

Land Use

Policy	Sub Policy	Comments
<p><b>1. Growth will be directed primarily to four Opportunity Areas and reflected in the land use map.</b></p>	<p>1.1 The detailed area plans should identify the necessary role of the City and other public entities in facilitating redevelopment, including, for example, infrastructure improvements and zoning changes.</p>	<p>On-going—West Annapolis Sector Study is complete, Upper West Street Sector Study and the Forest Drive/Eastport Sector Study are not adopted.</p>
	<p>1.2 Each of the four opportunity areas should be developed as models for ecologically sustainable urban development.</p>	<p>On-going</p>
	<p>1.3 Each of the four opportunity areas should be seen as vital nodes on the network of public transit routes. Each area should be developed to promote a high transit demand so as to encourage the effective provision of transit city-wide.</p>	<p>On-going</p>
<p><b>*3. Land areas devoted to light industrial and flex space will remain productive and sound for the operation of business.</b></p>	<p>3.2 The City should work to ensure that the circulation and accessibility needs of industrial users is protected and secured, especially in light of planned land use changes in the Outer West Street corridor</p>	<p>On-going – Recommended in mid and long-term actions of Upper West Street Sector Study</p>
<p><b>4. Support the expansion of professional office space such that office employment and the services provided by office-based businesses are readily accessible to all residents</b></p>	<p>4.1 Professional office space should be a component of the development of Opportunity Areas recommended in this plan.</p>	<p>On-going</p>
	<p>4.2 Office space throughout the City should be maintained and expanded in a manner that complements the character of surrounding neighborhoods.</p>	<p>On-going</p>
<p><b>*5. Protect and promote the neighborhood commercial retail centers in the city.</b></p>	<p>5.2 The City's economic development efforts should focus on business retention, intensification and expansion within areas zoned for neighborhood business.</p>	<p>On-going</p>
<p><b>*9. Annapolis' rich cultural history and wealth of current historic and cultural offerings will be protected and enhanced.</b></p>	<p>9.4 Under-grounding overhead utilities in the Historic District must continue, to improve safety, protect the historical assets, and improve the attractiveness of the area.</p>	<p>On-going. Utilities have been undergrounded at Bladen and College Avenue. The Hanover Street Reconstruction Project in the historic district also undergrounded utilities and replaced water, stormwater and sanitary sewer pipelines.</p>
	<p>9.5 Work with the cultural heritage organizations active in the Annapolis area to create a cultural heritage strategic plan to address the following challenges and needs:                      -A Strategic Plan for Advocacy, Education, and Marketing;                      --Growing audiences and supporters by reaching new residents with interest in the arts;                      -- Expanding the organizational capacity of arts organizations;                      --Coordinated public access to shuttles, transportation, and parking that serve arts venues</p>	<p>On-going. The Cultural Resources Hazard Mitigation Plan and the Cultural Landscape Survey have been completed.</p>

Transportation

Policy	Sub Policy	Comments
<p><b>1. The Opportunity Areas recommended in the Land Use chapter will each contribute system-wide transit demand such that this demand can be leveraged to efficiently operate and expand the entire transit system</b></p>	<p>1.1 New development in the Opportunity Areas must contribute to the operation and efficient expansion of transit services. Transit demand will be increased through an increase in residential development, site design, parking limits and pricing, and other strategies detailed elsewhere in this chapter.</p>	<p>Ongoing. Fully implemented at time of new development in Opportunity Areas.</p>
	<p>1.2 As more detailed planning and actual development of the Opportunity Areas proceeds, techniques designed to moderate the demand for travel will be implemented. The Transportation Demand Management techniques described in Policy 10 should be applied in each Opportunity Area.</p>	<p>Ongoing. Fully implemented at time of new development in Opportunity Areas. The Transit Development Plan (TDP), a plan for the City's transit operations and transit routes, has been updated.</p>
<p><b>2. Public transit vehicles, which carry far more passengers per gallon of fuel and per unit of street infrastructure than individual automobiles, will be given priority on all major streets and highways serving Annapolis.</b></p>	<p>2.1 Transit signal priority. Transit signal priority uses on-vehicle or roadside technology to give preference to transit vehicles as they move through signalized intersections. The goal is to make minor adjustment to intersection signals to reduce or eliminate delays to transit vehicles.</p>	<p>County has installed adaptive control signals at all major Forest Drive intersections. The Forest Drive and Eastport Sector Study recommends installing adaptive signals in Eastport.</p>
	<p>2.2 Dedicated transit lanes. Providing dedicated travel lanes for buses or shuttles reduces travel time and allows buses and other transit shuttles to keep moving even when cars are slowed by congestion. Dedicated transit lanes along Forest Drive (MD 665) should be studied to determine potential impacts, costs, and benefits.</p>	<p>Not feasible at this time.</p>
	<p>2.3 Institute real-time passenger information systems throughout the transit system at transit stops and stations and through electronic hand-held communications equipment.</p>	<p>The GPS-based video surveillance system is installed on the buses. This video gives real-time location and speed of the bus using Google Maps. The data are transmitted wirelessly to ADOT where it can be seen with real-time video. The system has the capability to send out real-time info to customers but it has not been implemented yet pending assistance from the Office of Law.</p>
<p><b>*3. Pursue the creation of a regional transit system serving the needs of Annapolis commuters, residents, and visitors.</b></p>	<p>3.2 It is the expressed policy of the City of Annapolis that the City be connected via rail transport to the broader region. The feasibility study called for should determine the conditions under which rail transport between Annapolis and Washington DC and Annapolis and Baltimore would be feasible. It should lay out a strategic plan for the development of a rail service and how that service can be seamlessly connected to and integrated with existing rail services in the Washington and Baltimore Metropolitan Areas.</p>	<p>On-going. Would require interregional coordination between BRTB and TPB, MTA and WMATA</p>
	<p>3.4 Advocate for reforms in transportation funding arrangements at the County, State, and Federal levels to achieve regional decision-making and modal choice and eliminate bias against pedestrian, bicycle, public transit, and rail projects. Pursue the reinstatement of dedicated federal transit funding recently withdrawn by federal agencies.</p>	<p>On-going. The City does participate in regional transportation planning and advocacy via the Baltimore Region Transportation Board (BRTB) and has received funding for such studies as: Bicycle and Pedestrian planning</p>

<p><b>*4. Specific and targeted improvements to the local street system should be made with priority to those that improve cross-town circulation, route continuity for public transit, and intersection capacities</b></p>	<p>4.1 Chinquapin Round Road / West Street / Admiral Drive Intersection Realignment: The Chinquapin Round Road and Admiral Drive intersections with West Street (MD 450) are offset, which inhibits continuous cross town movements and contributes to local and system-wide traffic congestion. A roundabout at this location should be evaluated as a component of each of the four alternatives shown in</p>	<p>SHA has studied this intersection and a final report is pending. A roundabout at this location is not feasible.</p>
	<p>4.2 Outer West Street (MD 450) from MD Route 50 to Chinquapin Round Road: Outer West Street with its multiple and uncoordinated commercial driveways, poor pedestrian safety record, high vehicle collision rates, congestion, and inefficient carrying capacity, is obsolete in its current configuration. The route needs to be improved, deserving of its role as a major gateway street. A traffic circle at the intersection of Old Solomon's Island Road and West Street should be evaluated, and if found feasible and beneficial, created by 2030.</p>	<p>A roundabout at this location is not feasible. Access control does need to be studied with SHA. A traffic signal at West Street and Gibraltar will be installed.</p>
	<p>4.4 Taylor Avenue (MD 435) from West Street (MD 450) to Rowe Boulevard (MD 70): The progress of implementing the 2000 Taylor Avenue Corridor Study should be evaluated and the capacity of Taylor Avenue should be re-examined to determine how best to accommodate traffic and transit operations and improve pedestrian and bicycle access. An updated study should focus also on the access and circulation needs of the neighborhoods along this section of Taylor Avenue.</p>	<p>Some aspects of this plan have been submitted as CIP projects but have not been funded.</p>
<p><b>5. In light of the continuing growth of congestion in the Forest Drive corridor, preserve and enhance the array of solutions currently at the City's disposal.</b></p>	<p>To adequately address congestion in the Forest Drive corridor it will be necessary to update the prior studies in order to recommend a comprehensive set of improvements which will document and weigh the potential impacts of a parallel service road and provide a set of improvements to access and circulation within the Forest Drive corridor and the Forest Drive Opportunity Area. Based on the new studies, it may be determined that a parallel service road is inappropriate. The goals of the improvements in the Forest Dr. Corridor are to:</p> <ul style="list-style-type: none"> <li>--reduce peak-period congestion;</li> <li>--provide some measure of redundancy in the arrangement of streets by expanding connectivity in the existing road system and between neighboring grids, thus enabling short trips to be made without accessing Forest Drive;</li> <li>--advance the City's commitment to alternative forms of transportation and reduced dependence on the automobile. In determining the future use of the Forest Drive parallel service route, priority should be given to alternative forms of transportation - transit, bicycles, pedestrians;</li> <li>--Aggressively lobby the State and the County to begin and complete the study of the 665/Forest Drive/Chinquapin intersection within the next year;</li> <li>--Request that the County consider the use of traffic circles in lieu of traffic signals on Forest Drive</li> </ul>	<p>At this time it has been determined that the Forest Drive Relief Road is not feasible. A traffic study of the entire Forest Drive corridor has been completed. Traffic circles are not a feasible option for Forest Drive. However, the City still seeks to provide some measure of redundancy through improving interconnectivity, especially in the lower part of Forest Drive/Bay Ridge Road. Close coordination with Anne Arundel County is on-going. The un-adopted Forest Drive / Eastport Sector Study addresses congestion and connectivity issues by relying on the refined TAZ traffic modeling process. Alternative modes will be emphasized.</p>

<p><b>6. Street improvements should be made to support the implementation of the Opportunity Areas.</b></p>	<p>6.1 Improvements to the street systems are required in each Opportunity Area to support the redevelopment goals that are central to this Comprehensive Plan. Specifically these street improvements should help ensure that the future development resolves long-standing transportation safety and congestion concerns. Bicycle and pedestrian amenities are an important element of redevelopment of the Opportunity Areas, and street improvements should adhere to the "Complete Streets" principles outlined in Policy 8. It is recommended that new development build these improvements. The improvements are shown on Figure 4.7. They are conceptual in their location and alignment and will need to be further detailed as part of the development plan review and approval process.</p>	<p>Ongoing. Fully implemented at time of new development in Opportunity Areas.</p>
	<p>6.2 West Annapolis Opportunity Area: The road improvements are primarily ones that are required to alleviate current congestion and delay on Taylor Avenue (MD 435). Redevelopment activities in this area should include street improvements to help resolve the traffic congestion and create a more pedestrian oriented environment.</p>	<p>Ongoing. Fully implemented at time of new development in Opportunity Areas.</p>
	<p>6.3 Forest Drive Opportunity Area: Network improvements are needed to tie the development into the surrounding road network, including the conceptual Forest Drive Relief/Service Route (see Policy 5). Gemini Drive should cross Forest Drive (MD 665), and a road should be constructed parallel to Forest, extending Skipper Drive, to provide redundancy and enhance connectivity. A road linkage is also recommended from the Safeway Food &amp; Drug parking lot to the Opportunity Area such that there is a continuous side street from Chinquapin Round Road to Spa Road.</p>	<p>Ongoing. Fully implemented at time of new development in Opportunity Areas.</p>
	<p>6.4 Bay Ridge Opportunity Area: The focus is on creating inter-parcel connections and redundancy in the network of local streets. Here it is recommended that a street be constructed parallel to Bay Ridge Road (MD 181) and that Georgetown Road cross Bay Ridge Road to help connect development on north and south sides. A high level of pedestrian access and safety is envisioned.</p>	<p>Ongoing. Fully implemented at time of new development in Opportunity Areas.</p>
<p><b>*7. Parking throughout the City will be priced and the supply managed to reduce demand for automobile travel during peak congestion periods and to help fund transit, biking, walking, and ferry service.</b></p>	<p>7.3 Utilize technological solutions to manage parking—real-time parking information at key gateways to downtown, a pay-and-display system to increase parking capacity and allow pricing to be set in response to demand, and technology that supports parking enforcement.</p>	<p>There is a proposed CIP project for FY19 that would implement real-time parking information.</p>
<p><b>*8. The City will invest in system-wide improvement to convert main streets and avenues into "complete streets" – that is, streets which serve the full needs of the community</b></p>	<p>8.1 The design of Complete Streets elements will be done in coordination with the Maryland State Highway Administration's Community Design Division. The State of Maryland has awarded Annapolis a Safe Routes to School grant and this and similar programs, such as the Sidewalk Retrofit Program, will be key tools for implementing this policy.</p>	<p>Implemented when the opportunity arises</p>

	<p>8.2 Build on the ongoing work of committed residents to create a world-class network of bicycling facilities and routes, and undertake the following key bicycle transportation improvements:</p> <ul style="list-style-type: none"> <li>--Connect the Poplar and Spa Creek Trails --</li> <li>Extend the Poplar Trail to the downtown area in part by improving the service roads running parallel to West Street (MD 450). Extend the Poplar Trail to Parole, the Annapolis Mall, and to the Anne Arundel County South Shore Trail. --Work with the State Highway Administration to install bicycle lanes on all State roads within the city.</li> <li>--Develop a bicycle parking strategy that includes improved bicycle parking facilities at automobile parking facilities and other locations in commercial districts. --Improve bicycle route signage and develop an action funding plan to implement the feasible bicycle facility improvements and policy changes recommended in the Annapolis Bicycle Transportation Committee's November 2008 Report.</li> </ul>	<p>Many of the recommendations from the Bicycle Master Plan have been added to the Capital Improvement Program. Recommended in the Upper West Street, and Forest Drive and Eastport Sector Studies.</p>
	<p>8.3 Building on the TeamPed Initiative and supporting the City sidewalk program, complete a Pedestrian Master Plan that formulates: an action plan for initial projects and programs; pedestrian improvements integrated with the transit system; funding recommendations; a prioritized program for repair, maintenance, and enhancement; and remediation of critical deficiencies that present safety issues.</p>	<p>On-going. Sector Studies for the four Opportunity Areas makes policy and design recommendations for connectivity and safety pedestrian improvements.</p>
	<p>8.5 The primary function of major streets should be indicated through the use of landscape architectural treatments that are designed in harmony with the community character. West Street (MD 450), for example, is a major gateway from Parole into the center of Annapolis. It should project a unified appearance as a gateway with street trees, plantings, street lights, bike lanes, sidewalks and improved crosswalks.</p>	<p>Design of West Street was addressed in Upper West Street Sector Study. Implementation ongoing</p>
<p><b>9. Conventional methods for evaluating a development project's traffic impacts will be replaced with a more coherent and balanced urban planning-based evaluation of accessibility and mobility.</b></p>	<p>9.1 The City will adopt an area-wide approach to the study and monitoring of traffic conditions and projection of travel demand by mode. This will be a plan-based approach and will provide the basis for understanding how future development projects should contribute to an area's transportation performance. Planning for traffic impacts on an area-wide basis recognizes that residents and employees should have choices of alternative routes and modes within an area.</p>	<p>The Forest Drive Corridor Study has been completed. The Upper West Street Sector Study also addresses travel demand by mode and access management on that corridor.</p>
	<p>9.2 From a regulatory approach, future development projects will be evaluated against their contribution to an area's transportation performance broadly defined to include safety, transit ridership and cost effectiveness, heavy truck congestion, automobile congestion, bicycle and pedestrian circulation, and the existing nature and purpose of the surrounding road network. The City will develop regulations to implement this provision, which must include ensuring safe facilities for walking and cycling.</p>	<p>On-going. Amending the APFO requirements is an immediate priority and presented as such in the Forest Drive and Eastport Sector Study</p>
<p><b>*10. The City will focus on travel demand management as a tool for improving circulation, accessibility, and mobility through Annapolis.</b></p>	<p>10.4 Encourage employers to help reduce commute trips through telecommuting, flexible work hours, and compressed work schedules. As an employer, the City can be a model to other employers in this regard.</p>	<p>On-going</p>

Environment

Policy	Sub Policy	Comments
<p><b>*1. Reduce the polluting effects of stormwater runoff into the Chesapeake Bay and its tributaries.</b></p>	<p>1.1 The City should seek to reduce pollutant loading from stormwater runoff to levels equivalent to a 10 percent reduction in the impervious surface, currently estimated to be 42 percent of the City's land area. In other words, the City seeks to reduce pollutant loading as if the City's impervious cover were 32 percent. Acknowledging that water quality of waterways is severely impacted once the impervious cover in the watershed exceeds 25 percent, the City's long-term vision is to achieve pollutant loading rates as if the city were no more than 25 percent impervious.</p>	<p>On-going, coordinated with stormwater management engineer to implement new MDE regulations. LEED standards instituted for single family homes 3250 sq ft or larger, commercial buildings 7500 sq ft or larger, and all public buildings Citywide.</p>
	<p>1.2 Retrofit older stormwater infrastructure (storm drains, curb inlets, drainage outfall pipes) with the objective of improving storm water quality and reducing the velocity and flow. Divert storm water away from or out of pipes wherever possible.</p>	<p>On-going, coordinated with OEP and DPW implementation.</p>
	<p>1.4 Increase the City's urban tree canopy to 50 percent of its land area by 2036. In addition to meeting the primary objective of improving water quality of the Chesapeake Bay, increasing the urban tree canopy achieves other environmental objectives of reducing the urban heat island effect, reducing air pollution, and providing wildlife habitat.</p>	<p>The City continued work toward this goal by working with the Alliance for the Chesapeake Bay. The Tree Conservation Ordinance was codified in 2017 as was the requirement for one-to-one tree replacement. Each year, the City gives away hundreds of native trees and white oak seedlings to City staff and residents. Community forestry expenditures exceed \$200,000 annually. All projects on sites 40,000 sq. ft. or greater require forest stand delineation and forest conservation plan.</p>
<p><b>*2. Protect and restore environmentally sensitive areas and other natural resources within the City</b></p>	<p>2.4 Through the Annapolis Conservancy Board, the City should obtain conservation easements to meet the objective of protecting the city's natural resources generally and environmentally sensitive areas specifically. Conservation easements should connect open space where possible. The City should consider limiting rear-lot easements, establishing incentives for developers to remove invasive species during the initial grading process, and acquiring fee simple dedications for small areas in minor subdivisions.</p>	<p>On-going. Easements are dedicated at the time of annexation, subdivision or planned development. Easements are also sometimes dedicated during the Forest Conservation Act review, and during the early phases of the grading permit review.</p>

**\*3. Shrink the City's Carbon Footprint and become a community of Green buildings to combat climate change**

3.1 The City's Energy Policy meets the objectives of reducing energy costs, energy consumption, and reliance upon petroleum. The full text of this policy is codified in R-38-06. It includes:

- A commitment to a ten (10) percent reduction in energy use in all City-owned or leased facilities five years from establishing the baseline (completed in 2007) and a fifteen (15) percent reduction by 2020, using 2006 data as a baseline;
- On-site energy generation wherever practical;
- Adoption of Green Building standards;
- A commitment to a more fuel-efficient public vehicle fleet;
- Purchase twenty (20) percent of the City's total energy needs from renewable sources by 2020;
- Increase recycling rates in City operations and in residential and commercial communities;
- Increase the urban tree canopy (see Environment Policy 1.4);
- Energy Performance Contracting; and
- Green purchasing standards for all City Departments.

Ongoing. In 2009, the Sustainable Annapolis – Community Action Plan, was adopted. This plan includes the Clean Air Vehicle legislation, the launch of the Environmental Stewardship Program, and the provision of a carbon calculator on the City website for residents to measure their carbon footprint. These accomplishments help to protect and restore environmentally sensitive areas and other natural resources, helping to shrink the City's carbon footprint to combat climate change, and improve community environmental stewardship and education.

3.2 Achieve the carbon reduction goals in the Sustainable Annapolis – Community Action Plan (CAP). The CAP is part of the City's commitment to the Cities for Climate Protection Program, a program of the International Cities for Local Environmental Initiatives (ICLEI). Using the City's Greenhouse Gas Emissions & Energy Consumption Inventory of 2006 as a baseline, the CAP addresses how to meet the city-wide emissions reduction targets. The emission reduction targets are 50 percent reduction of government emissions (2006 levels) by 2012, 75 percent reduction by 2025, and carbon neutrality by 2050. The reduction targets for the entire Annapolis community are a 25 percent reduction (2006 levels) by 2012, 50 percent reduction by 2025, and carbon neutrality by 2050.

On-going. The City has missed the 2012 target, which largely depended on the purchase of renewable energy for the City. OEP will need to re-visit these targets. Signed resolution to uphold share of commitments under the Paris Climate Agreement.

3.3 Promote alternatives to gasoline-fueled vehicles for transportation to reduce transportation-related greenhouse gas emissions. Support land use patterns that limit vehicular travel demand. Support pedestrian and bike amenities along all major roads. Refer to Ch. 4 – Transportation, for further treatment of this subject.

On-going. Charging stations will soon be installed

## Housing

Policy	Sub Policy	Comments
<p><b>*1. Support Development of Housing Affordable to Workforce or Middle Income Households</b></p>	<p>1.3 The City should work with neighborhoods to consider allowing “mother-in-law apartments” or “granny flats” in owner-occupied houses in residential districts where the community finds them acceptable. These above-garage apartments, in-home apartments, or small cottages that serve as a second residence on a property can provide added income to the homeowner and provide a small affordable housing unit. Regulation of such “accessory dwelling units” would be necessary, and would need to address size of the accessory unit, provision of parking, and a permitting process and enforcement.</p>	<p>The City has researched this topic and is looking to other jurisdictions for implementation ideas</p>
<p><b>*2. Support the Revitalization of Public Housing</b></p>	<p>2.1 Support the Housing Authority’s efforts to revitalize public housing, with the goal of ensuring quality housing for low income residents. Revitalizing includes rebuilding and rehabilitating public housing complexes with a mix of ownership and rental units, new arrangements for property ownership (shared public-private ownership), and transitioning to private professional property management.</p>	<p>The third phase of the redevelopment of Obery Court is complete and planning for the redevelopment of Newtowne 20 has begun.</p>
	<p>2.3 In the redevelopment of public housing sites, encourage Context Sensitive Design and apply the principles of Crime Prevention through Environmental Design (CPTED). Context Sensitive Design ensures that the architectural elements, site layout, and scale of development complements the surrounding neighborhood. CPTED principles enhance natural surveillance, natural access control, and natural territorial reinforcement to reduce crime and improve quality of life of residents.</p>	<p>On-going.</p>

## Water Resources

Policy	Sub Policy	Comments
<b>*3. Maintain Water Resource Management Areas</b>	3.3 Coordinate with Anne Arundel County to continue to refine its analysis of nonpoint source nutrient loading to the Severn and South River Watersheds and monitor improvements to area water quality.	On-going.

Parks

Policy	Sub Policy	Comments
<p><b>*2. Complete the network of pedestrian and bicycle pathways.</b></p>	<p>2.1 Expand and consolidate Annapolis' proposed Colonial Annapolis Maritime Trail into one comprehensive, safe and user-friendly network for both cyclists and pedestrians. Close coordination between the Departments of Recreation &amp; Parks, Planning and Zoning, Transportation, and Public Works will be necessary for the successful completion of such a network. Coordinate with the County, State (Maryland Millenium Legacy Trail, of which the Baltimore &amp; Annapolis Trail is a component) and national trail systems (East Coast Greenway, Great American Discovery Trail) for the purpose of publicity, education, and implementation.</p>	<p>On-going. Continue to implement Annapolis Bicycle Master Plan (2011)</p>
	<p>2.2 Coordinate implementation of the Colonial Annapolis Maritime Trail with bike and pedestrian improvements described in Ch. 4-Transportation.</p>	<p>On-going—Annapolis Bicycle Master Plan approved in 2011</p>
	<p>3.2 Incorporate urban parks into redevelopment plans for the Opportunity Areas described in Chapter 3 – Land Use &amp; Economic Development. Urban parks could include “village greens” (such as the park at Acton’s Landing), natural areas, playgrounds, and plazas with amenities such as trees, benches and art in public places. In the Outer West Opportunity Area, consider an urban park concept that may be incorporated into a multi-level building.</p>	<p>On-going. Longer term actions in Upper West Street Sector Study and recommended in West Annapolis Sector Study.</p>
	<p>3.3 Build upon partnerships with other major open space providers, including Anne Arundel County and the US Naval Academy, to coordinate services and programs.</p>	<p>On-going</p>