



City of Annapolis

DEPARTMENT OF PLANNING AND ZONING

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DIRECTOR

November 16, 2023

MEMORANDUM

To: Planning Commission

From: Eric Leshinsky, Chief of Comprehensive Planning

Re: **ANNAPOLIS AHEAD 2040 DRAFT COMPREHENSIVE PLAN
MAJOR TEXT UPDATES**

Glossary

1. Add a definition for “historic preservation” to clarify the periods which are eligible for preservation status and funding
2. Change the definition of “area median income” to be consistent with the State’s Land Use Article Section 3-114
3. Add a definition for “low income housing” which is consistent with the State’s Land Use Article Section 3-114
4. Change the definition of “workforce housing” to be consistent with the State’s Housing and Community Development Article Section 4-1801

Insert in the Glossary beginning on Page 7:

- **Historic Preservation:** Efforts to safeguard historical and cultural heritage by preserving sites, structures, or districts which reflect the elements of the city’s cultural, social, economic, political, archeological, or architectural history. For sites, structures, or districts to warrant attention for historic preservation, they must be culturally, architecturally, or historically significant. Historic significance in Annapolis is not limited to the existing Historic District.

- **Area Median Income:** The median household income for the area adjusted for household size as published and annually updated by the United States Department of Housing and Urban Development (HUD). The 2023 AMI for Annapolis is \$121,700 for a family household of four.
- **Low Income Housing:** housing that is affordable for a household with an aggregate annual income that is below 60% of the area median income.
- **Workforce Housing:** (1) rental housing that is affordable for a household with an aggregate annual income between 50% and 100% of the area median income; or (2) homeownership housing that: (i) except as provided in item (ii) of this item, is affordable to a household with an aggregate annual income between 60% and 120% of the area median income; or (ii) in target areas that are recognized by the Maryland Secretary of Housing and Community Development for purposes of administering the Maryland Mortgage Program, is affordable to a household with an aggregate annual income between 60% and 150% of the area median income.”

Chapter 1: Introduction

1. Add a new section that summarizes a group of signature ideas or strategies that distinguish the Comprehensive Plan.

Replace *Plan Principles* on page 21 with the following:

Plan Priorities

What distinguishes this Plan from past comprehensive plans? The following priorities reinforce this Plan’s foundational themes of Equity, Health, and Resilience, and guide every goal, performance measure, and recommended action in this Plan. In the coming years, all City projects, programs, and policies should advance these priorities.

Thriving City

1. **Housing Access for All**

Expand the range of housing choices that are accessible both in terms of geography and affordability, and are responsive to the needs of renters and owners of low to middle income.

2. **Neighborhood Preservation**

Promote context-sensitive neighborhood-serving development that reduces blight and physical incongruity while fostering visual harmony and cohesion.

3. **Inclusive Economic Growth**

Advance policies and programs which expand opportunities for local entrepreneurship and underrepresented groups to contribute to the City’s economic growth.

4. **Sustainable Development**

Prioritize walkable places, mixed-use development, greenway connections, small area planning oriented to creeksheds, and minimize the negative impacts to environmentally sensitive areas.

Functional City

5. Pedestrian, Bicycle, and Transit Connectivity

Build safe, comfortable, and connected alternative mobility networks to encourage active transportation, alleviate traffic congestion, and reduce automobile dependency.

6. Equitable Public Water Access

Increase the amount and quality of waterfront space that is publicly accessible for a variety of water-based activities, particularly on creeks and in neighborhoods with limited public water access today.

7. Citywide Cultural Programming and Preservation

Expand the reach of arts initiatives and historic preservation through the advancement of inclusive programs, the promotion of the City’s diverse history, and expanded cultural opportunities for all residents and in all sectors of the city.

Adaptive City

8. Climate Ready Infrastructure

Mitigate the impacts of climate change through infrastructure adapted to be more resilient to rising sea levels, storm surge, flooding, extreme temperatures, and other climate-induced environmental changes.

9. Lower Carbon Footprint

Reduce carbon emissions in the city through coordinated policies and investment that promote renewable energy, carbon sequestration, the application of new technologies, and ongoing monitoring.

10. Prioritized Environmental Assets

Ensure adequate investment to protect, restore, maintain, and expand the City’s natural resources as a linked network of greenways that will provide innumerable benefits to residents.

2. Add a new section that summarizes the goals and recommended actions of this draft comprehensive plan to the last comprehensive plan adopted in 2009.

Insert after page 23:

Relationship to Past Comprehensive Plans

Annapolis Ahead 2040 is only the City’s fifth comprehensive plan since adopting its first plan in 1962. Since then, Annapolis has adopted comprehensive plans in 1985, 1998, and most recently in 2009. Each plan represents a particular moment in Annapolis’ evolution as a city: It takes stock of current conditions, needs, challenges, and opportunities in an effort to chart a direction for the City’s future. Each plan also reflects the changing perspectives of the current population, City

staff, the Planning Commission, and the City Council, who put their imprint on the plan and take ownership of it. Each comprehensive plan ultimately reflects the needs and priorities of the stakeholders who participate in its development. In this respect, an Annapolis comprehensive plan is not so much an update of a prior plan but rather an entirely new plan that must be responsive to the times in which it is created. Annapolis Ahead 2040 reflects this reality.

Annapolis Ahead 2040 does build on the legacy of previously adopted comprehensive plans but when it is adopted, it will supersede the 2009 comprehensive plan. Certainly, each comprehensive plan addresses some continuing challenges that were addressed in a prior plan, but rarely are the same goals and recommendations simply copied from plan to plan. Goals and recommendations are driven by the participants in the planning process, and generally, by the time a new comprehensive plan is drafted there are very few unimplemented recommendations that are still relevant. Times have changed, the City has changed, and the population has changed, which makes it unlikely that ideas from more than a decade ago still hold sway.

Annapolis Ahead 2040 addresses a number of pressing issues that were already relevant at the time of the 2009 comprehensive plan, namely housing affordability, climate change impacts, safer mobility options, and the protection of critical environmental assets. Yet, in each case, the City's efforts to address the issue have not kept up with the accelerating impacts, and today there is far more pressure to act than in 2009. The issues of housing affordability and climate change in particular have reached a crisis stage for the city. The recommendations to address these issues in the 2009 comprehensive plan appear inadequate in the face of the current conditions.

Annapolis Ahead 2040 must be viewed in the context of today and a response to the challenges and opportunities of tomorrow. Once adopted by the City Council, this Plan will become the primary guide for decision-making on policy initiatives, capital projects, proposed development, and City programs.

3. Add a new map illustrating Annapolis' environmental context.

Insert after page 17 (with new environmental context map):

Annapolis' location as a peninsula on the Chesapeake Bay between the Severn and South Rivers, with approximately twenty-two miles of waterfront, and eleven different watersheds within eight square miles, defines the City's identity, culture, and economy, but also makes it extremely vulnerable to the impacts from Climate Change. This Plan is highly responsive to this context.

Chapter 2: Demographic Trends

1. Expand on information provided for the fastest growing population groups and their needs based on available data:
 - a. 65+ population
 - b. Hispanic / Latino population

Insert after page 35 (with infographic):

Planning for Key Populations

The population data for Annapolis from the 2020 Census reveals a striking rise in population among two specific groups: 65 and older and Hispanic/Latino. Since 2010, each population grew more than three times faster than the next closest group with the 65 and older population increasing by 48.8% since 2010, and Hispanic/Latino population increasing by 37.7%. While this Plan aims to address the needs of all Annapolis residents, faster growing populations have the potential to be more impacted by this Plan so it's important to better understand these groups in detail to ensure that there are adequate recommended actions to address their needs. It's also important to acknowledge that the 65 and older population was one of the most active participants in this planning process while the Hispanic/Latino population was the least active participant despite significant efforts to reach these communities. By better understanding what defines the Hispanic/Latino communities based on available Census data, the Plan can attempt to compensate for limited participation.

65 and Older Population

With a quarter of Annapolis households housing a resident aged 65 or older, it is necessary to understand the resources that Annapolis' senior population require and improve resources for this demographic. A growing number of elderly residents within Annapolis are continuing to prolong retirement and stay within the workforce which has implications on access to mobility options. Continuing to ensure ADA compliance in all new development projects and infrastructure upgrades is important to ensuring the walkability and safety for an aging population. Improvements to transit and other mobility options that are reliable and easy to use is also paramount for this population.

Key metrics of the 65 or older population:

- 28% of all households in Annapolis have someone aged 65 or older
- 17% of Annapolis residents are aged 65 or older which is 0.4% above the average within Maryland. The largest demographic group within this population is aged 65 - 74.
- 31% of residents aged 65 or older has worked within the past 12 months.
- 5% of the residents aged 65 or older live below the poverty line which is 4% below the city average.
- 70% of the residents aged 65 or older identify as White, 23% identify as Black, and 4% identify as Hispanic. The remainder identify as mixed or Asian.

Hispanic/Latino Population

Annapolis' Hispanic/Latino population will likely continue to be a fast growing demographic as long as the city maintains a robust economy. A defining feature of this population is a much higher than average number of residents living below the poverty line. For lower income residents, affordable and reliable transportation options are a necessity to access work, school, and leisure. An improved Annapolis transit system or micro-mobility network can help Hispanic/Latino residents navigate the city in a safer manner when they may have few other options. Speaking with Spanish speaking residents to place micro-mobility e-scooter or e-bike share locations at key junctions can help to bring resources to residents that would use them more frequently. Hispanic/Latino residents do attend AACPS schools within Annapolis and therefore require transportation assistance while attending schools but living outside bus service routes.

Key metrics of the Hispanic/Latino population:

- 21% earn below the poverty line which is 7% higher than the city average. 38% of Hispanic/Latino residents live at or above the area median income which is 8% lower than the average for Annapolis.
- 57% of Hispanic/Latino residents carry a high school diploma or higher education degree which is 32% lower than the Annapolis average.
- 61% of Hispanic/Latino residents are foreign born with 39% being naturalized citizens.
- The average household size among Hispanic/Latino residents is roughly 4 people in comparison to an average household size of 2.4 among the broader population.
- 30% of Hispanic/Latino residents over 5 years old only speak English as a primary language with the remaining residents having a grasp of both English and Spanish.

Chapter 3: Municipal Growth

1. Clarify the key themes that should drive future growth: inclusivity, sustainability, technological integration, and connectivity.

Insert on page 50 after first paragraph (with emphasis):

In the coming years, growth in Annapolis will be driven by a focus on inclusivity, sustainability, technological innovation, and connectivity. The result will be a city that is diverse, environmentally rich, resource efficient, and where having access to a personal vehicle is not a prerequisite for success.

2. Add reference to the ongoing and future development of areas adjacent to Annapolis, specifically the Parole Town Center and David Taylor Research Center

Insert after page 65 (with images of the Parole area and David Taylor Research Center):

Growth Beyond Annapolis

Development within Anne Arundel County beyond the City limits impacts Annapolis in a variety of ways, but with the exception of the limited Growth Area addressed on the previous pages, the City has no regulatory influence on development outcomes. However, the City can work with Anne Arundel County staff and elected officials to advocate for optimal urban design solutions that will benefit both the residents of Annapolis and the broader County area. This informal process relies on establishing clear protocols, to ensure that information is regularly shared about ongoing development activities, small area plans, capital projects, and policy initiatives. Some of these protocols already exist.

In recent years, City staff have coordinated extensively on planning efforts led by Anne Arundel County to guide development at the edges of Annapolis. These have included Plan2040 general development plan, the Parole Mobility Plan, the Parole Town Center Master Plan, Move! Anne Arundel transportation plan, Anne Arundel County Green Infrastructure Master Plan, Anne Arundel County Region 7 Plan, Vision Zero Plan, the Forest Drive Safety Study, and the Walk & Roll Anne Arundel! bicycle and pedestrian master plan. City staff also coordinate frequently with County staff on all transportation initiatives impacting Annapolis. New protocols recommended by the County's Region 7 Plan will further this coordination with regular meetings between the planning staff from the City and County related to Current Planning, Long Range Planning, and Mobility Planning.

In the coming years, continued coordination between City and County staff and elected officials will be critical to achieving a more seamless and well-designed region, and addressing issues that cross the City limits. The following focus areas warrant particular attention.

Focus Areas

Housing

Annapolis has much to gain from coordinating with Anne Arundel County on new housing initiatives. The housing affordability crisis facing the City, as described in Chapter 5: Housing, is not limited to the City and is a regional issue with the median sales and rental prices for housing reaching historically high levels. As a major job center for the County, the greater Annapolis area will continue to support a diverse population and require housing that meets all income levels. Furthermore, as the County's most densely populated area with adequate infrastructure, it is more sensible to invest in new housing within the Annapolis area rather than less developed areas of the County. Even as the City will continue to advance its own policy solutions to create additional housing options, it can support County initiatives that expand the supply of affordable housing options allowing those who work in Annapolis to live closer to their jobs.

Transportation

The impacts of transportation policy decisions on Annapolis do not stop at the City limits. Development at the edges of the City has an enormous impact on traffic safety, congestion, pollution, and equitable access to the City. The major gateways to Annapolis see high concentrations of crashes and none of these areas are designed for pedestrians or cyclists to safely navigate. The City must continue to advocate for investments in safer mobility options with all new development around Annapolis, particularly investments that encourage more walking, biking, and transit use. This a major focus of this Plan in Chapter 6: Transportation, and City staff are already actively engaged with County staff on a number of priority transportation initiatives. Annapolis' geographic location on a peninsula leaves few options for roadway expansion to create more space for personal vehicles. The City's best strategy for reducing traffic congestion both within and outside of the city is a continued focus on mobility improvements that reduce automobile dependency within Annapolis and the broader region.

Greenways

Similar to housing and transportation, greenways add substantial value to the greater Annapolis area, are a significant focus of this Plan, and do not stop at the City limits. Anne Arundel County's recently adopted Green Infrastructure Master Plan included coordination with Annapolis and information from the Greenways Map included in this Plan. As the City looks to protect and restore its greenway network, there are a number of opportunities to collaborate with Anne Arundel County. Priorities greenway initiatives should include the Forest Drive greenway corridor, the tributaries to Weems Creek which begin within the County, the Broad Creek greenway corridor that includes the City's Waterworks Park, the restoration of areas along Church Creek, and additional greenway connections to the other creeks adjoining the city with feed into the South River.

Greater Parole

No area of Annapolis has experienced more dramatic change over the years than the Parole area, and this trend continues today with major redevelopment projects under construction. An excerpt from the 1994 Parole Urban Design Concept Plan illustrates this rapid change:

“The impact on the farmland that was once Camp Parole has been drastic. Trees were cleared and grubbed and hundreds of acres of earth were moved, shaped and overlaid with buildings, roads, and parking lots. Impervious surfaces now cover nearly two-thirds of the area lying in the Church Creek and Weems Creek watersheds. Even outlying areas draining into Saltworks and Gingerville Creeks are about one-half impervious. Only the Broad Creek area has been spared such extensive coverage, largely because of rugged topography and County ownership of most of the land. The overall impression of the Parole area is of roads and parking lots, scattered buildings, and very little green relief. Peripheral areas have retained a somewhat suburban character with more uniform building setbacks, lawns and buffer strips.”

The area includes communities within both the City and the County, and are extremely diverse in character. These facts combined with a high concentration of State roadways, and it is easy to understand why Greater Parole is a challenging area to plan.

In the coming years, greater attention must be given to creating a more seamless Greater Parole area through design improvements to roadways that currently divide the area; through the preservation of cultural landmarks which can help orient the area; through design guidelines that

can help create a more cohesive appearance to the area; and through the protection and restoration of greenways which can link neighborhoods;

Annapolis Mall area including Waterworks Park

Within Greater Parole, the Annapolis Mall area holds significant potential for positive impact to Annapolis. The area is defined by a substantial amount of vacant land and underutilized parking which could be put to better use and help transition the area into a pedestrian-oriented mixed use district that includes a variety of new housing options, a dramatic increase in green space and tree canopy, and improved roadways and trail connections. Plans for a new transit hub are funded and will soon break ground at the intersection of Bestgate Road and Generals Highway, and the the City’s nearby Waterworks Park could serve as a central park for the area with improved trail connections and new amenities planned for its historic buildings.

David Taylor Research Center

The former David Taylor Research Center sits across the Severn River from Downtown Annapolis and is nearly encompassed by Navy property but long stalled plans for its redevelopment as a mixed use community would be a boon for the City. The area could support a diverse mix of housing, retail, and office space, among other uses, and offer an expansive new public water access amenity for area residents and visitors. The City’s planned electric ferry service could connect to the development from Downtown Annapolis to create a natural extension of the city.

3. Amend the Growth Areas map to meet the criteria of the Maryland Department of Planning’s Growth Tiers format and rename accordingly

Insert on page 64 to accompany map (after first paragraph):

To further define the Growth Area, the State of Maryland, through the Sustainable Growth and Agricultural Preservation Act of 2012, established a “growth tier” framework based on availability of sewer service. By mapping future growth in "tiers," the intent of the law was to limit the spread of septic systems on large-lot residential development to reduce the last unchecked major source of nitrogen pollution into Chesapeake Bay.

Maryland defines municipal growth tiers as:

- Tier I: Areas currently served by City Sewer
- Tier II: Future Growth Areas Planned for Sewer
- Tier III: Large Lot Development and “Rural Villages” on septic systems
- Tier IV: Preservation and Conservation Areas

Annapolis is defined as a Tier I Growth Area with highlighted areas in Figure 3-12 showing potential Tier II Growth Areas. Land within a Growth Tier highlights potential areas that could sensibly be annexed into the City but it is ultimately the landowners’ choice to be annexed and responsibility to pay for the cost of connecting to the City’s sewer system.

4. Provide more detail on how the City can foster inclusive economic opportunities, ensure opportunities are readily accessible to underrepresented populations, and expand entrepreneurship among these populations.

Insert after page 63:

Ensuring Inclusive Economic Opportunities

The goal of ensuring inclusive economic opportunities is about expanding participation in the local economy, and specific industries, by populations who have been historically under-represented. In Annapolis, as in most of the United States, this means Black and Hispanic populations, as well as women. These are populations which have historically had fewer opportunities to participate in the economy in meaningful ways as business owners or in business leadership roles. Reversing these trends requires targeted programs, funding, and City staff resources to assist these populations with critical support so they can be competitive and pursue more opportunities. There are several programs already in place working toward this goal that should be continued and expanded as well as new initiatives that are needed.

Ultimately, for the goal of ensuring inclusive economic opportunities to be successful, the City of Annapolis will need to be a model in its own purchasing and investment practices. The City will need to establish clear purchasing goals that prioritize investment in locally-owned, minority-owned, and women-owned businesses with realistic and achievable standards; the City will need to monitor its performance in meeting these standards; and the City will need to ensure that it is in compliance with its standards.

Two specific studies have been identified as important steps to diversifying participation in the City's economy by focusing on the City's own purchasing practices: a *Procurement Study*, and a *Disparity Study*. Although they are related, each study would provide distinct information needed to understand the current economic conditions. The *Procurement Study* would gather data on what types of goods and services are typically purchased by the City of Annapolis using tax dollars, and in what quantities, and then how much of that purchasing is going back to local businesses, minority-owned businesses, and women-owned businesses. The *Disparity Study* would focus more explicitly on equitable policies and the treatment of minority-owned businesses and women-owned businesses historically by City purchasing. In addition to analyzing some of the same purchasing data as the *Procurement Study*, the *Disparity Study* would also look at racial and gender dynamics within the Annapolis business community in an effort to understand whether there has been a history of unfair treatment or even discrimination, and if so, to what degree.

Although not explicitly focused on equity issues, the City Council established a Small Business Recovery Task Force during the COVID-19 Pandemic which yielded some insights that inform the goal of advancing inclusive economic opportunities. One insight was the lack of a Chamber of Commerce dedicated to Black or Hispanic business development which limits advocacy or programming for these under-represented businesses. Another insight was that existing Black and Hispanic businesses are prevalent in only certain specific industries, and need to diversify their participation in other areas but may not have the resources to do so.

Current Programs to Preserve and Expand:

- *Inclusive Ventures*: This is a program led by the Anne Arundel Economic Development Corporation (AAEDC) with support from the City of Annapolis that uses a peer cohort model to help small, minority-owned, woman-owned, and Veteran-owned businesses in Anne Arundel County succeed and grow. The program offers a robust menu of resources including business education, mentorship, and access to capital.
- *Meet the Primes*: This is an annual event supported by the City of Annapolis to connect small and minority-owned businesses to larger companies and larger procurement programs outside of Annapolis.
- *Speed Lending*: This is a program led by the Baltimore field office of the U.S. Small Business Administration (SBA) and the Small Business Development Center with support from the City of Annapolis. The program helps connect small and minority-owned businesses in Annapolis to lenders at an annual event.
- *African-American Business Grants*: This is a new initiative authorized by the City Council in the fiscal year 2024 budget. \$105,000 has been allocated to assist African-American owned businesses with business development costs. The program that will manage this fund is still being developed.

Chapter 4: Land Use

1. Add clarifying information for the Future Land Use map to better explain its relationship to zoning changes and how to read the map (for example, showing all residential areas as one category does not mean there is an intent to consolidate all residential zoning districts, or likewise for the maritime areas)

On page 78 edit the paragraph which begins “The Future Land Use Map is not a zoning map.” to read (and add emphasis):

The Future Land Use Map is not a zoning map, but the terms are often confused. The Future Land Use Map proposes a vision in broad strokes for how the city’s land should be best utilized. The zoning map should ultimately reflect this vision but provide far more specific guidance that organizes the broad land use areas using zoning districts and standards to clarify what can or cannot be built in each area of the city. For example, while the Future Land Use Map shows all residential areas as a single color, this does not mean that the zoning map should only have one residential zoning district.

The zoning map is not updated with this Plan. That process must be initiated as a separate action after this Plan is adopted; it must involve additional analysis and community input; and ultimately any zoning map changes must be approved by the City Council. This Plan merely provides guidance for future zoning map changes through the Future Land Use Map in combination with the various goals and recommended actions in this chapter and others, and through the Implementation section of this Plan.

2. Clarify that mixed-use development does not mean high-rise development, and that that scale of development would not be compatible with the City’s existing development patterns. As part of this, add examples of mixed-use development existing in Annapolis today to show the range of development that qualifies as mixed-use and which should always relate to its surrounding context.

Insert after page 85 (with images showing examples of existing mixed use development in Annapolis):

Despite Annapolis having few areas specifically zoned for mixed use development, mixed use development already exists throughout the city in various forms and locations, and is generally far more compact and efficient in its use of land than comparable development that only includes a single use (such as residential, commercial, office, etc.). Examples of these existing mixed use developments reveal that mixed use is typically designed to be highly compatible with surrounding community character. These developments are neighborhood assets that not only fit well in their community context but also provide amenities and services that respond to community needs.

3. Amend the recommended actions LU3.1 and LU3.2, which focus on residential zoning districts, to integrate with related changes in Chapter 5: Housing described below.

On pages 106 and 360, replace the existing recommended actions LU3.1, LU3.2, and LU3.3 with the following new recommended actions:

- LU3.1 Explore incremental adjustments to the city’s residential zones to allow for more diversity of housing types such as townhomes and duplexes that are compatible with existing neighborhoods, using architectural standards if needed to ensure compatibility. (also listed in Chapter 5: Housing under Goal H4)
- LU3.2 Explore options for both zoning incentives and regulations to create more home ownership opportunities for workforce households. Workforce households, as defined by the State of Maryland, are those which have an aggregate annual income between 60% - 120% of the Area Median Income for home ownership opportunities. (also listed in Chapter 5: Housing under Goal H1)
- LU3.3 Explore options for both zoning incentives and regulations to prioritize long-term rental options for workforce households over short-term rental options. Workhouse households, as defined by the State of Maryland, are those which have an aggregate annual income between 50% - 100% of the Area Median Income for rental opportunities. (also listed in Chapter 5: Housing under Goal H1)

4. Add examples of form-based code applicable to Annapolis – also include in Chapter 11: Development Regulations

Insert after pages 99 and 345 (with images from the Kingston zoning guide):

Kingston, NY, is a small historic waterfront city in the Hudson Valley region of New York which recently adopted a new citywide zoning code ordinance that uses form-based zoning standards to achieve more predictable development outcomes. Annapolis and Kingston are very comparable in size and context with prominent historic, maritime, and natural resource elements. The two cities are also dealing with similar challenges and priorities including housing affordability, safer mobility options, equitable access to amenities, and natural resource conservation. Kingston's zoning code addresses all of these issues and provides the best recent precedent for what is needed in Annapolis to achieve many of the goals in this Plan. The key elements of Kingston's zoning code that Annapolis should emulate are the following:

- A zoning map which is simple and straightforward to understand with only twelve zoning districts compared to Annapolis' thirty-one different districts;
- Zoning districts which acknowledge the varying development patterns of the city while also allowing for incremental changes to occur in each zone;
- Zoning districts which privilege neighborhood character and appearance through the use of architectural standards;
- Building type standards which are specific to the city, acknowledging a variety of traditional building types which have defined the city and which should be prioritized.
- Street frontage standards designed to create more consistent and walkable streetscapes.
- Parking standards which are sensible and encourage a more pedestrian-oriented city.
- Street type standards designed to create *complete streets*: an accessible, interconnected network of streets that accommodate all ages, abilities, and modes of transportation, including walking, cycling, driving, and public transit.

5. Clarify environmental testing required at the Spa Road former Public Works site

Insert on page 90:

Former Public Works Facility at Spa Road

The City's former Public Works facility is unique among large potential infill redevelopment sites in Annapolis given that it is both City-owned and a documented brownfield based on the likelihood of contamination from past industrial practices on site. No redevelopment of the site will happen until a comprehensive Phase I and Phase II environmental assessment is conducted on the site to determine the extent of contamination and appropriate remediation completed. Both the environmental assessment and potential remediation will be reviewed by the Maryland Department of the Environment and the scope of both are based on the specific future use anticipated for the site. For example, testing of soils will go deeper if the site is envisioned for future residential use, or less deep if it is envisioned as a park use. In fact, a portion of the site, the former Weems Whelan Field, has already been adequately tested and remediated to become a sports field once again.

In 2022, the City Council unanimously adopted resolution R-20-22 which supports the ultimate use of the site as a mixed-use development with affordable housing as a key component. However, it is a relatively small portion of the overall site– the area closest to Spa Road and farthest from Spa Creek– that is suitable for the mixed use development. This is reflected on the Future Land Use map included in this chapter. The remainder of the site that would not be developed would be restored as a forested buffer to Spa Creek and expanded park space for the adjacent Bates Athletic Complex.

Chapter 5: Housing

1. Amend and consolidate the recommended actions H1.5 , H1.6, H1.7, H1.9, H4.1, and H4.2, to address meeting Federal fair housing standards; to not refer to specific residential zoning districts; and to clarify that objective standards will be needed with any zoning changes to ensure compatibility with existing neighborhood development patterns.

On pages 142 and 367, replace recommended actions H1.5, H1.6, H1.7, and H1.9 with the following new recommended actions:

- H1.5 Identify the specific barriers in the City’s current zoning regulations that are preventing Annapolis from meeting the Federal Fair Housing Act standards and recommend strategies for rectifying.
- H1.6 Explore options for both zoning incentives and regulations to create more home ownership opportunities for workforce households. Workforce households, as defined by the State of Maryland, are those which have an aggregate annual income between 60% - 120% of the Area Median Income for home ownership opportunities. (also listed in Chapter 4: Land Use under Goal LU3)
- H1.7 Explore options for both zoning incentives and regulations to prioritize long-term rental options for workforce households over short-term rental options. Workhouse households, as defined by the State of Maryland, are those which have an aggregate annual income between 50% - 100% of the Area Median Income for rental opportunities. (also listed in Chapter 4: Land Use under Goal LU3)

On pages 146 and 370, edit Goal H4 and replace recommended actions H4.1 and H4.2 with the following revised goal and consolidated recommended action::

- Goal H4 Increase the supply, variety, and quality of housing types throughout the City to meet the needs of a diverse population in regard to income, age, household size, disability, and other factors.

H4.1 Explore incremental adjustments to the city’s residential zones to allow for more diversity of housing types such as townhomes and duplexes, that are compatible with existing neighborhoods, using architectural standards if needed to ensure compatibility. (also listed in Chapter 4: Land Use under Goal LU3)

2. Reinforce the importance of creating more home ownership opportunities as a key component of the housing policies.

On page 115, delete the last two paragraphs and add the following:

The Importance of Home Ownership

Although this chapter provides goals and recommended actions to increase the supply of housing for rent and home ownership, there is an important distinction between the two. Only home ownership helps a person or household to build wealth and stability, which in turn provides access to a range of other benefits including improved health, education, and career outcomes. The equity in the home can then be passed down to future generations which helps break cycles of poverty. While the economics of housing development make it more expedient to increase the supply of rental housing in the short term, policies which incentivize or require home ownership options must be prioritized to ensure there is a continuing supply of home ownership opportunities for a diversity of households.

3. Add a new section focused on sustainable and resilient housing construction, and integrate with Chapter 9: Environmental Sustainability.

Insert after page 139 (with precedent images of green building home features):

With this Plan’s substantial focus on the creation of more housing options for moderate income workforce households, there is an urgent need to ensure that the City’s green building standards lead to positive outcomes for all new housing. The standards should be amended to address all new housing regardless of size; construction inspections should include at least a partial checklist related to green building requirements to ensure the intent of the standards is being met; and for larger projects, a post-occupancy review should be considered to assess the performance of the standards.

Insert a new recommended action on pages 146 and 370:

H4.2 Update the the City’s Green Building requirements to include new standards for energy efficiency, water efficiency, and site design for all new residential buildings regardless of size; new inspections protocols; and explore the feasibility of a post-occupancy study requirement for larger projects. (also listed in Chapter 9: Environmental Sustainability under Goal ES6)

Chapter 6: Transportation

1. Clarify the relationship between transportation policy, land use policy, and housing policy.

Insert on page 152:

In Annapolis, as in most other places, transportation policy has always been closely related to land use policy and housing policy. For example, when rail service existed in Annapolis, neighborhoods were oriented around the stations with homes and businesses situated in close proximity to the rail network. After the arrival of the personal vehicle, the city was redesigned to serve this new mode of transportation with roads widened, parking lots and driveways now dominating the landscape, and homes and businesses now situated farther apart because it was no longer necessary to walk between places. The impacts from the transformation of the city to enable personal vehicle use have been profound as Annapolis today is a challenging place to live and be successful without a personal vehicle: the sidewalk network has many gaps and obstacles, the bicycle network is fragmented and not connected, and transit service is infrequent and not as reliable as it could be. For the last seventy-five years, a disproportionate amount of investment has improved the infrastructure needed for personal vehicles at the expense of other modes of transportation, and this policy has changed very little over the years. Being closely related to transportation, policies guiding land use and housing haven't changed much either. Unfortunately, many of the everyday challenges the city now faces, including housing affordability, traffic congestion and safety concerns, polluted air and water, and inequitable access to opportunities, can be attributed to our interrelated policies guiding transportation, land use, and housing.

2. Add new recommended actions to Goal T4 (“Expand Partnerships...”) to support all multi-modal transportation options as part of the Bay Crossing Study, including dedicated transit lanes, a dedicated bike and pedestrian trail with connectivity to both the Broadneck Trail and Cross Island Trail, and integration with future ferry service.

Insert on pages 193 and 379 as part of Goal T4:

T4.13 As part of the Bay Crossing Study and future design phases of the Bay Bridge expansion, continue to work with the Maryland Transportation Authority, Anne Arundel County, Queen Anne’s County, Bike AAA, Visit Annapolis & Anne Arundel County, and other partners to advocate for multi-modal options including a dedicated bicycle and pedestrian trail, dedicated transit lanes and space for future rail service, and coordinated facilities for ferry service at Sandy Point State Park.

3. Add a new section focusing on the potential impacts of connected and autonomous vehicle (CAV) technology on transportation, land use, and economic development, and reference existing guidance from MDOT and MDP.

Insert after page 183 (with images from Maryland CAV program):

Connected and Automated Vehicle (CAV) technology, commonly known by the self-driving cars which use the technology, is evolving quickly and could have significant impacts on transportation, land use, and economic development. Both the Maryland Department of Transportation (MDOT) and Maryland Department of Planning (MDP) are working to prepare for the technology through various initiatives including the creation of a dedicated State program within MDOT and a dedicated website to share information. In 2020, the Maryland CAV Working Group was formed and produced the Maryland CAV Strategic Framework and in 2021, the two agencies released the “Connected & Automated Vehicle Toolkit for Maryland Local Jurisdictions” as a resource for cities such as Annapolis to become more familiar with the technology. While there are no current efforts to introduce the technology in Annapolis, it’s important to be aware of its implications on the city should it gain traction as a viable service.

Self-driving taxi pilot programs using CAV technology are being run within San Francisco, Austin, and Phoenix with a growing number of jurisdictions inviting the program to enter new markets. An autonomous vehicle program wishing to enter the Annapolis area would require extensive review by City Council, City staff, and potentially a task force to weigh the potential benefits and risks of a CAV program in the city. By this point, the technology would have also been vetted in other markets comparable to Annapolis.

Based on the data for current CAV programs, CAV technology in Annapolis could potentially reduce traffic congestion, lower the need for parking spaces on streets and in shopping centers, reduce carbon emissions, and provide new mobility options. The service would need to be coordinated with other mobility options including conventional automobiles, public transit, biking, and walking, and would require new regulatory policy at State and local levels. As the technology continues to improve, Annapolis should monitor its progress in regard to safety, and measurable costs and benefits to the city.

Chapter 7: Community Facilities

1. Add more specific recommendations to address safer access options to schools beyond the ¼ mile radius including transit and larger radius to be consistent with AACPS policies, particularly to the middle schools and Annapolis High School.

Insert on page 220 after last paragraph:

Schools are common facilities that every resident interacts with in a small capacity on a daily basis. Students are driven by family, walk, bike, or take buses to get to and from their school five

days a week and this leads to an increase in vehicular and pedestrian traffic flow at times when school begins or lets out. To better understand the influence of schools within Annapolis on the larger city, the map on the next page showcases the location of schools within the Annapolis city limits or the schools that receive students from Annapolis and reside outside of the city limits like Annapolis High School or Hillsmere Elementary.

Anne Arundel County Public Schools (AACPS) do not send buses to students that live within a half mile radius for pre-kindergarten or kindergarten students, within a mile radius for students in grades 1-5, and within a 1 ½ mile radius for students attending grades 6-12. For students that attend these schools where a bus is not available for any particular reason, walking to and from school is often the only option. The City's Pedestrian Infrastructure Analysis Tool or PIAT, which was developed with the Baltimore Metropolitan Council was used to create the pedestrian network map in Chapter 6: Transportation. In the map on the facing page, it highlights the same information in the context of the schools which serve Annapolis residents. Sidewalk improvements for areas around schools is important for minimizing risk for students that walk to and from school. Public Transit is another option that can be improved in the near future to get students to and from school more safely and efficiently and augment the bus service provided by AACPS.

2. Add a new section focused on the importance of planning for the maintenance of parks, trails, and conservation areas, addressing the anticipated funding challenges.

Insert after page 217 (with new images showing expanded park maintenance needs including tree pruning, green infrastructure maintenance, natural area maintenance, and trail maintenance):

Park and Trail Maintenance

As mentioned earlier in this chapter, Annapolis' parks, trails, and other open space, including conservation areas, provide substantial value to the city in a variety of forms: as recreational amenities, as community anchors, as green infrastructure, as mobility infrastructure, and in other ways. This value translates to higher property values, opportunities for economic development, higher quality of life, a more attractive community, and better health outcomes for residents. However, this return on investment generally relies on these spaces being well maintained and in good repair. The challenge of maintaining an urban park system has increased over time, both in Annapolis and in other cities of all sizes across the country. During the COVID-19 pandemic, this challenge was most evident as outdoor public spaces became critical places to social distance where the impacts of COVID were dissipated. The daily use of Annapolis' parks and trails expanded dramatically during this period, putting strains on maintenance staff. But the challenges of providing adequate maintenance were already being felt prior to COVID. Similar to most cities, Annapolis' budget for park maintenance is almost entirely funded by tax revenue through the City's General Fund. Over time, spending on parks, as a portion of the City's budget, has not kept up with changing demand, a growing inventory of park spaces, and higher public expectations for the quality of the park system. Additionally, the types of park spaces and features which comprise Annapolis' park system have changed over time which require new maintenance needs. Rather than evolving the City's internal park maintenance capacity and capabilities, the general trend has been to out-source these needs to specialized contractors which often limits how frequently a specialized maintenance service can be provided. On the ground, this might mean

trees are not pruned as frequently as needed or natural stormwater management features become less effective as they get overgrown or clogged.

In the coming years, Annapolis' park system will continue to expand with numerous new or renovated parks in the City's current capital budget. The City Dock is the most notable of these improvements but there are over twenty other substantial park or trail projects in the City's capital improvement plan for fiscal years 2025-2029. These projects include dramatic improvements to the City's public water access network, including new parks at Elktonia/Carr's Beach, Hawkins Cove, and Gateway Park; a variety of improvements to the heavily used Truxtun Park; and numerous trail initiatives which will add miles of additional acreage to the park system. In addition to basic park maintenance, such as mowing or trash removal, many of the future projects will include new features that will require additional specialized maintenance. There will likely be a need to add additional maintenance staff with specific expertise, such as a trails team or natural resource manager. There may also be opportunities for existing maintenance staff to develop new skills and responsibility through a professional development program. As the City prepares for a park system in the coming years that may look nothing like the one we have today, budgeting and staffing for adequate maintenance will be critical to ensure that the significant investment in these popular spaces is maintained and leveraged for maximum benefit to the city and its residents.

3. Amend the section on public safety to clarify the updated Adequate Public Facilities standards adopted by City Council in 2023.

Insert on page 222:

In 2023, to address the ongoing challenge of recruiting additional Police Officers which limited the City's ability to meet its required number of officers, the City Council adopted ordinance O-9-23 which amended the Adequate Public Facilities standards for Police. Through the legislation, if additional police protection is needed to meet the Adequate Public Facilities requirements for a proposed development, mitigation can now be achieved through several new options. Security enhancements can be added including security cameras, the hiring of off-duty police officers, the hiring of private security, the hiring of contractual City Police officers, or other measures approved by the Chief of Police and City Manager. Social services enhancements can also be used to meet the requirements, including the hiring of a private social worker, the hiring of contractual City social workers, or other measures approved by the Chief of Police and City Manager.

Chapter 8: Arts and Culture

1. Rename chapter "Arts, Culture, and Historic Preservation"
2. Expand on the themes of diversity and inclusion by providing more explicit strategies to ensure representation and participation by all underrepresented communities.

Insert on page 237 before the last paragraph:

Diverse Participation

While there is no comprehensive data to show how diverse Annapolis’ arts community is or is not, there is far more that can be done to ensure that the diversity of artists, audiences, and other participants in the creative economy reflects the full diversity of the city. Despite the city’s robust arts community, access to opportunities such as arts funding, arts classes, arts equipment, studio space, venues, and marketing, is not as equitable as it could be. Similar to the recommendations for supporting local businesses in Chapter 3: Municipal Growth, a more diverse arts community will require both an understanding of current disparities and programs to address the disparity. In 2023, one of Annapolis’ most important arts institutions, Maryland Hall, completed its first action plan to address diversity, equity, and inclusion (DEI) throughout all of its programs, operations, and visitorship. The plan culminated in a DEI Statement which acknowledges the institution’s history of segregation and exclusion, particularly of Annapolis’ Black community, but sets an inclusive vision for the future. Given that so much of the city’s creative economy is based on the activities of individual organizations and businesses, it’s important that a major public institution such as Maryland Hall set an example with its DEI practices that others can emulate.

The City for its part can also lead in this area by assessing the impact of its grants and other resources it provides to arts and culture initiatives such as major cultural events, individual project grants, and grants to arts organizations. The Art in Public Places Commission (AIPPC) is the City’s major grant-giving arm for the arts. Establishing clear goals for how its grants can be equitably administered should be a high priority.

3. Clarify the intent of AC2.2 (“Partner with Maryland Hall to launch a campus master plan....”) to reinforce open space uses, not development.

On pages 253 and 390, edit recommended action AC2.2 to read:

AC2.2 Partner with Maryland Hall and Anne Arundel County Public Schools (AACPS) to create a campus master plan to better coordinate cultural programming opportunities, improved connections to nearby areas, and site improvements for multiple outdoor uses.

Chapter 9: Environmental Sustainability

1. Goal ES2, Performance Measure 2: increase tree canopy goal to 50% of total land area by 2040.

On pages 299 and 396, edit Performance Measure 2 to read:

Performance Measure 2: Increase the City’ tree canopy to 50% of its total land area by 2040.

2. Add a new section focused on environmental justice

Insert on page 281:

Environmental Justice

Environmental Justice, or EJ, is a term that has evolved since the civil rights period of the 1960's when it became evident that a disproportionate amount of harmful environmental effects from pollution were impacting lower income communities of color. Through a series of watershed events where communities began to fight for better conditions, the environmental justice movement was catalyzed. A protest event against a chemical plant in Warren County, NC, is considered the first instance of the term environmental justice.

Today, environmental justice is a foundation for the work of the U.S. Environmental Protection Agency (EPA) which defines the term as “the fair treatment or meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation and enforcement of environmental laws regulation and policies. Fair treatment means no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.”

In practice, environmental justice is used as a methodology for redistributing resources to communities that have been historically disenfranchised and reversing historic patterns of inequity and environmental racism. EJ is used by the federal government through the EPA or Centers for Disease Control (CDC) to create mapping tools such as EJ Screen, Justice 40, and the Social Vulnerability Index to highlight areas of need for increased funding to provide cleaner air, improved access to public waterways, new trees, and access to electric vehicle chargers.

While Annapolis may not show the signs of major industrial pollution that triggered environmental justice cases in other places, there is a clear history of environmental injustice against Black communities in the city. Today, this injustice is represented by neglected waterways in close proximity to Black communities where minimal investment has occurred until very recently. As the City works to correct this pattern of neglect, places like Hawkins Cove have become priorities for investment to both restore environmental assets and provide new amenities to nearby residents.

3. Add references to the *Military Installation Resilience Response Study* in both the chapter narrative and recommended actions. This study was recently completed by the City of Annapolis in close coordination with NSA-Annapolis, Anne Arundel County, and State agencies.

On page 268, replace the paragraph which begins “Most recently,...” with the following:

Military Installation Resilience Review

In June 2023, the City, in partnership with NSA-Annapolis, Anne Arundel County,

and the State of Maryland completed the Military Installation Resilience Review (MIRR) after an 18-month planning process. Although the thrust of the plan is to ensure the long term presence of the Navy in Annapolis, the geographic focus of the plan is the greater Annapolis area and ultimately represents the first comprehensive resilience plan for the city. The planning process engaged dozens of key stakeholders across multiple jurisdictions and subject matter experts to create a plan that addresses a broad spectrum of resilience. At the heart of the plan is a detailed analysis of risk to the most critical assets in the region with a thorough action plan to address their vulnerabilities. The critical assets addressed are the following:

- Coastal Shoreline Boundaries
- NSA-Annapolis Access Roads
- Anne Arundel County and City of Annapolis Water Treatment Facilities
- Anne Arundel County Department of Health and Luminis Health Anne Arundel Medical Center
- Cybersecurity
- Energy
- Annapolis Wastewater Conveyance and Reclamation Facility

For each asset, a variety of projects are identified to mitigate risk with detailed information on implementing the projects including tasks, project lead and key partners, and funding sources. Implementation of the recommendations will require the same cross-jurisdictional collaboration needed to complete the plan and must be coordinated on a regular basis. The City is fortunate to have helped to recently establish the Resilience Authority of Annapolis and Anne Arundel County which is an ideal partner to help lead several of the projects that impact multiple jurisdictions.

On pages 298 and 395, add the following new recommended action:

ES1.7 Include the Naval Academy’s Sea Level Rise Advisory Council (SLRAC) as a stakeholder in resiliency planning efforts. The SLRAC focuses on sea level rise and coastal flooding impacts on the operational requirements of the Naval Academy and NSA-Annapolis and advises Federal leadership on these issues.

4. Expand the current section on sustainable building practices to include more detail and integration with other chapters including Chapter 5: Housing.

Insert on page 288 (after first paragraph, with emphasis):

With this Plan’s substantial focus on the creation of more housing options for moderate income workforce households, there is an urgent need to ensure that the City’s green building standards lead to positive outcomes for all new housing. The standards should be amended to address all new housing regardless of size; construction inspections should include at least a partial checklist related to green building requirements to ensure the intent of the standards is being met; and for larger projects, a post-occupancy review should be considered to assess the performance of the standards.

Edit recommended action ES6.5 on pages 303 and 403:

ES6.5 Update the the City’s Green Building requirements to include new standards for energy efficiency, water efficiency, and site design for all new residential buildings regardless of size; new inspections protocols; and explore the feasibility of a post-occupancy study requirement for larger projects. (also listed in Chapter 5: Housing under Goal H4)

Chapter 10: Water Resources

1. Add a table describing the current and future water capacity, allocation, and demand, based on the population growth projection from Chapter 3: Municipal Growth, to clarify that the current system can meet the projected growth through 2040.

Insert on page 322:

The most recent Water & Sewer Master Plan completed by Anne Arundel County in 2022 included water demand projections for Annapolis through 2050. The demand aligns with the projected household growth estimated in Chapter 3: Municipal Growth. Based on these projections, the City has adequate water supply to meet the demand.

City of Annapolis Water Service Area
 Population, Households and Demand Projections

Year	Water Service Area Population	Water Service Area Households	Average Daily Flow (MGD)	Maximum Daily Flow (MGD)	Peak Hourly Flow (MGD)
2020	43,046	17,391	3.7	5.3	6.5
2025	44,284	17,727	3.8	6.5	9.0
2030	45,522	18,062	3.9	6.5	9.0
2035	46,760	18,398	4.0	6.5	9.0
2040	47,998	18,733	4.1	6.5	9.0
2045	49,236	19,069	4.1	6.5	9.0
2050	50,646	19,396	4.1	6.5	9.0

2. Add a table describing the current and future sewer capacity, allocation, and demand, based on the population growth projection from Chapter 3: Municipal Growth, to clarify that the current system can meet the projected growth through 2040.

Insert on page 327:

The most recent Water & Sewer Master Plan completed by Anne Arundel County in 2022 included wastewater demand projections for Annapolis through 2050. The demand aligns with the projected household growth estimated in Chapter 3: Municipal Growth. Based on these projections, the City has adequate wastewater capacity to meet the demand.

City of Annapolis Sewer Service Area
Population, Households and Demand Projections

Year	Sewer Service Area Population	Sewer Service Area Households	Average Daily Flow (MGD)
2020	40,246	16,541	3.93
2025	41,484	16,877	4.15
2030	42,722	17,212	4.27
2035	43,960	17,548	4.40
2040	45,198	17,833	4.52
2045	46,436	18,219	4.64
2050	47,846	18,546	4.78

Chapter 11: Development Regulations

1. Add a new section focusing on Adequate Public Facilities standards

Insert after page 347 (but after the new section on Waterfront):

Adequate Public Facilities

Annapolis' Adequate Public Facilities Ordinance (APFO) ensures that the city's infrastructure is equipped to accommodate the impact from new development and it should reflect the goals of the City's comprehensive plan.

As currently defined in the City's Code of Ordinances, all new development or redevelopment greater than ten thousand square feet in area or a residential subdivision of more than eleven lots regardless of the square footage of the development must have a Certificate of Adequate Public Facilities, meaning the City's public facilities or services across the following ten key areas have been proven to be adequate:

- Fire, Rescue, Emergency Medical, and Fire Inspection Facilities
- Police Protection
- Public Maintenance Services
- Water Facilities
- Sewer Facilities
- Recreational Facilities
- Traffic Impact
- Non-Auto Transportation Facilities
- Stormwater Management Facilities
- School Facilities

There are a few ways that the APFO can be calibrated to be consistent with the goals of this Plan. If any of the above facilities or services is not adequate to serve a proposed development, the City's Code stipulates ways that the development can mitigate, meaning invest in the particular facility or service so that it becomes adequate. The guidelines for this mitigation can be widely shaped to address priorities such as equity or resilience, or particular sustainable practices. For example, the APFO mitigation guidelines for Recreational Facilities currently allow a proposed development to pay a fee to mitigate. The methodology for calculating the fee and the methodology for how it should be used could be far better defined in the APFO to achieve more equitable results.

Additionally, each facility or service has standards which must be met to prove adequacy and it is these standards which should be re-assessed regularly to ensure they are producing the desired outcomes in line with the comprehensive plan. Using Recreational Facilities again as an example, the standard for determining whether there are adequate recreational amenities near a proposed development may change over time as values change. For example, one could interpret from this Plan that access to nature and water are critically important forms of recreation in Annapolis but

are not equitably distributed. The APFO standards for Recreational Facilities could address this shortcoming. .

The APFO can and should change over time. In 2019, the standards for School Facilities were amended, and in 2023, the mitigation options for Police Protection were amended. The areas of the APFO that could be most influenced by the goals of this Plan are:

- Police Protection
- Recreational Facilities
- Traffic Impact
- Non-Auto Transportation Facilities
- Stormwater Management Facilities

2. Add a new section focused on waterfront development, which will address critical area requirements, flood plain management, and public water access, among other issues.

Insert after page 347 (but before the new section on Adequate Public Facilities):

Waterfront

The Annapolis waterfront is a significant focus of this Plan, and numerous ongoing projects are already implementing the Plan’s recommended actions, most notably the City Dock redevelopment. In every circumstance, resilience, equity, recreation, and culture are driving the projects and reshaping the city’s waterfront. More specifically, equitable public water access, climate change adaptation, watershed restoration, and support for the maritime industry are the four most significant priorities in this Plan that will impact the city’s waterfront in the coming years but require specific implementation strategies.

Changes to the waterfront happen in a variety of ways: through new private development or redevelopment, through public infrastructure projects, through programs that activate the waterfront in new ways, and through new management practices. How these mechanisms are leveraged allows for the priorities mentioned above to have greater impact. For example, In 2021, in an effort to better guide private development, the City Council updated the zoning regulations for the City’s maritime zoning districts for the first time in 34 years based on recommendation from a Maritime Task Force. The positive impact of the changes will be primarily seen in the preservation and evolution of the maritime industry and in the expansion of public water access. Additional strategies are provided below for each of the waterfront priorities.

Equitable Public Water Access

Equitable public water access is a major topic of Chapter 7: Communities Facilities and addressed in several other chapters. The City is also in the process of completing its first Public Water Access Plan which will be included in the Appendices to this Plan. There are a variety of ways for this priority to be implemented in the near future:

- The amended maritime zoning regulations referenced above created a new definition for public water access and several mechanisms for either requiring or incentivizing expanded public water access as part of new development.
- An additional zoning policy amendment is needed to require public water access as part of waterfront developments outside of the maritime zones. A development threshold could be defined, for example based on the size of the development or its use, that triggers a public water access requirement.
- The City’s Capital Improvement Program (CIP) which guides investments in public infrastructure and is updated annually, is the single most important mechanism for implementing equitable public water access. The current CIP for fiscal year 2024 includes a dramatic expansion in funding for public water access projects that should continue for the foreseeable future. However, it will be important to create a strategy for prioritizing projects that address equitable outcomes.
- Chapter 15 of the City’s Code of Ordinances addresses most directly the standards for waterways and waterfront and has many sections which should be updated.
- The Adequate Public Facilities Ordinance could be amended to reference public water access as a standard for Recreational Facilities, particularly for proposed development within a half mile of the waterfront.

Climate Change Adaptation

Several recent plans have set policy goals and identified critical projects to ensure that the City is able to meet the challenges posed by climate change. These plans include the Cultural Resource Hazard Mitigation Plan (2018), the Flood Resilience Plan (2022), the Hazard Mitigation Plan Update (2023), and Military Installation Resilience Review (2023). Some of the key strategies to support the ongoing climate change adaptation include:

- Ensure that the City’s floodplain development standards are regularly reviewed and updated if needed;
- As with public water access, the CIP is an important tool for prioritizing projects that will address climate change vulnerabilities;
- Many of the areas most vulnerable to rising sea levels and storm surge are public streets and parks. The City can address these vulnerabilities through improved design standards which acknowledge the anticipated impacts from climate change. The future Recreation & Parks Master Plan and Complete Streets Design Manual recommended by this Plan can address these standards;
- Collaboration with partner agencies and neighboring jurisdictions is critical, particularly NSA-Annapolis, Anne Arundel County, and the Resilience Authority of Annapolis and Anne Arundel County, as many of the most vulnerable assets have regional impacts;
- Accelerate the transition to renewable energy and particularly in the City’s fleet vehicles and transit vehicles.

Watershed Restoration

The economy, culture, and identity of Annapolis are closely tied to water and without clean water and healthy natural resources, the city will cease to be the place it is. Watershed restoration addresses the continuing need to improve the environmental quality of the lands which directly impact the city’s waterways. Some of the key strategies for implementing improvements in this area include:

- Utilize the creekshed framework recommended by this Plan for all future small area planning to ensure that land use decisions are oriented to the waterways they will impact;
- Create standard procedures for ensuring that maintenance is properly budgeted for all nature-based stormwater management projects;
- Explore amendments to the Adequate Public Facilities Ordinance to ensure that off-site stormwater outfalls are improved as part of a proposed project;
- Amend the site design guidelines in the City’s zoning regulations to require low impact design principles and stormwater best management practices;
- Expand the tree mitigation requirements for the Critical Area buffer to apply to the full extent of the Critical Area.

Maritime Industry

The maritime zoning update in 2021 was specifically aimed at strengthening the maritime industry. In addition to creating incentives for large properties to maintain critical boatyard functions, the zoning update also created the Annapolis Maritime Industry Fund to directly support the preservation and expansion of maritime businesses in Annapolis. Other strategies to support this priority include:

- Using annual reporting requirements, continue to monitor the effectiveness of the most recent maritime zoning updates to ensure they positively impacting the maritime industry;
- Create standard procedures for how to distribute the funds that may accrue in the Annapolis Maritime Industry Fund;
- Create additional small and mid-size business development programs for maritime businesses;
- Prioritize staff resources to maritime businesses seeking to locate in the city’s maritime districts;
- Make efforts to streamline permitting processes for maritime businesses particularly around temporary structures and coordination between multiple permitting agencies.

Chapter 12: Areas of Critical State Concern

1. Add a map exhibit illustrating Annapolis’ location within the Chesapeake Crossroads Heritage Area, and a new narrative explaining the value of this State-level designation to Annapolis cultural preservation and tourism.

Insert after page 351 (with image of Gateway Park and map of Heritage Area):

Maryland is only one of three states in the nation with a state Heritage Area program and Annapolis has benefitted from its location within the Chesapeake Crossroads Heritage Area, formerly known as the Four Rivers Heritage Area. The Heritage Area designation is a boon for tourism and economic development, and offers direct funding to specific projects. With this Plan’s significant focus on expanding and diversifying the historical and cultural narratives of the city, and the expansion of parks, trails, and public water access, the Heritage Area program will be a particularly important partner in helping to fund and elevate new projects and programs.

Chapter 13: Recommended Action Matrix

1. Add a new section focused on the various ways in which the recommended actions will be funded.

Insert on page 352:

Funding

The majority of the recommended actions in this Plan will not require major fundraising to implement but rather the commitment and time from key City staff, elected officials, and partners. Recommended actions that do require additional funding to implement will be funded generally from one or more of these four sources: the City's General Fund (primarily tax revenue), Enterprise Funds (revenue from city services), Grants from external agencies such as the State of Maryland or Federal government, or Bonds. Generally, only physical infrastructure projects can use bond funding. All of these funding sources are part of the annual budget approved by the City Council which, in the coming years, will prioritize various recommended actions from this Plan.

2. Add a new section focused on a process for monitoring implementation.

Insert on page 352:

Monitoring

The degree to which the recommended actions of this Plan are implemented will depend significantly on a process of monitoring by City staff to track progress and prioritize projects. Monitoring can be addressed in a variety of formats, but should ultimately be transparent and accountable to be effective. Two common practices for monitoring include annual or biannual reporting that is shared publicly with the Planning Commission and/or City Council; and online reporting where shorter interval updates are made to a website where the general public can easily follow the progress. A hybrid of the two formats could also be effective. On a practical level, whichever format is selected should be user-friendly and easy to manage to ensure the monitoring gets done. Staff from the Comprehensive Planning division of the Department of Planning & Zoning will lead this effort and develop an appropriate format for monitoring following the adoption of this Plan.