currently within this area, there are three properties zoned C1 (developed with AJ's Pub and Carroll Motor Fuels gas station and convenience store), four properties zoned C3 (undeveloped) and one property zoned C4 (developed with a water treatment system business). The area at the Solley Road - Fort Smallwood Road intersection is zoned W2, and west side of Fort Smallwood is zoned W3 (largely undeveloped). This area will be evaluated again during the comprehensive review that occurs with the Plan2040 process.
29	Direct commercial development to the established commercial hub on Mountain Road between Solley Road/ Waterford Road and MD 100.	Ongoing. These intersections remain commercial areas. The FY2019 Capital Budget includes a project (H569400) to improve the Mountain Road Corridor between Catherine Avenue and Edwin Raynor Boulevard with vehicular, pedestrian and bicycle facilities and enhancement for revitalization of the area.

Page #	Recommendation	Status
29	<p>Consider mechanisms such as downzoning, retirement of development options, transfer of development rights and public purchase of vacant parcels in the Lake Shore Small Area in order to limit the overall residential development of that area thus reducing the impacts to the Pasadena/Marley Neck area.</p>	<p>Ongoing. As part of the Lake Shore Small Area Plan and the General Development Plan processes, comprehensive analyses are conducted for the appropriate land use designation. The use of a Transfer of Development Rights program was assessed and found to not be feasible in Anne Arundel County given the low demand for additional densities in potential receiving areas and that the densities in the potential sending areas have been reduced through mechanisms such as retention of RA and RLD zoning, removal of the family conveyance allowances from the Code, land acquisition for preservation, conservation easements through land trusts and through the development process, implementation of the County's Agricultural and Woodland Preservation program and implementation of the State's "Septic Bill" which designates much of the rural areas as Growth Tier 4, limiting subdivision potential to 5 lots or less.</p>
30	<p>Improve the appearance of commercial and business establishments in the planning area by adopting design guidelines that consider: uniform facades (theme); coordinated setbacks; improvements such as sidewalks, landscaping and lighting; better design and placement of parking to ensure that the business, not cars, is prominent; sign standards; and maintenance requirements for businesses.</p>	<p>Partially implemented. A Mountain Road Commercial Corridor Study (2015) was prepared jointly by the County and the State Highway Administration. The study proposed improvements along Mountain Road from Waterford Road to Edwin Raynor, including pedestrian facilities and design guidelines for the study area. The project has not moved forward to final design, acquisition, and construction to date but continues to be included in the County's annual Priority Letter to the Maryland Department of Transportation.</p>

Page #	Recommendation	Status
30	<p>Identify areas that qualify for Department of Housing and Community Development programs including 'Designated Neighborhood', and pursue their designation so that qualifying landowners may apply for technical and financial assistance with improvements.</p>	<p>Ongoing. The State Department of Housing and Community Development (DHCD) no longer uses a Designated Neighborhood designation, but instead allows for qualified areas to seek designation as a Sustainable Community. The County has three such designated communities including the Glen Burnie area, but has not sought designation of the Pasadena area to date. However, the Mountain Road commercial corridor has been designated as a County Commercial Revitalization Area, which offers potential development flexibility as well as financial incentives offered by the Anne Arundel Economic Development Corporation. There are additional State assistance programs that, while competitive, may be available for business owners in the area. Business and property owners are encouraged to contact DHCD for additional information.</p>
30	<p>Develop mechanisms to implement the design improvements for the Orchard Beach and Mountain Road commercial areas and the concept plan for the Riviera Village Center.</p>	<p>Partially implemented. A Mountain Road Commercial Corridor Study (2015) was prepared jointly by the County and the State Highway Administration. The study proposed improvements along Mountain Road from Waterford Road to Edwin Raynor, including pedestrian facilities and design guidelines for the study area. The project has not moved forward to final design, acquisition, and construction to date but continues to be included in the County's annual Priority Letter to the Maryland Department of Transportation. No actions have been taken toward implementing the Riviera Village Center concept.</p>
30	<p>Develop economic incentives to encourage the use of existing commercial space and redevelopment of underutilized properties.</p>	<p>Ongoing. The Arundel Community Reinvestment loan program was established and is administered by Anne Arundel Economic Development Corporation to provide financial incentives to revitalize and redevelop underutilized properties in designated areas which include the Mountain Road and Fort Smallwood Road corridors in Pasadena. The Commercial Revitalization Tax Credit was also extended so the County may continue to offer that incentive to eligible projects.</p>

Page #	Recommendation	Status
31	Limit industrial uses to those sites identified for industrial land use on the adopted land use maps.	Ongoing. Industrial uses are regulated by the zoning category that should be consistent with the planned land use.
31	Explore and implement existing programs and regulations that will reduce heavy pollution from existing facilities.	Ongoing. The Maryland Department of the Environment (MDE) is the governing agency for toxic air pollutant (TAP) regulations. The owner or operator of any piece of equipment or process line that generates TAPs is required to obtain a air quality permit from MDE. The owner or operator is required to quantify the emissions of the TAPs, apply the best available control technology and demonstrate that the premises-wide emissions will not adversely affect public health.
31	The County and State should identify (heavy industrial use) sites that are in need of remediation and develop a program for cleaning those sites and redeveloping them for other appropriate uses. (Note: aspects of this recommendation may already be being done by State and Federal agencies. Follow up and reporting should be reported to the community).	Ongoing. The Maryland Department of the Environment (MDE) maintains an inventory of Brownfield sites and incentive programs are available to facilitate redevelopment through MDE's Voluntary Cleanup Program, which provides a streamlined regulatory process, and the Maryland Department of Commerce's Brownfields Tax Incentive Program which provides financial incentives for redevelopment of eligible brownfield properties.
31	The County should promote light industry (similar in nature to some of the newer industrial parks that support trucking, distribution and support services) through appropriate zoning and allowable uses.	Ongoing. The comprehensive zoning that occurred following the adoption of the Pasadena / Marley Neck Small Plan and the 2009 General Development Plan retained some areas in the W1 Zone (Light Industrial uses). The Anne Arundel County Economic Development Corporation promotes new business growth in these industries and exists existing businesses with expansion.
31	Ensure that needed infrastructure improvements are made prior to additional commercial and industrial development being approved. Improvements should be made to Fort Smallwood Road at its junction with MD 695 to ensure easy and rapid access into and out of the area.	Ongoing. The removal of an eastbound on-ramp from Quarantine Road has been completed. Through the development review process, the County coordinates with the State Highway Administration and the City of Baltimore. Additional improvements will be made as warranted. Note that the Fort Smallwood Road and I-695 interchange are outside of the County and it's control.

Page #	Recommendation	Status
31	Promote the location of clean marine based industries, such as warehouses and distribution, on properties that are within the designated Port Land Use Development Zone.	Ongoing. Maritime businesses are promoted through the Anne Arundel Economic Development Corporation. See https://www.aedc.org/ for more information.
32	Identify areas that should be purchased by the County or retained through the development process as open space for active and passive recreation, and public access to the water.	Ongoing. The Department of Recreation and Parks has investigated additional parkland opportunities in this area with limited success. Acreage contiguous to our undeveloped Stoney Creek Park has been secured in an effort to provide additional active recreation opportunities. Also, working with the Office of Planning and Zoning, a roadside trail was secured and is being implemented through the development process. This trail is known as the Marley Neck Trail. There is an existing section at Creekside Village. As of August 2018, the County has secured a consultant to design a boat ramp with parking at Solley Cove Park on Marley Creek. This project is funded for construction in 2019. All of the above described areas are in the Green Infrastructure Network.
32	Review the initial Greenways Master Plan and refine the plan to better address the needs of the Pasadena/Marley Neck planning area. (The SAP Committee has reviewed the Greenways Master Plan, and recommended changes are shown in this document in the Environmental and Cultural Resources Chapter).	Ongoing. The Marley Neck Trail and future active recreation will support the needs of this changing area.

Land Use Changes

Page #	Recommendation	Status
35	Change 6396 Chemical Road and Pennington Avenue (Tax Map 5, part of Parcels 168, 361) from Natural Features to Industrial land use.	Completed. The land use was changed to Industrial with approval of Bill 46-04. The site is zoned W3 and remains in industrial use.
35	Change 610 Pittman Road (Tax Map 5, part of Parcel 220) from Government / Institutional to Industrial land use.	Completed. The land use was changed to Industrial with approval of Bill 46-04. The site is zoned W3, but this portion of Parcel 220 remains undeveloped.

Page #	Recommendation	Status
35	Change 610 and 710 Pittman Road, 6830 Fort Smallwood Road, 725 Werner Road, 120 Werner Road, Carbide Road, and 1000 Kembo Road (Tax Map 5, parts of Parcels 220, 3B, 3C, 343, 241, 370; Tax Map 6, part of Parcel 11) from Natural Features to Industrial land use.	Completed. The land use was changed to Industrial with approval of Bill 46-04. The site is zoned W3 and remains in industrial use.
35	Change Marley Neck Road, 7360 Carbide Road (Tax Map 4, Parcels 365, part of Parcel 399 (lot 2) from Light Industrial and Residential Medium Density to Natural Features.	Completed. The land use was changed to Natural Features with approval of Bill 46-04, but subsequently it was changed to Government / Institutional with approval of the 2009 General Development Plan to reflect the use of the property as a public use. The site is zoned OS and is owned by Anne Arundel County (Solley Cove Park).
35	Change Tax Map 5, Parcel 17, part of Parcels 399 (lot 2), 198, 199, 200, 217, 218; Tax Map 10, part of Parcels 27 (lots A & B), 43, 49, 665; Tax Map 11, Parcels 1, 2, 3, 5, 8, 87, 90, 91, 136 on Carbide Road, Tanyard Cove Road and Marley Neck Boulevard from Residential Medium Density to Residential Low Density land use.	Completed. The land use was changed to Residential Low Density with approval of Bill 46-04. The area is zoned R1 and R2 and is part of the proposed Tanyard Cove development.
36	Change 7376 Carbide Road (Tax Map 5, Parcel 17, residue of Parcel 365) from Residential Medium Density to Residential Low Density land use.	Completed. The land use was changed to Residential Low Density with approval of Bill 46-04. The zoning, however, is W3. The site is developed with a service/charitable organization use.
36	Change Tax Map 10, part of Parcel 27 on Marley Neck Road at Bohemian Beach Road from Industrial to Residential Medium Density land use.	Completed. The land use was changed to Residential Medium Density with approval of Bill 46-04. The area is zoned R10 and is part of the Tanyard Cove development.
36	Change 7300, 7214 Fort Smallwood Road, 7300 Green Acres Road (Tax Map 6, Parcel 27, part of Parcels 26, 71, 72) from Light Industrial to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. Zoning is C1 and C3. Two of the parcels are in retail commercial use, while one remains undeveloped.
36	Change 7320 Fort Smallwood Road, Sycamore Road (Tax Map 6, Parcel 31, (lots B, C, 20) from Light Industrial to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. Zoning is C1, and the sites are developed with retail commercial uses.

Page #	Recommendation	Status
36	Change 1000 Kembo Road (Tax Map 6, part of Parcel 11) from Natural Features to Industrial Park land use.	Completed. The land use was changed to Industrial with approval of Bill 46-04. However, the 2004 and 2009 Planned Land Use maps still show Natural Features and should be corrected to reflect the W3 zoning on the property. The parcel is owned by the Maryland Port Administration. It is the Cox Creek Dredged Material Containment Facility. A 12,000 square-foot Operation and Maintenance Complex for Maryland Environmental Science is planned.
36	Change 7535 Solley Park (Tax Map 11, part of Parcel 9) from Light Industrial to Natural Features land use.	Completed. The land use was changed to Natural Features with approval of Bill 46-04, but it was subsequently changed to Government/Institutional with approval of the 2009 General Development Plan to reflect the use of the property as a public use.
37	Change 7549 Solley Road (Tax Map 11, Parcel 127 (lot 4)) from Light Industrial to Government / Institutional land use.	Completed. The land use was changed to Government/Institutional with approval of Bill 46-04. The site retains W2 zoning and is currently used as a fire station.
37	Change 7608 Solley Road (Tax Map 11, Parcel 93, part of Parcel 301) from Light Industrial, Residential Medium Density to Government / Institutional land use.	Completed. The land use was changed to Government/Institutional with approval of Bill 46-04. The site is zoned R10 and is the site of Solley Elementary School.
37	Change Tax Map 10, Parcel 29, part of Parcel 53 Tanyard Springs Lane from Industrial Park to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. The site is zoned C3 but remains undeveloped.
37	Change Tax Map 10, part of Parcels 53, 45 Solley Road from Industrial Park, Commercial to Residential Medium Density land use.	Completed. The land use was changed to Residential Medium Density with approval of Bill 46-04. These are zoned R10 and are developed as part of the Tanyard Springs residential community.
37	Change 7612, 7618, 7820, 7624, 7628, 7630, 7638, 7644, 7650 Solley Road; 662, 664, 668, 672, 674, 678, 680, 682 Chestnut Springs Lane (Tax Map 10, Parcels 31-40, 356, 403; Tax Map 11, Parcels 13-16, part of Parcels 17, 18) from Residential Medium Density to Residential Low Density land use.	Completed. The land use was changed to Residential Low Density with approval of Bill 46-04, but subsequently changed to Residential Medium Density with approval of the 2009 General Development Plan. The site is zoned R10 and is developed with single family detached homes on the south and townhouses (The Pointe at Tanyard Springs) to the north.

Page #	Recommendation	Status
37	Change 7644, 7650 Solley Road (Tax Map 11, part of Parcels 17, 18) from Residential Medium Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. The site's zoning is C1, but the site remains developed with single-family detached dwellings.
37	Change 7752, 7756 Solley Road (Tax Map 10, Parcels 50, 51, 39/4, 54/2, part of Parcel 52) from Industrial Park to Residential Low Density land use.	Completed. The land use was changed to Residential Low Density with approval of Bill 46-04. The zoning is R2. Two parcels are developed with single-family detached dwellings; the others are utility rights-of-way and undeveloped land.
37	Change 7780 Solley Road (Tax Map 10, parcel 372 from Industrial Park to Government / Institutional land use.	Completed. The land use was changed to Government/Institutional with approval of Bill 46-04. The site's zoning is R2 and the site remains developed as a church.
38	Change 7651, 7775 Solley Road (Tax Map 11, part of Parcel 31, Parcel 32) from Residential Low Density to Rural Agricultural land use.	Completed. The land use was changed to Rural Agricultural with approval of Bill 46-04. The site is zoned RLD and remains undeveloped.
38	Change Tax Map 10, Parcels 55, 56, 126, 281, 364, part of Parcels 116, 117, 118, 119, 121, 122, 129, 130, 613, 621; Tax Map 11, part of Parcels 39, 64; Tax Map 16, Parcels 92, 101 on Solley Road, Nabbs Creek Road, Locust Grove Road, North Shore Road from Residential Low Density to Rural Agricultural land use.	Completed. The land use was changed to Rural Agricultural with approval of Bill 46-04. The area is zoned RLD. Some single-family detached dwellings have been built in the area, but much of the property is protected open space associated with Sloop Cove Landing.
38	Change Tax Map 11, part of Parcels 39, 46, 135, 276 on Locust Grove Road, 801 North Long Cove Road from Residential Low Density to Rural Agricultural land use.	Completed. The land use was changed to Rural Agricultural with approval of Bill 46-04. Zoning for these parcels is RLD. Parcel 46 remains undeveloped; other parcels hold single-family detached dwellings.
38	Change Tax Map 10, Parcels 364, 494, 613, part of Parcel 55; Tax Map 11, parcels 39, 64, 56, 57, 58, 59, 120, 121, part of Parcel 33 at Stoney Creek Park from Residential Low Density to Natural Features land use.	Completed. The land use was changed to Natural Features with approval of Bill 46-04, but it was subsequently changed to Government/Institutional with approval of the 2009 General Development Plan to reflect the use of the property as a public use and to Rural Agricultural to reflect the RLD zoning of the property that is privately owned. Stoney Creek Park remains undeveloped and zoned OS.

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38	Change Tax Map 11, part of Parcels 41, 42, 43, 45, 48, 106, 117 on Locust Grove Road and Francis Road from Residential Low Density to Rural Agricultural land use.	Completed. The land use was changed to Rural Agricultural with approval of Bill 46-04. Zoning is RLD, and the area is developed primarily with single-family detached dwellings.
38	Change Tax Map 11, part of Parcels 50, 64 (Part of Parcels A, B, lot 5) on Forest Grove Court from Residential Low Density to Rural Agricultural land use.	Completed. The land use was changed to Rural Agricultural with approval of Bill 46-04. The properties are zoned RLD and are developed with single-family detached dwellings.
39	Change 864 Nabbs Creek Road (Tax Map 11: Parcel 36 (lots 49-57, pt. 5)) from Residential Low Density to Maritime land use.	Completed. The land use was changed to Maritime with approval of Bill 46-04. Zoning is MA2 and the site is used as a marina.
39	Change Tax Map 11, Parcels 55, 58, 119, 239, part of Parcels 33, 34, 37 on Altoona Beach Road, Nabbs Creek Road, Burley Cove Road, Kecoutan Road, Beech Road, Brightwater Beach Road from Residential Low Density to Rural Agricultural land use.	Completed. The land use was changed to Rural Agricultural with approval of Bill 46-04. The site is zoned RLD. While some single-family detached dwellings remain, much of the area is undeveloped.
39	Change 945 Nabbs Creek Road, 7696 Altoona Beach Road (Tax Map 11, Parcels 38, 100) from Residential Low Density to Residential Low-Medium Density land use.	Completed. The land use was changed to Residential Low-Medium Density with approval of Bill 46-04. The land use for Parcel 100 was subsequently changed on the 2009 GDP Land Use Map to reflect the existing C3 Zoning and existing use of a wedding venue facility. Parcel 38 is zoned R5 and is developed with a single-family home.
39	Change Tax Map 11, Parcels 167, 228, 161, part of Parcels 23, 29 on Fort Smallwood Road from Residential Low-Medium Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. The area is zoned primarily C3, C4 and C1. Current uses in the corridor include retail commercial, office, industrial, and some single-family detached properties.
39	Change Tax Map 11, Parcels 237, 239 on Fort Smallwood Road from Commercial to Residential Low-Medium Density land use.	Completed. The land use was changed to Residential Low-Medium Density with approval of Bill 46-04. The areas are zoned R5 and are developed with single-family detached dwellings.
39	Change Tax Map 11, part of Parcel 29 (lots 1-10) on Greenland Beach Road from Residential Low-Medium Density to Maritime land use.	Completed. The land use was changed to Maritime with approval of Bill 46-04. The property is zoned MA2 and is developed as a marina.

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39	Change Tax Map 11, part of Parcels 166, 178 on Maine Avenue and Bay Road from Residential Low-Medium Density to Maritime land use.	Completed. The land use was changed to Maritime with approval of Bill 46-04. The properties are zoned MA1 and are community beach and pier areas.
39	Change Tax Map 11, Parcel 95, part of Parcels 214, 220, 221, 280, 285, 74, 206, 274; Tax Map 17, part of Parcel 462 on Fort Smallwood Road from Residential Low-Medium Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. All properties have commercial zoning, with the exception of properties in Parcel 280, which remain R5 and are used as single-family detached dwellings.
40	Change Tax Map 11, Parcel 180, part of Parcel 204 on Greenway Road and Geneva Road from Residential Low-Medium Density to Natural Features land use.	Completed. The land use was changed to Natural Features with approval of Bill 46-04. These properties retain their R5 zoning and are community recreation areas.
40	Change 8499 Virginia Avenue, 8515 Jenkins Road (Tax Map 11, Parcels 70, 259) from Residential Low-Medium Density to Government / Institutional land use.	Completed. The land use was changed to Government/Institutional with approval of Bill 46-04. The property retains R5 zoning and is the site of Riviera Beach Elementary School.
40	Change Tax Map 11, Parcels 128, 211, part of Parcel 123 at Rock Creek Park and Sunset Park from Residential Low-Medium Density to Natural Features land use.	Completed. The land use was changed to Natural Features with approval of Bill 46-04, but it was subsequently changed to Government / Institutional with approval of the 2009 General Development Plan to reflect the use of the property as a public use. The sites are zoned OS and are the location of Rock Creek Park and Sunset Park.
40	Change 200, 202, 204, 206, 208 Bar Harbor Road (Tax Map 11, Parcel 71 (lots 39-45) from Residential Low-Medium Density to Maritime land use.	Completed. The land use was changed to Maritime with approval of Bill 46-04. These are zoned MB and are used as a marina and single-family detached dwellings.
40	Change Tax Map 11, part of Parcels 204, 206, 231, 286, 290, 291, 293, 296, 298; Tax Map 17, part of Parcel 462 on Fort Smallwood Road from Commercial to Residential Low-Medium Density land use.	Completed. The land use was changed to Residential Low-Medium Density with approval of Bill 46-04. These areas are zoned R5 and are principally developed with single-family detached dwellings.
40	Change 8572 Fort Smallwood Road (Sunset Beach Elementary, Tax Map 11, Parcel 238) from Residential Low-Medium Density and Natural Features to Government / Institutional land use.	Completed. The land use was changed to Government/Institutional with approval of Bill 46-04. The site retains R5 zoning and is the site of Sunset Elementary School.

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40	Change Tax Map 11, part of Parcel 123 at Elizabeth's Landing from Natural Features to Residential Low-Medium Density land use.	Completed. The land use was changed to Residential Low-Medium Density with approval of Bill 46-04. The area is zoned R5 and is developed primarily with single-family detached dwellings.
41	Change 7605 Stoney Creek Drive (Tax Map 11 part of Parcel 284) from Residential Low-Medium Density to Maritime land use.	Completed. The land use was changed to Maritime with approval of Bill 46-04. The site is a community recreation area and is zoned MAI.
41	Change 8615 Fort Smallwood Road, 1121 Duvall Highway, 924 Duvall Highway (Tax Map 17, Parcels 169, 408, 203) from Residential Low-Medium Density to Government / Institutional land use.	Completed. The land use was changed to Government/Institutional with approval of Bill 46-04. These all remain zoned R5 and are the sites of schools and a church.
41	Change Tax Map 17, Parcel 6 on Fort Smallwood Road from Residential Low-Medium Density to Natural Features land use.	Completed. The land use was changed to Natural Features with approval of Bill 46-04, but it was subsequently changed to Government / Institutional with approval of the 2009 General Development Plan. The site is zoned C1 and is developed as a Popeyes restaurant. The land use should be changed to reflect the zoning and Commercial use which was in existence prior to the Small Area Plan process.
41	Change Tax Map 17, part of Parcel 394 on Overland Avenue from Residential Low-Medium Density to Natural Features land use.	Completed. The land use was changed to Natural Features with approval of Bill 46-04, but it was subsequently changed to Government / Institutional with approval of the 2009 General Development Plan to reflect the use of the property as a public use. The site is zoned OS and is High Point Park.
41	Change 8000, 8004 Jumpers Hole Road and Mountain Road (Tax Map 16, Parcels 312, 493, 873, 1036) from Residential High Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. The property is zoned C4 and is partially developed with commercial uses and partially undeveloped.
41	Change 119, 121, 123, 125 Mountain Road; 7977, 7979, 7982 Long Hill Road (Tax Map 16, Parcels 216, 217, 218, 608, 750, 789, part of Parcel 630) from Residential Low Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. The property is zoned C4 and contains industrial and commercial uses.

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41	Change 7986 Long Hill Road, (Tax Map 16, Parcels 491, 492) from Commercial to Residential Low Density land use.	Completed. The land use was changed to Residential Low Density with approval of Bill 46-04. The property is zoned R15 and is undeveloped.
41	Change Tax Map 16, Parcel 72 on Ritchie Highway from Residential Low-Medium Density to Residential High Density land use.	Completed. The land use was changed to Residential High Density with approval of Bill 46-04. The site is zoned R15 and is developed with multi-family residential uses.
42	Change 8021, 8023, 8025, 8035 Ritchie Highway (Tax Map 16, Parcels 207, 416, part of Parcels 208, 321) from Residential Medium Density and Residential Low-Medium Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. These sites are zoned C2 and C3 and are developed with local retail and office uses.
42	Change Tax Map 16, Parcels 315, 827, 828, part of Parcels 225 on Jumpers Hole Road and Woodholme Circle from Residential Medium Density and Residential Low-Medium Density to Residential Low-Medium Density land use.	Partially implemented. The land use was changed to Residential Low-Medium Density with approval of Bill 46-04 however, portion of Parcel 225 (south side of MD 10, now Parcel 790) was changed to Residential Medium Density with approval of the 2009 General Development Plan. The portion of the area that was changed to Residential Low-Medium Density was not reflected on the land use map. The Woodholme Circle area is zoned R2 and is developed with single-family detached dwellings. The remainder is zoned R10 and is developed with townhouse and multifamily residential units.
42	Change 40, 46, 51, 54, 61, 64, 65, 68, 69 Wishing Rock Road; 8016 Long Hill Road (Tax Map 16, Parcels 232, 343, 361, 494, 555, 683, 759; part of Parcels 205, 317, 495, 684, 543, 285 from Residential Low-Medium Density and Commercial to Residential Low Density land use.	Completed. The land use was changed to Residential Low Density with approval of Bill 46-04. The area is zoned R15, C4 and R1. Current uses include warehouse/distribution, single-family detached dwelling, and undeveloped property.
42	Change 41 Wishing Rock Road (Tax Map 16, part of Parcel 231) from Residential Low-Medium Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04.

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42	Change Tax Map 16, part of Parcels 235, 342, 351, 352, 354, 358, 886; Tax Map 23, part of Parcels 49, 50, 67, 147, 497, 803 on Elvaton Drive, Drum Avenue and Kent Avenue from Natural Features to Residential Low Density land use.	Completed. The land use was changed to Residential Low Density with approval of Bill 46-04 but subsequently, Parcel 497 was changed to Commercial land use with approval of the 2009 General Development Plan. These areas are zoned primarily R1 and R2; Parcel 497 is zoned C1. Most properties are either undeveloped or have single-family detached dwellings.
42	Change 8249 Ritchie Highway (Tax Map 23, Parcel 51) from Residential Low Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. The site is zoned C1 and is a gas station.
42	Change 8348, 8349, 8353 Ritchie Highway; 101 Hastings Lane, 4 Edwards Drive (Tax Map 23, Parcels 61, 430, 697, part of Parcel 161 (lots 14-19) from Residential Low Density to Commercial land use.	Partially implemented. The land use was changed to Commercial with approval of Bill 46-04, except for Parcel 697 and the entirety of Parcel 61. The properties are zoned C1, except for 4 Edward Drive, which is primarily R2. Current uses include retail commercial, office, and single-family detached residential.
43	Change Tax Map 23, Parcels 69, 619, 701, 702 on B&A Boulevard from Residential Low Density to Natural Features land use.	Completed. The land use was changed to Natural Features with approval of Bill 46-04, but it was subsequently changed to Government / Institutional with approval of the 2009 General Development Plan to reflect the use of the property as a public use. The site is zoned primarily as OS; Parcel 702 is R1. Uses include natural resource use, single-family detached residential and a parking area.
43	Change Tax Map 16, part of Parcels 706, 707, 708, 906, 909, 913 on B&A Boulevard from Residential Low Density to Natural Features land use.	Completed. The land use was changed to Natural Features with approval of Bill 46-04, but part of Parcels 706, 707, 708 and 913 were was subsequently changed to Residential Low Density and Parcel 906 was changed to Industrial with approval of the 2009 General Development Plan. These areas are zoned R1, W2 and C4. The R1 portions are undeveloped; the W2 and C4 portions are in industrial use.
43	Change Tax Map 23, part of Parcels 706, 708, 906-908, 910, 911 on B&A Boulevard from Residential Low Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. Zoning on these properties is primarily C4; Parcel 906 is zoned W2. The properties are generally in industrial use.

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43	Change Tax Map 16, Parcels 656, 658 on Waterford Road at MD 100 from Residential Low Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. These properties are zoned C4 and are in industrial use.
43	Change Mountain Road, 8149 Waterford Road (Tax Map 16, Parcel 615, part of Parcel 616) from Commercial to Residential Low Density land use.	Completed. The land use was changed to Residential Low Density with approval of Bill 46-04 but subsequently, these were changed to Commercial with approval of the 2009 General Development Plan. Parcel 616 is zoned C1 and is in retail commercial use. Parcel 615 is zoned R1 and is undeveloped.
43	Change 8177 Solley Road (Tax Map 16, part of Parcel 4) from Commercial to Residential Low-Medium Density land use.	Completed. The land use was changed to Residential Low-Medium Density with approval of Bill 46-04. The site is zoned R5 and is developed with a single-family detached dwelling.
43	Change 304, 310, 330, 3701 Mountain Road; 7922 Outing Avenue; 502 Victory Way; 10 Seaborne Drive; 600 Magothy Bridge Road (Tax Map 16, Parcels 506 (lots A, B), 569; Tax Map 17, Parcels 68, 305, 362, 363, 653, 661; Tax Map 24, Parcel 747 from Residential Low Density and Residential Low-Medium Density to Government / Institutional land use.	Completed. The land use was changed to Government/Institutional with approval of Bill 46-04. The sites are zoned R1, R2 and R5 and include a fire station, road operations, churches, and schools.
44	Change 350 Mountain Road (Tax Map 16, Parcels 183, 203) from Residential Low-Medium Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. The site is zoned C3 and C4 and includes retail commercial uses.
44	Change 7923 Outing Avenue (Tax Map 17, Parcel 286) from Residential Low-Medium Density to Natural Features land use.	Completed. The land use was changed to Natural Features with approval of Bill 46-04, but it was subsequently changed to Government/Institutional with approval of the 2009 General Development Plan to reflect the use of the property as a public use. The site is Havenwood Park, zoned OS.
44	Change Tax Map 17, part of Parcels 72, 186, 215, 444, 446 on the north side of Mountain Road from Commercial to Residential Low-Medium Density land use.	Completed. The land use was changed to Residential Low-Medium Density with approval of Bill 46-04. These sites are zoned R5 and are mostly single-family detached dwellings.

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44	Change Tax Map 17, part of Parcel 446 on the south side of Mountain Road from Commercial to Residential Low Density land use.	Completed. The land use was changed to Residential Low Density with approval of Bill 46-04. These are zoned R5 and are single-family detached dwellings.
44	Change Tax Map 24, Parcel 100 at Beechwood Park, north side of Magothy Bridge Road from Residential Low Density to Natural Features land use.	Completed. The land use was changed to Natural Features with approval of Bill 46-04, but it was subsequently changed to Government/Institutional with approval of the 2009 General Development Plan to reflect the use of the property as a public use. The site is zoned OS and remains undeveloped.
44	Change 7696 Altoona Beach Road (Tax Map 11, Parcel 100) from Residential Low Density to Residential Low Density and Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. The site is zoned C3 and is a commercial event venue.
44	Change 8651 Fort Smallwood Road (Tax Map 17, Parcel 415) from Residential Low-Medium Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. The site is zoned C2 and is in use as medical and dental offices.
44	Change 8337 Ritchie Highway (Tax Map 23, Parcel 50) from Residential Low Density to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 46-04. The site is zoned C3 but remains undeveloped.

Environmental and Cultural Resources

1. Improve surface water quality and improve stormwater management to reduce and, where possible, eliminate the negative environmental impacts of stormwater runoff.
2. Minimize the removal of trees during the development of land in order to maintain as much of the existing wooded areas as possible. Increase the amount of open space and green areas within the Small Area.
3. Adopt proactive policies and measures to reduce air pollution ii, the region and improve air quality.
4. Protect and preserve the historic assets within the Pasadena/Marley Neck Small Area.
5. Clarify the language associated with the Greenways Plan to ensure that property owners are protected from mandatory reductions in building density.

Page #	Recommendation	Status
59	<p>Complete watershed management plans for the Patapsco and Magothy Rivers. Broaden the use of existing technologies, such as the Watershed Management Tool (WMT), to evaluate how changes in land use, zoning and best management practices, and other watershed conditions affect the watersheds, subwatersheds, and tributaries.</p>	<p>Completed. Watershed studies/assessments have been completed as required by the County's National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit for all of the County's 12 major watersheds. The Watershed Management Tool (WMT) consists of several components. The first component is a Geographic Information System-interfaced data repository in which all environmental data pertaining to waterways and land is stored, maintained, and updated. A second component consists of several engineering models that are used to evaluate existing and future conditions of hydrology, hydraulics, and water quality. A third component consists of a statistical model for performing exploratory correlation analysis to identify watershed stressors and their relationship to select watershed health indicators. The final component is a rating and prioritization analysis for streams and subwatersheds. This analysis is aimed at prioritizing restoration and preservation recommendation actions and includes a cost/benefit analysis, feasibility study, and development of conceptual plans.</p>
59	<p>Implement a watershed approach to stormwater management, land use planning, development, permitting and Capital Budget and Program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.</p>	<p>Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.</p>

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59	Examine buffer conditions along stream channels and develop programs for improvement if necessary. Implement, where possible, a minimum 100-foot riparian buffer to all tributary streams to minimize impacts of stormwater runoff.	Completed. Stream buffers were assessed as part of Watershed Assessments conducted by the Department of Public Works Watershed Protection and Restoration Program and are integral to the design of stream restoration projects. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
59	The County should monitor water quality to determine the extent of pollution and assess whether improvements are occurring.	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works conducts several monitoring programs to assess the health of County streams and the effects of restoration projects.
60	Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or the County's Stormwater Design Manual, whichever is more stringent.	Ongoing. For any proposed development, the owner/developer shall submit phased stormwater management plans for review and approval.
60	Develop incentive packages for private landowners who voluntarily improve the buffer system.	Completed. A community grant program was created by the County in partnership with the Chesapeake Bay Trust to support watershed restoration activities throughout the County by engaging local nonprofit organizations, landowners and communities in efforts to restore the County's waterways. For more information about the grant, visit https://cbtrust.org/ .
60	Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases and the need for stormwater management design to accommodate increases in runoff resulting from comprehensive and site-specific rezoning.	Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code.

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60	Accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas. Aggressively pursue incentive-based approaches (e.g. State grant funds) to achieve retrofitting of areas in need of improved stormwater management. Include appropriate funding for capital improvements to be completed within a ten-year period.	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works identifies restoration projects in the Capital Improvement Plan budget that will achieve Total Maximum Daily Load requirements for stormwater. WPRP aggressively pursues alternative funding sources.
60	Establish a comprehensive stormwater infrastructure preventative maintenance and management program that reduces environmental degradation and extends infrastructure useful life.	Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing operation, maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.
60	Develop a citizens monitoring network to assist the County in identifying water quality problems in the area.	Completed. Anne Arundel County has an Environmental Hotline available at 410-222-7171 to report illicit discharges, chemical spills and other stormwater violations. In addition, for recreational water quality, citizens can contact the Department of Health at 410-222-7421.
60	Ensure that all governmental-sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.	Ongoing. All Capital Improvement Program projects are held to the highest environmental regulations and standards.
60	Ensure that all new development meets water discharge standards for quantity and quality, and is developed in such a way as to ensure maximum utilization of land, preservation of sensitive areas, and to the extent possible the attributes of green development and smart growth.	Completed. The Stormwater Management Manual was revised in 2010 and last updated in 2017, and includes guidance for Environmental Site Design techniques and practices.

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60	<p>The County should develop a detailed education program for those living in the most sensitive area (The Chesapeake Bay Critical Area) and the area in general which would discourage polluting practices including excessive yard fertilizing, herbicides and soil stabilization practices. This education program should be in cooperation with local citizen groups, public and private schools, park and recreation programs, and the use of the Internet.</p>	<p>Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works maintains an extensive environmental education program for County residents and businesses with a focus on stormwater and Chesapeake Bay related issues including the Chesapeake Bay Critical Area.</p>
60	<p>Expand the Emergent Grasses Program to reach more homeowners through increased publicity and education, and increased availability of native wetland plants for re-vegetation of shorelines. Establish a program to support oyster gardening by waterfront homeowners through subsidy of training programs, educational materials and supplies. To maximize participation, coordinate the Emergent Grasses Program and the Oyster Gardening Program through waterfront community organizations, the Greater Pasadena Council and the Chesapeake Bay Foundation.</p>	<p>Ongoing. The Rhode / West Riverkeeper, the Severn River Association, the Magothy River Association and the South River Federation all maintain oyster gardening programs. Information on the Emergent Grasses Program is available on the County website. This is a joint effort between the Department of Inspections and Permit and the Department of Recreation and Parks through which County residents with living shoreline can receive at no cost appropriate Emergent Marsh Grasses for planting in marsh areas. The Forestry Division in the Department of Inspections and Permits will recommend grass types and provide planting recommendations.</p>
61	<p>Develop and implement, on a continuing basis, a program to stencil storm drains to enhance community awareness that these storm drains direct runoff to tributaries of the Chesapeake Bay.</p>	<p>Ongoing. Painting of storm drains in the County has been assumed by non-government organizations and the Watershed Stewards Academy.</p>
61	<p>Survey the shoreline and identify sources of bank erosion. Develop a proactive program of working with landowners to identify appropriate stabilization techniques and direct them to existing funding sources.</p>	<p>Not implemented. The Watershed Protection and Restoration Program in the Department of Public Works has performed an analysis of exiting potential shoreline restoration using aerial imagery on pilot areas to document managed acreage treated at a watershed/subwatershed scale. This analysis will be expanded to the remaining shoreline during 2018.</p>

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61	<p>The County should work closely with the State and Federal government to get a complete understanding of existing pollution sources, toxic areas including Brownfield's and other areas that may need to be investigated.</p>	<p>Ongoing. The Maryland Department of the Environment (MDE) is the agency responsible for regulatory oversight of hazardous waste. MDE participates in the oversight of Federal National Priority List sites under a cooperative agreement with the U. S. Environmental Protection Agency. MDE's Land Restoration Program focuses on clean up of hazardous waste sites in Maryland and oversees and conducts investigations, assessments and clean up of hazardous sites including administering the Voluntary Cleanup Program. MDE maintains an inventory of Brownfield sites which will be evaluated during comprehensive planning processes in Anne Arundel County.</p>
61	<p>Over the next 20 years, the Office of Planning and Zoning and the Health Department should develop a comprehensive program that clearly identifies affected areas and a program of mitigation, reclamation, restoration and reuse that will result in the removal of all industrial and toxic pollution in the area. This program will be costly and should be paid for by the polluters in cooperation with available funding sources from the State and Federal government. The County, in cooperation with the local, State and Federal elected officials, should make this one of the highest priorities for legislative action. Encourage the cooperation of elected officials for Baltimore County and Baltimore City to ensure that all industrial pollution into the Chesapeake Bay and its tributaries is eliminated.</p>	<p>Ongoing. The County has been issued a polychlorinated biphenyl (PCB) Total Maximum Daily Load with a wasteload allocation for the Baltimore Harbor and Curtis Bay/Creek watershed and is currently working to address PCB loads in those watersheds.</p>
62	<p>Review the Greenways Master Plan and make recommendations that better tailors the plan to the Pasadena/Marley Neck Small Area.</p>	<p>Ongoing. The Greenways Master Plan is being updated in 2018 (Green Infrastructure Master Plan). It includes an evaluation of the Pasadena / Marley Neck Small Area.</p>

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62	Identify areas that need to be preserved for active and passive recreation and open space. Work with developers to retain them, as projects are undertaken or provide adequate funding for their purchase through the State's Program Open Space.	Ongoing. The County has added 60 acres to Stoney Creek Park with 30 acres suitable for active recreation. Additional acreage is needed, but requires suitable land and a willing seller.
62	Identify areas for and expand active recreational opportunities including ball fields, equestrian trails, tennis courts and public water access for boat ramps and fishing piers (e.g. Fort Smallwood Park and Carbide Road). The area north of Wishing Rock Road, south and east of MD 100 and west of Festival Shopping Center, is a desired location for recreational uses, particularly ball fields.	Ongoing. Two synthetic turf fields have been installed at Tick Neck Park to increase field capacity in the Pasadena / Marley Neck Planning Area. Upgrades at Northeast High School will include new tennis courts and a synthetic turf stadium field are complete. The Department of Recreation and Parks will continue to pursue funding to master plan design and construct facilities at Solley's Cove and Stoney Creek Parks, identify and evaluate parcels of land for athletic fields and other active recreation facilities.
62	Work with the State and private groups to identify and preserve large tracts of undeveloped land as open space. Purchase, easements, and Transfer of Development Rights (TDR) should be actively used.	Ongoing. Land has been preserved in the Pasadena / Marley Neck Small Area through County acquisitions and also through conservation easements. Additional land has been added to Stoney Creek Park. The use of a Transfer of Development Rights program was assessed and found to not be feasible in Anne Arundel County given the low demand for additional densities in potential receiving areas and that the densities in the potential sending areas have been reduced through mechanisms such as retention of RA and RLD zoning, removal of the family conveyance allowances from the Code, land acquisition for preservation, conservation easements through land trusts and through the development process, implementation of the County's Agricultural and Woodland Preservation program and implementation of the State's "Septic Bill " which designates much of the rural areas as Growth Tier 4, limiting subdivision potential to 5 lots or less.

Page #	Recommendation	Status
62	<p>The Office of Environmental and Cultural Resources shall be charged with developing and implementing an urban forestry plan that will work with landowners in developed areas to augment their property with additional plantings of trees and ground cover. The County will develop gap funding programs to assist with plantings in areas where needs are identified. Programmatic changes to allow the use of Critical Areas Reforestation funds and Maryland Forest Conservation funds in areas where tree enhancement will provide benefits to the environment should be pursued.</p>	<p>Not implemented. The Office of Environmental and Cultural Resources was disbanded in 2007. At that time, the responsibility for the County's Forestry Program and management of forest resources was transferred to the Department of Inspections and Permits. The Forestry Division requires more resources for planning in order to implement this recommendation.</p>
62	<p>Work with existing industries to reduce and eliminate sources of air pollutants.</p>	<p>Ongoing. The Environmental Protection Agency strongly regulates sources of hazardous air pollutants and the Maryland Department of the Environment (MDE) is the agency responsible in enforcing these standards. Facilities within the County that are required to obtain an operating permit because of the magnitude or type of air pollutant emitted, are also required to submit an annual emissions certification report to MDE.</p>
62	<p>Improve the existing roadway network to reduce travel times and make better connections to the MD 695 (Baltimore Beltway).</p>	<p>Ongoing. Budget limitations require Countywide prioritization and constrain how quickly improvements and / or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.</p>

Page #	Recommendation	Status
62	<p>The County should develop strategies to reduce emissions, which affect air quality. Strategies might include: a.) Accelerate the completion and implementation of bike and pedestrian facilities; b.) Promote the use of telecommuting by County, State and Federal employees. Work with the State to set up central centers for use by public agencies; c.) Promote compressed workweeks for County, State and Federal workers; d.) Adopt land use and transportation plans that encourage the use of public transportation and carpooling in order to reduce automobile traffic and ozone levels; e.) Promote alternatives to single occupant vehicles. Ridesharing, car-pooling and modes of public transportation should all be investigated, promoted and utilized; f.) The County should set the example for fuel efficiency by purchasing the most efficient vehicles possible, and ones that can utilize more cost effect types of fuels; g.) The County should set the example for the use of green technology and develop regulations that require future development to utilize these principals if at all practical; h.) Encourage the maximum utilization of developed areas (infill – smart growth), which will reduce the need for expanded development areas and new roadways; i.) Work with jurisdictions in the Metropolitan Baltimore Air Quality Control Region to establish and implement regional policies and measures to reduce ozone levels in the non-attainment areas; j.) Encourage industries to reduce diesel exhaust and limit emissions from industrial areas. Use of specific roadways for trucks should be encouraged.</p>	<p>Partially implemented. The County has a program for compressed work weeks, in use by some Departments. The Small Area Plans and the 2009 General Development Plan recommend and encourage a multi-modal transportation system as well as mixed-use development. In addition, the County has a ridesharing program. Through the land use plan and through its implementation (zoning, priority funding areas, development policy areas, the Water and Sewer Master Plan, etc.), infill development is encouraged.</p>

Page #	Recommendation	Status
63	Implement and maintain a continuous air quality monitoring system.	Ongoing. The Maryland Department of the Environment (MDE) is responsible for developing State Implementation Plans and regulations to reduce emissions and achieve the National Ambient Air Quality Standards. MDE's Ambient Air Monitoring Program measures pollutants at 24 stations across the State. Two of these stations are located in the County. In addition, MDE provides current and forecasted air quality conditions, seasonal reports, and an Ambient Air Monitoring Network Plan. For more information, see https://mde.maryland.gov/programs/Air/AirQualityMonitoring/Pages/index.aspx .
63	Use the Anne Arundel County Trust for Preservation (A.C.T.) Historical Marker Program to recognize cultural resources and provide adequate funding to install roadside markers at all historic sites Countywide.	Not implemented. A roadside signage proposal has been discussed internally but funding has not been identified.
63	A historic plaque in the location of the Chestnut Hill Cove landing site should be posted.	Not implemented. The private property owners are interested, but the cost of signage appears to be a deterrent. There are no known sources for public funding of this recommendation. No further action taken.
63	Hancock's Resolution could be an important tourist attraction. It should be further developed in a sensitive way to attract more tourists and water access provided to allow boaters the ability to visit.	Partially implemented. Through a State bond bill, a design for a visitor's center is completed. Funding for construction is still needed. Further planning is also needed to develop water access.

Page #	Recommendation	Status
64	<p>Amend the Greenways Master Plan to include the following language: It is not the intent of the Greenways Master Plan to reduce the total number of lots or commercial square footage normally allowed, but to better analyze the building envelope and provide for an arrangement of units/buildings that preserve the fragile portions of the property and make greenway connections wherever possible.</p>	<p>Completed. The purpose of the County's 2002 Greenways Master Plan and subsequent 2018 Green Infrastructure Plan are to provide an identification, decision-making, implementation and management tool. It is not a regulatory tool. These master plans do not use this specific language, but do include a description of how the County evaluates development in the Greenways Network. During the County's development review process, there will continue to be an iterative process where staff works with the applicant to orient development outside of the Greenways Network or in cases where that is not feasible, position development to have a low impact on the Greenways Network.</p>
64	<p>The areas identified on the Countywide Greenways map shall be referenced in the Pasadena/Marley Neck SAP as potential greenways, and are not subject to a County-mandated reduction in density or commercial square footage for the purpose of implementing a greenway corridor or hub.</p>	<p>Completed. The Greenways map is included in the SAP as Map 8 on page 65. The purpose of the County's 2002 Greenways Master Plan and subsequently, the preliminary draft 2018 Green Infrastructure Plan are to provide an identification, decision-making, implementation and management tool. It is not a regulatory tool.</p>
64	<p>Any Greenway, which is obtained or reserved, will be at the joint agreement of the landowner/developer and the County during the development review and approval process.</p>	<p>Completed. The Department of Recreation and Parks prepares recommendations or requests during the development review process. These often align with forest conservation or floodplain areas. Conservation easements placed on a property during the development review process are done so in agreement with the landowner/developer and the County.</p>
64	<p>A revised Greenway map for the Pasadena / Marley Neck Small Area is included in this Plan. The map recommends revisions in two areas where development already exists and which crosses a road in an inappropriate location, and the addition of other areas that should be considered for greenways that was not originally included on the Greenways map.</p>	<p>Completed. The 2018 Green Infrastructure Master Plan has updated the 2002 Greenways Network based on development that has occurred. For more information, visit https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/green-infrastructure-master-plan/index.html.</p>

Transportation

1. Prepare an integrated transportation plan for the Pasadena/Marley Neck, Glen Burnie and Lake Shore Small Areas, which will evaluate existing and projected traffic conditions and formulate solutions for the future. Development should be discouraged until an action plan is in place that provides improvements before new development occurs.
2. Develop a plan to be less vehicle dependent in the Pasadena/Marley Neck and Lake Shore Small Areas that will lessen congestion and improve air quality.

Page #	Recommendation	Status
71	Provide for adequacy of transportation facilities as development occurs.	Ongoing. A study was added as a part of the Baltimore Regional Council's FY2018 - FY2019 Unified Planning Work Program (UPWP).
71	Request that the State Highway Administration study the operation, identify necessary improvements of MD 100 and I-695 such as improving and adding additional on-off ramps at all interchanges (i.e. Waterford Road), and program construction funding.	Ongoing. Budget limitations require Countywide prioritization and constrain how quickly improvements and / or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.
71	Consider construction of an additional lane in each direction on MD 100.	Not implemented. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.
71	Complete connection of MD 10/I-97 via East-West Boulevard.	Completed. East-West Boulevard has been completed between MD 2 and Veterans Highway, connecting I-97 and MD 10.
71	Upgrade Solley Road to current standards (i.e. improve visibility, provide shoulders).	Partially implemented. A study of the Solley Road corridor was completed under H545900. Substantial development is occurring along the corridor that can improve visibility and provide shoulders. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction.

Page #	Recommendation	Status
71	All intersecting streets and roads to MD 100 and MD 177 need to be evaluated for additional left and right turn lanes and longer queuing of traffic.	Ongoing. MD 100 was evaluated and improvements were constructed at MD 607 under Capital Project H443100. A planning study was completed for MD 177 between Solley Road and Edwin Raynor Boulevard under Capital Projects H539600. Capital Project H569400 has been initiated to design, acquire rights of way, and construct improvements with the study corridor. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.
72	Explore, and implement if feasible, the widening of Stoney Creek Bridge or the provision of a new bridge.	Not implemented. The Stoney Creek Bridge was repaired in 2006 but has not been widened.
72	Study and promote any applicable Transportation System Management (TSM) and Transportation Demand Management (TDM) measures such as park and ride lots and the existing transportation management associations within the County that have ride sharing programs currently in place. Provide the necessary facilities to support these measures to ease the amount of traffic congestion.	Ongoing. Transportation Demand Measures (TDM) are included in the County's applicable master plans and implemented through various methods. Transportation System Management Systems such as Intelligent Transportation Systems (ITS) are used throughout the County to reduce congestion and improve traffic flow. The County's Rideshare Coordinator has established carpools and vanpools through the newly formed Commuter Crew program established in 2017.
72	Explore the feasibility of expanding public transit within the area.	Completed. The Central Maryland Regional Transportation Agency (RTA) has drafted a Transit Development Plan (TDP) for the region that includes an assessment of existing conditions and opportunities. The TDP is complete, and will be presented to County Council for a resolution of support in the near future.

Page #	Recommendation	Status
72	Promote the use of alternative fueled vehicles to help improve air quality.	Ongoing. This is achieved with working with Baltimore Metropolitan Council with the Long Range Transportation Plan. In addition, the Maryland Transportation Administration is replacing older diesel buses with hybrid or clean diesel vehicles, and is purchasing diesel MARC Train locomotives that meet stringent new Environmental Protection Agency requirements for all types of pollutants.
72	Adopt the Anne Arundel Pedestrian and Bicycle Master Plan, and consider additional components as part of the detailed study, which will foster greater use of alternative modes of transportation.	Completed. The Anne Arundel County Pedestrian and Bicycle Master Plan was adopted in 2003. An update to the Master Plan was adopted in 2013.
72	The County should promote the use of telecommuting and compressed workweeks by County, State and Federal employees; and work with the State to set up central centers for use by public agencies.	Ongoing. The County offers compressed work weeks and telecommuting when appropriate. Though not under the control of the County, the Federal and State agencies offer telecommuting and compressed work weeks as do some private employers.
72	The County should also set the example for fuel efficiency by purchasing the most efficient vehicles possible, and ones that can utilize more cost effect types of fuels.	Partially implemented. The County's Central Services Fleet Administration has put forth procurements to enable the County agencies to fully optimize resources in the most cost effective, supportive avenue. Approved procurements support the mission of Central Services to operate an efficient and cost-effective fleet. Alternative fuel investigations have not provided the county with cost saving measures and will not be pursued at this time. The infrastructure required to install and maintain any alternative fuel system is currently out of scope of operations.

Community Facilities

1. Have improved existing public facilities and services in the Pasadena/Marley Neck Small Area.
2. Have additional recreational and cultural opportunities for children and seniors.
3. Determine the active and passive recreational needs of the Pasadena/Marley Neck and Lake Shore Small Areas, the needs for the intermediate future (up to twenty year should be identified), and programmatic improvements scheduled in the Capital Improvement Program to meet the demand.

- 4. Acquire, stabilize and improve Fort Smallwood Park as the premier historic attraction and water access point on the Patapsco River in Anne Arundel County.
- 5. Increase public awareness on the affects of radium and present residents with viable alternatives for providing safe drinking water.
- 6. Eliminate failing septic systems in the area.

Page #	Recommendation	Status
84	Existing facilities (fire stations, schools, etc.) should be maintained before adding new ones.	Ongoing.
84	Construct sidewalks within school pedestrian zones.	Ongoing. The County's Capital Budget and Program continues to have a project for funding sidewalk improvements to accommodate walkers to school.
84	Increase the number of police patrols in the area.	Ongoing. The boundaries of each and every patrol post across the County are assessed routinely each year, primarily through Computer Aided Dispatch Data (CAD), to consider realignment in order to ensure that the Police Department is delivering the most effective law enforcement service with the existing staffing levels.
84	Increase the number of emergency preparedness vehicles such as EMT and HAZMAT.	Ongoing. The number of support vehicles is dependent upon the demand and funding.
85	Develop a County recreation center in the Mountain Road corridor that will include an indoor/outdoor public swimming pool and will provide after-school recreational programs and meeting space for the community (basketball, volleyball, Cub Scouts, etc.). These programs should be free, or a sliding scale fee should be offered.	Not implemented. For fiscal responsibility to its residents, the County policy is to utilize school facilities for after school community activities and recreation needs.
85	Provide a larger Senior Center in conjunction with development of a recreation center in the Mountain Road Corridor.	Completed. The Pasadena Senior Center was renovated to more efficiently provide services to members located in the Mountain Road corridor in the Lake Shore Plaza. The County will continue its policy of using public schools to address community recreation needs.

Page #	Recommendation	Status
85	Develop a major outside recreational complex with adequate new fields to accommodate the demand for active multi-purpose athletic fields.	Partially implemented. Additional land has been added to Stoney Creek Park for active and passive recreation. The Department of Recreation and Parks will pursue funding to initiate a master plan, design and construct facilities at Stoney Creek Park and Solley's Cove Park for active and passive recreation facilities and water access in addition to pursuing other site(s) as needed.
85	Provide more public access to waterways. Develop boat ramps, fishing piers, crabbing piers and picnic areas.	Partially implemented. A boat ramp is being designed for Solley's Cove Park. The Department of Recreation and Parks will pursue funding to design and construct Stoney Creek Park and Solley's Cove Park to include water access.
85	Implement the Greenways Master Plan through a mutually agreeable process as development occurs.	Ongoing. Within the subdivision, site plan review, and zoning review processes the Department of Recreation and Parks and the Office of Planning and Zoning provide comments in an effort to protect at least a 200-foot corridor when a greenway was under threat by development.
85	In conjunction with the Greenways Master Plan, incorporate to the extent possible, the development of hiking, biking and equestrian trails.	Ongoing. Developers along Marley Neck Boulevard have built a portion of a roadside trail with additional segments anticipated. The Department of Recreation and Parks will continue to seek opportunities for hiking, biking and often equestrian use in its parks and natural areas.
85	Develop a County-operated rifle range.	Not implemented. More public discussion is required to determine if rifle ranges are acceptable public facilities. The Twelfth District Pistol and Archery range is located in Davidsonville, however it is a private facility.
85	Conduct a study to examine current recreation and parks programs and facilities, determine the existing and future needs based on changing populations and community desires.	Ongoing. In preparation for the 2022 Land Preservation Parks and Recreation Plan, the Department of Recreation and Parks will conduct a recreation participation survey to help determine the types and number of facilities desired by County residents.
85	As part of the study, assess the current method of allocating active recreational field usage and incorporate changes necessary to open usage to all in a fair and systematic process.	Completed. Field usage is managed by the Department of Recreation and Parks in a fair and equitable manner.

Page #	Recommendation	Status
86	Work with Baltimore City, the Federal Government and the State of Maryland to transfer the Fort Smallwood Park property to Anne Arundel County.	Ongoing. The transfer of Fort Smallwood Park to the County requires City of Baltimore and Federal Government approval. The County will continue to construct facilities in accordance with the Master Plan.
86	Work with the Maryland Department of Natural Resources to obtain funding for boat ramps, fishing piers, a safe harbor, and restoration programs to improve water quality and wildlife habitat at Fort Smallwood Park.	Ongoing. The first County boat ramp at Fort Smallwood Park has been constructed and a 380-foot fishing pier is available. The Capital Budget also included funds to stabilize the Fort Smallwood shoreline, enhance the beach area and create living shorelines where feasible.
86	Work with the Maryland Historic Trust to develop funding to stabilize and restore the historic Fort Smallwood.	Ongoing. Oversight continues under the Department of Recreation and Parks (DRP). Master plan and construction is currently underway. Fort Smallwood determined as a National Register-eligible district. The Cultural Resources Section in the Office of Planning and Zoning continues to encourage DRP to protect surviving resources.
86	Work with the Maryland Historic Trust to develop programs that will interpret the Fort and its role in the Spanish American War.	Ongoing. The Department of Recreation and Parks plans to include historic interpretation in redevelopment plans. Plans are underway to restore the Barracks.
86	The Anne Arundel County Department of Health should work with the Maryland Geological Survey, the U.S. Geological Survey and the Maryland Department of the Environment to determine the extent of the radium concentrations within the County.	Ongoing. A study was contracted to Maryland Geological Survey. See <i>Occurrence and Distribution of Radium, Gross Alpha-Particle Activity, and Gross Beta-Particle Activity in Ground Water in the Magothy Formation and Potomac Group Aquifers, Upper Chesapeake Bay area, Maryland</i> (Report of Investigations No. 70) at http://www.mgs.md.gov/publications/report_pages/RI_70.html . In addition, the County's Water and Sewer Master Plan identifies the area of Northern Anne Arundel where radium water quality testing is required and the most current capital projects in place to alleviate the issue.
86	Provide a proactive public education process for radium, including alternatives for providing safe drinking water.	Ongoing. The County's Department of Health continues to educate the public on radium and requires that new and replacement wells in Northern Anne Arundel County be installed with minimum well depths and meet gross alpha and Radium 226 / 228 drinking water standards.

Page #	Recommendation	Status
86	<p>The Anne Arundel County Department of Public Works and the Department of Health should work with residents in the area with regard to failing septic systems and develop viable solutions to the problem.</p>	<p>Ongoing. A Countywide Onsite Septic Disposal Systems (OSDS) study was completed in 2008 that identified and mapped the over 40,000 septic systems in the County and categorized potential treatment options with the goal of reducing nitrogen loads. In 2017, a Septic Task Force was formed to recommend policies, procedures and funding options as well as develop short-term and long-term strategies for reducing the both number of septic systems and pollutant loads. A Program Management team has been established by the Department of Public Works to oversee implementation of the recommendations.</p>

Severn

The Severn Small Area Plan (SAP) was adopted in July of 2002 and addressed goals and recommendations for economic development, land use, zoning, natural and historic resources, transportation, public utilities, community facilities and community design.

Vision Statement

Severn will be a healthy, peaceful, vibrant community, preserving rural ambiance, woodlands and open spaces, and satisfying a full-range of life styles and socioeconomic needs. There will be safe and efficient access to all areas, with upgraded roads, public transportation, pedestrian and bike trails. All residents will have access to multi-use facilities for health care, education/training, county services, recreation and entertainment. The design of the community and its structures will be attractive and complement the residential and rural character of the area. The community will offer a wide range of work and business opportunities. Severn residents will find it easy to think of themselves as citizens of a complete community.

Plan Highlights

Economic Development, Land Use and Zoning

- Implement Smart Growth Initiatives.
 - Direct growth to areas where substantial infrastructure exists
 - Concentrate on adaptive reuse of existing abandoned buildings
- Integrate new developments into the character of the existing communities as much as possible.
 - Developers should meet with the local community groups prior to the submittal of development plans to the County.
- Implement the Severn Village Plan to create a livable, walkable, vibrant area around the intersection of MD 170 and MD 174, in the heart of Severn.
 - Establish design guidelines to ensure that appropriate scale, pedestrian amenities, residential character and quality development is maintained and brought to the Severn Village.
 - Implement land use and zoning changes to assure the viability of the Severn Village.

Natural and Historic Resources

- Preserve and protect environmentally sensitive areas such as steep slopes, wetlands and forested areas through strict environmental enforcement, regulatory incentives and acquisition.
 - Investigate the creation of a new Woodland Preservation Program geared to smaller parcels and with less restrictive qualifying requirements than the existing program.
 - Increase public awareness of existing land preservation programs, such as the Severn River Land Trust and the Maryland Environmental Trust.

- Preserve and protect contiguous open space and greenways.
 - Support the County’s development of a Greenways Master Plan for the County, identifying areas already being protected and targeting areas for future preservation.
 - Additional areas should be considered in the Severn Small Area, such as areas adjacent to existing open space, parklands and floodplains.
- Protect the quality of life in the Severn Small Area by reducing noise and pollution impacts on its residents.
 - Encourage the State to continue to investigate sources of air pollution and enforce air quality regulations.
 - Encourage the continued and improved dialogue between BWI planners and the residents of the surrounding areas to build upon the existing BWI Neighbors Committee by working closely on future plans for the airport’s maintenance and growth.

Transportation

- Provide a public transportation network to meet the needs of all Severn residents. Provide access to education, training, employment, health care, social services, shopping, parklands, cultural events, entertainment and dining.
 - Establish a special interagency team to focus all possible financial and logistical resources toward meeting the urgent immediate need for better public transportation in the high-density residential neighborhoods near Pioneer Drive and Van Bokkelen Elementary School, where a substantial part of the residents lack vehicles.
 - Conduct a needs assessment study with the participation of the County’s Planning Staff, Department of Public Works and the Anne Arundel Economic Development Corporation (AAEDC) to consider the public transportation needs of Severn and the rest of West County.
- Establish and maintain a network of pathways and roadways that are accessible to pedestrians and bicycles, linking neighborhoods, parks, schools, workplaces, stream valleys, greenspaces, and activity centers; integrated with similar facilities in nearby areas, and with regional and national trail systems, to serve both transportation and recreational needs.
 - Build and maintain a multipurpose trail along the old WB&A right-of-way and establish several other major pedestrian and bicycle corridors across the area.
 - Create pathways connecting neighborhoods and activity centers wherever possible.
- Improve the safety and efficiency of traffic flow on area roads.
 - Place traffic lights as follows:
 - Queenstown Road at MD 174
 - MD 174 at Exit 13 from Interstate 97 (1-97)
 - Stone Castle Drive at Ridge Road

- Add a school zone speed limit sign with flashing yellow light at the intersection of MD 170 and Evergreen Road, in front of Ridgeway Elementary School and in front of Severn Elementary School on MD 174.
- Widen MD 170 from MD 32 to MD 100.

Public Needs/Community Facilities

- Promote local access for all residents to health care, training, social services and recreation.
 - Create interagency, multi-service centers in and/or adjacent to public school facilities. Specifically recommend Van Bokkelen or Severn Elementary Schools as the location to pilot the Community Service Center concept in Anne Arundel County.
 - Plan and acquire an appropriate location for a Senior Center in the Severn area.
- Increase the amount and quality of park lands and other publicly accessible open space, providing not only playgrounds and facilities for competitive athletics, but also areas for picnicking, hiking, biking, wildlife observation, and quiet reflection.
 - Inventory and evaluate existing parks and expand to provide a more diverse park atmosphere.
 - Expand Queenstown Park to connect with Friendship Park.
 - Acquire land for a large park in the Severn Area, possibly including a public swimming pool.
- Provide and promote the best possible educational opportunities for all residents.
 - Develop interagency strategies to address the shortage and affordability of licensed childcare centers, pre-schools, Head Start programs, all day kindergarten, and before and after school latchkey programs in the Severn Area.
 - Maintain all public school facilities in Severn to current Anne Arundel County Public Schools (AACPS) specifications for health, safety and delivery of the instructional program. Initially revitalize/modernize Harman, Quarterfield and Van Bokkelen Elementary Schools, MacArthur Middle School and Meade High School.

Implementation

One hundred and forty (140) recommendations were identified within Severn SAP to help implement the Vision and the 1997 General Development Plan. More than 90 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are the development of design guidelines for the Severn Village area, ongoing efforts to identify and initiate opportunities for revitalization with financial assistance and programs, continued support for school facilities such as Meade High School, development of a variety of recreational and educational opportunities for all ages, acquisition of land for parkland such as the Provinces Park, increased protections for waterbodies, continued focus on protecting the Greenway network and natural

resources, construction of the Severn Fire Station, improved public transit, bicycle, pedestrian, and road connections, as well as road safety improvements.

The following table lists the goals of Severn Small Area Plan, corresponding recommendations and the status.

Economic Development, Land Use and Zoning

Land Use Changes

Page #	Recommendation	Status
23	Change the Kirk Property to Mixed-Use Employment land use.	Completed. The land use was changed to Mixed-Use Employment with approval of Bill 42-02. The site is zoned MXD-E. The property is being developed as the Arundel Preserve mixed-use development.
23	Change the Arundel Mills Property to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 42-02. The area is zoned W1, C3, and R2. It is a commercial use.
23	Change the Watts Avenue / Clark Road area to Residential Low-Medium Density Residential land use.	Completed. The land use was changed to Residential Low-Medium Density with approval of Bill 42-02. The property is zoned R5. The property has been developed into the Willowbend subdivision (29 single-family lots) and Village at Arundel Mills (52 single-family lots).
23	Change the Watts Avenue / Clark Road / Ridge Road triangle to Residential High Density land use.	Completed. The land use was changed to Residential High Density with approval of Bill 42-02. The property is zoned R22. The property has been developed into the Stony Run Village apartments and townhomes (578 and 26 units).
23	Change the Ridge Road and Ridge Chapel Road area to Residential Low-Medium Density land use.	Completed. The land use was changed to Residential Low-Medium Density with approval of Bill 42-02. The property is zoned R5 and is subdivided into the Victoria Landing (20 single-family lots) and Chapel Ridge (32 age-restricted lots) developments.
23	Change the Buckingham Nursery site (north and south of MD 100 in the vicinity of the intersection of MD 170 to Mixed-Use (intersection of MD 100 and MD 170, owned by the State Highway Administration), Natural Features (along the AMTRAK line north of MD 100) and Residential Low Density land use (south of MD 100, adjacent to the existing Munson Heights subdivision).	Completed. The land use was changed to Natural Features, Residential Low Density and Mixed Use Transit with the adoption of Bill 42-02. The area also has a land use classification of Industrial. The areas are zoned MXD-T, W1, R1, and OS. The areas have been or are being developed as the Buckingham Mixed Use Development (106 units) and the Villas at Severn Crest (44 single-family lots).

Page #	Recommendation	Status
23	Change 854 Reece Road and vacant property on Twin Oaks Road to Residential Medium density land use.	Completed. The properties were changed to Residential Medium Density Land Use with approval of Bill 42-02 however, these were changed to Residential Low Density during the 2009 GDP update to be consistent with the existing R2 zoning that was adopted with approval of Bill 73-02. 854 Reece Road is a single-family home. Jennas Landing is an adjacent single-family home subdivision.
23	Change 825, 829, 831, 837, 839, 845, 848, 849, and 852 Reece Road to Residential / Commercial Transition land use.	Completed. The properties were changed to Small Business (Residential / Commercial Transition) Land Use with approval of Bill 42-02. The properties are zoned SB and remain as single-family homes.
23	Change the properties on each side of the four corners of the intersection of MD 170 and MD 174 to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 42-02. The properties are zoned C3. The properties are developed with a CVS, two gas stations, and a strip mall.
23	Change the area between Old Donaldson Avenue and Jonathan's Landing between MD 170 and Clark Station Road to Residential Low-Medium density land use.	Completed. The land use was changed to Residential Low-Medium with approval of Bill 42-02. The area is zoned R5 and is developed residential.
23	Change 7940 Telegraph Road (Nick and Nani's Tavern) to Commercial land use.	Completed. The property was changed to Commercial Land Use with approval of Bill 42-02.
23	Change 1841 Stillmeadows Drive to Residential High density land use.	Completed. (Current maps show this property as 8330 Stillmeadows Drive). The property was retained in the Residential High Density Land Use category during the 2002 Severn Small Area Plan adoption (Bill 42-02) however, the zoning for this property did not change during the comprehensive zoning process for the Severn Small Area. During the 2009 GDP process this property was changed to Low-Medium Density Residential Land Use, consistent with the R5 zoning. The property is vacant.

Page #	Recommendation	Status
23	Change 8 Burns Crossing Road to Residential Low Density land use.	Not implemented. The property was retained in the Residential Low-Medium Density Land Use with approval of Bill 42-02 however the parcel was rezoned from R5 to R2 during the Severn Small Area Comprehensive Rezoning process with approval of Bill 73-02. The property remains a single-family home.
23	Change Quarterfield Road across from Elmhurst to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 42-02. The area is split zoned R15 and C3. The property is being developed into The Towns at Parke West (39 units).
23	Change Quarterfield Road and I-97 to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 42-02. The property is zoned C3 and is developed as the Quarterfield Crossing shopping center.
23	Change Old Stevenson / Stevenson Roads to Commercial land use.	Completed. The land use was changed to Commercial with approval of Bill 42-02. The properties are zoned C1. One property is a bank and others are single-family homes.
23	Change I 450 Grimm Road to Industrial land use.	Completed. The property was changed to Industrial Land Use with approval of Bill 42-02. The property is zoned W1 and is an industrial use.

1. Implementation of Smart Growth initiatives.
2. Implement the Severn Village Plan to create a livable, walkable, vibrant area around the intersection of MD 170 and MD 174, in the heart of Severn.
3. New Developments should integrate into the nature of the community as much as possible.
4. As Fort Meade's plans call for the sale or transfer of excess land, the County needs to take a proactive role in positioning themselves to be able to act upon such opportunities to secure these lands for community uses such as a community college, parks, etc.
5. Promote the availability of a wide diversity of gainful employment opportunities to utilize the potential productivity of the areas' population.
6. Encourage the installation of the most advanced telecommunications capabilities in as many locations as possible.
7. Adhere to all Adequacy of Public Facilities (APF) Ordinances in the County.

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34	The area surrounding the Arundel Mills property, west of Ridge Road and east of the BW Parkway, should change to a Mixed-Use Employment land use.	Completed. The properties along Milestone Parkway from Arundel Mills Boulevard to MD 175 were changed to Mixed-Use Employment land use with approval of Bill 42-02. The site is zoned MXD-E. The property is being developed as the Arundel Preserve mixed-use development.
34	The area in the triangle created by Ridge Road, Watts Avenue and Clark Road should change to a residential high-density land use. The area between and including properties on Watts Avenue and the Hanover Sportsman's Club should change to a low-medium density residential land use. A stable transition area needs to be established surrounding the Arundel Mills Mall. There is concern that additional commercial/ retail uses are not needed beyond what is already planned with the Arundel Mills development.	Completed. The properties in the Ridge Road, Watts Avenue and Clark Road triangle were changed to Residential High Density land use with approval of Bill 42-02. The property is zoned R22. The property has been developed into the Stony Run Village apartments and townhomes (578 and 26 units). The area between and including properties on Watts Avenue and the Hanover Sportsman Club was changed to Residential Low-Medium Density land use with approval of Bill 42-02. The property is zoned R5. The property has been developed into the Willowbend subdivision (29 single-family lots) and Village at Arundel Mills (52 single-family lots).
34	The area between Ridge Road and the Chesapeake Mobile Home Park is recommended to change to a low-medium density residential use, allowing for a transition from the Mills development to the surrounding communities in order to contain Mall sprawl.	Completed. A portion of the area was changed to Residential Low-Medium Density with approval of Bill 42-02. The property is zoned R5 and is subdivided into the Victoria Landing (20 single-family lots) and Chapel Ridge (32 age-restricted lots) developments. The remaining area retained the Residential Low Density. It is zoned R2. The property has been developed into the Hawks Ridge subdivision (28 single-family lots).
34	The area bounded by the Pennsylvania Railroad line to the west, greenspace/floodplain to the north, the Severn Elementary School to the east and Route 174 to the south is recommended to remain low-density residential in land use but be allowed to increase in density from one dwelling unit per acre to two dwelling units per acre. This change is recommended due to the presence of public utilities in the area, and the constraints of being bounded by railroad tracks, a busy road and floodplain.	Completed. The land use was retained as Residential Low Density with approval of Bill 42-02. The property is zoned R2. One area is being developed into Jennas Landing (10 single-family lots).

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34	<p>Establish design guidelines to ensure that appropriate scale, pedestrian amenities, residential character, and quality development is maintained and brought to the Severn Village.</p>	<p>Completed. The Severn Village Design Guidelines were adopted into the Severn Small Area Plan (SAP). As stated in the Severn SAP, these guidelines are not Code requirements but are used during the review of development plans to ensure the desired scale, pedestrian amenities, residential character and quality development is maintained and brought to the Severn Village.</p>
34	<p>Implement land use and zoning changes to assure the viability of the Severn Village.</p>	<p>Completed. The intersection of Telegraph Road and Reece Road has a land use of Commercial (zoned C3). There are several properties along Reece Road with a Small Business land use and zoning designation. The Severn Elementary School and Severn Danza Park (R1 and Open Space, respectively) are within the Severn Village. Residential areas (R1, R2, and R5) help round out the area as a live, work, play type of community. The northeast and part of the southeast corner of Reece Road and Telegraph Road has sidewalks to aid in walkability.</p>
34	<p>Developers should meet with the community prior to submitting plans for commercial, industrial or major subdivision projects to the county. Continued community involvement throughout the development process is encouraged.</p>	<p>Completed. Article 17 (Subdivision and Development - 17-2-107) codifies a procedure whereby any application that includes a subdivision of property that adjoins a residentially zoned and developed lot, and development of a commercial, industrial or institutional use, or an active recreational use, that adjoins a residentially zoned and developed lot must hold a community meeting prior to submitting any plans for review and notify all lot owners within 300 feet of the property subject to the application; the president of any community or homeowner's association of the subdivision that is located within 300 feet of the property subject to the application that is on the list of community associations, etc. maintained in the Office of the County Executive; the Office of Planning and Zoning; the Council member of the Councilmanic District in which the property subject to the application is located; and if the property abuts another Councilmanic district, to that County Council member.</p>

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34	<p>Development plans for the regional Commercial/Industrial area in the northeast corner of the Severn Small Area should consider the following: a.) Jones Road should remain a local road and not be a main access to new development occurring between I-97 and Queenstown Road; b.) Development in the vicinity of Quarterfield Road and I-97 should include a mix of retail, office, hotel and employment uses to meet the needs of area residents; c.) Encourage the State Highway Administration to build an exit ramp off of MD 100 into any development at the intersection of I-97 and Quarterfield Road.</p>	<p>Completed. Land use and zoning were adopted by the County Council through Bill 42-02 and Bill 73-02, respectively. There are no plans to change Jones Road.</p>
35	<p>Encourage the SHA to build an exit ramp off of MD 100 into any development at the intersection of I-97 and Quarterfield Road.</p>	<p>Not implemented. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.</p>
35	<p>The County should meet on a regular basis with the Garrison Commander and staff to share the County's long-range plans for the communities that surround Fort Meade and to be briefed on the Master Development Plans for Fort Meade.</p>	<p>Ongoing. Fort Meade staff meet on a regular basis with both Anne Arundel Economic Development Corporation and the Office of Planning and Zoning regarding the Fort's master plan, and provide regular presentations to the Odenton Town Center Advisory Committee to both inform of the Fort's plans as well as to get updates on new development plans in the Town Center.</p>

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35	<p>Strongly support the creation of training centers, such as the one established at the Arundel Mills Mall (by the consortium of Anne Arundel Community College, Anne Arundel County Public Schools, National Retail Association, Anne Arundel Economic Development Corporation and Anne Arundel Workforce Development Corp.). Such centers are essential in positioning Severn residents to benefit from local employment opportunities rather than simply hosting employment for others. This programmatic concept of merging industry standards with high school and community college curriculums and addressing supporting needs such as transportation and child care, should be a top priority of the Mills Corporation and the County government.</p>	<p>Completed. Anne Arundel Workforce Development Corporation (AAWDC) operates several career centers in the County, including one at Meade Village in Severn, as well as at Fort Meade, BWI Airport, and in Linthicum and Annapolis. The centers offer professional services including training, workplace skills, and certification programs. The Arundel Mills Sales and Service Training Center is operated by Anne Arundel Community College (AACC) where Adult Basic Skills and GED programs are offered by appointment. AAWDC and AACC frequently partner with select industries to develop and offer workforce training opportunities.</p>
35	<p>As an integral part of land development in the Severn Small Area, the County should use whatever means available to encourage programs for workforce development by coordinating their efforts with the ongoing existing programs offered by the Department of Human Services, the Anne Arundel County Economic Development Corporation and the West County Chamber of Commerce.</p>	<p>Ongoing. Anne Arundel Community College's corporate training group conducts training for employers throughout the County (see http://www.ctgaacc.com/). The college offers many continuing education and workforce development classes and programs throughout the County and has a close partnership with the Anne Arundel County Workforce Development Corp and various County chambers.</p>

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35	<p>The County should continue to recognize that development of the technological infrastructure is key to creating jobs and attracting new businesses. In today's knowledge-based, global economy in which capital and technology are increasingly mobile, the quality of the County's technology infrastructure will help determine whether companies invest here or other counties. Development of this technology infrastructure will help lure businesses and help them remain competitive and create challenging, high-paying jobs.</p>	<p>Completed. With Fort Meade and national defense agencies and contractors located in the County, the County has become a hub for data intelligence, information and network security, and data analytics. Anne Arundel Economic Development Corporation offers a variety of services to high-technology businesses desiring to locate in the County, and Anne Arundel Workforce Development Corporation offers innovative sourcing and talent management solutions to businesses as well as industry growth strategies to targeted industry sectors such as cybersecurity.</p>
36	<p>The County should continue development of Community Access Networks, linking schools, libraries, County services, and hospitals.</p>	<p>Ongoing. The County's technology infrastructure continues to evolve with the latest state-of-the-art advances in telecommunications. Through its website, smartphone applications, and the new 3-1-1 system the public has access to the full range of County services.</p>
36	<p>The County should take steps to make telecommuting more feasible with the establishment of facilities ("hotels"). These facilities would provide high-speed data/voice/fax communication services and be centrally located along public transportation routes. These facilities could be provided either by County government or by private sector, as a "for profit" service.</p>	<p>Completed. The advancements in telecommunications and information technology over the past two decades have addressed this need.</p>

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36	<p>The Anne Arundel County Board of Education needs to consider infill lots in all existing and proposed subdivisions when determining their projections for school capacity for any given school and modify the School Capacity APF to reflect the inclusion of infill lots.</p>	<p>Partially implemented. The Board of Education (BOE) does not directly factor in potential infill lots when preparing school enrollment projections, given that it is not possible to project when or if these lots might be developed. However, some recent changes to Article 17 (Subdivision and Development) of the County Code have made adjustments to the School Adequate Public Facilities (APF) requirements. Traditionally, for purposes of the School Utilization Chart, a school has been considered Closed when school enrollment exceeds 100% of the State-rated capacity (SRC). In 2017 and 2018, two legislative bills were passed that altered the School APF requirements. High school closings are still based on reaching 100% of SRC, but elementary and middle schools closings are now based on reaching 95% of SRC. In addition, the APF test must consider whether the number of students generated from a proposed development will exceed 85% of the remaining capacity in a school, and if so the APF requirements are not met. This Code amendment is intended to be a stopgap measure while the BOE continues to assess approaches to addressing school capacity issues. It is noted that students generated by new development are not the only factor that impacts school capacities. In and out-migration of students during the school year also has impacts and is difficult to project. The BOE continues to evaluate ways to improve on school enrollment projection methods.</p>
36	<p>Impact fees collected within a designated district should be spent in accordance with a list that has been prioritized by the county and the community for expenditures within that district.</p>	<p>Ongoing. Impact Fees are spent on Capital Projects within the district in which they were collected.</p>
36	<p>Support the County's efforts to adhere to any APF review required on family conveyances.</p>	<p>Completed. This is no longer applicable as Family Conveyance is no longer permitted.</p>

Natural Resources

1. Preserve and protect environmentally sensitive areas such as steep slopes, wetlands and forested areas through strict environmental enforcement, regulatory incentives and acquisition.
2. Preserve and protect contiguous open space and greenways.
3. Preserve and protect streams and their watersheds through strict environmental enforcement of existing laws, regulatory incentives and acquisition.
4. Preserve to the extent possible the agricultural heritage of the Severn Small Area. Preserve existing farmland by supporting efforts of farmers and the existing farming industry. Promote increased farming efforts including agriculture, nursery/landscaping activities and equestrian activities.
5. Improve stormwater management to reduce and, where possible, eliminate the negative environmental impacts of stormwater runoff.
6. Protect the quality of life in the Severn Small Area by reducing the noise and pollution impacts on its residents.
7. Preserve and protect historic buildings and historic sites in the Severn Small Area.
8. Create standards for developments abutting scenic and historic roads that minimize, if not eliminate, alterations to the roads, as well as preserve the scenic view and character of the roadway.

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52	Evaluate the implementation of the Forest Conservation Act (Bill 71-94) to ensure forest conservation thresholds and reforestation requirements are met, that forested areas are contiguous with other forested areas whenever possible and located within the same major watershed (i.e., one of the County's twelve major watersheds).	Ongoing. This is an ongoing objective of the Reforestation Program within the Department of Inspections and Permits and the Development Division within the Office of Planning and Zoning.
52	Investigate the creation of a new woodland preservation program geared to smaller parcels and with less restrictive qualifying requirements than the existing program.	Not implemented. The existing program requirements are adequate.
52	Increase public awareness of existing alternative land preservation programs such as the Severn River Land Trust and the Maryland Environmental Trust.	Ongoing. As opportunities arise in public meetings or publications associated with land preservation, the Department of Recreation and Parks promotes the work of its preservation partners.

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52	Investigate the possibility of reforestation and forest conservation on County surplus property as it becomes available.	Not implemented. The Forestry Division in the Department of Inspections and Permits has not had the resources to implement this recommendation.
52	Steep slopes and banks must be preserved through the enforcement of the regulations in the grading and sediment control ordinance. New developments should not create permanent steep slopes.	Completed. Per Article 17 (Subdivision and Development - § 17-6-403) of the County Code, development may not occur on steep slopes or within 25 feet of the top of the steep slopes where the onsite and offsite contiguous area of the steep slope is greater than 20,000 square feet unless development will facilitate stabilization of the slope or the disturbance is necessary to allow connection to a public utility. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
52	Support the County's conservation efforts, in conjunction with the Forest Conservation Act, by encouraging the planting of more hardwood trees (e.g., oak, hickory, beech).	Ongoing. The County's forests are mostly mixed hardwood. The reforestation program requires that plantings be native species.
52	Support the County's development of a Greenways Master Plan for the County, identifying areas already being protected and targeting areas for future preservation.	Completed. The 2002 Greenways Master Plan and the preliminary draft of the 2018 Green Infrastructure Master Plan identifies areas currently protected and goals and strategies to protect the County's Green Infrastructure Network.

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52	Consider additional areas in the Severn Small Area, such as areas adjacent to existing open space, parkland and floodplains.	Completed. The preliminary draft 2018 Green Infrastructure Network included analyzing adjacent land within the defined 2002 Greenways network and adding where appropriate Federal, State and County parks, public and private lands acquired for preservation; agricultural, forest conservation, floodplain, wetland and open space easements; trails; historic and cultural resources; land zoned Open Space; and undeveloped lands that meet the minimum criteria for size, protection status, and land use characteristics.
52	Support identification, through signage, of perennial tributaries to the Chesapeake Bay for purposes of heightening environmental awareness.	Completed.
52	Establish, implement and enforce, where possible, a 100-foot riparian buffer protection standard along perennial and intermittent streams.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
53	Support the County's program to identify and remove barriers to migratory fish passage.	Ongoing. The removal of barriers to migratory fish passage is incorporated into the design of restoration projects where appropriate.

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53	Update the County's database and GIS coverage of wetlands and concurrently pursue methods to conserve high quality wetlands, as possible, through such means as conservation easements.	Partially implemented. Wetlands of Special State Concern, NWI wetlands, and County wetlands are included in the County's available GIS layers. Preservation of high quality wetlands is taken into consideration during the design of the Department of Public Works Watershed Protection and Restoration Program restoration projects. Preservation of wetlands is considered during the review of private development projects.
53	In cooperation with the State, investigate the effects of BWI deicing chemical runoff into adjacent streams, specifically Sawmill Creek.	Completed. Environmental Protection Agency publication "Environmental Impact and Benefit Assessment for the Final Effluent Limitation Guidelines and Standards for the Airport Deicing Category, April 2012" documents impacts from de-icing at BWI Airport on Sawmill Creek.

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53	Using existing legal mechanisms, promote the inter-generational conveyance of farming activities and provide incentives for continued farming activity.	<p>Completed. The Anne Arundel Economic Development Corporation (AAEDC) creates economic development strategies to support Anne Arundel County's farm-based businesses. They help market the County's agri-businesses and engage the public to support locally grown, made and produced products. They also work to identify challenges, address them and make changes that will help the County's agriculture farms and businesses thrive. Agriculture programs available to farms in the area are designed to promote awareness and educate County citizens on the importance of agriculture. Programs include: Farm Equipment Rental Program – Businesses located in one of the five southern Maryland counties (Anne Arundel, Calvert, Prince George's, St. Mary's and Charles) can rent a variety of farm equipment at a reasonable cost; Bee City USA – as a designated Bee City USA county, the AAEDC Agriculture team works to raise awareness about the importance of pollinators in the farming industry; Arundel Grown Certified – the AAEDC Agriculture team promotes this program to encourage local restaurants to encourage the use of local food sources; and the Agriculture, Farming and Agritourism Commission - AAEDC is a member of this commission, which is made up of County government representatives and others in the County who are familiar with all facets of agriculture. The group is committed to the development, coordination and promotion of agriculture in the County and meets on a quarterly basis.</p>
53	Promote awareness of and develop markets for local products through farmers' markets.	<p>Completed. A website has been created to promote awareness of farmers' markets - http://www.aacofarmersmarket.com/.</p>

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53	Investigate the development of a public, quasi-public or private foundation for the preservation of farmland as an alternative to business or residential development for families who are leaving farming. Such investigation would include assessment of existing organizations with similar missions, either County, State or Federal.	Completed. The Maryland Agricultural and Resource-Based Industry Development Corporation (MARBIDCO) was established by the General Assembly in 2004 as a quasi-public corporation. Their functions include assisting with rural land preservation, developing agricultural industries and market and supporting the commercialization of agricultural processes and technology. For more information, visit http://marbidco.org/ .
53	Support the creation of a new program which will mesh with the State's Rural Legacy Program and Agriculture Preservation Program but can be geared to smaller parcels, with less restrictive qualifying requirements.	Not implemented. The existing program requirements are adequate.
53	Create an agricultural parcel inventory identifying land currently in agricultural use to create a heightened awareness of those sensitive parcels and to acquaint the land owners with the preservation programs available.	Completed. The Office of Planning and Zoning maintains an Existing Land Use Geographic Information System layer that identifies how land is currently being used. Agriculture is one of the uses identified in the layer.
53	Implement a watershed approach to stormwater management, land use planning, development, permitting, and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.

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53	<p>Adopt and implement stormwater management regulations into County laws, regulations, standards and guidelines resulting in County regulations and requirements that are at least as stringent, if not more stringent, than State regulations and requirements.</p>	<p>Completed. The bulk of the guidance regarding stormwater management is addressed within the Maryland Stormwater Design Manual. There are a few areas however, that require additional guidance to be provided by local jurisdictions. Under the guidance provided by the Anne Arundel County Code, the Anne Arundel County Stormwater Management Practices and Procedures Manual is required to be updated on a regular basis. The latest revised document was effective on 10/1/17 and can be found at www.aacounty.org/services-and-programs/stormwater-management-manual.</p>
54	<p>Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or County Stormwater Design Manual, whichever is more stringent.</p>	<p>Ongoing. For any proposed development, the owner/developer shall submit phased stormwater management plans for review and approval.</p>
54	<p>Encourage the use of innovative approaches to stormwater management and low impact development site design techniques in the land development process.</p>	<p>Ongoing. Stormwater management plans submitted for the development of land are required to demonstrate environmental site design to the maximum extent practicable per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) of the County Code.</p>
54	<p>Continue and, if possible, accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas.</p>	<p>Completed. All of the County's 12 major watersheds have been comprehensively assessed.</p>
54	<p>Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases and the need for stormwater management design to accommodate increases in runoff resulting from comprehensive and site-specific rezoning.</p>	<p>Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code.</p>

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54	Establish a comprehensive stormwater infrastructure preventative maintenance and management program that reduces environmental degradation and extends infrastructure useful life.	Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing operation, maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.
54	Aggressively pursue incentive-based approaches (e.g., state grant funds) to achieve retrofitting of areas in need of improved stormwater management.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works aggressively pursues grant funding of restoration projects.
54	Ensure that all governmental sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.	Ongoing. All Capital Improvement Program projects are held to the highest environmental regulations and standards.
54	Implement, where possible, a minimum 100 foot riparian buffer to all tributary streams in the County to minimize impacts of stormwater runoff on these sensitive tidal and non-tidal aquatic systems.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
54	Foster community education about stormwater issues through cooperation with local citizen groups, public and private schools, park and recreation programs and use of the Internet.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works (WPRP) maintains a website (www.aacounty.org/departments/public-works/wprp/) that provides relevant information to help citizens reduce stormwater pollution and develop a better understanding of environmental issues in the County. WPRP outreach staff work routinely with schools and community organizations.

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54	Develop and implement, on a continuing basis, a program to stencil storm drains to enhance community awareness that these storm drains direct runoff to tributaries of the Chesapeake Bay.	Ongoing. Painting of storm drains in the County has been assumed by non-government organizations and the Watershed Stewards Academy.
55	Create a 100-foot (50 foot each side) wooded buffer from the Pennsylvania Railroad Line.	Not implemented. The Department of Recreation and Parks has not reviewed its corridor or buffers, nor has this rail line, now Amtrak, been the subject of a rails-to- or rail-with-trail project.
55	Encourage the State to continue to investigate sources of air pollution and enforce air quality regulations.	Ongoing. The Maryland Department of the Environment (MDE) is responsible for developing State Implementation Plans and regulations to reduce emissions and achieve the National Ambient Air Quality Standards. In addition, MDE is responsible for enforcement of these regulations. Maryland's Air and Radiation Administration is charged with conducting and publishing technical and policy studies related to clean air.

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55	<p>Encourage the continued and improved dialogue between BWI planners and the residents of the surrounding areas to build upon the existing BWI Neighbors Committee by working closely on future plans for the airport's maintenance and growth.</p>	<p>Ongoing. The BWI Airport Neighbors Committee still exists, though has not been very active in the last couple of years. The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) expects to resume regular meetings sometime in the future. However, most of the attention to noise issues has been focused around changes the Federal Aviation Administration (FAA) implemented in the 2014-2016 time frame. This has led to the creation of another body – the DC Metroplex BWI Community Roundtable. The work of the Roundtable, to which MDOT MAA is a technical advisor, is focused on reverting changes to flight procedures. The Roundtable currently meets quarterly and is expected to continue to do so over the next few months as MDOT MAA works with FAA on potential changes to the procedures. More information about the Roundtable can be found at the following link: http://www.maacommunityrelations.com/content/annoiseupdate/dcroundtable.php. Another opportunity / avenue for public involvement and notifications related to planned airport improvements occur as part of the FAA proscribed National Environmental Policy Act (NEPA) process. An important component of this process involves public notifications and engagement. As part of the process, MDOT MAA holds meetings to share project specific information and invites the public to comment on proposed projects.</p>

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55	<p>Due to the recent discovery of naturally occurring radium in drinking water sampled from a certain number of individual wells concentrated in the northern portion of Anne Arundel County, including the Severn Small Area, ensure that existing information ("Radium and You" Guide) is distributed to homeowner associations, businesses, civic organizations, etc. in the area. Encourage continued scientific study on the extent of contamination and ways to ameliorate the problem.</p>	<p>Ongoing. The County's Department of Health continues to educated the public on radium and requires that new and replacement wells in Northern Anne Arundel County be installed with minimum well depths and meet gross alpha and Radium 226 / 228 drinking water standards. In addition, a study was contracted to Maryland Geological Survey. See Occurrence and Distribution of Radium, Gross Alpha-Particle Activity, and Gross Beta-Particle Activity in Ground Water in the Magothy Formation and Potomac Group Aquifers, Upper Chesapeake Bay area, Maryland (Report of Investigations No. 70) at http://www.mgs.md.gov/publications/report_pages/RI_70.html.</p>
55	<p>Establish a specific design review and approval process for development adjacent to or impacting historic buildings and sites.</p>	<p>Ongoing. Article 17 (Subdivision and Development - 17-6-504) of the County Code was adopted in 2005, implementing Scenic and Historic Road Commission Recommendations; Recent Office of Planning and Zoning internal discussions explore improving clarity of existing 14 criteria and implementation of regulations.</p>
55	<p>Identify historic buildings and sites in the Severn Small Area, including dwellings, agricultural buildings, churches, military structures and small villages and towns, with historic markers.</p>	<p>Ongoing. New sites have been added through Site Development Plan review and also through public outreach. Protection of sites occurs through Article 17 (Subdivision and Development) of the County Code.</p>
55	<p>Identify and preserve, to the extent possible, the historic cemeteries located within the Severn Small Area as noted in Table 6 of this Plan.</p>	<p>Ongoing. Cemetery protections passed into law in 2005 with Bill 3-05 and are implemented through Article 17 (Subdivision and Development - § 17-6-303) of the County Code.</p>

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55	<p>Incorporate into the County's proposed revisions to the zoning laws, the subdivision laws, the transportation master plan, the road design manual the landscape manual, the forest conservation ordinance and other land use laws, the regulatory tools necessary to fully implement the scenic and historic roads program as set forth in Resolution No. 45-97, adopted by the County Council on November 3, 1997.</p>	<p>Completed. Provisions governing development along Scenic and Historic Roads were incorporated into Article 17 (Subdivision and Development) of the County Code in 2005, and are also addressed in Article 18 (Zoning) as related to specific uses. Provisions will be incorporated into the Transportation Functional Master Plan or other County ordinances or plans as needed in the future.</p>
55	<p>Establish a specific design review and approval process for development adjacent to or impacting scenic and historic roads.</p>	<p>Ongoing. Article 17 (Subdivision and Development - 17-6-504) of the County Code was adopted in 2005, implementing Scenic and Historic Road Commission Recommendations. Recent Office of Planning and Zoning internal discussions explore improving clarity of existing 14 criteria and implementation of regulations.</p>
56	<p>Establish specific design guidelines and protective buffers for scenic and historic roads.</p>	<p>Ongoing. The Cultural Resources Section in the Office of Planning and Zoning is in discussion with the Office of Transportation to establish construction/maintenance guidelines that respect scenic and historic designation.</p>
56	<p>Establish new County road standards in the road design manual for scenic and historic roads for both construction and maintenance.</p>	<p>Ongoing. The Cultural Resources Section in the Office of Planning and Zoning is in discussion with the Office of Transportation to establish construction/maintenance guidelines that respect scenic and historic designation.</p>
56	<p>Work with the State Highway Administration to establish state road standards for scenic and historic roads.</p>	<p>Not implemented.</p>

Page #	Recommendation	Status
56	<p>Designate the following roads in the Severn Small Area as scenic and historic and add them to the County's current list. In addition, as the Scenic and Historic Roads Program gets underway allow for additional roads to be added to the list if the criteria (as set forth in Resolution No. 45-97) are met: a.) Burns Crossing and Clark Station Roads - This road existed before 1840 and still retains some of its winding and scenic characteristics. Originally known as "The Public Road" leading from the forks of the Patuxent through Piney Woods to the City of Baltimore; b.) New Cut Road - In the Atlas of Anne Arundel County, MD, G. M. Hopkins, 1878, this road is identified as "Light Street Road". It retains much of its scenic and rural characteristics; c.) Quarterfield Road, between Donaldson Avenue and Clark Station Rd- The reference in the Hopkins Atlas (as identified above) identifies this road as "New Light Street Road." This road also retains some of its scenic and rural characteristics; d.) Old Mill Road - The most unchanged road in the Severn Small Area. This road is shown on Martenet's Map of 1860 and was the site of the "Pumphrey and Cecil Grist and Saw Mill." Although frequently flooded, it is very scenic and natural; e.) WB&A Road - A county road built on the roadbed of the Washington, Baltimore and Annapolis Electric Railroad. The railroad operated from 1908 until 1935. A few areas are unchanged from 1935. Station sites should be identified and marked. Baltimore and Potomac Railroad - This railroad was built in 1868 and is now known as the MARC Penn Line. The Severn Station is shown on the Hopkins Atlas of 1878.</p>	<p>Completed. Of the roads mentioned on page 46 and Map 10 in the Severn Small Area Plan, only New Cut Road (from Burns Crossing Rd to Gambrills Rd) was designated as a Scenic and Historic Road under Bill 21-06.</p>

Transportation

1. Address the critical, immediate public transportation needs in the area's high density, low-income housing neighborhoods. Provide public transportation networks to meet the needs of all Severn residents for access to education, training, employment, health care, social services, shopping, parklands, cultural events, entertainment and dining within Severn, as defined in this Plan. In addition, provide connectivity beyond Severn for distant services and employment.
2. Establish and maintain a network of pathways and roadways that are accessible to pedestrians and bicycles, linking neighborhoods, parks, schools, workplaces, stream valleys, greenspaces, and activity centers; integrated with similar facilities in nearby areas and with regional and national trail systems, to serve both transportation and recreational needs. People without motor vehicles should have access to any part of the area from any other part.
3. Improve the safety and efficiency of traffic flow on area roads.

Page #	Recommendation	Status
62	Establish a special interagency team to focus all possible financial and logistical resources toward meeting the immediate need for better public transportation in the high-density residential neighborhoods near Pioneer Drive and Van Bokkelen Elementary School, where a substantial number of residents lack vehicles.	Ongoing. Public and specialized transportation needs are provided through the County's Office of Transportation, established in 2016. The AA-202 Bus Route provides service to Meade Village and Seven Oaks. See https://www.aacounty.org/services-and-programs/bus-and-rail-transit for more information regarding bus and rail transit in the County.
62	Conduct a needs assessment study with the participation of the County's Planning Staff, Department of Public Works, and the Anne Arundel Economic Development Corporation (AAEDC) to consider the public transportation needs of Severn and the rest of the West County area, including, but not limited to, the recommendations in this Plan.	Completed. The Regional Transportation Agency of Central Maryland (RTA) has several routes in the Severn area: 502, 501 and 201. The Maryland Transit Administration operates bus route 75. The Anne Arundel County Office of Transportation operates AA-202 bus route between Odenton Health Campus, Odenton MARC Station, Seven Oaks, Meade Village, Fort Meade, Arundel Mills and Preston Gate.
62	Pending the outcome of the needs assessment study, address the area's immediate needs through private shuttle services, keeping and building on existing or planned service. All County sponsored routes should be subject to a bidding process, and some routes may need County controlled contracts.	Ongoing. The County has initiated this process by operating services in the County with County drivers and vehicles.

Page #	Recommendation	Status
62	<p>Establish regular van/bus loop route(s) that will serve the Severn Small Area and operate during the day and evening hours, providing Severn residents access to employment and services. At a minimum, these routes will include all main roads through Severn, providing access from all neighborhoods and to all services in Severn (proposed bus/van loop connectivity detailed and illustrated in Map 14 of this Plan).</p>	<p>Completed. The Regional Transportation Agency of Central Maryland (RTA) has several routes in the Severn area: 502, 501 and 201. The Maryland Transit Administration operates bus route 75. The Anne Arundel County Office of Transportation operates AA-202 bus route between Odenton Health Campus, Odenton MARC Station, Seven Oaks, Meade Village, Fort Meade, Arundel Mills and Preston Gate.</p>
62	<p>These van/bus loop routes should not be exclusive to Severn. They should extend through adjoining areas to provide access to employment and services outside Severn, including connectivity to Town Centers and to air and rail service (examples of possible routes detailed and illustrated in Map 14).</p>	<p>Completed. The Regional Transportation Agency of Central Maryland (RTA) has several routes in the Severn area: 502, 501 and 201. The Maryland Transit Administration operates bus route 75. The Anne Arundel County Office of Transportation operates AA-202 bus route between Odenton Health Campus, Odenton MARC Station, Seven Oaks, Meade Village, Fort Meade, Arundel Mills and Preston Gate.</p>
62	<p>Ensure that a high level representative of the Anne Arundel County Government attend each monthly meeting of the Regional Transportation/Workforce Development Committee.</p>	<p>Ongoing.</p>

Page #	Recommendation	Status
62	<p>Provide Severn with MTA bus service along north-south and east-west corridors. The completion in recent years of MD 32, 1-97 and MD 100, the growth that those main arteries and the BWI Airport have brought to Severn, and the County's plans for growth in this area (including Arundel Mills), now make it realistic for Severn residents to be connected by MTA bus transportation to employment opportunities and government and private services located in Annapolis, Baltimore, Ellicott City, Columbia and the MD 2 Corridor. MTA bus routes should be established/expanded along MD 100, 1-97 and MD 32, in part, to serve this area. Park & Ride lots should be established at key locations along these main arteries, and the Park & Ride lots should be included on the local bus/van loop routes to facilitate connectivity from local neighborhoods (proposed Park & Ride locations are detailed and illustrated in Map 15).</p>	<p>Completed. The Regional Transportation Agency of Central Maryland (RTA) has several routes in the Severn area: 202, 502, 75, 501 and 201. These connect Severn to the Odenton MARC Station, Arundel Mills Mall, and BWI. There are no park and ride locations in the Severn Small Area.</p>
63	<p>These Park & Ride locations should be equipped with restrooms and bicycle racks and linked to the pedestrian bicycle routes outlined in Goal #2 and illustrated in Map 13. In this way, they will serve a third purpose of providing MTA connectivity to non-motorized residents of Severn and a fourth purpose of providing recreational access to Severn trails on weekends and holidays, when Park & Ride lots would normally be empty.</p>	<p>Not implemented. There are no park and ride locations in the Severn Small Area.</p>

Page #	Recommendation	Status
63	Build and maintain a multi-purpose trail along the old W/B&A right-of-way and establish several other major pedestrian and bicycle corridors across the area (proposed corridors detailed and illustrated in Map 13).	Completed. A corridor from Lake Marion to New Cut Road using the natural greenbelt along Severn Run as much as possible but detouring into nearby areas when necessary. The State Highway Administration is building a 10-foot wide hiker biker trail along MD 175 which the County will patrol and maintain. Portions are completed and under construction as of December 2017
63	Create pathways connecting neighborhoods and activity centers wherever possible. Design for these can vary from primitive footpaths (or paved paths, less elaborate than AASHTO standards) to first class multipurpose trails, but the County should acquire property, easements, or property owner agreements whenever possible. Such connectors should be part of all new developments (proposed pathways detailed and illustrated in Map 13.)	Ongoing. The County's Office of Transportation has promoted studies for bicycle facilities along MD 176 and MD 713. In addition, the 2013 Pedestrian and Bicycle Master Plan recommends improvements in this area.
63	Encourage design standards for new roads, and improvements to existing ones, which allow safe concurrent use by pedestrians, bicycles, and motor vehicles wherever traffic volume and speeds allow. Widening of shoulders or re-striping to provide bicycle lanes should be considered for existing roads where conditions make it awkward for bicycles to share vehicle lanes, especially for those routes that are designated as shared-road bikeways.	Ongoing. The County is in the process of updating its Design Manual that will address multimodal transportation and standard cross-section requirements for different road classifications including pedestrian and bicycle facilities.
63	Provide sidewalks for new roads and plan to install them along existing roads in cases of special need, including at least those shown on Map 16.	Ongoing. New roads should include sidewalks. The Office of Transportation prioritizes sidewalk locations under Capital projects H508400 and H563700.

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63	Designate certain routes as shared-road bikeways, with signs, intersection improvements, re-striping, or shoulder improvements as appropriate. Any future improvements to these roads should preserve the existing bikable shoulders or provide designated bike lanes. In particular, the corridors along Ridge Road, Donaldson.	Completed. The Anne Arundel County Pedestrian and Bicycle Master Plan adopted in 2003 designated routes as shared-road bikeways. An update to the Master Plan was adopted in 2013.
64	Incorporate the Severn Area pedestrian and bicycle provisions with a countywide Pedestrian and Bicycle Master Plan, and adopt legislation requiring future developers to include the provisions of the Pedestrian and Bicycle Master Plan in their site plans and build the planned facilities.	Completed. The recommendations were included with the adoption of the Anne Arundel County Pedestrian and Bicycle Master Plan in 2003. An update to the Master Plan was adopted in 2013.
64	Encourage public and private investment in amenities for people who travel by foot or bicycle. These amenities may include public restrooms and bicycle racks at all parks, public activity centers, and at convenient spots along multipurpose pathways.	Ongoing. In 2018, the County and the City of Annapolis implemented a Bikeshare Program that has begun with 10 stations with the hopes of expanding in the future.
64	Encourage or sponsor citizen organizations that would assist the County in planning and maintaining bicycle/pedestrian pathways.	Completed. The County has a Bicycle Advisory Commission who advises the County on bicycle-related policy and budgetary issues and a Transportation Commission who is charged with studying the planning, design, delivery and operation of transportation services and facilities in the County. In addition, the Transportation Commission provides near- and long-term recommendations to the County Executive regarding the County's current transportation program and future transportation planning and programs, values the cost-effective, safe, and efficient movement of people and goods in a manner that protects and enhances natural environments and quality of life and promotes the County's regional competitiveness in transportation.

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64	Seek and support legislation providing relief for State, County, or volunteer workers from liability for injuries to trail users.	No action or legislation required. If fault is justly demonstrated, a governmental agency or owner of a public facility such as a trail would typically be held liable for any injuries resulting from use of the facility, as opposed to an individual employee, as long as the employee is acting within the scope of their employment.
64	Place traffic lights as follows: a.) Queenstown Road at Quarterfield Road; b.) Quarterfield Road at Exit 13 from I-97; c.) Stone Castle Drive at Ridge Road.	Ongoing. A traffic light has been installed at Quarterfield Road and I-97.
64	Paving and speed limit signs are needed on Bums Crossing Road from Old Mill Road to WB&A Road.	Completed. Speed limit signs have been installed.
64	Four way stop signs are needed at the intersection of Clark Station Road and Bums Crossing Road.	Not implemented.
64	MD 174 westbound at MD 170 - the sign for MD 170 is not visible. Also, the excess signs obscure the road signs. The median should be removed and the left turn lane extended to provide safer access to McDonald's and Kelly's. (This is a short term solution. The Plan proposes a Severn Village Plan for this area and those recommendations should be implemented over time. The Severn Village Plan is addressed in the Economic Development, Land Use and Zoning and Community Design chapters of this Plan).	Partially implemented. The MD 170 sign is visible and excess signs have been removed. The median on MD 174 in the vicinity of MD 170 currently exists. A left-hand turn lane does not exist from MD 174 to McDonald's.
64	Wright Road needs speed limit signs.	Completed.
64	MD 175, between the BW Parkway and Reece Road, needs to be widened to four lanes with shoulders, sidewalks and bike lanes.	Partially implemented. Sections of MD 175 have been or are in the process of being widened to 4 to 6 lanes.
65	Harmans Road (north of Strider Court) needs a speed limit sign at the curve. This same area has a flooding problem.	Completed. A yellow warning / speed limit sign is posted.

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65	Severn Road needs paving in some areas. An approaching stop light sign needs to be placed in both directions for the traffic light at Harmans Road.	Completed. A traffic light has been installed at the intersection of Harmans Road and Severn Road. The Department of Public Works' Bureau of Highways is responsible for all maintenance activities associated with the County's 6,300 roads, or approximately 3,600 lane-miles, of the County's transportation system. The Bureau schedules and plans its work based on priority. The goal is to balance citizen response with planned, preventive, and corrective maintenance. The Bureau's service delivery order of priorities is (1) safety, (2) preservation of assets (infrastructure), (3) user comfort and convenience, and (4) aesthetics. Productivity performance standards have been established for all types of work. More information about specific maintenance activities can be accessed at www.aacounty.org/departments/public-works/highways/road-maintenance/index.html
65	Widen the bridge over the train tracks on MD 174.	Not implemented. MD 174 is a State road. Budget limitations require Countywide prioritization and constrain how quickly improvements and / or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.
65	Install a left-turn lane and signal for the southbound lane of Ridge Road at the intersection of Ridge Road and Severn Road.	Completed. A left turn lane and traffic signal exist at this location.
65	Relocate Warts Avenue to form a 90 degree intersection with Ridge Road, pending final design of Ridge Road, signalize this intersection as well.	Completed. Warts Road has been relocated to form an intersection with Ridge Road.
65	Add a school zone speed limit sign with flashing yellow light at the intersection of MD 170 and Evergreen Road, in front of Ridgeway Elementary School and in front of Severn Elementary School on Reece Road.	Not implemented. However, there are yellow school zone signs on either side of Severn and Ridgeway elementary schools; the speed limit within the Severn Elementary School zone is 35 mph; the speed limit within the Ridgeway Elementary School Zone is 30 mph.

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65	Widen MD 170 from MD 32 to MD 100 and include sidewalk and safety improvements. Special attention is needed at the intersections of MD 170 with Evergreen Avenue and Florida Avenue.	Partially implemented. CIP Project H575500 was introduced to contribute to a Maryland Department of Transportation project to improve MD 170 between MD 100 and MD 174. Otherwise development activity and / or another capital project will need to improve other sections of MD 170. Budget limitations require Countywide prioritization and constrain how quickly improvements and / or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.
65	MD 174, between MD 100 and WB&A Road, should be upgraded.	Ongoing. Budget limitations require Countywide prioritization and constrain how quickly improvements and / or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.

Public Utilities

1. Establish a better means for incorporating citizen input into the process of updating the Sewer and Water Master Plan.
2. Ensure that any development planned for public utilities has adequate water and sewer service.

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84	The County should notify the citizens when the update of the Sewer and Water Master Plan is taking place (every three years) and allow a formal process through which the citizens can get information about what changes are being proposed and have input.	Completed. The triennial update to the Water and Sewer Master Plan and any amendments to the Plan are posted on the County's website prior to Planning Advisory Board and County Council public hearings.
84	Revise the Adequate Public Facilities Ordinance to ensure that the public utility infrastructure keeps up with proposed development in the growth areas.	Completed. The Adequate Public Facilities (APF) regulations have been amended a few times over the past decade, most recently in 2018. Bill 15-18 altered how the School Utilization Chart is prepared and when schools will be designated as Closed to new enrollment. Bill 78-18 adds multimodal transportation facilities as a component to County subdivision and development policies. The County will continue to assess the APF regulations and make adjustments as needed to improve implementation.
84	Update the Water and Sewer Master Plan, changing the proposed Mixed-Use Employment Area (known as the Kirk Property) and any properties within the Severn village boundary, from the Future Service Category to the Planned Service Category.	Completed. These areas either have existing service or are in the Planned Service category.

Community Facilities

1. Increase the amount and quality of parkland and other publicly accessible open space, providing not only playgrounds and facilities for competitive athletics, but also safe areas for picnicking, hiking, biking, swimming, wildlife observation, quiet reflection and separate equestrian trails.
2. Provide police, fire and emergency services that ensure the safest possible living environment.
3. Provide the best possible educational opportunities for all residents.
4. Promote local access for all residents to health care, training, child daycare, social services and recreation in the neighborhoods where it is needed.
5. Provide a broad range of housing types and prices and special residential facilities that meet the needs of people in different conditions and in different stages of life.
6. Improve access to highest quality library services to all residents.
7. Promote diverse opportunities for cultural activities, entertainment, and dining.

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91	The County should evaluate each existing park; fund and expand the purpose and ability of each park where space allows so that residents can enjoy a more divers park atmosphere with more than sports.	Ongoing. Additions to Matthewstown Park to include playgrounds, pavilions, paved and natural trails and an open play field will be constructed in 2019. The redevelopment of Randazzo Park to provide two lighted multipurpose fields is fully funded as of FY2019 and construction will commence in the spring/summer of 2019. Tennis courts at Queenstown Park are being converted to roller hockey. The Department of Recreation and Parks will pursue funds for the redevelop Randazzo Park and utilize the Park Renovation capital project and the Local Development Council funds through the Maryland Live! Casino to rehabilitate parks in the Severn area.
91	The County should explore the acquisition of land north of Queenstown Park and south of MD 100, and any available woodland to the east or south of Friendship Park, to form a larger contiguous park.	Ongoing. The Department of Recreation and Parks will evaluate any land suitable for recreation, but there must be a willing seller to complete the transaction.

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91	Support the County's (Department of Recreation and Parks) efforts to acquire, as soon as possible, suitable land for a West County Regional Park (300+ acres) to support the area's growing population.	Ongoing. A fifteen-acre site on Reece Road has been acquired for active and passive recreation facilities. Additional acreage is desired, subject to the identification of suitable recreation land and a willing seller. Additional acreage for active recreation is still being pursued. A request has been submitted to the Navy for athletic fields at the Dairy Farm. The Department of Recreation and Parks will continue to pursue acreage for recreation facilities in the Odenton planning area and continue negotiations with the Navy to expand recreation opportunities at the Dairy Farm. It should be noted that there are no undeveloped 300-acre parcels of land in the Severn and Odenton planning areas. Recreational needs must be addressed using smaller undeveloped parcels.
91	The County should explore the acquisition of land in Hanover near MD 175 and MD 713 (Ridge Rd) for the creation of an area park.	Completed. The Provinces Park is located near the intersection of MD 175 and MD 713.
91	The County should pursue the addition of a public swimming pool facility in the West County area - preferably in the Severn Small Area, and consider the possibility of integrating the pool with the area park scenario.	Completed. The North Arundel Aquatic Center is a regional facility that serves the Severn area. The Department of Recreation and Parks will monitor the use of the North Arundel Aquatic Center to determine if a facility in the Severn area is needed.
91	The County should assume more responsibility to properly maintain the appearance and condition of the parks and property.	Ongoing. Maintenance and repair of existing park facilities is continuing with Park Renovation and Local Development Council funds. The Department of Recreation and Parks will continue utilizing the Park Renovation capital improvement account and Local Development Council funds to maintain and upgrade local parks.
91	The County should study the needs for parking spaces at or near each park facility and seek to establish the best balance of park space and parking spaces.	Ongoing. The increased use of County parks and the growth in youth sports has resulted in inadequate on-site parking in many County parks. Looper Park and Odenton Park are currently being re-developed to provide more parking. Parks in the Severn planning area will be monitored for similar parking improvements.

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91	<p>Support the efforts of organized groups to preserve and advance the availability of trails for the many horses that are kept in the Severn Area. Specifically, preserve the miles of blazed trails currently in use in the Severn Run Natural Environmental Area and the connecting greenway between Delmont and Quarterfield Road. Encourage agreements with developers of subdivisions in the vicinity to provide access, such as the 10-foot equestrian easement provided at the northern edge of the planned Severn Pines.</p>	<p>Ongoing. The Department of Recreation and Parks continues to be available for discussions with equestrian groups to expand horse trails.</p>
91	<p>Support the construction of a Severn Fire Station at the property owned by the County for that purpose on MD 170 (south of intersection of MD 170 and MD 174). The addition of a Severn Fire Station is a necessity in order to continue providing adequate service to the residents in West County.</p>	<p>Completed. The Severn Fire Station is located at 7870 Telegraph Road.</p>
92	<p>Continue to work diligently with the Mills Corporation and the proposed Dorchester community to maintain an adequate law enforcement presence at those locations. Provide appropriate manpower for support of this effort in such a fashion as to place no significant burden on the daily activities of the Western District Facility.</p>	<p>Ongoing. The boundaries of each and every patrol post across the County are assessed routinely each year, primarily through Computer Aided Dispatch Data (CAD), to consider realignment in order to ensure that the Police Department is delivering the most effective law enforcement service with the existing staffing levels.</p>
92	<p>Maintain all public school facilities in Severn to current Anne Arundel County Public School specifications for health, safety and delivery of the instructional program. Initially, renovate/modernize Harman, Quarterfield and Van Bokkelen Elementary Schools, MacArthur Middle School and Meade High School.</p>	<p>Partially implemented. Anne Arundel County Public schools has implemented a program of continuous improvements to County school facilities as identified in the 2006 and updated 2016 Strategic Facilities Utilization Master Plan. Renovations to Meade High occurred in 2008 and 2016; a replacement of Frank Hebron-Harman Elementary opened in 2007; a replacement of Pershing Hill Elementary opened in 2011; Seven Oaks Elementary opened in 2007; and Van Bokkelen was renovated in 2006 and 2009. A feasibility study for Quarterfield Elementary is in the current FY2018-FY2023 Capital Budget and Program.</p>

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92	<p>Strengthen the Adequacy of Facilities Ordinance and its enforcement to ensure that additional school capacity is brought on-line as the residential growth occurs in Severn and as students arrive for school. Increase, collect and apply Impact Fees sufficient enough to ensure that school capacity does not lag behind residential growth in this designated growth area. Begin contingency planning and site acquisition for a future high school and middle school(s) central to the designated growth area.</p>	<p>Partially implemented. The Adequate Public Facilities (APF) regulations have been amended a few times over the past decade, most recently in 2018. This amendment altered how the School Utilization Chart is prepared and when schools will be designated as Closed to new enrollment. In addition, the Development Impact Fee rate structure was adjusted in 2009-2011 to increase these fees. The County will continue to assess the APF Ordinance and make adjustments as needed to improve implementation. The Board of Education conducts ongoing strategic planning to address school capacity constraints through new construction, expansions, and redistricting.</p>
92	<p>Maximize the after-hours utilization of public school facilities to meet the needs of the students and communities they serve. Collaborate with county and non-profit agencies to expand the hours and types of service provided. Establish a Multi-Agency School and Community Needs Assessment to be administered periodically in each individual school community. Utilize the results to prioritize active engagement of service providers and to replace the current first-come-first-serve approach used by the Department of Recreation and Parks to administer after-hours use of school facilities.</p>	<p>Completed. In 2015, County Executive Steve Schuh appointed a Community Center Task Force to look at the design and operation of the current system of community centers (public facilities, multi-use facilities). The conclusion of the Task Force is that even though the County's use of a cost-effective approach of providing community services through a partnership between the Board of Education, the Department of Recreation and Parks and the Department of Aging and Disabilities is impressive, some needs are still unmet. The needs identified in this report can be considered during the development of Plan2040.</p>
92	<p>Develop interagency strategies to address the shortage of licensed childcare centers, pre-schools, Head Start programs, all-day kindergarten, and before and after school latchkey programs. Large segments of the Severn population remain underserved by these programs because they are either not offered or are not available at affordable rates.</p>	<p>Ongoing. Anne Arundel County Public Schools (AACPS) now offers full-day kindergarten, early childhood education programs as well as resources for those needing daycare. A Community Resource Guide is available through AACPS. For more information, visit www.aacps.org.</p>

Page #	Recommendation	Status
92	<p>Accelerate academic success, reduce dropout rates and enhance transition to work and higher education. Provide instructional programs and resources to meet the needs of all students, including, but not limited to (a) high standards and expectations of achievement and conduct for all students in all schools; (b) enrichment activities for all students and advanced course work for high achievers; (c) academic and behavioral intervention supports before failure; (d) extended school day and extended school year when and where needed; (e) enhanced collaboration among agencies to address student and family needs in support of educational and life goals; (f) expanded partnerships with business community through Advisory Boards, Career Connections, Academies, Internships and Technology Education in high schools and broadened opportunities through the Center of Applied Technology North and the AACCC; (g) improved access to summer school, evening high school, external high school degree and GED programs, through the establishment of sites in Severn.</p>	<p>Ongoing. Anne Arundel County Public Schools continues to provide instructional programs and resources to accelerate academic success, reduce dropout rates and enhance transition to higher educations and careers.</p>

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93	<p>Strongly support the planned establishment of a West County Campus of AACC and particularly recommend selection of the proposed site adjoining the Anne Arundel County Public School secondary school complex in the northwest corner of Fort Meade. This expansion is needed to address the high demand, which is only partly met by the extensive evening use of Meade High School for AACC classes. Only this site combines the synergies of providing (1) co-located administrative and daytime instructional space for college programs to augment what is already AACC's largest off-campus program; (2) expanded opportunities for secondary school enrichment programs, concurrent high school-college enrollments and greater emphasis on post-secondary education goals for families in all the communities served by the Meade Feeder System; and (3) a central location, easily accessible to the Jessup/Maryland City, Severn and Odenton areas.</p>	<p>Ongoing. Anne Arundel Community College has a Facilities Master Plan that guides the development of campus facilities for the next 10 years. Currently, the College has a presence in West County at the enter for Cyber and Professional Training (CCPT) and Arundel Mills.</p>
93	<p>Establish Community Service Centers where space is County owned and/or leased to these types of organizations: (a) County Departments, for example: Aging, Health, Social Services, Juvenile Justice, and Library (drop-off sites for books ordered in advance). Some offices could be shared, with different work days; (b) Nonprofit organizations, for example: family counseling, training for disabled, reading tutors; (c) Daycare for children and adults, to operate 5 days per week. Promote cooperation between daycare groups, and senior volunteers; (d) Community organizations, to share office space and equipment (copy machines, meeting rooms, lockers for storage of equipment).</p>	<p>Partially implemented. The Department of Aging and Disabilities (DoAD) has mirrored services in the Northern portion of the County and has added a Customer Service Center in Glen Burnie. DoAD has also expanded Community Service Centers through co-location with the Department of Social Services, the Department of Health, and the Housing Commission of Anne Arundel County to further the "No Wrong Door" approach to serving our public. The Library is currently developing a new strategic plan for FY 2020 and beyond and will consider future Community Service Centers as possible platforms for small-scale library services as envisioned.</p>

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93	<p>Locate Community Service Centers in or near community schools where feasible, making use of the existing school building, buildings adjacent to the school, or new additions to the school. The centers must also be near parks and on transportation routes. Pilot Community Service Centers could be either at Severn Elementary or Van Bokkelen, both of which are central to the Severn Small Area. The Severn Elementary site provides the advantage of being in the planned Severn Village, while the Van Bokkelen Elementary site has less traffic congestion and an existing traffic signal providing direct access to existing Board of Education property adjoining the school site.</p>	<p>Ongoing. Peoples Community and Health Center is currently being planned, subject to funding availability.</p>
93	<p>Acquiring an appropriate location for a Severn Senior Center should be a priority of the County Government. Due to the rapidly growing senior population in the Severn Small Area, and the reality that the proposed Community Service Center concept would not meet all of the needs of senior citizens, the need for a center geared specifically for seniors is imperative.</p>	<p>Partially implemented. The Department of Aging and Disabilities plans to pilot and open new Senior Activity Sites including one in the Severn Area.</p>
94	<p>Promote assisted-living facilities for seniors, physically and mentally challenged adults and children, to be located in new and existing communities near Community Service Centers, employment opportunities, shopping, entertainment, recreation (trails, for example), schools and transportation. Possible locations include: proposed Dorchester community near Arundel Mills, Quarterfield Center, intersection of MD 170 and MD 174, the Church of the Nazarene property near Watts Road and Clark Road.</p>	<p>Completed. There are assisted living options in Severn.</p>

Page #	Recommendation	Status
94	<p>Collaborate among County, State, Federal agencies and property owners to revitalize Pioneer Drive communities by (a) renewing and expanding efforts to reduce the number of absentee landlord homes and increase the number of owner occupied homes; (b) assisting owners in establishing an on-site community/recreation center; (c) expanding the small commercial strip at the front of the community to include more retail and services outlets; (d) establishing affordable, on-site child care service; (e) establishing an on-site health clinic and human services center; (f) ensuring that Pioneer Drive communities are served by regularly scheduled, day and evening bus/van transportation routes to give them access to education, training, work force development, employment, health and human services programs and centers not located on-site.</p>	<p>Ongoing. The County's community development agency, Arundel Community Development Services, Inc. (ACDS), offers a Countywide property rehabilitation program that is often targeted and marketed to owner-occupied units in the area. ACDS is also working with the Spring Meadows Community to increase their delinquent condo fee collections. In addition, ACDS worked with the community to put together a three-phase roof replacement program, funded with Video Lottery Terminal (VLT) funds, Community Development Block Grant (CDBG) funds and the community's own reserve replacement funds.</p>
94	<p>Support the design and construction of a West County Regional Library on the property purchased by the County for this purpose at the southwest corner of the intersection of MD 175 and Piney Orchard Parkway.</p>	<p>Completed. The West County Regional Library opened in 2004.</p>
94	<p>Establish library drop-off sites at Community Service Centers. This would especially help seniors and families with children.</p>	<p>Ongoing. Contingent on establishment of Community Service Centers. The Library is currently developing a new strategic plan for FY 2020 and beyond and will consider future Community Service Centers as possible platforms for small-scale library services as envisioned.</p>
94	<p>Run library programs for children at Community Service Centers (one afternoon a month, for example, to tie into on-site childcare or family counseling days).</p>	<p>Ongoing. Contingent on establishment of Community Service Centers. The Library is currently developing a new strategic plan for FY 2020 and beyond and will consider future Community Service Centers as possible platforms for small-scale library services as envisioned.</p>

Page #	Recommendation	Status
94	<p>Enhance the collaboration between our public libraries and public school media centers to instill in our youth the joy of reading, to provide access to public library resources from within public schools, and to more thoroughly orient young children to the use of public libraries.</p>	<p>Ongoing. The Library and Anne Arundel County Public Schools (AACPS) have developed new partnerships to mutually fund early literacy programs and materials. In 2017, the Library and AACPS inaugurated a "Student Access to Improved Learning" library card for all AACPS students.</p>
95	<p>That the County seek the opportunity to provide a permanent West County outreach center for Maryland Hall for the Creative Arts or similar entities. Suggested Source: Gain commitment from Arundel Mills to provide permanent space suitable for daytime and evening classes and a small exhibition/performance area. It is recommended that the County encourage developers to design and integrate public performance areas (where it is appropriate), either indoor or outdoor, in their site planning for any other major new commercial development.</p>	<p>Ongoing. There is space at Arundel Mills that can be reserved for community meetings or events, but it is not specifically devoted to the creative arts. The non-profit West Arundel Creative Arts was located nearby in Odenton for a number of years, and is now leasing space on Dorsey Road in Hanover.</p>
95	<p>With respect to entertainment and dining, Severn lacks both. There is definitely a need for "quality" family dining in the Severn Small Area. An example of such a place would be an "Old Farm Inn" (that was replaced by Denny's) or "Kaufmann's Restaurant" in Gambrills. The restaurant should be able to cater to the family and provide evening entertainment. The Severn Village around the intersection of MD 170 and MD 174 is recommended as an ideal site to encourage such full service family restaurants.</p>	<p>Ongoing. The Central Maryland Chamber of Commerce and Anne Arundel Economic Development Corporation will work with local businesses including restaurants to find suitable locations in the community and can provide a variety of other services for businesses wishing to expand or relocate.</p>

Page #	Recommendation	Status
95	<p>Design for the establishment of a coffee shop, deli, or bistro, with some outdoor seating, in each of several key locations along pedestrian/bicycle pathways adjacent to commercial areas, such as Quarterfield Center, the Severn Village, and Arundel Mills.</p>	<p>Not implemented. Quarterfield Center: The Quarterfield Crossing has largely developed into big box stores or franchises. There are sidewalks for pedestrians, but the few restaurants in the area do not support outdoor seating. Severn Village: Development consists of two gas stations, a McDonalds, a CVS, and a small strip mall. There are not substantial pedestrian or bicycle pathways in this area and outdoor seating is not provided. Arundel Mills: Arundel Mills has largely developed into big box stores or franchises. There are sidewalks for pedestrians, but most restaurants in the area do not support outdoor seating.</p>

Severna Park

The Severna Park Small Area Plan (SAP) was adopted in March of 2002 and addressed goals and recommendations for land use, zoning, transportation, environment and natural resources, utilities and community facilities.

Vision Statement

The Greater Severna Park Area is a well-established community bounded by the Severn and Magothy Rivers, with many tree lined neighborhoods containing a variety of home styles. There is a village center with thriving local businesses, homes, dedicated spaces for social and community activities, attractive well maintained landscaping, pedestrian walkways and tasteful signs. Paths, trails and roads provide easy access within and between our neighborhoods and our center.

Plan Concept

Severna Park Village Center

The Severna Park Mall and immediate properties on the east and west sides of Ritchie Highway form the Severna Park Village Center. The Village Center is envisioned as a Mixed-Use Commercial area, combining retail uses with residential, office and public open space providing easy access between these areas by car, foot and bicycle.

Community Commercial Needs

Two areas were identified for new commercial development or redevelopment in the Severna Park planning area. The MD 2 and MD 10 intersection was selected as a location for new community commercial and the corridor along Veteran's Highway was selected as an area for commercial revitalization.

At MD 2 and MD 10, the concept is to provide community commercial services with limited access using a new common access service road. The location at MD 2 and MD 10 is appropriate for commercial land use for several reasons. Part of the area is situated within the MD 10 noise zone which makes the area less conducive for residential use. Also, the area could be easily serviced by bus transit since it is located at the intersection of two major arterial roads. The location is also accessible by the B & A Trail. The area could offer convenient commercial uses for the northern section of the Greater Severna Park Area, particularly those residents located west of Ritchie Highway around the proposed East-West Blvd.

There is also a need for revitalizing existing commercial areas. The area along Veterans Highway is recognized as one of those areas. The concept is to combine redevelopment with some new infill commercial development along Veteran's Highway that will serve the residents of the western part of the Severna Park Planning Area. This commercial area would include professional offices, community commercial services, restaurants and shops. New commercial infill development would be located at the northeast corner of Benfield Road and Veterans Highway. This location is a gateway into Severna Park. The Plan proposes that this property be designated as commercial land use and zoned C1 and C2.

Environment

The Plan encourages revitalization of the Bay and makes recommendations regarding landscaping, planting and preserving natural wetland habitat. The Plan encourages the concentration of growth in revitalization areas and in commercial nodes that limit sprawl and offer alternative means of transportation. The Plan also recognizes the need to reduce the existing impervious areas in the Village Center area, to help improve the water quality of nearby creeks and streams.

Community Facilities

Greater Severna Park has sufficient community facilities to meet current needs, but will require additional facilities to meet the community needs up to the year 2020. The community school feeder system is considered one of the best in the county and every effort should be made to not only maintain that quality but to also improve upon it. The Greater Severna Park Area has some of the County's premier parks, such as the Kinder Park, which offers both active and passive recreation. Kinder Park also gives the community a historical perspective and allows people an opportunity to do some gardening. The Plan proposes establishment of a park that would offer water access to the community. It is important that the new Village Center have a park like "village green" that can be used as a community gathering place. Realizing that the area's B&A Trail is one of the best bike trails in the state, the Plan contemplates improved connections between parks and other community facilities and activities.

The Plan recommends expansion of cultural arts programs, in particular, the programs at The Community Center, and the development of a Cultural Arts Center within the Village Green. This center could seat a minimum of 400 people and would be used for concerts, theater, symphonies and lectures. The facilities could also offer training in the arts for young people and adults. All of these uses would be connected through sidewalks, bike trails, and shuttles.

Transportation

A local shuttle, or jitney system, will provide transportation between neighborhoods and commercial centers. The jitney system will be especially useful to non-drivers, teenagers, seniors and handicapped persons. The Severna Park Small Area will also be characterized by a pedestrian system that allows for safe and easy access between neighborhoods and commercial areas, particularly areas that cross Ritchie Highway. Incorporated in this would be a connective series of sidewalks, bike-paths and pedestrian overpasses where appropriate.

Open Space Network

The Open Space Network consists of existing environmental features as well as open space needs, and linkages or connections. The Open Space Network should include provisions for human needs as well as needs for environmental protection. Essentially, this means the inclusion of parks for active recreation, green space (both natural and man-made) for its visual and buffering value, and trails for recreation and transportation. Active recreation areas may be located adjacent to the Open Space Network. Historic sites and significant natural features can also be a part of the Open Space Network. Where possible, schools and other community facilities should be located adjacent to the network. The Open Space Network is intended to serve the objective of providing a portion of the pedestrian and bicycle circulation system, linking public facilities, commercial areas, employment areas, and residential areas. The trail system will provide the linkage needed to the B&A Trail.

Implementation

Over 150 recommendations were identified within Severna Park SAP to help implement the Vision, Plan Concept and the 1997 General Development Plan. More than 90 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are incorporating Scenic and Historic Road provisions into the County's Subdivision and Development Code; various transportation improvements, including bus service, establishment of crosswalks at various intersections (particularly along Ritchie Highway), and para-transit service for seniors; efforts of the Watershed Protection and Restoration Program, including completion of watershed assessments and public outreach; improved stormwater management policies; redevelopment of the Earleigh Heights Commercial Revitalization District; establishment of the Historic Preservation Tax Credit for historic building protection; completion of Kinder Farm Park; and expanded notification requirements for certain development projects.

The following table lists the goals of Severna Park Small Area Plan, corresponding recommendations and the status.

Land Use and Zoning

Page #	Recommendation	Status
22	Create a residential structure and housing pattern that strengthens the sense of community identity, provides for a broad range of housing opportunities, fosters residential stability and community character, and enhances the overall quality of life in the Severna Park Planning Area.	Ongoing. This occurs as part of the General Development Plan process.
22	Promote and continually state the need to upgrade the quality of existing and developing neighborhoods with assets and amenities that will insure stability and provide a sound basis for the protection and enhancement of homeowner equities.	Ongoing. With new subdivisions, amenities can be provided through Article 17 (Subdivision and Development) of the County Code requirements for landscaping, forest conservation, open space, and recreation areas. To some extent, amenities within existing neighborhoods must be promoted through community associations.
22	Provide for a continuous residential development pattern that will minimize the costly scattering of public services, facilities and utilities.	Ongoing. This occurs as part of the General Development Plan process.
22	Encourage the design of residential neighborhoods which preserve as much of the original land form and tree cover as possible.	Completed. Article 17 (Subdivision and Development) of the County Code requires a forest stand delineation be prepared with development plan submittals as well as a forest conservation plan that considers retention of forest cover a priority unless reasonable efforts have been made to protect the areas but the plans cannot be reasonably altered.
22	Place a high priority on the continual upgrading, rehab and conservation of existing living areas through public and private actions and by strategically utilizing public programs and capital improvements toward this end.	Ongoing.
22	Provide for an effective transition between residential uses and adjoining non-residential uses through the imaginative use of urban design and the development of effective buffering techniques and standards.	Ongoing. The transition of uses between residential and non-residential uses is most effective through the County's General Development Plan Land Use Plan. In addition, other useful tools include urban design techniques and buffering through the requirements of the Landscape Manual.

Page #	Recommendation	Status
22	Encourage the design of housing and living areas that create safe places, which will in turn minimize vulnerability to crime and facilitate unobstructed access for emergency vehicles.	Ongoing. This occurs as part of the development review process.
22	Provide a broad range of housing opportunities and neighborhood choices, which meet the needs of different age groups, family sizes, lifestyles, and incomes.	Completed. The Severna Park area offers a variety of housing opportunities and neighborhood choices (single-family, townhouses, multi-family, waterfront, etc.) to meet the needs of residents.
22	Encourage the demolition of vacant, dilapidated houses that are not historically significant which cannot or will not be upgraded in order to eliminate their blighting influence.	Ongoing. In response to a complaint, the Department of Inspections and Permits can investigate and take needed steps to enforce building code compliance where there are unsafe structures such as those damaged by fire or other hazards, or containing holes in windows and doors, collapsing porches or retaining walls, or other unsafe features.
22	Encourage removal of incompatible, illegal, and non-conforming uses that intrude into and disrupt the residential living environment of the Greater Severna Park neighborhoods.	Ongoing. Incompatible uses and non-conforming uses should be discussed during the development of Plan2040. Illegal uses should be brought to the attention of the Zoning Enforcement Section in the Office of Planning and Zoning.
22	Integrate passive and active open space within well-designated commercial areas.	Ongoing. Pedestrian and bicycle linkages in commercial areas that will provide connections between the development and existing uses are reviewed during the development review process. Passive or other active open space is not a requirement in most commercial zoning districts, however protection of environmental features on a site is required and serves as passive open space. Mixed-Use Zones require a commercial component and do require passive and active open space.

Page #	Recommendation	Status
22	Locate development according to the opportunities and constraints presented by local environmental characteristics.	<p>Ongoing. This occurs as part of the development review process. Natural Features are protected through Article 17 (Subdivision and Development) of the County Code. In addition, the layout and design of a development is required per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) Article 17 (§ 17-6-405) to comply with environmental site design criteria and preserve natural features to the maximum extent possible.</p>
22	Define a permanent open space system comprised of private, governmental and institutional facilities.	<p>Ongoing. The County's 2002 Greenways Master Plan identified an interconnected network of greenways to protect ecologically valuable lands and provide open space, recreational and transportation benefits for people and wildlife. The network was recently updated and a draft 2018 Green Infrastructure Master Plan was developed. Land within the network is permanently protected through public and private acquisition of properties and conservation easements. To date, over 72,000 acres are protected.</p>
23	Identify and preserve natural and man-made features that have a significant influence on the environmental and aesthetic quality of Greater Severna Park.	<p>Ongoing. The County's 2002 Greenways Master Plan identified an interconnected network of greenways to protect ecologically valuable lands and provide open space, recreational and transportation benefits for people and wildlife. The network was recently updated and a draft 2018 Green Infrastructure Master Plan was developed. In addition, environmental features outside of the Green Infrastructure Network are preserved through conservation easements through the development process.</p>
23	Establish an implementation strategy that utilizes existing laws, ordinances, and public policies and fosters the legislation of new programs for the achievement of environmental objectives by guiding development into the most appropriate areas.	<p>Ongoing. Current General Development Plan policies have focused the majority of growth in the designated Town Centers and Priority Funding Areas. Current Subdivision and Development regulations ensure protection of environmental resources.</p>

Page #	Recommendation	Status
23	Establish and support design criteria that assures the consideration of building aesthetics and design, interior circulation, that fosters the development of creative, interesting spaces, encourages development that is sensitive to environmental features and creates living and working spaces with identity that are built to human scale.	Ongoing. This occurs as part of the development review process.
23	Provide new, expanded or redeveloped commercial areas with urban design features, landscaping and well-sited structures served by a well-designed internal circulation system.	Ongoing. The layout and design of a commercial development is reviewed during the development process for compatibility with neighboring properties and functional linkages.
23	Locate commercial activities that will generate substantial vehicular traffic in areas that will minimize disruptive effects on traffic circulation and adjacent land uses.	Ongoing. This occurs as part of the development review process.
23	Locate commercial and employment areas where they are accessible by public transit.	Ongoing. This occurs as part of the development review process.
23	Living areas should be developed in a system of identifiable communities, oriented to adequate, appropriate community facilities. Recreation areas, school facilities and convenience centers should be designed to serve as social focal points in residential areas.	Ongoing. This occurs as part of the development review process.
23	Living areas should be developed in conjunction with scheduled public facility improvements. Activity centers and necessary public facilities should be developed concurrently with residential area growth.	Ongoing. In addition to Adequate Public Facilities requirements which address public schools, roads, fire/EMS, and storm drainage facilities, all County operating departments conduct regular strategic planning for the purpose of projecting long range needs, based on pipeline and planned development as well as other factors, for the various public facilities provided by the County including fire/EMS and police facilities, senior centers, schools, libraries, recreation centers and parks, and water and sewer facilities.

Page #	Recommendation	Status
23	State and local legislation, which grants tax incentives for upgrading substandard housing, should be encouraged and utilized.	Ongoing. Arundel Community Development Services, Inc. works with developers and encourages PILOT agreements and other incentives whenever redevelopment of a site occurs.
23	Link living areas to community facilities, transportation facilities, employment areas, and other living areas by a continuous system of pedestrian walkways and bike trails utilizing an open space network.	Ongoing. The County's master plans including the General Development Plan, the Greenways Master Plan and the Pedestrian and Bicycle Master Plan continue to plan for and implement linkages between communities and public facilities, employment areas and commercial areas.
23	Encourage development proposals that provide privately sponsored active recreation facilities (tennis courts, swimming pools, river access) for public use in addition to public open space.	Ongoing. This occurs as part of the development review process.

Page #	Recommendation	Status
24	<p>MD 2 and MD 10 Commercial Area: The Plan proposes expansion of the commercial node at MD 2 and MD 10. This area comprises approximately 17 acres and is located on the west side of Ritchie, north and south of its intersection with the ramp from MD 10. The shallow lots that comprise this area and their location near major roads with noise impacts (MD 10) make commercial use in this location appropriate. Such commercial development of the site should be accomplished in a comprehensive manner rather than piecemeal development. Such development should encourage the use of natural features on that portion of the property that faces the B&A Trail to encourage pedestrian use of the commercial sites from the trail. Access to future development in this area from MD 2 should be limited to no more than one entrance at the northern and southern end of the area, in addition to an entrance opposite the connection of MD 10 to MD 2. A service road should be provided parallel to MD 2 to provide internal access to future development in this area. Extension of this service road to West Pasadena Road should also be considered to provide community access to this commercial node without using MD 2. Anne Arundel County should research the feasibility of using the existing platted road right of ways within the interior area as part of the internal road network called for within the Plan. This would include, but not be limited to, title search, title transfers, quit claim deeds and condemnation. The County should take the necessary steps to acquire those platted roadways that run parallel to the Baltimore and Annapolis Bike Trail and to be used as part of the internal road network and also serve as a buffer along the trail. Further, any development occurring on these properties will adhere to the guidelines included in the Severna Park Plan in Appendix D, paying particular attention to the guidelines on pages 12-D through 15-D. These sections give specific guidance for specific signage, streetscapes, lighting, pedestrian intra-connectivity, and compatible architecture. Any development on this site should be conscious of the neighborhood to the west of the Baltimore and Annapolis Bike Trail in its design.</p>	<p>Completed. The land use was changed to Commercial. The zoning for the area is C1 and the property is mostly undeveloped. A development application has been submitted for an office use.</p>

Page #	Recommendation	Status
24	<p>Benfield Boulevard and Veterans Highway Commercial Area: The Plan proposes expansion of the commercial node at Veterans Highway and Benfield Boulevard. This area comprises approximately 16 acres and is located on the north side of Benfield Boulevard, east of Veterans Highway. Development of this area should complement future redevelopment of the Veterans Highway corridor to provide retail and office uses to residents in the west end of the Severna Park Planning Area. Further, any development occurring on these properties will adhere to the guidelines included in the Severna Park Plan in Appendix D, paying particular attention to the guidelines on pages 12-D through 15-D. These sections give specific guidance for specific signage, streetscapes, lighting, pedestrian intra-connectivity, and compatible architecture. Any development on this site should be conscious of the neighborhood to the east and offer as much buffer as possible between any development and the existing neighborhood.</p>	<p>Partially implemented. The land use was changed to Mixed-Use Residential, Residential Low Density and Natural Features. The property is zoned C2, MXD-R, R2, and Open Space. The property is developed as the mixed-use Severna Park Gateway Village.</p>
25	<p>Veterans Highway and East West Boulevard: The Plan proposes a change in zoning from residential to commercial for approximately 2 acres of the property located at the intersection of Veterans Highway and East West Boulevard in front of Shipley's Retreat. The storm water management pond, utility easement, and forest conservation easement bordering this section of the property make residential development difficult. Commercial development, as an extension of the commercial revitalization area already designated on Veteran's highway, would be possible. The site is not conducive to strip center development however, and commercial development should lean towards multiple two or three story mixed occupancy retail and office use.</p>	<p>Completed. The land use was changed to Commercial. The property is zoned C1 and is developed with a Dollar General store.</p>

Page #	Recommendation	Status
25	Brightview Road: The Plan proposes a change in zoning along Brightview Road from R1 to R2. This area comprises approximately 47 acres, east of the intersection with Veterans Highway. The area directly across Brightview Road to the north is zoned R5 and R15 and is developed with single family and multifamily homes. The area to the south is zoned R2 and is developed with single family homes. The entire area is served or can be served with public sewer and water.	Partially implemented. The land use was changed to Commercial and Residential Low Density. The area is zoned R10 and R2. It has been developed into Shipley's Crossing South (single-family homes) and Watson's Glen (townhomes).
25	Ritchie Highway and Earleigh Heights Road: The Plan proposes a change in zoning along Earleigh Heights Road and Ritchie Highway from R1 to R2. This area comprises approximately 32 acres and is located adjacent to a commercial area to the south, a church to the north and the B&A Trail to the west. The entire area is served or can be served with public sewer and water. This area is also experiencing some septic failures.	Completed. The land use was changed to Residential Low Density. The area is zoned R2. The southern section is developed mostly as single-family homes and the Woods of Severna Park (12 single-family lots).
25	8391 Jumpers Hole Road: The Plan proposes a change in zoning from industrial to residential for approximately 8.07 acres of the property known as Parcel 32, and located at 8391 Jumpers Hole Road.	Completed. The land use was changed to Residential Low Density. The area is zoned R2. The property has been developed into Park Retreat (16 single-family lots).
25	910 Ritchie Highway: The Plan proposes a change in zoning from residential to commercial for the property located adjacent to Smith Marine. As this property is bordered by Route 2, a marine facility, and a tavern, it is no longer suitable for its current R5 zoning.	Partially implemented. The land use is Residential Medium Density. The property is zoned C3 and operates as an auto body shop.
26	Ritchie Highway and Route 648: The Plan proposes a change in zoning from residential to commercial for the property located next to the Knights of Columbus. As this property is bordered by a communication tower and a state highway property, it is no longer suitable for its current R2 zoning.	Completed. The land use is Commercial. The property is zoned R2. It has been redeveloped into Spring Arbor Senior Living.

Page #	Recommendation	Status
26	Severna Park Village Center: The Plan proposes a change in land use for the area identified as the Severna Park Village Center. The proposed land use classification would change from commercial use to mixed use. Rezoning to Mixed Use Commercial is not recommended until a concept plan has been prepared for this area.	Completed. The land use is Mixed Use Commercial. The property is zoned C3 and C4. The area includes commercial uses.

Transportation

Page #	Recommendation	Status
33	Reduce existing traffic congestion, improve existing circulation deficiencies, decrease accidents, and develop a reasonable transportation system with sufficient capacity to accommodate additional traffic generated by future land development.	Ongoing. Implementation of recommendations in transportation master plans and studies as budget limitations allow improve traffic congestion and circulation deficiencies, reduce accidents and help provide a sufficient transportation system.
33	Encourage a mass transit system, including park-and-ride facilities, which provides efficient and comfortable service to supplement the private automobile, conserves energy and improves air quality.	Ongoing. The Jones Station Park and Ride provides bus service to Washington DC (Route 230/260) and Baltimore (Route 70).
33	Maintain, where possible, the design capacity and traffic flow efficiency of existing and planned highways by controlling access, providing adequate rights-of-way, and discouraging high traffic generating development with immediate access adjacent to intersections and/or interchanges.	Ongoing. Design capacity and traffic flow efficiency are maintained through the Adequate Public Facilities Ordinance.
33	Develop non-vehicular facilities, including pedestrian/hiker trails and bicycle ways that link residential and commercial areas, employment centers, recreational areas, and green spaces and open space.	Ongoing. Development review process includes sidewalks and trails to connect internally and to adjacent properties. B&A Trail and Trails Across America (Bike & Pedestrian Plan).

Page #	Recommendation	Status
33	Identify roads for preservation as part of the Anne Arundel Rural Roads Program.	Completed. Legislation was passed in 2005 that incorporated the Scenic and Historic Road Commission recommendations into Article 17 (Subdivision and Development) of the County Code.
33	Evaluate the possible acquisition of rights-of-way in order to provide for incremental extension or expansion of planned transportation facilities as demand warrants, and at a reasonable cost, with minimum property displacement.	Ongoing. Rights-of-way are acquired for new roads, extensions of roads or road-widenings through the development process and the Capital Improvement Program.
34	Residents of new properties adjoining highways shall be protected from visual intrusion by the use of setbacks, landscaping and/or fencing as required by County ordinances.	Ongoing. The County Code, the Landscape Manual and the Design Manual continue to protect residents from visual intrusion of highways.
34	Local service roads should be provided, where necessary and feasible, on arterial roads to serve intensive development areas to eliminate disruption to through traffic caused by excessive points of ingress and egress.	Ongoing. This process should be completed through the Development Review Process. It should incorporate elements of the new Design Manual and Office of Transportation Comments at all phases of the Development Review process.
34	Freestanding signs advertising commercial activities adjacent to major thoroughfares should be discouraged and/or consolidated to the extent possible.	Ongoing. Article 18 (Zoning) of the County Code allows certain types of offsite directional signs to be located in County rights-of-way, but commercial advertising signs in general are not allowed. Signs in the ROW must be reviewed by the Department of Public Works to ensure they do not impact sight distance or other safety parameters.
34	Create a jitney system that provides transportation services between the neighborhoods and the village centers making centers more accessible for all residents, but in particular non-drivers, such as teenagers, seniors and the handicapped.	Completed. The Anne Arundel County Office of Transportation (OOT) provides curb-to-curb para-transit service for seniors and persons with a disability. In addition, The Regional Transportation Agency of Central Maryland (RTA) provides paratransit service.
34	Advocate a system of crosswalks and pedestrian overpasses especially connecting commercial centers along Ritchie Highway.	Ongoing. Some crosswalks have been established especially along Ritchie Highway.

Page #	Recommendation	Status
34	<p>Several areas within the Severna Park Small Area plan are in need of priority attention by the State and County. The following intersections have been identified as potential safety hazards: 1. The intersection at Ritchie Highway, Robinson Road, Leelyn Road, and Asbury, known as 'Malfunction Junction' by local residents. Problems specific to this intersection are as follows: a.) Blind corner for traffic turning both ways at Asbury Road; b.) Better access needed for local residents east of Ritchie Highway to get to businesses and to go south on Ritchie Highway; c.) North bound, rush hour, traffic on Ritchie highway trying to get on 648; d.) Pedestrian crossings and signals needed at this intersection; 2. The congestion on Benfield Road as a result of commuter traffic using 1-97: a.) Improve the access onto Benfield Road from the Safeway shopping center at Jumpers Hole Road and those across the street, like O'Shea's Restaurant; 3. The intersection of Evergreen, Riggs, Maple, Holly and Old County in the area known as 'Old Severna Park': a.) Southbound traffic on Evergreen trying to turn left onto Riggs; b.) Northbound traffic on Evergreen trying to turn left onto Maple or Riggs; c.) Pedestrian and bike traffic from both the school and the B&A Trail within these intersections; 4. Maryland 648 and Ritchie Highway near the community of Berrywood; 5. The intersection between McKinsey and Ritchie Highway.</p>	<p>Partially implemented. For residents on the east side of Ritchie wishing to go south on Ritchie Highway, traffic lights exist at the intersections of Leelyn Drive, Magothy Bridge Road, MD 648, McKinsey Road, and Cypress Creek Road. Pedestrian crossing signals are installed at the intersection of Ritchie Highway and MD 648. Access to Benfield Road and businesses on the south side from the Safeway can be from a traffic light or crosswalks / crossing signals at the intersection of Benfield Road and Jumpers Hole Road. Crosswalks are installed on Evergreen Road in 'Old Severna Park' at the intersections with Riggs Avenue, Maple Avenue and Holly Avenue. A crosswalk also exists at the B&A Trail near Old County Road. Traffic lights, left turn lanes, crosswalks / crossing signals are installed at the intersection of Ritchie Highway and McKinsey Road.</p>

Page #	Recommendation	Status
35	<p>Transportation Demand Management (TDM) measures should be utilized as a strategy to help solve transportation problems by a more efficient use of the existing roadway system, rather than a continued construction of new facilities. TDM measures include the following: transit related programs, parking restrictions, car pool/vanpool programs, non-vehicle commuting modes and alternative work hour programs. TDM's should not be used as a means to raise revenues for financing road construction.</p>	<p>Ongoing. Transportation Demand Measures (TDM) are included in the County's applicable master plans and implemented through various methods. The County's Rideshare Coordinator has established carpools and vanpools through the newly formed Commuter Crew program established in 2017.</p>

Natural and Historic Resources

Watershed Protection

1. Goal: To fully integrate Severna Park into watershed management programs for the Severn and Magothy Rivers as part of the broader effort to restore and protect the Chesapeake Bay.

Page #	Recommendation	Status
48	<p>Develop ways to enhance recognition among those that live and work here that Severna Park is an important part of both the Magothy and Severn River drainage areas, and that protecting the quality of these waterways and their associated creeks requires approaches that transcend neighborhood or political boundaries.</p>	<p>Ongoing. The Watershed Stewards Academy routinely recognizes individuals engaged in protecting water quality.</p>
48	<p>Develop watershed management master plans for the Severn and Magothy Rivers with participation by community volunteers.</p>	<p>Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.</p>

Page #	Recommendation	Status
48	Seek ways to enhance interjurisdictional cooperation and teaming in order to successfully implement effective means of watershed protection (e.g. interaction with Lower Western Shore Tributary Team).	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works participates in interjurisdictional meetings facilitated by the Maryland Association of Counties to discuss National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) related issues. Focus is currently on the next generation of Phase I MS4 permits and Total Maximum Daily Load implementation.

Stormwater Runoff

1. Goal: Improve stormwater management to reduce and, where possible, eliminate the negative environmental impacts of stormwater runoff throughout Severna Park.

Page #	Recommendation	Status
49	Continue and if possible accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, take corrective action to address stormwater management problem areas. These areas should include Cypress Creek Road, Jones Station Road, and Dividing Road.	Completed. The Magothy River watershed assessment was completed in 2010 and prioritized areas for restoration
49	Aggressively pursue incentive-based approaches (e.g. state grant funds) to achieve retrofitting of areas that are in need of improved stormwater management.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works aggressively pursues grant funding of restoration projects.
49	Transfer effective model approaches to stormwater management that have been demonstrated elsewhere (e.g. Heritage complex) to priority sites within Severna Park.	Completed. The Stormwater Management Practices and Procedures Manual has been revised, most recently in 2017, and includes guidance for Environmental Site Design (ESD) techniques and latest practices for stormwater management. The County requires all new developments to use ESD to the maximum extent practicable. To some extent the type of stormwater management treatment used will be dependent on site constraints.

Page #	Recommendation	Status
49	Review existing County laws, regulations and guidelines for site plan review and approval, and seek changes to encourage the use of innovative approaches to SWM in the development process.	Ongoing. Stormwater management plans submitted for the development of land are required to demonstrate environmental site design to the maximum extent practicable per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) of the County Code.
49	Develop and implement a program to stencil storm drains in order to enhance community awareness that these drains direct runoff to the Severn and Magothy Rivers and the Chesapeake Bay.	Ongoing. Painting of storm drains in the County has been assumed by non-government organizations and the Watershed Stewards Academy. Although not specific to storm drain painting, the Department of Public Works Watershed Protection and Restoration Program has an extensive social media community outreach and awareness program.
49	Enhance community education about stormwater issues (e.g. through the public and private schools, park and recreation programs, and internet).	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works has an extensive outreach program that utilizes social media, presentations and attendance at festivals to provide community education on stormwater and stormwater related issues.
49	Implement a watershed approach to SWM, land use planning, development, permitting, and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.
49	Adopt and implement stormwater management regulations into County laws, regulations, standards, and guidelines resulting in County requirements that are as stringent as State requirements.	Completed. The bulk of the guidance regarding stormwater management is addressed within the Maryland Stormwater Design Manual. There are a few areas however, that require additional guidance to be provided by local jurisdictions. Under the guidance provided by the Anne Arundel County Code, the Anne Arundel County Stormwater Management Practices and Procedures Manual is required to be updated on a regular basis. The latest revised document was effective on 10/1/17 and can be found at www.aacounty.org/services-and-programs/stormwater-management-manual .

Page #	Recommendation	Status
50	Ensure all engineering designs for SWM facilities are site appropriate and strictly adheres to the MD Stormwater Design Manual and the County SWM Practices and Procedures Manual (2001).	Ongoing. For any proposed development, the owner/developer shall submit phased stormwater management plans for review and approval.
50	Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases and the need for SWM design to accommodate increases in runoff resulting from comprehensive and site-specific rezoning.	Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code.
50	Establish a comprehensive stormwater infrastructure preventive maintenance and management program that reduces environmental degradation and extends infrastructure useful life.	Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing operation, maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.
50	Ensure that all government sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and SWM facilities, thus setting the standard to be followed.	Ongoing. All Capital Improvement Program projects are held to the highest environmental regulations and standards.
50	Implement where possible a minimum 100-foot riparian buffer to all perennial and intermittent tributary streams in the County to minimize impacts of stormwater runoff sheet flow to streams.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.

Wetlands and Sea Grasses

1. To restore and protect valuable wetlands and sea grasses in Severna Park as part of a broader effort to address environmental management issues within the Magothy and Severn River watersheds.

Page #	Recommendation	Status
50	Encourage private landowners in Severna Park to restore and protect wetlands and sea grasses (through programs such as the County's Emergent Grass Revegetation Program, etc.).	Ongoing. The Department of Inspections and Permits continues to operate the County's Emergent Grass Revegetation Program to encourage shoreline protection.
50	Demonstrate successful techniques that may be used to restore/create wetlands of high value in three or more highly visible locations within Severna Park (e.g. project at Severna Park Middle School).	Completed. Visit Anne Arundel County's Watershed Protection and Restoration Program (WPRP) web page at https://www.aacounty.org/departments/public-works/wprp/restoration/WPRP_Projects for current projects. In addition, groups who want to learn more about the County's WPRP or schedule a presentation can contact the Education and Outreach Manager at 410-222-7521.

Chesapeake Bay Critical Area

1. Goal: To address citizen concerns about the Critical Area program and to enhance the program's environmental effectiveness.

Page #	Recommendation	Status
51	Conduct a formal evaluation of the Critical Area program that focuses on environmental outcomes (i.e. impacts) rather than programmatic outputs (i.e. activities). For example, use available techniques to compare the environmental consequences of pre- versus post-Critical Area program adoption. Apply this approach to the portion of the Critical Area that lies within Severna Park and use the findings as a measure of program effectiveness for similar suburban coastal communities.	Completed. The Critical Area program was evaluated and most recently updated in 2012 with approvals from both Anne Arundel County and the State.
51	Use the results of this evaluation to streamline and improve the effectiveness of the program (Critical Area).	Completed. The Critical Area Program was most recently updated in 2012.

Page #	Recommendation	Status
51	Solicit community input on land use issues in the Critical Area in Severna Park and develop ways to reduce any inconsistencies that may exist in the application of program requirements.	Ongoing. The County works with communities in identifying land use issues during master plan processes. Measurement of how well regulations and policies that have been put in place work is an ongoing process in identifying the effectiveness of the strategies.
51	Work to more effectively communicate information about the Critical Area program to local residents and the business community on an ongoing basis.	Ongoing. Recent efforts for communication have been monthly meetings between the Office of Planning and Zoning and the Growth Action Network, an alliance of community association representatives, as well as with the Maryland Building Industry Association to provide information, answer questions, and discuss concerns related to all planning, zoning, and development issues including the Critical Area program.
51	Enhance enforcement of Critical Area requirements that are proven to be environmentally effective.	Ongoing. The Critical Area program was most recently evaluated and updated in 2012 with approvals from both Anne Arundel County and the State.

Wildlife Habitat

1. Goal: To foster habitat restoration and protection efforts throughout Severna Park on a voluntary basis.

Page #	Recommendation	Status
51	Identify quantifiable goals for habitat restoration and protection in Severna Park and engage the community in the effort to achieve these goals (e.g. reforestation, wetland restoration, etc.).	Completed. Countywide reforestation goals are identified as part of the County's Phase II Watershed Improvement Plan, 2012. Wetland restoration/enhancement/creation are incorporated into the Watershed Protection and Restoration Program projects when opportunity exists.

Page #	Recommendation	Status
52	Promote establishment and protection of natural greenways within the Severna Park area, including reforestation of areas along streams and areas that link existing forested areas and other natural areas of significance.	Ongoing. Although funds are limited, the Department of Recreation and Parks (DRP) evaluates property presented to the DRP for sale for its potential to meet the recreational needs identified in our Land Preservation, Park, and Recreation Plan. Potential acquisition or preservation opportunities are compared against the Greenways Network. When a site does not align with recreation needs but may be suitable for forest conservation or reforestation, the Department refers the opportunity to Inspections and Permits Forestry Division.
52	Encourage protection of continuous forest stands through design controls, donation of conservation easements, purchase of development rights, and acquisition of critical property.	Ongoing. Article 17 (Subdivision and Development - § 17-6-303) of the County Code and the County's Greenways Master Plan and the preliminary draft 2018 Green Infrastructure Master Plan encourage the protection of contiguous forest stands.
52	Support the development of a Countywide Greenways Master Plan, identifying areas already protected and targeting areas for future preservation.	Completed. The 2002 Greenways Master Plan and the preliminary draft of the 2018 Green Infrastructure Master Plan identifies areas currently protected and goals and strategies to protect the County's Green Infrastructure Network.

Community Water Supplies

1. To ensure an adequate and safe supply of drinking water throughout Severna Park both now and in the future.

Page #	Recommendation	Status
52	Undertake a long range study of the sustainability of the existing community water supply system that supports Severna Park assuming continued infill development of the immediate area and surrounding urban/suburban region of northern Anne Arundel County.	Ongoing. The County completed a Water Strategic Plan in April 2016 which evaluated all significant aspects of its water supply and distribution system for current and future users.
52	Based on the outcome of the study, prepare contingency plans to ensure that Severna Park continues to have a quality water supply.	Ongoing. The County completed a Water Strategic Plan in April 2016 which evaluated all significant aspects of its water supply and distribution system for current and future users.

Page #	Recommendation	Status
52	Develop and implement a community well-head protection program.	Completed. Source Water Assessments have been completed for all of the County's facilities.
52	Encourage community-based water conservation efforts.	Ongoing.
52	Continue to ensure that public water supplies that service the Severna Park area are free of contamination from naturally occurring radium (see also "Individual Wells" where this has been found to be a more significant issue).	Ongoing. A study was contracted to Maryland Geological Survey. See <i>Occurrence and Distribution of Radium, Gross Alpha-Particle Activity, and Gross Beta-Particle Activity in Ground Water in the Magohy Formation and Potomac Group Aquifers, Upper Chesapeake Bay area, Maryland</i> (Report of Investigations No. 70) at http://www.mgs.md.gov/publications/report_pages/RI_70.html . In addition, the County's Water and Sewer Master Plan identifies the area of Northern Anne Arundel where radium water quality testing is required and the most current capital projects in place to alleviate the issue.

Individual Wells

1. Goal: To ensure that those residents and businesses that rely on individual wells in Severna Park are aware of the facts concerning possible radium contamination and that they are provided with sufficient information to make well-informed decisions about ensuring the safety of their potable water source(s).

Page #	Recommendation	Status
53	Provide for distribution of existing information on radium ("Radium and You" Guide) to homeowner associations as well as business and civic organizations in Severna Park.	Ongoing. The County's Department of Health continues to educate the public on radium and requires that new and replacement wells in Northern Anne Arundel County be installed with minimum well depths and meet gross alpha and Radium 226 / 228 drinking water standards.

Page #	Recommendation	Status
53	Continue scientific studies on the extent of radium contamination and ways to ameliorate the problem.	Ongoing. A study was contracted to Maryland Geological Survey. See <i>Occurrence and Distribution of Radium, Gross Alpha-Particle Activity, and Gross Beta-Particle Activity in Ground Water in the Magothy Formation and Potomac Group Aquifers, Upper Chesapeake Bay area, Maryland</i> (Report of Investigations No. 70) at http://www.mgs.md.gov/publications/report_pages/RI_70.html . In addition, the County's Water and Sewer Master Plan identifies the area of Northern Anne Arundel where radium water quality testing is required and the most current capital projects in place to alleviate the issue.

Public Sewers and Pumping Stations

1. Goal: To ensure that Severna Park's public sewage collection system, with its many pumping stations, is operated and maintained in good condition, and that the system be upgraded in an orderly manner when necessary to accommodate projected growth so that water quality protection is ensured throughout the community and its associated watersheds.

Page #	Recommendation	Status
53	Continue the existing preventive maintenance and emergency notification program for operation of the sewer collection system and pumping stations: a.) Address any existing chronic problems within collection systems; b.) Maintain a well-trained operations staff; c.) Provide for needed system upgrades through capital improvement planning and budgeting that is proactive in nature to ensure that growth is accommodated without negative environmental impacts that result when sewage overflows due to system breakdowns.	Ongoing. The County continues the preventative maintenance and emergency notification program.

Septic Systems

1. Goal: To ensure that areas within Severna Park that are not on public sewer are protected from potential negative environmental and health effects of improperly designed or maintained on-site sewage treatment systems.

Page #	Recommendation	Status
54	Maintain and enhance County efforts to educate homeowners and associations about the importance of routine septic system maintenance.	Ongoing. The Department of Health's website provides information to owners of installed septic systems. This could improve in the future due to recent State legislation, the Septic Stewardship Act of 2018, will provide targeted fee relief to homeowners with septic systems, and incentivize local Septic Stewardship Plans to ensure systems are operated and maintained, including provisions such as routine pump-outs and inspections. The legislation allows the State's Bay Restoration Fund to be used to reimburse homeowners for the cost of on-site sewage systems pumping if the County creates a Septic Stewardship Program. The County will consider this once the State has developed the specific requirements for developing a septic stewardship plan.
54	Continue efforts to identify and eliminate any failed septic systems or illegal bypasses (grey and/or black water).	Ongoing. Review of failing septic systems occurs during review of building permits, nuisance complaints, and installation of Best Available Technology (BAT) tank upgrades.
54	Encourage the use of innovative on-site septic system designs that are especially protective of water quality.	Completed. Bay Restoration Fund provides grants for the installation of Best Available Technology Systems (BATs).

Solid Waste

1. Goal: To ensure that the residents and owners of businesses within Severna Park fully recognize the importance of the Millersville Landfill and understand the connection between various waste reduction efforts and the long-term life expectancy of the landfill as a regional waste disposal facility.

Page #	Recommendation	Status
54	Promote and encourage the use of the Millersville Convenience Center which has the capability of being a one-stop-drop center for trash and recyclables, including bulk trash brought to the facility by small trucks.	Ongoing. The Millersville Convenience Center has been renamed the Central Recycling Center and expanded to ensure it can meet the needs of a growing population; a new landfill recycling area was constructed to encourage even more recycling by larger vehicles arriving at the landfill.
<p><i>Waste Reduction, Refuse and Recycling</i></p> <p>1. Goal: To foster community waste reduction, reuse and recycling to the greatest extent possible throughout Severna Park.</p>		
Page #	Recommendation	Status
55	Sponsor programs that educate residents and businesses about opportunities for waste minimization and recycling (e.g. County's "Garbage Directory" has relevant information).	Completed. The printed "Garbage Directory" has been replaced with an online guide that offers information about County programs, and links to non-County recycling outlets; source reduction information is provided to residents and businesses through the recycling outreach program.
55	Maintain and where possible enhance the ongoing very excellent residential curbside recycling program (e.g. increase the availability of yellow collection bins).	Ongoing. The County established the Recycle More Often program and through that program, offered recycling bins, containers, and now carts so the residents have the tools they need to be excellent recyclers.
55	Extend curbside recycling to the business community which has difficulty carrying out recycling efforts.	Completed. Bill 04-08 established a voluntary, fee-based, curbside collection service for businesses; most private trash disposal companies advertise single stream recycling as well.
55	Because Severna Park is an area that generates large amounts of yard waste, the community should explore entrepreneurial arrangements to provide an alternative to landfill disposal. This may necessitate zoning code changes to permit composting of yard waste in non-industrial areas.	Completed. State law allows backyard composting (HB 1440) and the Department of Public Works (DPW) provides backyard composting kits; County Bill 67-17 allows composting as a conditional use in the RA zoning district in Anne Arundel County; DPW provides weekly curbside collection of residential yard waste with no limit as specified in Article 13 (Public Works - § 13-4-104) of the County Code, and expanded its own composting capabilities at the Millersville Landfill campus under the Capital Improvement Program.

Chemical Contamination

1. Goal: To effectively communicate to the citizens of Severna Park the importance of maintaining a hazardous materials emergency response capability, and to enhance public education regarding the proper use, storage and disposal of hazardous materials throughout the community.

Page #	Recommendation	Status
56	Provide opportunities for public recognition of the significant value of Severna Park's existing Hazmat equipment and personnel located at the Jones Station Fire House.	Ongoing. The County and the Fire Department recognize the service of all its employees.
56	Continue to support training of emergency medical service (EMS) fire personnel.	Completed. The County has 23 Advanced Life Support Paramedic Transport Companies staffed by career cross trained Firefighter/ Paramedics certified at both National and State levels; 11 Basic Life Support Transport Units staffed by Career/Volunteer Firefighter EMTs; and two Paramedic Engine Companies. The Fire Training Academy is located in Millersville.
56	Enhance education on the disposal of household hazardous waste, including the reasons these wastes need to be disposed of properly, location of disposal sites, and suggestions for substituting environmentally safer products.	Completed. The Department of Public Works (DPW) operates a program to educate residents and collect household hazardous wastes (HHW) separately from other household trash; see http://www.aacounty.org/services-and-programs/household-hazardous-waste-drop-off-days and the companion brochure at http://www.aacounty.org/departments/public-works/waste-management/forms-and-publications/HHW.pdf .
56	Promote awareness of the need to maintain, replace and remediate any negative environmental effects of aging oil storage tanks.	Completed. The Maryland Department of the Environment maintains the Oil Control Program; this activity is outside of the purview of the Department of Public Works (DPW); the Waste Management Division in DPW offers full-time, year-round used motor oil, antifreeze, and cooking oil collections from residents at its three citizen drop-off Recycling Centers.

Environmental Education Day

1. Goal: To enhance opportunities for “community conscious” environmental education throughout Severna Park.

Page #	Recommendation	Status
56	Recognize critical role education plays in developing public understanding of and support for environmental programs.	Ongoing.
56	Work on ways to further enhance community-based environmental education programs within public schools, AA Community College, Parks, and through the use of cable, the internet, and printed materials.	Completed. The Watershed Protection and Restoration Program in the Department of Public Work has established and maintains an extensive public outreach and education program that utilizes social media as well as hands on activities to further environmental education.

Environmental Equity

1. Goal: To determine to what extent environmental equity (also referred to as environmental justice) is an issue within Severna Park and to address this issue in the most appropriate way possible.

Page #	Recommendation	Status
57	Adopt policies that determine or guide land use development within Severna Park and the County that are based on the concept of environmental equity.	Ongoing. Additionally, the Commercial Revitalization program promotes economic development and revitalization incentives in older commercial corridors with many vacancies and underutilized properties. Within Severna Park, this program helped facilitate the redevelopment of a portion of the Earleigh Heights Commercial Revitalization District with the Magothy Gateway shopping center. Countywide, the Sustainable Communities program consolidates resources for community revitalization and economic development for the designated communities of Brooklyn Park, Glen Burnie, and Odenton/Severn. Also in Brooklyn Park, the Baltimore Regional Neighborhood Initiative is a cross-jurisdictional revitalization tool that focuses strategic investment in local housing and businesses to promote a healthy community, expanded tax base, and improved quality of life.

Page #	Recommendation	Status
57	Develop ways to implement corrective actions where necessary (to promote environmental equity).	Ongoing. The County works in a variety of ways, including with State and Federal agencies, to implement policies addressing environmental equity. Examples include equity analyses to determine availability of park facilities and programming in underserved areas or populations/age groups in the County, work on an implementation plan for the area surrounding a Pasadena coal-burning power plant to meet Clean Air Act requirements, and relaxed corridor and hub definitions in the Green Infrastructure Network to better serve urban areas in North County.

Visual Aesthetics

1. Goal: To develop and implement an effective program to enhance the visual appearance within Severna Park by addressing the corridor along Ritchie Highway and the major commercial areas within the community.

Page #	Recommendation	Status
57	Strongly encourage the County to develop an interpretive guide to the existing County-wide sign ordinance. The County shall publish and distribute the guide to the public upon request.	Not implemented. Signage regulations are contained in Article 18 (Zoning) of the County Code. Due to recent legal case law that prohibits the regulation of signs based on content, the County is in the process of reviewing its sign ordinance. However, no interpretive guide has been developed to date.
57	Support County efforts to identify and maintain several designs of signs that a residential, commercial or public organization is encouraged to choose from that would identify the entity as being located in Severna Park.	Not implemented. Permits are required for signs which allows the Department of Inspections and Permits to ensure any new signs are in compliance with the signage standards in Article 18 (Zoning) of the County Code. While there are standards relating to size and quantity of signs allowed for a business, there are no signage standards that are specific to Severna Park.

Page #	Recommendation	Status
57	<p>Ensure that local businesses are fully aware of the existence of the current County sign ordinance as well as the set of community-specific voluntary design options.</p>	<p>Not implemented. Permits are required for signs which allows the Department of Inspections and Permits to ensure any new signs are in compliance with the signage standards in Article 18 (Zoning) of the County Code. While there are standards relating to size and quantity of signs allowed for a business, there are no signage standards that are specific to Severna Park.</p>
57	<p>Enforce the existing sign ordinance.</p>	<p>Ongoing. The Zoning Enforcement Section in the Office of Planning and Zoning has the authority to enforce regulations for signs. This authority is complaint-driven. Once a complaint is received, a compliance case file is opened and the property is inspected, after which any appropriate enforcement actions will be taken. Due to the limited staff resources compared to the high volume of signs, it is extremely difficult to address all sign violations.</p>
57	<p>Explore and promote incentive-based approaches to changing existing signage along Ritchie Highway to encourage the use of smaller "logo" style signs instead of traditional large signs. Solicit input from corporations that have adopted the use of smaller signs.</p>	<p>Not implemented. Signage regulations contained in Article 18 (Zoning) of the County Code are not incentive-based, and sign area calculations include writing and logos jointly. The County is currently reviewing is signage regulations for potential revisions in 2019.</p>
58	<p>Foster voluntary adoption of a range of different types of aesthetic improvements by merchants within the community (e.g. landscaping, facades, signs).</p>	<p>Ongoing. The Office of Central Services manages the County's Beautification Program which is designed to provide decorative landscaping throughout the County and support local art projects that beautify, revitalize and recognize local neighborhoods. Public funding for aesthetic improvements other than this are currently limited to one of the County's Revitalization Districts and the Brooklyn Park Enterprise Zone.</p>

Environmentally Sound Enhancement To Severna Park's Commercial Centers

- Goals: To provide a regulatory framework that encourages the voluntary adoption of creative, innovative approaches to commercial land development so as to maximize environmental protection and enhancement within major commercial centers of Severna Park. To incorporate provisions for a community-based transit system to shuttle people from Severna Park neighborhoods to these "village centers."

Page #	Recommendation	Status
58	Develop a pilot program for a community-based shuttle (e.g. trolley) service that has goals of reducing traffic congestion and automotive emissions while meeting people's needs within the community. Use the existing underutilized "park and ride" lot at Arundel Beach and Leelyn Roads as one of the bases of operation of the service.	Not implemented.
58	Encourage redevelopment approaches that maximize the use of environmental elements such as rain gardens and low impact construction techniques.	Ongoing. The County's Stormwater Management regulations encourage alternative techniques to maximize environmental site design for redevelopment sites.

Historic and Archaeological Resources

- Goal: Encourage preservation of archaeological and historic sites by increasing County resources.

Page #	Recommendation	Status
59	Strengthen existing County codes and regulations to protect historic and archaeological resources, including scenic and historic roads.	Ongoing. The 2005 County Code update established certain protections; recent internal review of Code/Regulations has identified additional improvements for consideration.
59	Protect historic sites and structures by adding them to the MD Inventory of Historic Properties and the National Register of Historic Places.	Ongoing. New sites have been added through Site Development Plan review and also through public outreach. Protection of sites occurs through Article 17 (Subdivision and Development) of the County Code.

Page #	Recommendation	Status
59	Protect archaeological sites by adding them to the MD Archaeological Site Survey and the National Register of Historic Places.	Ongoing. New sites have been added through the Site Development Plan review and also through public outreach. Protection of sites occurs through Article 17 (Subdivision and Development) of the County Code.
59	Establish incentive programs, including tax deductions or credits, grant and loan funds, and technical assistance for property owners that protect and preserve significant historic and archaeological resources.	Ongoing. The County established the Historic Preservation Tax Credit Program in 2016 (Bill 118-15) to preserve historic resources. Additional incentive programs are still being explored.

Scenic and Historic Roads

1. Goal: Establish and implement a County-wide Scenic and Historic Roads Program.

Page #	Recommendation	Status
59	Encourage the County Executive to implement, as a priority project, the County-wide program recommended by the Scenic and Historic Roads Commission and by the County Council.	Completed. Legislation was passed in 2005 that incorporated the Scenic and Historic Road Commission recommendations into Article 17 (Subdivision and Development) of the County Code.
59	Incorporate the regulatory tools necessary to fully implement the scenic and historic roads program, as set forth in Resolution No. 45-97, into the zoning and subdivision codes, transportation master plan, road design manual, landscape manual and other land use laws.	Completed. Provisions governing development along Scenic and Historic Roads were incorporated into Article 17 (Subdivision and Development) of the County Code in 2005, and are also addressed in Article 18 (Zoning) as related to specific uses. Provisions will be incorporated into the Transportation Functional Master Plan or other County ordinances or plans as needed in the future.
59	Establish specific design guidelines and protective buffers for scenic and historic roads in the Severna Park area.	Ongoing. The Cultural Resources Section in the Office of Planning and Zoning is in discussion with the Office of Transportation to establish construction/maintenance guidelines that respect scenic and historic designation.

Page #	Recommendation	Status
59	Establish a specific design review and approval process for development adjacent to or impacting scenic and historic roads.	Ongoing. Article 17 (Subdivision and Development - 17-6-504) of the County Code was adopted in 2005, implementing Scenic and Historic Road Commission Recommendations; Recent Office of Planning and Zoning internal discussions explore improving clarity of existing 14 criteria and implementation of regulations.
59	Expand the existing inventory of scenic and historic roads in the Severna Park Area to include roads in the eastern and far western portions of the Planning Area.	Not implemented. The Scenic and Historic Roads that appear on Map 6 in the Severna Park Small Area Plan along with the addition of Whites Road, Jennings Road, Jennings Road South, and Glenss Road were designated as Scenic and Historic Roads under Bill 21-06.

Community Facilities

Sense of Community

1. Goal: Develop programs that promote community wide events to improve a sense of “Severna Park community”, such programs to have a sense of history and roots and community activity that draws on the backgrounds, interests, and skills of a diverse population.

Page #	Recommendation	Status
64	Use the village center concept plan (see Appendix D) and layout including distinctive and compatible landmarks, building, community street designs, landscaping and signs to create a distinctive and attractive appearance in Severna Park.	Ongoing.
64	Promote activities and events that emphasize the interests, backgrounds, skills and history of the residents of Severna Park, e.g. Severna Park Day.	Ongoing. Promoting activities and events in Severna Park are private initiatives through the areas civic and business associations.
64	Develop a future community center in the vicinity of the village center that complements the function and plans of the existing Community Center. The overall facilities will be consistent with the activities and needs of the various other organizations that provide and support service programs for the community.	Not implemented. The County policy is to utilize schools for the purposes of community-recreation centers.

Page #	Recommendation	Status
64	Promote youth support programs, e.g. after school activities, etc., in conjunction with churches, civic groups, the community center.	Ongoing. The County conducts recreation programs for all ages utilizing public schools.
64	Investigate and evaluate the current organizations that provide "community center" functions/services including their future expected needs and contributions. Determine the practical needs for community organization that would not be met by current "community center" organizations and define an overall community center entity that will supplement these organizations and meet the future community center objectives with minimum additional cost and facilities. Evaluate the possible sources of resources and support.	Not implemented. The County policy is to utilize schools for the purposes of community-recreation centers.

Police

1. Goal: Improve an effective crime prevention and enforcement program in Severna Park that emphasizes building on the experience in current programs and promoting more community and citizen involvement in supporting and supplementing police department and drug intervention programs and actions.

Page #	Recommendation	Status
65	Support the ongoing and complementary police department's and schools' activities in the high schools and the middle school that support school discipline, control of drugs and prevention of crimes and promote mutual respect and cooperation of students, staff, police and community. Promote appropriate extension of these activities into the elementary schools. Encourage residents, particularly parents, to be aware of and involved in these programs.	Ongoing. The Police Department provides School Resource Officers (SROs) to each of the County Public high schools and several middle schools. The FY2019 budget allocates funding for additional SROs.
65	Maintain and/or initiate community security patrols as a vehicle to discourage neighborhood crimes, e.g. vandalism, breaking and entering, and auto and property damage.	Ongoing. The Police Department actively examines this issue with the Anne Arundel County Police-Community Relations Council (PCRC) to develop strategies to abate neighborhood crime.

Page #	Recommendation	Status
65	Develop a program using citizen volunteers, police auxiliary and police to reduce speeding in neighborhoods. This should include County support in the use of speed humps and simple traffic circles.	Ongoing. Each district police station has an officer assigned as a Traffic Coordinator, who routinely receives traffic related complaints from community associations and the public in general, and coordinates a traffic enforcement response and advocates a traffic roadway redesign when appropriate.
65	Develop and implement a program to enlist and educate residents in actions that can assist in reducing the drug activities in the area.	Ongoing. The Police Department actively works with the Anne Arundel County Police-Community Relations Council (PCRC) to enlist and educate residents in actions that can assist in reducing the drug activities in the area.

EMS and Fire Protection

1. Goal: Support the addition of an Anne Arundel Fire Department station in the western area and the continued good services and goals including expanding the prevention programs.

Page #	Recommendation	Status
67	Support the addition of an EMS/fire station in the Benfield Road and Veterans Highway vicinity to provide more balanced support for the western Severna Park area.	Not implemented. To meet the need additional units were added and Advanced Life Support increased at neighboring stations.
67	Encourage transport rules that allow emergency units to transport patients to either North Arundel or Anne Arundel Medical Center, where compatible with system operations.	Completed. Emergency units transport patients to the closest appropriate medical facility.
67	Support the County Fire Department goal to improve and expand prevention aspects of their service including more citizen volunteers.	Completed. The County Fire Department hosts and participates in a variety of events, like the Emergency Preparedness Expo, and has a website to help educate the community about fire prevention and safety. The Fire Department advertises the need for additional volunteers and the Anne Arundel County Volunteer Firefighters Association has opportunities for citizens to volunteer for a variety of roles.

Health

1. Goal: Provide adequate and convenient medical services to the population of Severna Park.

Page #	Recommendation	Status
67	Encourage the use of excess retail space for clinics, doctors' offices, diagnostic labs, after hour care and support groups.	Ongoing. Clinics, doctor's offices etc. are permitted in commercial zones where retail use are also permitted.
67	Implement prevention education programs for such concerns as cancer, sexually transmitted diseases, Alzheimer's, drug and alcohol abuse, domestic abuse, etc.	Ongoing. The County's Department of Health continues to support existing prevention, intervention and treatment efforts and expand new initiatives as funding and needs indicate (e.g. cancer prevention campaigns, STI education in schools, SADD chapters, Strengthening Families Programming, Overdose Education and Naloxone Distribution, Mental Health Awareness Month, Mental Health screening, etc.).
67	Support the existing Health Department counseling services, prevention and intervention programs and use volunteers to support the programs.	Ongoing. The County's Department of Health continues to support existing prevention, intervention and treatment efforts and expand new Initiatives as funding and needs indicate (e.g. SADD chapters, Strengthening Families Programming, Overdose Education and Naloxone

Page #	Recommendation	Status
67	<p>Promote the continuation and/or expansion of existing programs, e.g., Meals on Wheels for needy residents, nutrition programs through senior citizen groups and schools, preventive programs for cancer, heart disease and diabetes, immunization programs for children and senior citizens, assistance for those living in poverty, drug and alcohol prevention and treatment, Harundale Youth and Family Center and other facilities benefiting mental health.</p>	<p>Ongoing. The County's Department of Health continues to support existing prevention, intervention and treatment efforts and expand new initiatives as funding and needs indicate (e.g. SADD chapters, Strengthening Families Programming, Overdose Education and Naloxone Distribution, Mental Health Awareness Month and Mental Health screenings). The Department of Health offers the Women's Infants and Children's Program, Dental services, Health Insurance enrollment, Healthy Start Services and Immunizations to all residents in need that are eligible). In addition, the Department of Health has online resources that focus on healthy living and are available to all Anne Arundel County residents, including school personnel and seniors. Cancer, heart disease and diabetes educational materials are available on these websites, www.aahhealthykids.org and www.learnlive.org. The Department of Aging and Disabilities (DoAD) has a robust nutrition program including both home-delivered and community meals, and has significantly grown its health promotion and education programs since 2009. DoAD provides individualized support services to clients experiencing poverty and other challenges.</p>

Senior Citizens

1. Goal: Provide a support structure, services, facilities and resources consistent with the needs of the rapidly growing senior citizen population in Severna Park.

Page #	Recommendation	Status
68	<p>Provide in Severna Park assistance for senior citizens to understand and use the wide range of information, services, resources, and support programs available through the Department of Aging and private organizations including those at the senior centers, Arnold, Pasadena, and Pascal and The Community Center.</p>	<p>Partially implemented. The Department of Aging and Disabilities Information and Assistance staff conduct outreach at various locations in Severna Park to help educate the public about resources and services available to older adults, people with disabilities and family caregivers.</p>

Page #	Recommendation	Status
68	Work with Anne Arundel County to provide a facility for the senior citizens in Severna Park that is a focal point to provide assistance for them to utilize available Department of Aging services as well as provide senior programs to a segment of the community that is increasing significantly.	Not implemented. The Department of Aging and Disabilities conducts outreach in Severna Park and has partnered with the Woods Community Center. There are no plans at present for a dedicated facility for senior citizens in Severna Park.
68	Work with Anne Arundel County officials to develop the requirements and procedures to permit mother-in-law apartments in a manner that limits this application to use by family members. Such use must be compatible with single family housing with no rental or non family use at any time.	Not implemented. Accessory dwelling units are allowed as conditional uses in all residential zoning districts (except R22). They must be located in a single family detached dwelling that is located on a lot of at least 14,000 square feet in area. However, they are not limited to use by family members only and the owner of the principal dwelling may charge rent for the accessory unit.
68	Work with the County Department of Aging to develop and monitor assistance programs to make available quality personal and medical support services provided by private organizations.	Ongoing. The Department of Aging and Disabilities provides training and background checks to private caregivers to ensure a quality workforce available at a reasonable rate for personal care (not medical care).
68	Promote public and/or private financial programs that support persons that have limited funds and income and need assisted living support.	Ongoing. Through low interest loans, the County's community development agency, Arundel Community Development Services, Inc. (ACDS), supports the creation of affordable housing for persons of limited income, including seniors through the development and redevelopment of affordable rental housing communities (e.g., Park View by Shelter in Severna Park) and provides property rehabilitation services to low-income homeowners, many of whom are elderly or have disabilities.
68	Establish an ongoing assessment of needs for additional senior facilities.	Completed. The Department of Aging and Disabilities (DoAD) has an established process to evaluate needs for additional facilities. During FY2019, the DoAD will conduct a Needs Assessment for Older Adults, comprehensive of social needs.

Page #	Recommendation	Status
69	Encourage development of a trolley-type bus service that would include supplemental routes to provide a limited but scheduled service to meet the special transportation needs of seniors (i.e.. Route would include shopping centers, medical facilities, and senior centers.)	Completed. Anne Arundel County Office of Transportation (OOT) provides curb-to-curb para-transit service for seniors and persons with a disability

Library

1. Goal: Maintain, expand and supplement the very fine services and programs currently available from the Severna Park library and upgrade the facility, staff and equipment to use the changing technology and meet the needs of a diverse growing population whose age mix is changing significantly.

Page #	Recommendation	Status
69	Through local civic groups promote programs to encourage increased reading and improved reading skills, and to provide additional computer facilities and greater access to information and services. Expand community support of the current effort to enlist residents as volunteers to work with the library professional staff to broaden and increase the programs, particularly for children and teens. Emphasize continued participation of senior citizens to utilize their skills and experience.	Ongoing. The Department of Aging and Disabilities (DoAD) works with the Volunteer Center to promote volunteering among older adults, including the many older adults who volunteer with senior centers, nutrition, Medicare counseling, ombudsman and other DoAD programs.
69	Expand programs such as Library by Mail that will respond to the expected significant increase in the size of the senior citizens group, particularly the increase in shut-ins and persons with limited transportation and mobility.	Ongoing. Library by Mail is still operational and more recently, the library has eBook, eAudiobooks and eMagazine capabilities.
70	Encourage greater involvement of the high school service projects as a source of assistance to implement children's and seniors'-oriented library projects.	Ongoing. The Library continues to expand Science, Technology, Engineering and Math programs and teen-oriented services and programs.

Schools/Education

1. Goal: Establish a cap on schools' enrollment at 100% of capacity and a prerequisite that the expected increase in student population resulting from new developments will be consistent with the capacities of available schools. Students living in and starting their education in a feeder system, i.e. Severna Park, Old Mill or Chesapeake, within the greater Severna Park area will be educated within that feeder system.
2. Maintain a quality education to meet diverse needs for all students in the Severna Park Small Area Plan vicinity.

Page #	Recommendation	Status
72	Establish a prerequisite for new development that the resulting increase in student population will be consistent with the capacities of the available schools.	Ongoing. This is determined via the Adequate Public Facilities requirements and the School Utilization Chart. If a school has reached its capacity and is closed in accordance with the School Utilization Chart, the proposed development will not be approved and will be placed on a six-year waiting list to allow time for the BOE to complete needed actions to increase capacity or until capacity becomes available.
72	Establish a cap on schools' enrollment at 100% of capacity.	Completed. Most recently, legislation was approved by the County Council (Bill 15-18) that caps enrollment capacity at 95% of the State-rated capacity.
72	Severna Park Small Area Planning Committee does not support redistricting.	Ongoing. The Board of Education will determine attendance zones according to approved policies and regulations approved for facilities planning and development.

Recreation

1. Goal: Provide facilities and programs for a broad range of volunteer and/or government sponsored activities, e.g. sports, arts and crafts, social gatherings, youth non-school hours programs, cultural, community, concerts, shows/fairs, etc. Provide one or more public water access recreation parks for the residents of Severna Park.

Page #	Recommendation	Status
73	In addition to the extension of the B&A Trail Park to Kinder Farm Park, develop other extensions to establish a coordinated system of Severna Park hiking/biking trails integrated into the B&A Trail Park system to provide community access for recreation and pedestrian traffic.	Ongoing. The County offers guidance to communities seeking pathway connections to the B&A Trail. Due to the number of these requests, the County must defer to private homeowner associations to make these connections through homeowner association open space. In addition, the subdivision process, 2013 Pedestrian and Bicycle Master Plan update, and the 2015 Bicycle Advisory Commission can be utilized for opportunities and guidance.
73	Encourage designation of unused land for use as small neighborhood parks and playgrounds. Plan and build these facilities to make them more accessible at the neighborhood level.	Ongoing. The Department of Recreation and Parks will continue to evaluate potential park sites where deficiencies are identified. The Subdivision Regulations also require “set-asides” for neighborhood recreation.
73	Provide recreational and cultural programs and activities in existing facilities, schools, parks, and the Community Center at Woods in the near term, with expansion into a Severna Park community center in the future.	Ongoing. The Department of Recreation and Parks will continue to provide an array of recreational and cultural programs utilizing parks, schools and trails.
73	Complete the Kinder Farm Park Recreation Complex as outlined in the master plan.	Completed. The development of Kinder Farm Park is complete.

Page #	Recommendation	Status
73	Provide small park areas on the Severn and Magothy Rivers.	Ongoing. In 2011, the Water Access Committee was formed, then elevated to a Commission in 2016. The Commission recommends policies and specific projects to improve public water access leading to opening of existing parkland, additional cartop facilities, and a boat ramp. The Department of Recreation and Parks will continue to evaluate properties for parkland and resource protection along the Severn and Magothy Rivers conditional upon willing sellers, available funding and the natural resource/recreation value of the parcels. Water access improvements have been installed at Beachwood Park and Spriggs Farm Park on the Magothy River.
73	Playground equipment that meets federal safety standards and has appropriate ground surfaces that meet standards for usage by handicapped students should be included in the county education or recreation and parks budgets with assistance for PTA organizations and other community groups.	Ongoing. The County's Capital Budget and Program continues to have a project (E567600) that provides for design and construction funding for installation of code compliant playground equipment. New playgrounds and replacement playgrounds are designed to meet Federal safety guidelines.

Housing

1. Goal: Continue to provide high quality housing for all residents with emphasis on re-use and upgrading existing structures on housing adaptations with possible future use of mixed-use zoning.

Page #	Recommendation	Status
74	Revise and enforce the zoning code and housing regulations that permit mother-in-law apartments or additions for family relatives and ensure that they are compatible with single family residential neighborhoods.	Completed. Accessory dwelling units are allowed as conditional uses in all residential zoning districts (except R22). They must be located in a single family detached dwelling that is located on a lot of at least 14,000 square feet in area.

Page #	Recommendation	Status
74	Establish guidelines and support programs to encourage the re-use and upgrading of existing housing in a manner compatible with the existing neighborhood and find sources of funding, public or private for profit, to sustain a program that restores and/or repairs existing housing to support the housing supply.	Ongoing. The County's community development agency, Arundel Community Development Services, Inc. (ACDS), administers a Property Rehabilitation Program that provides technical assistance and low and zero interest loans to qualified homeowners for home renovations and rehabilitation.
74	Provide support programs to assist the elderly and disabled that have low or moderate incomes to maintain the quality of their housing and continue to function in their homes.	Ongoing. The Department of Aging and Disabilities assists older adults and people with disabilities to apply for energy assistance, property tax assistance and other supports that can enable them to live in their homes.
74	Consider the incorporation of a housing element in the proposed Severna Park Village Center that would foster the concept of walkable communities.	Partially implemented. Although the planned land use for the Severna Park Village Center remains as mixed-use commercial that would allow residential uses, the zoning for the Village Center primarily remains zoned C3. Since the adoption of the Severna Park Small Area Plan, the Zoning Code has been changed to permit multifamily dwellings and townhouses in the C3 Zone.

Appendix B: Comprehensive Land Use and Zoning Changes

Page #	Recommendation	Status
Appendix B	Ritchie Highway and Route 10 Area: Low Residential to Commercial and a zoning change from R1 to C1 for 8300, 8316, 8330, 8334, 8336, 8338, 8340, 8342, 8344, 8348, 8320 Ritchie Highway; 8 West Arcada Road; and 10 West Pasadena Road.	Completed. The land use is Commercial. The property is zoned C1 and is comprised of mostly single-family homes.
Appendix B	Ritchie Highway: Low Residential to Commercial and a zoning change from R2 to C4 for: 401, 371 Ritchie Highway; and the intersection of MD 648 and MD 2.	Completed. The land use is Commercial. The property is zoned C3 and is used for commercial uses.
Appendix B	Magothy Marina: Change the zoning from MA2 to R2 for: 360 Magothy Road and 318 Community Road.	Not implemented. The land use is Maritime. The property continues to operate as the Magothy Marina and is zoned MA2.

Page #	Recommendation	Status
Appendix B	<p>Veterans Highway: 8362 Veterans Highway - Change the existing zoning from C2/C4 to C4 zoning; Change the Land Use from Low Residential to Commercial and the zoning from R2 to C2 for 8543(parcel 306), 8561 p/o parcel 308, and part of parcel 304.</p>	<p>Completed. The land use for 8362 Veterans Highway is Commercial. It is zoned C4 and is being developed into the Veterans Station Shopping Center. Parcel 306 and Parcel 308 have a land use of Mixed Use Residential. Parcel 304 has a land use of Commercial. Parcel 304 and 308 are zoned C2. Parcel 306 is zoned Mixed Use Residential. The properties use are mixed-use and commercial.</p>
Appendix B	<p>Berrywood and Vicinity: For the communities of Berrywood, Magothy Beach and Stewart's Landing, change the Land Use from Low Residential to Low Medium Residential.</p>	<p>Completed. The area land use is Residential Low - Medium Density. The area is zoned R5 and is comprised on single-family home subdivisions.</p>

South County

The South County Small Area Plan (SAP) was adopted in November of 2001 and addressed goals and recommendations for economic development, land use and zoning, a design concept for Wayson's Corner, environment and natural resources, community services, public utilities and transportation.

Vision Statement

Keep South County Rural.

The agricultural, rural and historical qualities of South County will be preserved.

- The area's fields and woodlands; low density and small scale development; rural roads; quiet, slow place; and its remaining historic resources will all be preserved.
- Continuation of an active, sustainable farm industry in South County will be a high economic priority of the County.
- Residential and commercial development will be managed in ways that will maximize opportunities for sustained agricultural use, the retention of woodland and open space areas, and will be appropriate to the historic rural context of South County.
- Growth will be limited to areas with adequate existing or planned infrastructure.
- The area will retain its economic and cultural diversity.
- The area will strive to achieve a realistic economic balance that will allow the addition of new businesses while sustaining its existing agricultural industry.

The area will be enhanced through the preservation, protection, expansion and restoration of its existing natural resources.

- A high priority is placed on protecting the area's natural resources, including its wetlands, shorelines, woodlands, fields, wildlife and their habitats.

The quality of life in South County will be improved through a greater focus on community facilities.

- Community facilities and services in South County will be improved and expanded, where needed, so that they are equal in quality with the rest of Anne Arundel County. These facilities include schools, community/teen centers, senior centers, and indoor and outdoor recreational facilities; and will be developed in such a way that they are appropriate in scale and character to the rural lifestyle.

Plan Concepts and Highlights

The South County Plan contains several key concepts that direct the way the small area will develop over the next twenty years. The vision along with the goals and recommendations contained in this plan provide direction for the future. The main elements of the plan are described below with objectives to guide their implementation.

Preserve the Agricultural and Rural Lifestyle

- The rural quality of South County is what makes it unique and different from the rest of Anne Arundel County, and well worth the effort to preserve. The area's fields and woodlands, low density and small-scale development, rural roads, quiet slow pace, and historic resources are the characteristics that will be preserved through the adoption of this plan.
- Growth will be limited to areas with adequate existing or planned infrastructure.
- Continuation of an active, sustainable farm industry will be a priority.
- Quality of life will be improved by a greater focus on community facilities.
- Residential and commercial development will be managed to maximize opportunities for sustainable agriculture and for the retention of woodland and open space.

Economic Development (A Rural Economy)

- Ensure that Wayson's Comer remains a viable rural commercial area that meets the needs of South County. Limit commercial development in other areas that would detract from the promotion and revitalization of Wayson's Comer.
- Develop and implement a revitalization plan for Wayson's Comer (Rhodeside & Harwell Plan)
- Commercial development and home based businesses will be small in size and appropriate in location and design for the rural and historic character.
- Agricultural preservation will receive a high priority for funding.

Land Use and Community Design

- Reduce overall density and development potential by extinguishing development rights through:
 - Donations of conservation easements
 - Purchase of development rights with county and state funds
 - Transfer of Development Rights (TDR's)
- Maintain the integrity of the current RA zoning and amend the ordinance to remove inappropriate land uses.
- Eliminate or Fix the "Family Conveyance" provision within the County Code.
- Develop Residential Rural Design Guidelines that preserve the rural landscape of South County. The guidelines will strive to:
 - Set aside 80% of the entire development parcel as open space, while focusing density on the remaining 20% of the site.
 - Protect environmentally sensitive lands and woodlands.
 - House siting and landscaping shall avoid suburban patterns.

- New roads shall resemble historic county roads or private driveways.
- New houses shall be concealed from view and buffered from one another to the extent possible.
- Identify and designate historic rural villages and develop specific plans for each that would include buffer zones and design guidelines for new construction and renovation.
- The integrity of Anne Arundel County zoning should be maintained and not compromised by the land use patterns of adjoining counties.

Natural and Historic Resources

- Protect the Patuxent River by developing an overlay district (Patuxent Greenway) to protect the water quality, wildlife and its habitat, wetlands and other natural resources.
 - An overlay district will be developed which has more restrictive zoning pertaining to land uses that are allowed.
 - The County working with non-profit partners and the State shall seek to permanently protect properties in the Greenway from future development or inappropriate use.
 - The proposed overlay district will roughly include the river on its western boundary, and Patuxent River Road, Queen Anne Bridge Road, Harwood Road, Sands Road, Plummer Lane, Pindell Road, and Mallard Landing Road on its eastern boundary.

Transportation

- Maryland 2, 214, 4, 468 and 258 are main travel corridors which link South County to Annapolis and Washington DC. They are critical for commuting purposes and connecting life in South County to the urban areas.
 - Protect the travel corridors of South County from over development and commercial clutter.
 - Identify Scenic and Historic Roads and implement regulations for their protection.
 - Conduct a transportation study that will identify failing intersections and make recommendations for safety improvements.
 - Restrict land use and zoning to maintain the rural character of the roadways.

Implementation

Over 120 recommendations were identified within the South County SAP to help implement the Vision, Plan Concept and the 1997 General Development Plan. Nearly 90 percent of the recommendations have been implemented, are currently in the process of being implemented or are ongoing processes and procedures that do not have a completion date.

Most notable of the recommendations that have been / are currently being implemented are the continued effort of keeping South County rural, supporting agriculture and farming activities such as the creation of the Agriculture, Farming and Agritourism Commission, development of a variety of recreational and educational opportunities for all ages, increased protections for waterbodies,

acquisition of land for protection of the Patuxent River and parkland or natural area managed by the Jug Bay Wetlands Sanctuary, protection of scenic and historic roads, continued focus on protecting the Greenway network and natural resources, the elimination of family conveyance provisions, and improved para-transit.

The following table lists the goals of South County Small Area Plan, corresponding recommendations and the status.

*Economic Development
Maintaining the Rural Economy*

Page #	Recommendation	Status
20	<p>Fund the County's Agricultural Preservation program to ensure preserving a total of 20,000 acres by 2007, with an ultimate goal of 40,000 acres. The County shall actively promote the county and state forest and agricultural land preservation programs, assuring that farmers and landowners are made aware of benefits and requirements of the various programs.</p>	<p>Ongoing. To date, nearly 14,000 acres of agricultural land and woodland have been preserved through 3 preservation programs. Additional protection is afforded through land trust programs and zoning.</p>
20	<p>Consider amending the Agricultural Preservation Program to reduce the eligible farm size from 50 acres to any size parcel that permits more than one residential dwelling unit. This action would allow many successful small scale farms now left open for possible residential or other development to participate in the Agricultural Preservation program. It should be noted in these types of situations that the County does not purchase Development Rights on parcels where development is already limited. Most of the land in South County is zoned RA and the allotted density for a 20-acre parcel is already limited to one dwelling. The County is committed to directing its funding and preservation efforts to parcels of land where the development density is greater than one. Additionally, the County does not purchase rights for development that may be granted through Family Conveyance. It should be noted that the intent of the recommendation can be achieved if two adjoining 25 acre parcels join together to form a district which would allow participation in the county program.</p>	<p>Ongoing. The Department of Recreation and Parks conducted an in-house analysis of parcels less than 50 acres as part of the FY2012-FY2014 Re-certification Request to Maryland Department of Agriculture and Maryland Department of Planning for the County's Agriculture Preservation Programs. Further research of subdivision records showed that numerous parcels that are 30 acres and greater are the residue of a previous subdivisions and have no further subdivision potential.</p>
21	<p>The County should appoint an Agricultural Commission or expand the authority of the Agricultural Board to assist with all aspects of relevant agricultural programs including preservation, marketing and promotion. Commission should include a member of the maritime industry.</p>	<p>Completed. County Executive Steve Schuh appointed an Agriculture, Farming and Agritourism Commission in December 2017. For more information, visit http://www.aacounty.org/boards-and-commissions/agritourism-commission/index.html</p>

Page #	Recommendation	Status
21	<p>The County should consider establishing a rural economic development function within county government either through the existing Anne Arundel Economic Development Corporation or by creating a new Rural Economic Development Corporation, as a key component of its overall county economic development program and actively promoting it. This effort should include: a. Implementing an agricultural lending program with local financial institutions, making agricultural lending a mandatory criterion for the placement of County funds in a financial institution; b. Providing incentives and encouraging financial institutions to offer low interest rate loans to farmers as part of its rural economy program; c. Structuring financing to promote investment in new crops and methods, particularly where market development or production may not occur more than one year in the future; d. Offering grants through the county to encourage alternate types of agriculture; e. Acting as a clearinghouse for information for farmers to locate sources of grant money and to assist farmers in preparing grant applications; f. Educate and encourage enrollment in programs that offer compensation for the adoption of environmental and other methods that reduce crop yields below optimum economic levels; g. Create program(s) in addition to the purchase of development rights that provide income generation for farmers recognizing that these programs cost the county less than the infrastructure costs that accompany development; h. Provide assistance in conducting market research to determine high value products with sufficient consumer demand and enterprise profitability to justify production entry; i. Assist farmers in finding new and better markets for the products produced in Anne Arundel County; j. Organize a Land Lease Data Bank where owners of farmland can list land available for lease to other farmers; k. Represent agricultural interests before state agencies to educate them on agricultural concerns and potential impact of proposed legislation and rules; l. Provide a program to assist tobacco growers to transition to more diversified crops.</p>	<p>Completed. The Anne Arundel Economic Development Corporation now has a full-time agricultural market specialist. The 10% of tobacco settlement pays for assisting growers to transition to more diversified crops.</p>

Page #	Recommendation	Status
21	<p>Encourage and support the establishment of an Anne Arundel County Farmland Trust along the lines of the Calvert Farmland Trust either through the Rural Economic Development entity, a joint agricultural/forestry board project or some other form of public/private land trust. Such an entity would focus on keeping rural land from being developed by providing an alternative for landowners not wishing to sell their land for development. When a farm comes on the market, it could be purchased by a 'conservation entity' that would extinguish the development rights through available programs. The trust could then resell the permanently restricted land at an affordable price to a farmer.</p>	<p>Ongoing. Several non-profit land trusts exist such as Maryland Environmental Trust, The Nature Conservancy and Severn River Land Trust who play an important role in preserving agricultural land, forest land and open space. The agencies offer financial incentives or tax incentives and under certain circumstances both.</p>
22	<p>The County should provide assistance in promoting the profitability of the agricultural industry through: a.) Supporting the conversion to more profitable multi-year crops by such means as tax abatement or tax deferral; b.) Lobbying for a change in the state's tobacco buyout program so that all tobacco producers receive compensation; c.) Establish a farm cooperative providing technical production and marketing assistance to promote growth in existing agricultural enterprises. This cooperative should coordinate with neighboring counties to exchange information in support of regional cooperative marketing and other issues of importance to the regional rural economy; d.) Allow as a permitted use the growing of specialty crops in containers and temporary greenhouses for wholesale/ resale.</p>	<p>Ongoing. To date, the County has received \$2.6 million in tobacco restitution funds through the Tri-County Council for land preservation in addition to funding for farmers markets. Anne Arundel farmers are able to apply for various grant funding through the Southern Maryland Agricultural Development Commission (SMADC). The County is well represented on the Commission with voting and ex-officio members along with the other four Southern Maryland counties. The Agriculture, Farming and Agritourism Commission was appointed by County Executive Steve Schuh in December 2017. See http://www.aacounty.org/boards-and-commissions/agritourism-commission/index.html. The Commission meets quarterly and is committed to the development, coordination and promotion of these agricultural uses in the County. The growing of specialty crops in containers and temporary greenhouses for wholesale / resale is a permitted use in the RA Zone.</p>

Page #	Recommendation	Status
22	<p>The County should provide assistance in promoting the viability of the agricultural industry through: a. Facilitating the establishment of a central farm product distribution hub where farmers can deliver products for pickup by consumers and wholesalers. A possible location for the agriculture input/marketing infrastructure is Wayson's Comer or the Smith Lumber Yard site in Churchton. b. If feasible, promoting farmers offering locally grown and processed foods by establishing a small cooperative processing operation that meets new health standards, possibly located in Wayson's Comer; c. Foster the expansion of farmers' markets in multiple locations in the County including the southern portion of the county, including the renewal and expansion of the Riva Market (with additional parking) and exploring the feasibility of accommodating a farmers'/fishermans' market.</p>	<p>Ongoing. The Anne Arundel County Economic Development Corporation meets with the agriculture industry every two weeks for this purpose. The County is helping to expand the farmer's markets in locations throughout the County, including enclosing some structures. The newly appointed Agriculture, Farming and Agritourism Commission will fill many of these roles.</p>
22	<p>Permit publicly owned lands to be used for agricultural production where appropriate including the possibility of renting County owned land to farmers. Such land should be existing fields that do not need to be deforested.</p>	<p>Ongoing. The County owns at least two properties that are currently being leased to local farmers for agricultural use. One is located at Rockhold Creek Farm and the other on Sands Road. The County will continue to provide these opportunities where appropriate.</p>
22	<p>Encourage the Agricultural Extension Service to locate a highly qualified county extension agent in South County to assist farmers with production issues and marketing and implement ways to improve service by the area specialists located at UMD.</p>	<p>Ongoing. The University of Maryland's College of Agricultural and Natural Resources has an Extension Office in Anne Arundel County at the former Naval Academy Dairy Farm. Current programs available can be found at http://extension.umd.edu/anne-arundel-county.</p>

Page #	Recommendation	Status
23	<p>Recognize the need for farmers to build ponds in wetland areas fed from streams providing irrigation for the conversions to profitable specialty crops, as long as wetland disturbance is not too severe and the farmer agrees to maintain a significant buffer of at least 100 feet along the stream and floodplain; where appropriate, bring this issue to the attention of state and federal officials and encourage necessary changes.</p>	<p>Partially implemented. An agricultural landowner is allowed to disturb up to 5,000 square feet of wetland without having to mitigate. Once over 5,000 square feet, depending on the type of wetland, the landowner would have to mitigate either 1:1 or 2:1. Maryland Department of the Environment regulations prohibit agricultural landowners from constructing ponds in streams, thus very few agricultural ponds are constructed for irrigation purposes as it is hard to obtain a significant recharge for irrigation.</p>
23	<p>Encourage the County delegation to work for some of the tobacco settlement money to be set aside in a low or no interest revolving fund that would finance many of the above activities.</p>	<p>Ongoing. To date, the County has received \$2.6 million in tobacco restitution funds through the Tri-County Council for land preservation in addition to funding for farmers markets. Anne Arundel farmers are able to apply for various grant funding through the Southern Maryland Agricultural Development Commission (SMADC). The County is well represented on the Commission with voting and ex-officio members along with the other four Southern Maryland counties.</p>

Page #	Recommendation	Status
23	<p>Educate Anne Arundel County residents on the importance of the agriculture industry to the County's economic vitality and diversity through a variety of innovative educational experiences to promote the agricultural community, such as: a. Encourage the use of existing farms and or the creation of demonstration farms to showcase new crops and new production methods so that farmers can readily assess the production potential of new crops and consumers can sample the product (Such as wine grapes, nursery stock, mall fruit, tree fruit, greenhouse or field-grown specialty produce). b. Offer farm tours such as 'visit a farm for the day to show the public what farming is about, possibly sponsored by the County Extension and Soil Conservation Service; c. Encourage young citizens to enter the agricultural field through its rural economic development function and in cooperation with Anne Arundel County Schools; d. Organize a program of activities that educates the general population about agriculture and encourages respect for farm property, including: Place signs along farm fields indicating fields are planted and in compliance with good farming practices and environmental regulations; Establish a speakers bureau which promotes information exchange through farmers speaking at clubs, functions, and schools about agriculture today in the County; Establish one or more historic farms to portray the history of agriculture in the County and its relevance to today; Implement, within the County school system, a state-of-the-art vocational agricultural program for Southern and South River High Schools that meets all criteria and standards set forth by the State Board of Education; e. Assistance should be provided by the county to minimize noxious odors emanating from some types of farming operations, while recognizing and supporting the right to farm.</p>	<p>Ongoing. The Anne Arundel County Economic Development Corporation's (AAEDC) Arundel Agricultural program offers farmers technical assistance, operational support and marketing opportunities. See https://www.aaedc.org/agriculture/overview/ for more information. The University of Maryland's College of Agricultural and Natural Resources has an Extension Office in Anne Arundel County at the former Naval Academy Dairy Farm. Current programs available can be found at http://extension.umd.edu/anne-arundel-county. Extension is promoting the creation of an Agricultural Center as part of the Agriculture, Farming and Agritourism Commission created in 2017. See http://www.aacounty.org/boards-and-commissions/agritourism-commission/index.html for more information. Southern High School now has an agriculture and technology program including Animal and Plant Biotechnology plus a Future Farmers of America component. Also, the greenhouse at Southern High School has been renovated. Rockhold Creek Farm purchased from the Henry Kinder family will be host to the South County 4-H program once the dairy barn is rehabilitated through cooperation with AAEDC and the Department of Recreation and Parks.</p>

Encouraging Compatible (non-agricultural Businesses)

Page #	Recommendation	Status
24	Utilize and revitalize existing commercial and industrial zoned land rather than create new commercial and industrial parcels.	Ongoing. While there are very few commercially and industrially-zoned parcels within the South County Small Area, revitalization has occurred for some of these areas.
24	Encourage home-based businesses with required County permits, provided they are in keeping with the rural atmosphere of the area and sensitive to surrounding residents and historic structures (i.e. through appropriate screening and setbacks).	Ongoing. Recent changes to Article 18 (Zoning) of the County Code have allowed agritourism uses and activities as accessory uses to farming in South County, and the Agriculture and Agritourism Commission formed in 2016 includes in its mission the promotion of agriculture-related businesses that are compatible with the character of South County.
24	As it is impossible to strictly include or exclude many home-based businesses from the code, and because the size and impact on the surrounding environment is dependent on the location of the business, the County Code should be revised to include a standard set of performance criteria would be used to determine the businesses' suitability. Examples of this criteria include noise, traffic, parking, odor, pollution and visibility to adjoining property owners.	Not implemented. Home occupations are allowed in all residential zoning districts as Conditional Uses. The Conditional Use requirements include the amount of floor area that can be used by the home business, the types of businesses allowed, and the number of employees. This Code section has been amended a number of times over the past several years, but will be need to be reassessed during the next comprehensive update to Article 18 (Zoning) of the Anne Arundel County Code in order to reflect the demand for modern home-based businesses.
24	The definition of permitted "home-based" businesses must be updated to recognize current needs and technology.	Not implemented. Article 18 (Zoning) of the County Code has been amended a number of times over the past several years, but will be need to be reassessed during its next comprehensive update in order to reflect the demand for modern home-based businesses.
24	Recognize that strip malls, national franchises and up-zoning are inconsistent with the rural character of South County.	Completed. The South County Small Area continues to remain rural in character. Only a few small commercial parcels exist to support the local residents.

Page #	Recommendation	Status
24	Put in place mechanisms that limit the size of structures to those consistent with the rural character of South County by limiting impervious surfaces, height, bulk and providing appropriate screening from roadways and neighboring properties.	Completed. Bulk regulations for the RA Zoning District limit lot coverage by structures to 25% of the gross area, and limit building heights to 45 feet. Additionally, new requirements for development along Scenic and Historic Roads were added to Article 17 (Subdivision and Development) of the County Code to protect the watershed and rural character along these roads, many of which are located in South County.
24	Encourage the maritime industry in South County and ensure that the necessary infrastructure and services (i.e. affordable and ample dockage) for watermen remain intact.	Ongoing. Anne Arundel Economic Development Corporation provides services to the maritime industry including market research, business site selection, workforce training, networking, and financing services. The County also established a Marine Industry Advisory Board which can advocate on behalf of the maritime industry.
24	Ensure that Wayson's Corner remains a commercial area with a rural character that meets the needs of the surrounding rural/agricultural and residential communities by limiting future development to existing commercially zoned property.	Ongoing. The commercial zoning has not been expanded in the Wayson's Corner area since the adoption of the comprehensive zoning that occurred after the adoption of the South County Small Area Plan.
24	Develop and implement a regional approach to tourism, heritage and recreation that promotes and markets Southern Maryland and the Annapolis area as interesting and worthwhile places to visit and in which to vacation.	Ongoing. The Four Rivers Heritage Area together with the Annapolis Anne Arundel Conference and Visitors Bureau promote tourism opportunities in South County and the entire Annapolis, London Town, and South County Heritage Area. In addition, the new Agriculture, Farming, and Agritourism Commission appointed in 2017 includes the promotion of agriculture-based tourism as part of its mission.
24	Develop a clear marketing plan within this rural setting to attract appropriate new business and enable existing businesses to grow.	Completed. Anne Arundel Economic Development Corporation established an Agriculture Business Development Program with dedicated staff, and the County also established a new Agriculture, Farming, and Agritourism Commission. These work collectively, as well as with the South County Chamber of Commerce, to promote and support business growth in rural and agricultural areas in South County.

Land Use and Zoning

1. Keep South County Rural by preserving and enhancing forested agricultural and open space land and historic resources and landscapes.
2. No expansion of public water or sewer service to the area.
3. Maintain the integrity of present RA zoning in South County.
4. Since South County has no existing or planned water and sewer (other than Rose Haven and Holland Point), it is not appropriate to direct an increase in development density to the area.
5. The integrity of Anne Arundel County zoning process should be maintained and not compromised by the land use patterns of adjoining counties.

Land Use Recommendations

Page #	Recommendation	Status
27	Reduce overall development potential within South County by extinguishing development rights (including those on approved undeveloped lots) through a variety of mechanisms including: a. Donated conservation easements; b. Purchase of development rights with County and State dollars; c. Transfer of Development Rights (TDR): i. The County will implement a TDR program that enables the transfer of rights from residential to residential zone, from commercial to commercial zone, and from residential to commercial zone; ii. A TDR transfer should be considered for any upzoning (residential, commercial and/or industrial) thereby requiring the purchase of development rights from property which is inconsistent with the character and needs of its surrounding community; iii. Such a program should be considered for all rezoning throughout Anne Arundel County to facilitate the permanent protection of RA or RLD zoned land.	Completed. The overall development holding capacity in South County has been reduced through mechanisms such as retention of RA and RLD zoning, removal of the family conveyance allowances from the Code, land acquisition for preservation, conservation easements through land trusts and through the development process, implementation of the County's Agricultural and Woodland Preservation program and implementation of the State's "Septic Bill" which designates all of the South County Small Area as Growth Tier 4, limiting subdivision potential to 5 lots or less. The use of a Transfer of Development Rights program was assessed and was found to not be feasible in Anne Arundel County given the low demand for additional densities in potential receiving areas and that the densities in the potential sending areas have been reduced through the previously mentioned mechanisms. Over 12,000 acres of agricultural lands in the South County area have been permanently protected through easements in the Agricultural and Woodland Preservation Program.

Page #	Recommendation	Status
27	<p>The Land Use and Zoning maps presented in this document will define the intensity and density of land use and zoning in the South County Planning Area. These maps define the boundaries and the extent of commercial, industrial and residential use. Increases in density and intensity of use, especially commercial sprawl, is strongly discouraged.</p>	<p>Completed. Comprehensive Zoning changes that occurred after the adoption of the South County Small Area Plan included three amendments that changed a parcel from RA to W2 and two parcels from RA to C1 (See Bill 1107-01).</p>
27	<p>Establish residential subdivision design guidelines that shall be required for all new subdivisions within the RA zoning district (Section C of this chapter).</p>	<p>Not implemented.</p>
27	<p>Establish and apply design standards for all development by organizing a standing committee comprised of citizens, a landscape architect, and Planning and Zoning to review applications for new subdivisions.</p>	<p>Not implemented.</p>
27	<p>Conduct a comprehensive evaluation of the County's permit process and fee structure. In particular, the relationship of the fee structure relative to community impact and County expenditure should be examined. The issuance of permits should be simplified and expedited without compromising environmental regulations or the character of the community. This review process should include citizen involvement.</p>	<p>Completed. An evaluation of the fee structure was conducted in 2015-2016.</p>
28	<p>Identify and designate existing historic rural villages, such as Friendship. Develop specific plans for each that would include buffer zones and design guidelines for new construction and renovation.</p>	<p>Not implemented. Staffing and reduction in consultant services has not allowed pursuit of this recommendation.</p>
28	<p>Eliminate or fix the provision for "family conveyance" within the zoning regulations (detailed recommendations are included in Chapter VII, Section B and Appendix 4).</p>	<p>Completed. The Family Conveyance provisions in the RA Zoning District were eliminated from Article 18 (Zoning) of the County Code in 2005.</p>

Page #	Recommendation	Status
28	Eliminate the “alternative density” provision within the zoning regulations.	Completed. The alternate density provisions allowed for development of residential dwellings at a density of one unit per two acres in the RA Zone under certain circumstances. These provisions were removed from Article 18 (Zoning) of the Anne Arundel County Code in 2005.
28	Revise the existing code for RA (Rural Agricultural) zoning to support the vision to keep South County rural.	Completed. The Family Conveyance provisions in the RA Zoning District were eliminated from Article 18 (Zoning) of the Anne Arundel County Code in 2005, as was the allowance for alternate density in the RA district. Requirements for development along Scenic and Historic Roads, many of which are located in South County, were also added to Article 17 (Subdivision and Development) of the Anne Arundel County Code in 2005. More recently, designation of South County as a Growth Tier 4 area has limited new subdivisions to those of no more than five residential lots.
28	Foster a regional planning advisory board with geographic representation from adjoining Counties to provide recommendations on regional issues that impact the rural character of South County, such as impact on the roads and sensitive areas.	Completed. The Baltimore Metropolitan Council (BMC) works with the region's representatives (Anne Arundel County, Baltimore County, Baltimore City, Carroll County, Harford County and Howard County) to develop collaborative strategies, plans and programs to help improve quality of life and economic vitality. Some areas of activity covered by BMC include air and water quality programs, rideshare coordination, transportation planning, emergency preparedness, and housing and workforce development planning. The Baltimore Regional Transportation Board (BRTB) is the Metropolitan Planning Organization has established to make sure that money spent on existing and future transportation projects and programs in based on a continuing, cooperative and comprehensive planning process. All transportation projects that receive Federal funding in the region go through this planning process.
28	Develop Commercial Design Guidelines to ensure that commercial and industrial development is compatible with the rural scale and character of South County. Special attention will be devoted to the impact on roads and sensitive areas.	Not implemented. Commercial Design Guidelines have not been developed however, Article 17 (Subdivision and Development) of the County Code requires preservation of sensitive areas. Article 17 also governs development along scenic and historic roads.

Page #	Recommendation	Status
28	Remove the Mixed Use Zoning designation from Wayson's Corner.	Completed. The Mixed Use designation is no longer on the land use plan in the Waysons Corner or vicinity.
28	Large setbacks should be incorporated in residential subdivision guidelines for new subdivisions bordering major roads.	Completed. The predominant zoning in South County is RA. Bulk regulations in the RA zone require that a principal structure be set back a minimum 40 feet from the front lot line, or 50 feet if fronting on a major arterial roadway.
28	Public landscaping should utilize a palette of native plant materials rather than imported species.	Completed. The County Landscape Manual and Stormwater Management Manual both recommend the use of native plant species for required plantings, and use of native species is now the common practice.

Family Conveyance

Page #	Recommendation	Status
30	<p>If Family Conveyance provisions are kept than the following changes are recommended: a. Bonus lots would be required to be two acres or less (unless additional land was required to meet health codes). The goal would be to minimize any impact on and the fragmentation of the agricultural and forest resources of the property; b. The bonus lots would only be available for parcels of record as of the date of the introduction of a bill by the County Council, provided that the property had not been subdivided (or part of a subdivision) since 1981 (the time of the density decrease); c.) When a property is subdivided to its maximum density, whether or not the bonus lot provision is applicable, the property will be deed restricted to prohibit any further subdivision of any parcels or lots that are part of the subdivision; d.) The subdivision must comply with county and state environmental regulations as well as be subject to design review pursuant to guidelines recommended within this report; e.) In addition, the allowance for tenant houses and accessory apartments (attached to current structures) were seen as alternatives to support farming and to keep family nearby; f.) This bonus lot alternative to the family conveyance ordinance is only acceptable if all components recommended here are incorporated; making piecemeal changes negates the proposed compromise.</p>	Completed. Family conveyance provisions have been eliminated.

Natural Resources

The Patuxent River

Page #	Recommendation	Status
41	<p>The County shall endorse the general concept of a Patuxent River Greenway and should establish through legislative action an overlay zone or zoning district, which would be designed in such a manner as to accomplish the objectives of the Greenway and implement the recommendations of the Patuxent River Policy Plan. A draft of the Greenway Overlay is located in Appendix 6.</p>	<p>Partially implemented. The County supports the concept of a Patuxent River Greenway. An overlay zone or zoning district has not been created, but the County also continues to take numerous steps to fulfill its portion of the Green Infrastructure Master Plan and the Patuxent River Policy Plan, including, working to encourage smart growth and land preservation in the Patuxent watershed, pursuing attainment of its local Patuxent River Total Maximum Daily Loads (TMDLs), pursuing resolution of pollution concerns in the watershed, and enhancing public access to the River.</p>
41	<p>The County should establish a Patuxent River Greenway Committee that would be responsible for developing a comprehensive program building on the base recommendations of the Patuxent River Policy Plan and tailoring a program to the specific needs of Anne Arundel County. The Greenway Committee would be comprised of appropriate county and state staff, local landowners, community leaders, industry representatives, environmental organizations and elected officials.</p>	<p>Not implemented.</p>

Page #	Recommendation	Status
41	<p>Protect the Patuxent River for use by present and future generations through the completion of the Patuxent River Greenway.</p>	<p>Completed. The Department of Recreation and Parks has successfully added no fewer than eight acquisitions of parkland or natural area in the South County segment of the Patuxent River Greenway with most of them managed by the Jug Bay Wetlands Sanctuary. Over 300 acres have been protected as part of the Oxbow Natural Area which surrounds the lake and includes portions of the south side of the Little Patuxent River. The County also continues to take numerous steps to fulfill its portion of the Green Infrastructure Master Plan and the Patuxent River Policy Plan, including, working to encourage smart growth and land preservation in the Patuxent watershed, pursuing attainment of its local Patuxent River Total Maximum Daily Loads (TMDLs), pursuing resolution of pollution concerns in the watershed, and enhancing public access to the River.</p>
41	<p>The County, working with nonprofit partners, should seek to permanently protect properties along the Greenway corridor to preserve them from future development or inappropriate use. This should include pursuing the donation and purchase of conservation easements, and where appropriate land in fee, and providing landowner incentives for using best management practices, providing public access, providing land for forest and wetland mitigation, and other related practices. These incentives should take the form of property tax abatements, grants, liability insurance (for lands open to public use --as is done by the State for certain forestry educational activities), cleanup and maintenance assistance in areas open to the public.</p>	<p>Ongoing. The Scenic Rivers Land Trust, the Magothy River Land Trust, and the Severn River Commission continue to evaluate and pursue properties for donated easements or fee simple purchase. Property owners preferring fee simple transfers are referred to the Department of Recreation and Parks for evaluation. The Department also has a revolving fund known as Greenways, Parkland, and Open Space to assist with easements and fee simple purchase. Public forums are conducted by the Land Trusts to promote land preservation.</p>
41	<p>Wetlands and other sensitive habitats such as critical area boundaries should be delineated and buffers identified and established.</p>	<p>Completed. The County maintains/has accessibility of Geographic Information System layers for delineated wetlands, sensitive habitats and buffers. In addition, this type of information is required to be identified on submitted development applications</p>

Page #	Recommendation	Status
41	Educate the community on the importance of greenways as areas of open space, wildlife corridors, and transportation connectors.	Ongoing. A website, brochure, emails with information, and postcards were created to help educate the community about the importance of the Green Infrastructure Network. In addition, the 2002 Greenways Master Plan and the preliminary draft 2018 Green Infrastructure Master Plan discuss the importance of greenways as areas of open space, wildlife corridors, and other transportation connectors. These plans are available on the County website at www.aacounty.org
41	Develop "water trails" for canoeing and kayaking where appropriate.	Ongoing. The County benefits from local water trail projects, including but not limited to the Magothy Water Trail and the Four Rivers Heritage Water Trail. Currently, there is no central location for this information available to the public on the County's website. The County will place this information on the new Green Infrastructure website when available.

The Chesapeake Bay

Page #	Recommendation	Status
42	Redesign and rebuild the bridge on Route 423 through the Fair Haven flats to provide for adequate tidal flow to prevent the silting-in of the tidal marsh and stagnation of the pond.	Not implemented. MD 423 is a State Highway Administration road. Budget limitations require Countywide prioritization and constrain how quickly improvements and / or studies are conducted. State road projects require that local governments provide a letter to the Maryland Department of Transportation (MDOT) listing the jurisdiction's priorities to include in the State's Consolidated Transportation Program.
42	Support the implementation of the "tributary strategies" in the Chesapeake Bay Agreement to provide vegetated buffers along the bay and its tributaries.	Ongoing. The Annotated Code of Maryland (§ 5-1607) and Article 17 (Subdivision and Development - § 17-6-303) of the County Code set priorities for the retention and protection of forests as well as for afforestation and reforestation.

Streams and Buffers

Page #	Recommendation	Status
42	Maintain a minimum 100-foot natural vegetated buffer extending from the limit of the 100-year floodplain.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
42	Replant buffer areas currently cleared of natural vegetation, through the joint efforts of landowners, public agencies and private organizations.	Ongoing. Funding through the Reforestation Program within the Department of Inspections and Permits is available for all communities to replant buffer areas.
42	Encourage farmers to enter into the Conservation Reserve Easement Program (CREP) through the US Department of Agriculture to offset the cost of the reduction in cultivated land.	Completed. The Soil Conservation District has Natural Resources Conservation Service (NRCS) personnel in the office whom along with District personnel, promote all conservation program. The Conservation Reserve Easement Program is one of them.

Sand and Gravel Mining

Page #	Recommendation	Status
43	Designate those parcels held by mining companies, and those deemed sufficiently valuable for current or future extraction activity as part of the proposed Patuxent River Greenway Overlay District.	Ongoing. Davidsonville Park (120 acres) and Sands Road Park (170 acres) are two former mining sites that are protected areas within the Patuxent River Greenway.

Page #	Recommendation	Status
43	<p>As the mining process concludes, the parcels shall be remediated in an environmentally friendly manner encouraging wetland and forest mitigation and prohibiting rubble landfills unless all the following are met: a. A minimum of 1,000 (one thousand) foot setback from all streams (perennial and intermittent), floodplains and wetlands (tidal and non-tidal); b. State of the art technologies are incorporated for environmental monitoring and protection including liners, leachate monitoring systems and caps.; c. Ensure that all current regulations regarding appropriate management are strictly enforced; d. The County should consider revising mining standards to reduce negative impacts on the surrounding area and residents. These regulations should address: the location of future mining sites, the affect mining has on the wildlife as well as the residents of the area, controlling truck traffic, and requiring natural restoration as the standard for restoring a mining site upon depletion.</p>	<p>Ongoing. Mining permits and the accompanying reclamation plan are regulated under Title 26, Subtitle 21 of the Code of Maryland Regulations. Davidsonville Park is a reclaimed mining site that included reforestation and floodplain protection.</p>

Waste Water Management

Page #	Recommendation	Status
44	Maintain and enhance County efforts to educate homeowners, homeowners' associations, and civic associations about the importance of routine septic maintenance.	Ongoing. The Department of Health's website provides information to owners of installed septic systems. This could improve in the future due to recent State legislation, the Septic Stewardship Act of 2018, that will provide targeted fee relief to homeowners with septic systems, and incentivize local Septic Stewardship Plans to ensure systems are operated and maintained, including provisions such as routine pump-outs and inspections. The legislation allows the State's Bay Restoration Fund to be used to reimburse homeowners for the cost of on-site sewage systems pumping if the County creates a Septic Stewardship Program. The County will consider this once the State has developed the specific requirements for developing a septic stewardship plan.
44	Continue efforts to identify and eliminate any failed systems or illegally bypassed (gray and/or black water) systems.	Ongoing. Review of failing septic systems occurs during review of building permits, nuisance complaints, and installation of Best Available Technology (BAT) tank upgrades.
44	Encourage the use of innovative on-site system designs that are especially protective of water quality.	Completed. Bay Restoration Fund provides grants for the installation of Best Available Technology septic systems.
44	Discourage any future "Package Plants." Package plants are inefficient and are only useful as an interim solution.	Ongoing. The approval of a Package Plant for sewage disposal requires a State Discharge Permit.
44	Offer a low cost inspection program to induce owners to determine whether their system is safe and in compliance.	Not implemented. A program to offer low-cost inspections for septic systems has not been instituted by the Department of Health.

Ground Water Supply & Quality

Page #	Recommendation	Status
45	A periodic county water quality and quantity monitoring program should be implemented to assure water quality and quantity. Establish a ground water quality monitoring program to routinely test for presence of both organic and inorganic toxic substances.	Completed. The Maryland Department of the Environment (MDE) is the lead agency in developing a Comprehensive Groundwater Protection Strategy for the State to protect the quality and quantity of groundwater. The County works cooperatively with MDE to protect the groundwater resource and ensure that there is an adequate supply available. In addition, the Maryland Geological Survey (MGS) is charged with investigating the geologic and water resources of Maryland and includes monitoring water resources. A network of observation wells in the major aquifers in Anne Arundel County has been installed since the early 1990s in coordination and agreement with MDE and the MGS for groundwater management and monitoring purposes.
45	Evaluate and improve the current surface water-monitoring program to ensure that it is adequate to detect substances that may be leaching from rubble fills.	Completed. The Maryland Department of the Environment (MDE) has been assessing the vulnerability to contamination of all public drinking water sources in Maryland since 1999. MDE's Water Assessment Program uses three main tools for assessing drinking water sources: source water delineation, contaminant surveys, and susceptibility analysis.
45	Recommend protection of the recharge areas for the Aquia and Magothy aquifers from further development that will increase the impervious surface area and prevent excess drawdown.	Completed. The Maryland Department of the Environment (MDE) is the lead agency in developing a Comprehensive Groundwater Protection Strategy for the State to protect the quality and quantity of groundwater. The County works cooperatively with MDE to protect the groundwater resource and ensure that there is an adequate supply available. In addition, the Maryland Geological Survey (MGS) is charged with investigating the geologic and water resources of Maryland and includes monitoring water resources. A network of observation wells in the major aquifers in Anne Arundel County has been installed since the early 1990s in coordination and agreement with MDE and the MGS for groundwater management and monitoring purposes. The outcrop areas, identified in the County's Water and Sewer Master Plan, provide recharge for the aquifers whose major source of water is precipitation either directly into the County recharge areas, seepage from adjacent confining beds, or by flow from outcroppings in other jurisdictions.

Page #	Recommendation	Status
45	Recommend support of the proposed DNR/AA County water quantity and quality research program to monitor and evaluate the Aquia and Magothy aquifers.	Completed. A study was contracted to Maryland Geological Survey. See <i>Hydrogeology, Water Quality, and Water-Supply Potential of the Aquia and Magothy Aquifers in Southern Anne Arundel County, Maryland</i> (Report of Investigations No. 74) at http://www.mgs.md.gov/publications/report_pages/RI_74.html
45	Conduct a regional water study and report the findings to local jurisdictions for follow up action.	Completed. A study was contracted to Maryland Geological Survey. See <i>Hydrogeology, Water Quality, and Water-Supply Potential of the Aquia and Magothy Aquifers in Southern Anne Arundel County, Maryland</i> (Report of Investigations No. 74) at http://www.mgs.md.gov/publications/report_pages/RI_74.html

Nutrient Management Plans

Page #	Recommendation	Status
45	Establish Nutrient Management Plan compliance for all livestock (as currently defined in the County code) units regardless of acreage.	Completed. Nutrient Management Plans are required for livestock operations in the County. Though Soil Conservation District personnel are and can be certified nutrient management consultants, the development of nutrient management plans has been left to private consultants and the Maryland Extension. All farms meeting the threshold of 8 animal units (8,000 pounds or more) and or grossing \$2,500 in income) are mandated to have a nutrient management plan.
45	Implement a county enforcement program for Nutrient Management Plans.	Not implemented. This is regulated and enforced by the Maryland Department of Agriculture.

Stormwater Management

Page #	Recommendation	Status
46	Implement a watershed approach to stormwater management, land use planning, development, permitting, and capital improvement program planning and execution to ensure that potential cumulative impacts of land use changes are fully addressed prior to implementation of those land use changes.	Completed. During the comprehensive planning process, cumulative impacts of potential land use changes are evaluated.

Page #	Recommendation	Status
46	Adopt and implement stormwater management regulations into County laws, regulations, standards and guidelines resulting in County regulations and requirements that are at least as stringent, if not more stringent, than State regulations and requirements.	Completed. The bulk of the guidance regarding stormwater management is addressed within the Maryland Stormwater Design Manual. There are a few areas however, that require additional guidance to be provided by local jurisdictions. Under the guidance provided by the Anne Arundel County Code, the Anne Arundel County Stormwater Management Practices and Procedures Manual is required to be updated on a regular basis. The latest revised document was effective on 10/1/17 and can be found at www.aacounty.org/services-and-programs/stormwater-management-manual
46	Ensure all engineering design for stormwater management facilities is site appropriate and strictly adheres to the Maryland Stormwater Design Manual or County Stormwater Design Manual, whichever is more stringent.	Ongoing. For any proposed development, the owner/developer shall submit phased stormwater management plans for review and approval.
46	Encourage the use of innovative approaches to stormwater management and low impact site design in the land development process.	Ongoing. Stormwater management plans submitted for the development of land are required to demonstrative environmental site design to the maximum extent practicable per Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management - § 16-4-201) of the County Code.
46	Continue and, if possible, accelerate the County's ongoing effort to comprehensively identify, analyze and, where needed, retrofit stormwater management problem areas.	Completed. All of the County's 12 major watersheds have been comprehensively assessed.
46	Account for and minimize impacts to the 100-year floodplain with respect to stormwater runoff increases and the need for stormwater management design to accommodate increases in runoff resulting from comprehensive and site-specific rezoning.	Ongoing. Impacts to the floodplain and stormwater runoff are evaluated during the development review process. Floodplain management is regulated the Article 16 (Floodplain Management, Erosion and Sediment Control, and Stormwater Management) of the County Code.
46	Establish a comprehensive stormwater infrastructure preventative maintenance and management program that reduces environmental degradation and extends infrastructure useful life.	Completed. The Infrastructure Management Division in the Department of Public Works has established a comprehensive ongoing operation, maintenance and inspection program to ensure the structural integrity of the public stormwater system and minimize environmental impacts.

Page #	Recommendation	Status
46	Aggressively pursue incentive-based approaches (e.g., state grant funds) to achieve retrofitting of areas in need of improved stormwater management.	Ongoing. The Watershed Protection and Restoration Program in the Department of Public Works aggressively pursues grant funding of restoration projects.
46	Ensure that all governmental sponsored land use projects adhere to the highest environmental regulations and standards with regard to site design and stormwater management facilities, thus setting the environmental standard to be followed.	Ongoing. All Capital Improvement Program projects are held to the highest environmental regulations and standards.
46	Implement, where possible, a minimum 50-150 foot riparian buffer to all tributary streams in the County to minimize impacts of stormwater runoff on these sensitive tidal and non-tidal aquatic systems.	Completed. Article 17 (Subdivision and Development - § 17-6-402) of the County Code prohibits development within a stream bed or within a 100-foot non-disturbance stream buffer. In addition, Article 18 (Zoning - § 18-13-104) requires that within the Critical Area, a minimum 100-foot buffer from the mean high-water line of tidal waters, tributary streams and tidal wetlands and expanded to include slopes 15% or greater, nontidal wetlands, nontidal wetlands of special State concern and hydric soils or highly erodible soils.
46	Foster community education about stormwater issues through cooperation with local citizen groups, public and private schools, park and recreation programs, and use of the Internet.	Ongoing. The Watershed Protection and Restoration Program (WPRP) in the Department of Public Works maintains a website (www.aacounty.org/departments/public-works/wprp/) that provides relevant information to help citizens reduce stormwater pollution and develop a better understanding of environmental issues in the County. WPRP outreach staff work routinely with schools and community organizations.
47	Develop and implement, on a continuing basis, a program to stencil storm drains to enhance community awareness that these storm drains direct runoff to tributaries of the Chesapeake Bay.	Ongoing. Painting of storm drains in the County has been assumed by non-government organizations and the Watershed Stewards Academy.

Forest Conservation

Page #	Recommendation	Status
47	Encourage protection of continuous forest stands through design controls, donation of conservation easement, purchase of development rights and acquisition of critical property.	Ongoing. Article 17 (Subdivision and Development - § 17-6-303) of the County Code and the County's Greenways Master Plan and the preliminary draft 2018 Green Infrastructure Master Plan encourage the protection of contiguous forest stands.
47	Require reforestation of stream buffers.	Ongoing. The Annotated Code of Maryland (§ 5-1607) and Article 17 (Subdivision and Development - § 17-6-303) of the County Code set priorities for the retention and protection of forests as well as for afforestation and reforestation.

Historic Resources

Page #	Recommendation	Status
49	Strengthen existing County Codes and regulations to protect historic and archaeological resources, including scenic and historic roads.	Ongoing. The 2005 County Code update established certain protections; recent internal review of Code/Regulations has identified additional improvements for consideration.
49	Protect the historic character of South County by identifying and recording historic structures.	Ongoing. New sites have been added through Site Development Plan review and also through public outreach. Protection of sites occurs through Article 17 (Subdivision and Development) of the County Code.
49	Add historic sites and structures to the Maryland Archeological Site Survey and the National Register of Historic Places.	Ongoing. New sites have been added through Site Development Plan review and also through public outreach. Protection of sites occurs through Article 17 (Subdivision and Development) of the County Code.
49	Establish incentive programs, including tax deductions or credits, grant and loan funds and technical assistance for property owners that protect and preserve significant historic resources.	Ongoing. The County established the Historic Preservation Tax Credit Program in 2016 (Bill 118-15) to preserve historic resources. Additional incentive programs are still being explored.

Page #	Recommendation	Status
49	Promote and utilize opportunities in the Maryland Heritage Preservation and Tourism Program, including tax incentives and other funding sources for preservation, renovation and revitalization.	Ongoing. The County continues to provide annual financial support for the Four Rivers Heritage Area, the local branch of the MD Heritage Areas Program. Non-profits and the County's Cultural Resources Section have benefitted from both State and local "mini-grant" funding. The State program has received a notable increase in funding in the past year and this may result in an increase in support for heritage assets in the Four Rivers Heritage Area.
49	Establish protect measures for Scenic and Historic Roads.	Completed. Legislation was passed in 2005 that incorporated the Scenic and Historic Road Commission recommendations into Article 17 (Subdivision and Development) of the County Code.

Community Services

Parks and Recreation

Page #	Recommendation	Status
50	Conduct a comprehensive review of park and recreation needs in South County and prepare a detailed plan for meeting these needs.	Ongoing. Park and recreation needs are evaluated as part of the County's Land Preservation, Parks and Recreation Plan which is mandated by the State to be reviewed every five years. The latest update was completed in 2017 and is available on the County's website at aacounty.org
50	Highest priority should be given to the already clearly established need for a community/recreation center with ball fields in the Sands Road area.	Ongoing. The Sands Road rubble landfill will not sustain restrooms and other structures typical to athletic fields. The County has a policy to utilize schools for the purposes of community-recreation centers.

Page #	Recommendation	Status
50	<p>Jug Bay Wetlands Sanctuary is a premier natural area and education and research resource for the County. These uses must be protected. Through additional land acquisition, expanded uses should include camping and trails open to bikes and horses.</p>	<p>Ongoing. The Department of Recreation and Parks (DRP) has successfully added no fewer than eight acquisitions of parkland or natural area in the South County segment of the Patuxent River Greenway with most of them managed by the Jug Bay Wetlands Sanctuary. The Department of Recreation and Parks will continue to expand Jug Bay and the Patuxent Greenway as opportunities arise using the Greenways, Parkland and Open Space Capital Project. The Jug Bay Wetlands Sanctuary has many opportunities including hiking trails and picnic areas. In addition, Davidsonville Park has amenities that include a picnic area and a paved trail.</p>
51	<p>Provide a multi-purpose community center at Wayson's Corner, to be used for adult and seniors programs, after school activities, and cultural arts. This community center would ideally have a facility similar to Maryland Hall for the Arts and would also include an indoor swimming pool that may be used in conjunction with Southern High School.</p>	<p>Not implemented. The Department of Aging and Disabilities will open a senior activity site in the Lothian area in FY2019, but not a multi-purpose community center. For fiscal responsibility to its residents, the County policy is to utilize school facilities for after school community activities and recreation needs.</p>
51	<p>Tie a bike link trail through the area with the existing MD 4 bridge -- widen the existing bridge and have hiker, biker trails through the entire South County area.</p>	<p>Ongoing. The Chesapeake Beach Rail Trail is shown on the County's proposed trail layer. Design and construction of other major trails such as South Shore, Broadneck Peninsula, and the WB&A Trails are the current funded priorities.</p>
51	<p>Mined-out sand and gravel pits on the Patuxent should be earmarked for natural areas, parks, recreation, and reforestation.</p>	<p>Ongoing. Sand and gravel sites on the Patuxent River are currently being evaluated. The Department of Recreation and Parks will continue to evaluate former sand and gravel sites for passive and recreational use.</p>

Page #	Recommendation	Status
51	<p>Improve water access. Public water access to the waterfront that abuts the County has long been a major concern of many residents. Additional opportunities for public access should be provided that offer a variety of activities (depending on the site) including public boat ramps, swimming areas, fishing areas, and natural resource and environmental protection areas. Access points of interest include: a.) Patuxent River and watershed; b.) access to Herring Bay/Chesapeake Bay; c.) Deale/Shady Side; Rhode River, West River, Chesapeake Bay; e.) Edgewater/Mayo.</p>	<p>Ongoing. Water access is provided at Patuxent Wetlands Park and Jug Bay. In August of 2018, the County completed the construction of the Discovery Village Boat Ramp. This site also includes a canoe-kayak launch. The County is working with the State Department of Natural Resources to provide expanded water access and trails at Franklin Point Park, sensitive to native wildlife and migratory birds. The County has also acquired 138 acres on Deep Cove to preserve sensitive forests, provide trails and possible water access. The Water Access Commission appointed by the County Executive recommends policies and specific projects to improve public water access. The Department of Recreation and Parks and The Water Access Commission continue to seek opportunities for water access for boat launches, fishing areas and shoreline preservation in South County.</p>
51	<p>Consider easements for public access – hiking or equestrian trails, other forms of access—on some farms.</p>	<p>Ongoing. The Department of Recreation and Parks continues to be open to discussions with private property owners interested in providing public access to their property for trails.</p>

Housing

Page #	Recommendation	Status
51	<p>Farmers/landowners should be encouraged to maintain or rehabilitate farm labor housing. Programs that assist with rehabilitation of such housing should be given serious consideration.</p>	<p>Ongoing. Existing mobile home parks in South County continue to provide affordable housing opportunities for farm laborers, and farm tenant houses are allowed on farms of at least 20 acres in size. The Agriculture, Farming and Agritourism Commission has recognized that housing for farm laborers is a challenge and will be studying this topic in the future.</p>

Page #	Recommendation	Status
52	<p>Establish a program to provide information to low and fixed income residents on tax abatement measures and promote other opportunities to provide affordable housing to residents. Such a program could be sponsored by a South County organization or local community association in conjunction with the appropriate County agency.</p>	<p>Completed. The State offers a Homeowner's Property Tax Credit Program that allows credits against the homeowner's property tax bill if the property taxes exceed a fixed percentage of the person's gross income. In addition, the State's Homestead Credit limits the increase in taxable assessments each year to a fixed percentage. In addition to the State's programs, Anne Arundel County offers a supplemental program for homeowners who qualify on the basis of a comparison of their tax bill to their income. For more information on these Tax Credit Programs visit https://dat.maryland.gov/Pages/Tax-Credit-Programs.aspx.</p>
52	<p>Explore opportunities to improve the existing affordable housing stock, perhaps by pursuing a pilot project with organizations like Christmas in April or Habitat for Humanity.</p>	<p>Completed. The County's community development agency, Arundel Community Development Services, Inc. (ACDS) regularly partners with Rebuilding Together (Formerly Christmas in April) and Habitat for Humanity offer Property Rehabilitation and Property Repair programs.</p>
52	<p>Explore a public/private partnership to improve the affordable housing that is without basic services, such as indoor plumbing and electricity. Such a program would provide incentives for upgrading housing stock while assuring that newly improved properties were not made unaffordable to existing tenants.</p>	<p>Ongoing. The County's community development agency, Arundel Community Development Services, Inc. (ACDS), administers a Property Rehabilitation Program that provides technical assistance and low and zero interest loans to qualified homeowners for home renovations and rehabilitation.</p>
52	<p>Allow assisted living facilities, which are appropriate in scale and makeup to reflect the rural character of South County.</p>	<p>Completed. Assisted Living Facilities (ALFs) are permitted as Special Exception uses in all residential zoning districts with the exception of the RA Zone. Community-based Assisted Living Facilities are permitted in all residential zones including RA with no Special Exception requirements. Community-based Assisted Living Facilities are limited to no more than 16 residents, other than staff, and both types of ALFs are subject to the requirements of the Health Article in the State Code.</p>

Education

Page #	Recommendation	Status
52	The school system should develop a definition and criteria for the adequate facilities regulation that accurately defines and describes what is needed for quality education and actively enforce it.	Completed. Traditionally, for purposes of the School Utilization Chart, a school has been considered Closed when school enrollment exceeds 100% of the State-rated capacity (SRC). In 2017 and 2018, two legislative bills were passed that altered the School APF requirements. High school closings are still based on reaching 100% of SRC, but elementary and middle schools closings are now based on reaching 95% of SRC. In addition, the APF test must consider whether the number of students generated from a proposed development will exceed 85% of the remaining capacity in a school, and if so the APF requirements are not met. This Code amendment is intended to be a stopgap measure while the BOE continues to assess approaches to addressing school capacity issues. It is noted that students generated by new development are not the only factor that impacts school capacities. In and out-migration of students during the school year also has impacts and is difficult to project. The BOE continues to evaluate ways to improve on school enrollment projection methods.
52	The Anne Arundel County school system shall renovate, expand, or build new schools as necessary to ensure that no school within South County is now or will ever be over capacity according to State guidelines.	Ongoing. Capacity at schools is addressed through redistricting, funding of capital projects and through Article 17 (Subdivision and Development - 17-5-501) of the County Code.
52	Make maintenance of Southern High School a top priority.	Ongoing. The Anne Arundel County Board of Education has a continuous project within the County's Capital Budget and Program for maintenance of the school facilities.

Page #	Recommendation	Status
52	<p>Conduct a study reviewing resource allocation in the Anne Arundel school system. Access to technology and materials needs to be studied to assure equity in these areas throughout the County.</p>	<p>Completed. Anne Arundel County Public Schools and Anne Arundel County Government collaborated to conduct a study of all school system facilities in the County and developed a blueprint for renovation and construction. The study was completed in 2005 and updated in 2015. The Strategic Facilities Utilization Master Plan is intended to identify the places where program needs are not met by the facilities and develop strategies and priorities to address those needs. The assessments included Building Condition, Site Condition, Educational Suitability, and Technology Readiness. These plans are available at www.aacps.org/Page/3636.</p>
53	<p>Make school facilities multi-use whenever practical, providing enhanced opportunities for after school activities and enhanced recreation activities, as well as providing service as community centers.</p>	<p>Completed. In 2015, County Executive Steve Schuh appointed a Community Center Task Force to look at the design and operation of the current system of community centers (public facilities, multi-use facilities). The conclusion of the Task Force is that even though the County's use of a cost-effective approach of providing community services through a partnership between the Board of Education, the Department of Recreation and Parks and the Department of Aging and Disabilities is impressive, some needs are still unmet. The needs identified in this report can be considered during the development of Plan2040.</p>
53	<p>Encourage the Anne Arundel Community College to provide course offerings in both credit and noncredit areas offered at Southern High School or at other schools throughout South County.</p>	<p>Ongoing. Anne Arundel Community College has a Facilities Master Plan that guides the development of campus facilities for the next 10 years. Currently, the College has a presence in South County, offering classes at South River High School.</p>
53	<p>A "Maryland Hall" type facility which provides cultural arts programs, should also be considered.</p>	<p>Ongoing. The Creative and Performing Arts Of South County, a non-profit corporation offers art education and professional performance. For more information, visit their website at http://www.artsofoco.org/home.html.</p>

Police, Fire, Sanitation and other Public Services

Page #	Recommendation	Status
53	Promote awareness of the monthly community relations meetings held by the Southern District police community. The Police Dept. should be proactive in outreaching to local community associations and meeting with them.	Ongoing. The Police Department actively works with the Anne Arundel County Police-Community Relations Council (PCRC) to increase community attendance to the meetings and is open and welcomes specific suggestions for methods to inform the public about monthly PCRC meetings.
53	Add independently staffed paramedic units to each fire station. This is especially important, as there is only one ladder truck south of the South River.	Completed. The County has 23 Advanced Life Support Paramedic Transport Companies staffed by career cross trained Firefighter/ Paramedics certified at both National and State levels; 11 Basic Life Support Transport Units staffed by Career/Volunteer Firefighter EMTs; and two Paramedic Engine Companies.
53	Enforce the Anne Arundel County Fire Department study requiring the placement of underground water storage tanks near new developments and update and review the study on a regular basis to determine the adequate size and location of these tanks.	Ongoing. The Fire Department is continually analyzing the location and size of underground water storage tanks and will be updating the requirements as a result of a recent analysis. The County also amends requirements based on State requirements found in the Code of Maryland Regulations (COMAR). As of the latest update to the County Code (10/1/2018), the fire code states fire apparatus connections to required underground fire suppression water storage tanks shall be located at least 40 feet from any structure on the site at a location approved by the authority having jurisdiction.
53	Consider providing a library in Wayson's Corner.	Ongoing. All Maryland libraries are now in a cooperative borrowing agreement. Prince Georges County Library Upper Marlboro Branch is 3 miles from this community. A new Anne Arundel County Public Library branch will be considered if population increase warrants.

Page #	Recommendation	Status
53	Trucks hauling materials to and from landfills should be required to prevent trash and materials from blowing out. Nonetheless, when littering occurs, the Department of Public Works should implement a roadside trash pick-up program.	Completed. Article 13 (Public Works - § 13-4-107) of the County Code states that County-owned or operated landfills and solid waste disposal facilities require solid waste to be contained or covered so as to avoid the loss of waste from the vehicle during transportation; Southern Recycling Center staff complete, along with Southern District Roads, litter removal from roadsides as part of routine work.
<i>Transportation</i>		
56	Some recommendations for planning new roads are made within the recommendations for new subdivisions as discussed in the Rural Design Guidelines section of this plan. Moreover, the solutions to traffic problems must be creative, which may require citizens and the County to push State transportation planners beyond the simplistic solution, such as widening MD 2. Creative solutions will possibly be multi-phased and multi-faceted, and once identified, must be effectively implemented and continually monitored: a.) study the current and projected use and the full range of possible solutions; b.) recommend preferred solutions recognizing that no action results in severe consequences; c.) monitor the implementation of recommended changes; d.) continue monitoring the situation in order to make further recommendations for transportation and road improvements; e.) consider the impact of any recommendations on property owners and existing communities.	Ongoing. The County is in the process of updating its Design Manual that will address standard cross-section requirements for different road classifications.

Page #	Recommendation	Status
56	<p>Conduct a transportation study that will examine South County's primary thoroughways (specifically MD 2 from MD 214 to Calvert County) and arteries. Any recommendations must take into account the inter-connectivity of the system. Items to consider are road widening, rerouting, adequate rights-of-way, turn lanes, signalization, additional road cuts for driveways or subdivision entrance roads, shoulders, and setbacks for new structures.</p>	<p>Ongoing. The Anne Arundel County Corridor Growth Management Plan completed in 2012 studied and made recommendations for the MD South corridor. The Corridor Growth Management Plan will be integrated into the Transportation Functional Master Plan.</p>
57	<p>South County's scenic and rural roads will be identified for low impacts in the future to protect the rural qualities of these roads and the surrounding scenic and rural qualities. Specific design recommendations include: Screen new buildings; Screen parking lots, loading areas, storage areas; Maintain wooded buffers; Do not place structures on top of hills or ridges; Preserve foreground meadow, pasture, or cropland by placing buildings in the background; Curbs and sidewalks only where appropriate; No primary access to subdivisions of rural roads; No monuments at subdivision entrances; No curb and gutter at road way entrances; No slow-down lanes at subdivision entrances.</p>	<p>Completed. Requirements for development along a scenic or historic road were adopted through legislation by the County Council and are implemented through Article 17 (Subdivision and Development) of the County Code.</p>
57	<p>Land use planning that keeps traffic utilization below the capacity of the system will delay the need for major capital investments in infrastructure repair and replacement by both the State and County. This will extend the usefulness of the roads and preserve the aesthetics of the existing rights-of-way.</p>	<p>Ongoing. Family Conveyance provisions have been eliminated from the County Code; RA zoning in South County has been maintained.</p>
57	<p>Keeping South County rural is consistent with maintaining its rural artery/collector road system. It is recommended that land use and zoning be restricted to low intensity use to prevent spot and strip zoning for intense residential, commercial, and industrial uses.</p>	<p>Ongoing. Family Conveyance provisions have been eliminated from the County Code; RA zoning in South County has been maintained.</p>

Page #	Recommendation	Status
57	To ensure that traffic continues to flow and intersections do not become bottlenecks, no new commercial areas should be planned and no additional land rezoned to commercial on travel corridors, specifically at intersections.	Ongoing. Family Conveyance provisions have been eliminated from the County Code; RA zoning in South County has been maintained.
57	Maintaining safe intersections requires both suitable designs and vision. Minimize ingress/egress congestion from development, and provide space for future improvements by restricting land abutting the freeway and major artery intersections in South County should be restricted to very low intensity of use such as OS or RA.	Ongoing. The majority of South County continues to remain in the RA Zone. Ingress and egress are evaluated by the County and the State Highway Administration for new development and redevelopment of sites during the development review process.
57	Illumination of many of the artery intersections in South County is grossly inadequate. Illuminate intersections where it is absolutely necessary with appropriate lighting that maintains the area's rural character.	Completed. Illumination of roadways is regulated by the County's Design Manual. Outages at intersections of State roads (those with numbers such as MD 2, MD 256, etc.) should be reported to the State Highway Administration at http://marylandsha.force.com/customer/request_for_service . Anne Arundel County contracts with Baltimore Gas and Electric (BGE) to maintain street lights on County roads. To request service on an existing County street light, please contact BGE at 1-800-685-0123.
57	The probability of a mass evacuation of the shore communities is extremely low. However, it remains a possibility with extremely serious consequences. A study should be made of the need to improve or build another east-west route.	Ongoing.
58	Rights-of-ways for bridges and roads next to streams, and roads in low lying areas, shall be of sufficient size to accommodate recommended stormwater management practices.	Not implemented. A capital project will need to be initiated to fund the design, rights of way acquisition, and construction.

Page #	Recommendation	Status
58	Promote the use of available commuter buses and carpooling by determining if more "Park and Ride" sites are needed and improve security and maintenance on existing "Park and Ride" sites.	Ongoing. The County's Rideshare Coordinator has established carpools and vanpools through the newly formed Commuter Crew program. Additional Park and Ride lots are under the control and management of the State Highway Administration. Park and Ride Coordinator, Regional and Intermodal Planning Division 1-800-204-4828.
58	Consider Dial-a-Ride to serve the needs of individuals who can't drive.	Completed. The Anne Arundel County Office of Transportation (OOT) provides curb-to-curb para-transit service for seniors and persons with a disability.
58	Determine which roads in South County are appropriate for jogging and/or bicycling and make necessary improvements to accommodate these activities and identify such roads by signs and literature; use of other roads for these activities should be discouraged. (Currently the county is conducting a Pedestrian and Bicycle study which should be completed by the end of 2001. Results of this study will assist with location of proper bicycle trails.	Completed. The Anne Arundel County Pedestrian and Bicycle Master Plan adopted in 2003 and updated in 2013 makes recommendations for improvements to pedestrian and bicycle facilities. There are continuing efforts to add bicycle and pedestrian facilities Countywide. Budget limitations require Countywide prioritization and constrain how quickly improvements and/or studies are conducted.
58	The State should develop and enforce noise standards for trucks, in particular the misuse of the jacks brake (jake brake). Review similar noise standards and ordinances with existing codes in western MD.	Not implemented. The County does not have control over State laws. Vehicles equipped with a Jake Brake, or a similar engine retardant system, may be lawfully operated on highways in Maryland as use of this equipment is not prohibited by Maryland Vehicle Law.

