

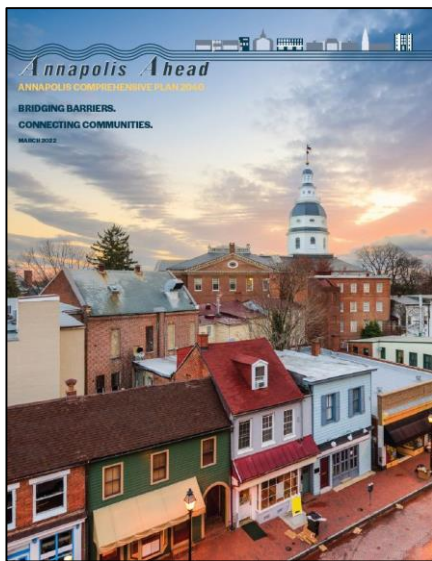


# **CITY COUNCIL**

## **Economic Matters Committee**

### **Economic Development Approach**

**April 19, 2023**



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Bridging barriers.  
Connecting communities.



## 1. INTRODUCTION

### ANNAPOLIS AHEAD

Annapolis Ahead 2040 is the City of Annapolis' Comprehensive Plan update, a citywide plan required by Maryland Land Use Code to be updated approximately every ten years following the release of new Census data. Like previous plans, this one has as its essential purpose, to bring about the careful development of the City and the conservation of what is most exceptional about it. As a general and city-wide Plan, it does this by guiding public and private decisions that work toward achieving the vision set forth by the City and its residents over the use of land, water and other natural resources, streets and other infrastructure, parks and open spaces, and other community facilities, and many other aspects of the city related to development through the year 2040. The guidance within this Plan is a representation of the agreement that Annapolis, as a whole, has come to over long-range goals and outcomes. With it, the City's government has a roadmap to make wise and popular decisions on development proposals, the expenditure of public funds, the City's development code, cooperative efforts, and issues of pressing concern. Likewise, the Plan provides city residents, property owners, business owners, and those looking to invest in the city with a clear view of the city's direction.

This Plan explores conditions as they are today, how these conditions may have changed since the last comprehensive plan, and anticipates what the future may hold. From this analysis, the Plan provides goals, performance metrics, and recommended actions that will guide Annapolis toward a healthy, balanced and harmonious future over the next 20 years.

There are many features of this Plan that distinguish it from prior comprehensive plans and reinforce its

relevance to the Annapolis of today. The most important of these features are the following three themes which are interrelated and guide all goals, performance metrics, and recommended actions of the Plan.

#### Equity

The Plan's focus on equity is guided by an awareness of longstanding racial inequities in how public and private resources are invested in Annapolis communities. The Plan includes many goals, metrics, and recommended actions aimed at reversing these decades long trends and ensuring that all residents and communities have access to the opportunities and resources they need to be successful.

#### Health

The Plan's focus on health is grounded in an appreciation for how the built and natural environment of the city plays an influential role in the physical and mental health of the city's residents and communities. The Plan offers many goals, metrics, and recommended actions aimed at ensuring that our surroundings are designed to improve our health.

#### Resilience

The Plan's focus on resilience is based on the fact that Annapolis will continue to face challenging environmental conditions driven by climate change which in turn have economic and social consequences. The Plan offers goals, metrics, and recommended actions designed to help the city better prepare for, respond to, and adapt to more frequent storms, increasing flooding, extreme heat, and other climate driven conditions.



FIGURE X: ANNAPOLIS' FIRST ANNUAL JUNETEENTH PARADE IN 2022  
Source: Capital Gazette

## HOW TO USE THIS PLAN

In contrast with past comprehensive plans in Annapolis, this Plan has been conceived as resource for not only City staff, elected officials, and other key decision-makers, but also the residents of the city and anyone looking relocate or invest in the City. The document is written with all of these audiences in mind. Annapolis Ahead 2040 is both the City's guiding vision and its plan of action. It also asserts the values and principles that will be the foundation for the City's evolution over the next twenty years.

The Plan is committed to its role as a community roadmap for the City's leadership, departments, stakeholders, residents, and developers to be able to do three key things integral to realizing the vision of the Plan:

- Easily grasp the clear direction in which the City is heading and how the various Plan elements fit together to form the Plan's vision.
- Make decisions within one's own domain that contribute to or support the desired outcomes of the Plan.
- Measure and track the progress being made toward achieving the goals outlined in the Plan.

As described above in "Plan Structure", this Plan is organized into three City Vision sections, which contain individual chapters focused on specific elements of the city. The chapters each illustrate a distinct aspect of the city, and are interrelated, but and they are designed to be consulted individually, as pieces of the larger Plan. Given the Plan's length, it is not meant to be read continuously from beginning to end. More likely is a scenario in which someone may need to consult the Plan for a specific topic, say Housing, and would simply jump to Chapter 5: Housing. After reading that chapter and seeing its many references and cross-listed goals to Chapter 4: Land Use, the same person might then move onto Chapter 4: Land Use. In this sense, the Plan does not need to be read in a linear or chronological way. Rather, it should be read according to a specific topic, interest, or need. Inevitably, one chapter may point to other related chapters.

### Are you an Annapolis resident?

Every chapter of this Plan will provide you with a great amount of information about your city, perhaps more than you ever cared to know. If you want to become more engaged in the city, take a look at the Action Matrix within the Implementation chapter to see if there are specific actions that you would like to help advance.

### Are you an Annapolis property owner?

You will probably find the chapters focused on Municipal Growth, Land Use, Environmental Sustainability, and Water Resources most relevant. The Action Matrix within the Implementation chapter will tell you what projects or initiatives may impact your property.

### Are you a business owner, institution, or someone looking to invest in Annapolis?

While you may need to read all chapters (or at least skim them) to get a complete picture of the City's direction, depending on your interest, individual chapters may suffice. If you have a specific property in mind, the chapters focused on Municipal Growth, Land Use, and Housing will be most relevant. The Action Matrix within the Implementation chapter will tell you what initiatives may impact your project or property.

## PLAN PROCESS

The Comprehensive Plan update process was initiated in early 2019. Not bound to starting from scratch, the process began with cataloging the breadth of successful policies, initiatives and projects in the years since the adoption of the 2009 Comprehensive Plan. The aim was to move forward what had worked, what was ongoing, and what was still relevant to Annapolis now and in the future.

The Annapolis Ahead 2040 Identity was created for the comprehensive plan to signify the forward-thinking perspective of the plan which builds on past success and advances relevant ideas from past plans not yet implemented. Annapolis Ahead is not a transformative prescription, but a consensus vision in the eyes of the public for a more vibrant, livable city for all current and future residents, business and property owners, workers, and visitors.

Annapolis Ahead 2040 is the outcome of a substantial community engagement process which stretched across three years and touched thousands of residents and other stakeholders through in-person and virtual meetings, surveys, and requests for public comments. Various stakeholder groups including civic associations, business associations, boards and commissions, as well as the City Council and members of the general public, commented regularly on draft Plan content as well as on the topical citywide and neighborhood-scale issues. A sub-process to create a master plan for the West Annapolis commercial district, a task force for strengthening the City's Maritime districts, and the City's first ever Public Water Access Plan were all borne out of the Plan update. The extensive community engagement which propelled the plan process is summarized on the following pages in the section titled "Community Participation".

The Land Use Article of the Maryland Annotated Code states that the Planning Commission has the authority and responsibility to prepare a comprehensive plan for its jurisdiction and to present the plan with a recommendation to the local governing body. The process outlined in the Land Use Article has guided the plan process including regular updates and work

### COVID-19 Impacts

During the process of updating the City's comprehensive plan, the U.S. and the rest of the world instituted necessary measures to try to combat the spread of the SARS-CoV-2 (COVID-19) virus. In March 2020, the State began issuing stay-at-home orders for many employees across all industries, effectively shutting down schools and businesses temporarily. As maskwearing, social-distancing and quarantining became the norm, so too did working-from-home and holding meetings virtually. This Plan not only relied on the continuous feedback of residents, stakeholders and City officials, but also depended on future projections, which, during height of COVID, were very uncertain.

sessions with the Planning Commission leading up to the adoption process by City Council.

In addition, the Maryland Planning Visions Law of 2009 created twelve visions for plans to follow reflecting the State's ongoing aspiration to develop and implement sound growth and development policy. These visions address quality of life and sustainability, public participation, growth areas, community design, infrastructure, transportation, housing, economic development, environmental protection, resource conservation, stewardship, and implementation. These twelve visions are endorsed by the goals, metrics, and recommended actions of this Plan.

## 2. DEMOGRAPHIC TRENDS

### OVERVIEW

The demographic trends in Annapolis over the past 10 years are a product of the demand to locate in the City, new development or redevelopment, and broader trends in the region and nation. This Plan is designed to address the needs of Annapolitans living in the city today as well as the future residents, so it is imperative to understand the composition of the city and the trends which are driving demographic change. As a historic peninsular city with limited land availability, Annapolis continues to grow at a slower rate than the State and County as a whole. The increase in population between 2010 and 2020 was nearly the same as between 2000 and 2010, but at a slightly slower rate. Unlike at the County and State level, some of this population growth is attributed to an increase in the average household size rather than solely an increase in the number of households, meaning new construction has lagged behind the rate of that outside of Annapolis.

Similar to national and regional trends, Annapolis has an aging and a diversifying population. The fastest growing cohorts are the retirement age households and to a lesser extent new families with children of school age. Recent college graduates and young professionals are one of the few cohorts to decrease in population, meaning more of them are deciding to locate elsewhere. Meanwhile, Annapolis continues to diversify. All minority groups experienced an increase in population, with the largest increase occurring in the Hispanic/Latino population, while the proportion of white residents continues to decrease.

Economic trends within the population are also significant as the gap between the high earning and

low earning households continues to grow. Annapolis has both a relatively large proportion of households at a high income level and households that earn below the regional poverty level. According to the U.S. Department of Housing and Urban Development (HUD), a household is considered housing cost-burdened if it pays more than 30 percent of its gross monthly income for housing costs. Reflecting national trends, a larger proportion of renter households in Annapolis are cost-burdened while a lesser proportion of owner households are cost-burdened. That the amount of owner-occupied housing in Annapolis increased at the same time that renter-occupied housing decreased has likely exacerbated cost-burden among renters. The cost burden is not only worsening among low-income earners, however. More than half of households that are considered moderate-income earners are also cost-burdened.

Trends in the local economy have been more volatile than in the population itself since the start of the global pandemic in 2020, but overall, employment growth in more advanced professions has been more positive than in service professions. Annapolis continues to host a large number of residents that are highly educated and employed in professional occupations. Retail and food services make up a lesser proportion of employment among residents even with the significant tourism economy, likely given the relatively high cost of living. Even though a large proportion of Annapolis residents work outside of the city, a recent trend has been for more of those that previously commuted to now work from home instead. The unemployment rate has remained lower than in the County and State as a whole throughout the last decade as residents have both the regional economies of Baltimore and Washington, D.C. to draw from.

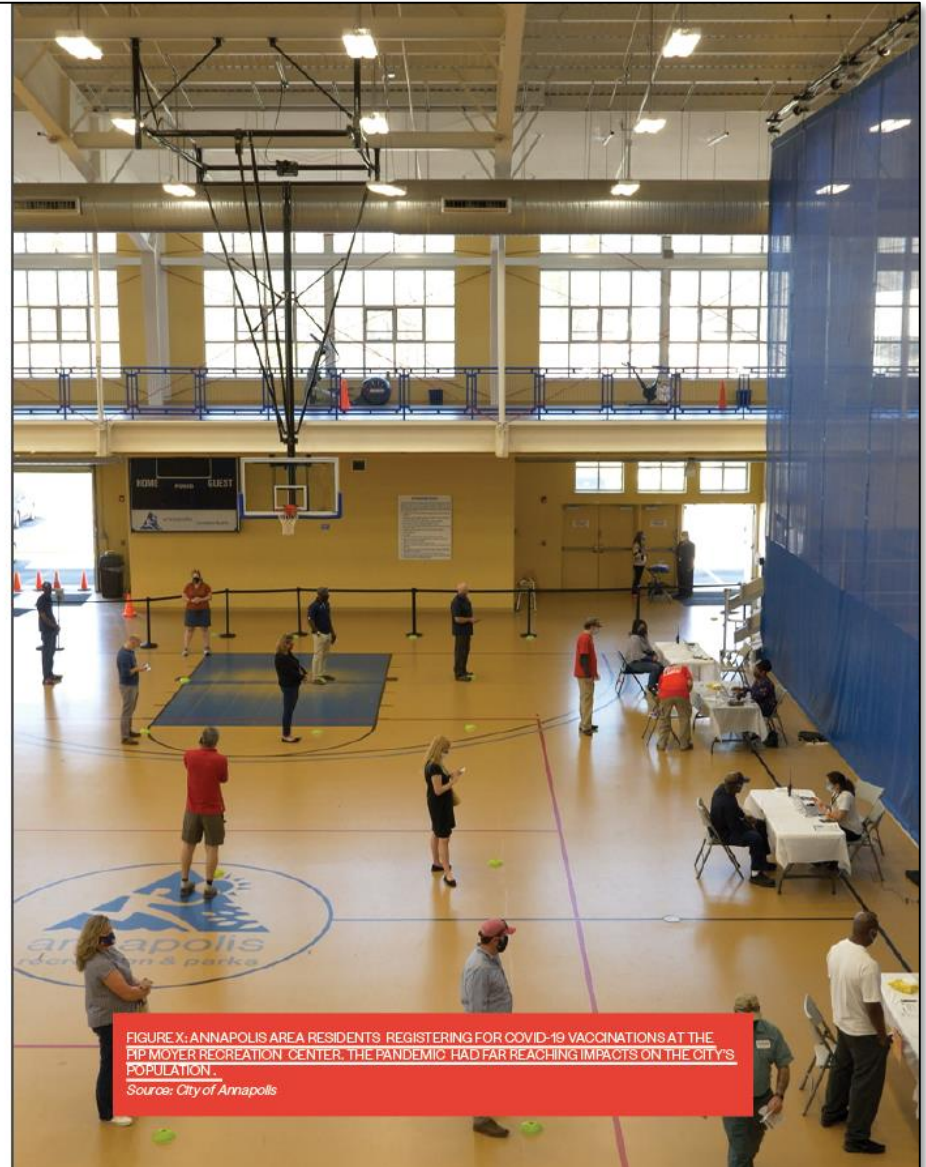


FIGURE X: ANNAPOLIS AREA RESIDENTS REGISTERING FOR COVID-19 VACCINATIONS AT THE PIP MOYER RECREATION CENTER. THE PANDEMIC HAD FAR REACHING IMPACTS ON THE CITY'S POPULATION.  
Source: City of Annapolis

## SOCIAL TRENDS

Understanding the factors contributing to a changing demographic is key to planning for a more healthy, resilient, and equitable Annapolis. These factors reveal what policies should be implemented and for whom they should be implemented. Like any other City, Annapolis is an ever changing social environment with an influx and outflux of residents and even evolving conditions among long-term residents. The 2020 Census provides a complete picture of the social and economic trends of the populace when comparing to those same variables from ten years ago. This also reveals in what ways communities have become more or less vulnerable to disruptions in society.

### Social Vulnerability

The segment of the population that are vulnerable to current and future risks whether social, economic or environmental are of particular note. Factors such as socioeconomic status, household composition, minority status, and housing type and transportation are the factors dictating social vulnerability. A methodology created by the U.S. Centers for Disease Control and Prevention (CDC), a person or community's degree of social vulnerability is measured by 15 Census variables which the CDC includes in its Social Vulnerability Index (SVI). The social vulnerability index is applied to Annapolis in the accompanying map based on Census Block and is included both in Chapter 7: Community Facilities and Chapter 9: Environmental Sustainability. The process for calculating the SVI for Annapolis is based on the CDC's methodology where each of the 15 variables is weighted evenly and makes up one of two to five variables for each of the four categories as seen below. The sum of the values for each category then produces the overall social vulnerability.

The importance in measuring and tracking social vulnerability in the City lies not only in identifying who is potentially at risk and where the risk is most harmful, but in charting the course for future action to make Annapolis overall healthier and more equitable which in turn will make it more resilient. The four main components of social vulnerability tell each side of the

### What Makes a Community Socially Vulnerable?

A distinguishing feature of this Plan in comparison to past comprehensive plans is its emphasis on equitable outcomes. Of course, to be equitable requires an understanding of those communities which are already at a disadvantage due to social circumstances. Many of these communities are historically disadvantaged, meaning that past investment and policies have not helped these communities to succeed. Today these communities are less equipped and more vulnerable to social, economic, or environmental challenges. To create a baseline for where these communities are located in Annapolis, the Plan uses the Center for Disease Control (CDC) Social Vulnerability Index (SVI) which combines Census data from the following fifteen factors to establish levels of social vulnerability.

- |   |  |
|---|--|
| <p><b>Socioeconomic Status</b></p> <ul style="list-style-type: none"> <li>— Below Poverty</li> <li>— Unemployed</li> <li>— Income</li> <li>— No High School Diploma</li> </ul>                                    | <p><b>Household Composition + Disability</b></p> <ul style="list-style-type: none"> <li>— Aged 65 or Older</li> <li>— Aged 17 or Younger</li> <li>— Older than Age 5 with a Disability</li> <li>— Single Parent Household</li> </ul> |
| <p><b>Housing Type + Transportation</b></p> <ul style="list-style-type: none"> <li>— Multi-Unit Structures</li> <li>— Mobile Homes</li> <li>— Crowding</li> <li>— No Vehicle</li> <li>— Group Quarters</li> </ul> | <p><b>Minority Status + Language</b></p> <ul style="list-style-type: none"> <li>— Minority</li> <li>— Speaks English "Less than Well"</li> </ul>   |

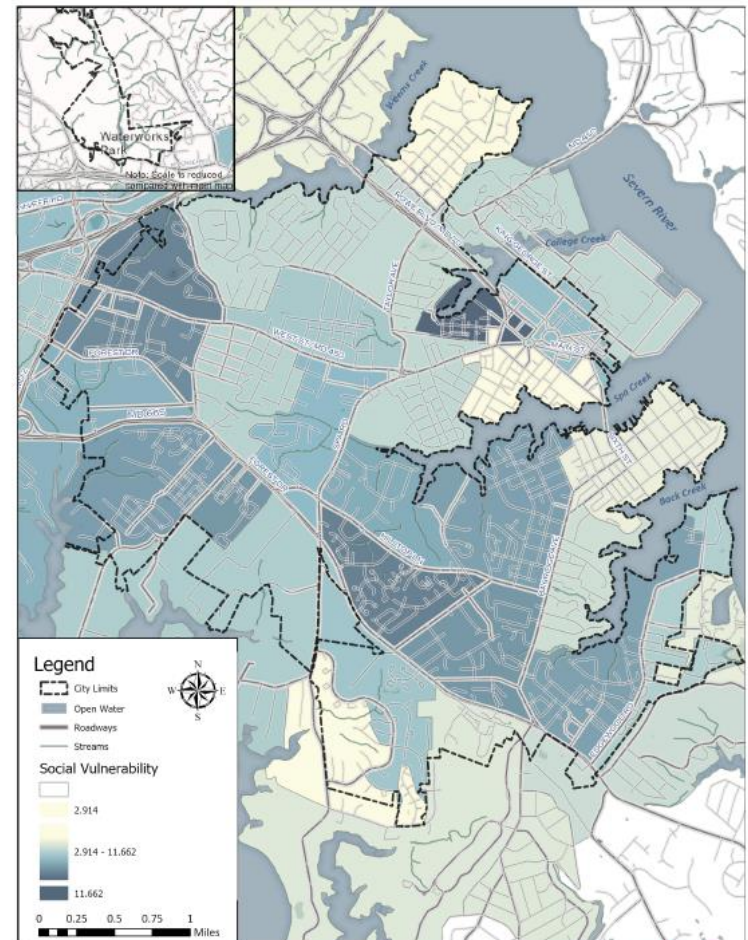
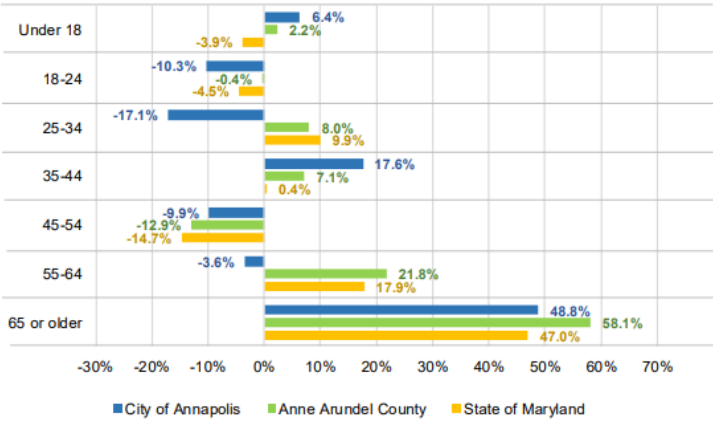


FIGURE X: MAP OF SOCIAL VULNERABILITY IN 2020 BASED ON THE CENTER FOR DISEASE CONTROL'S SOCIAL VULNERABILITY FACTORS

Source: City of Annapolis

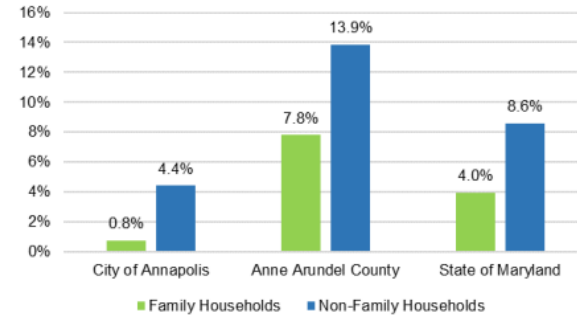
# ANNAPOLIS AHEAD DEMOGRAPHIC TRENDS

**Figure 6: Change in Population by Age Group, 2010 and 2021**



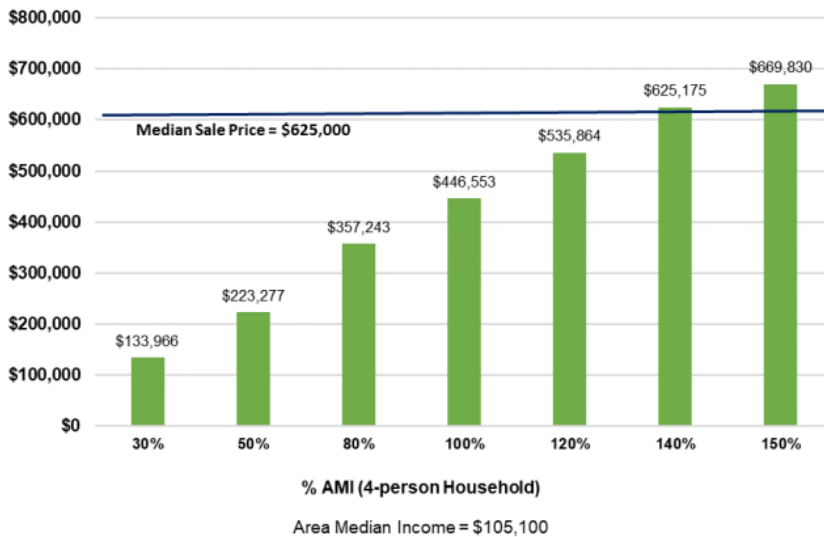
Sources: U.S. Census Bureau via ESRI Business Analyst, 2021; BAE, 2021

**Figure 4: Percent Change in Number of Households by Household Composition, 2010 and 2021**



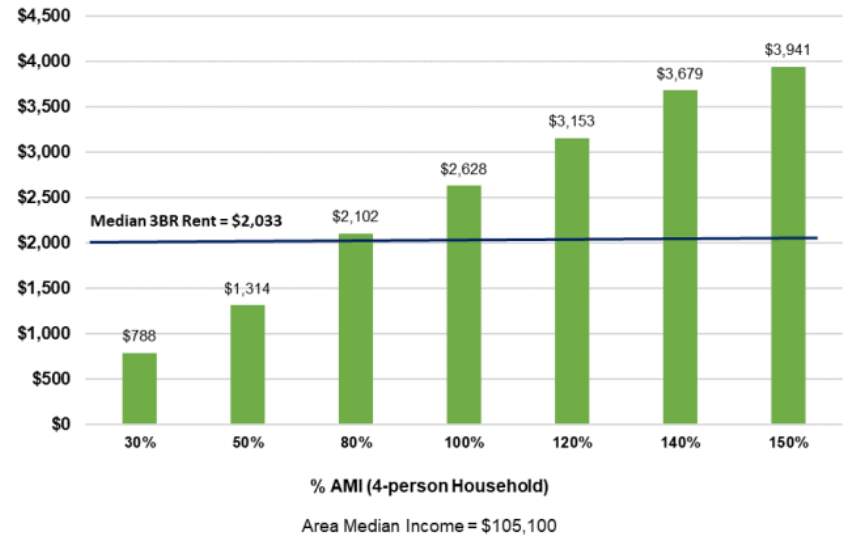
Sources: U.S. Census Bureau via ESRI Business Analyst, 2021; BAE, 2021

**Figure 17: Maximum Affordable Sale Price by AMI (4-person Households)**

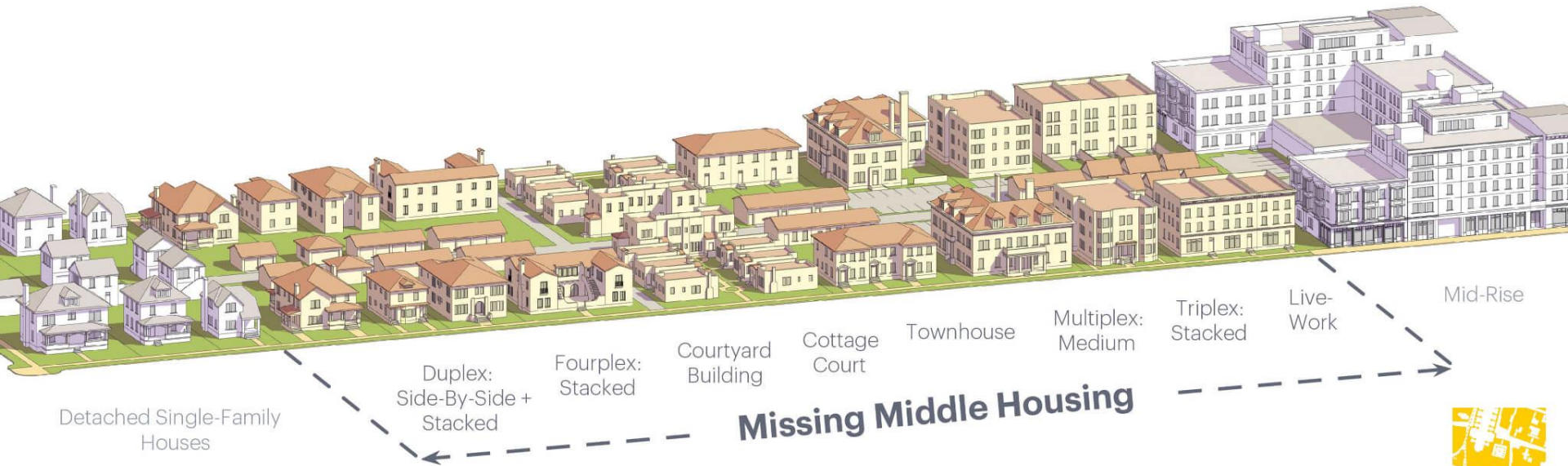


Source: Redfin, 2021; BAE, 2021.

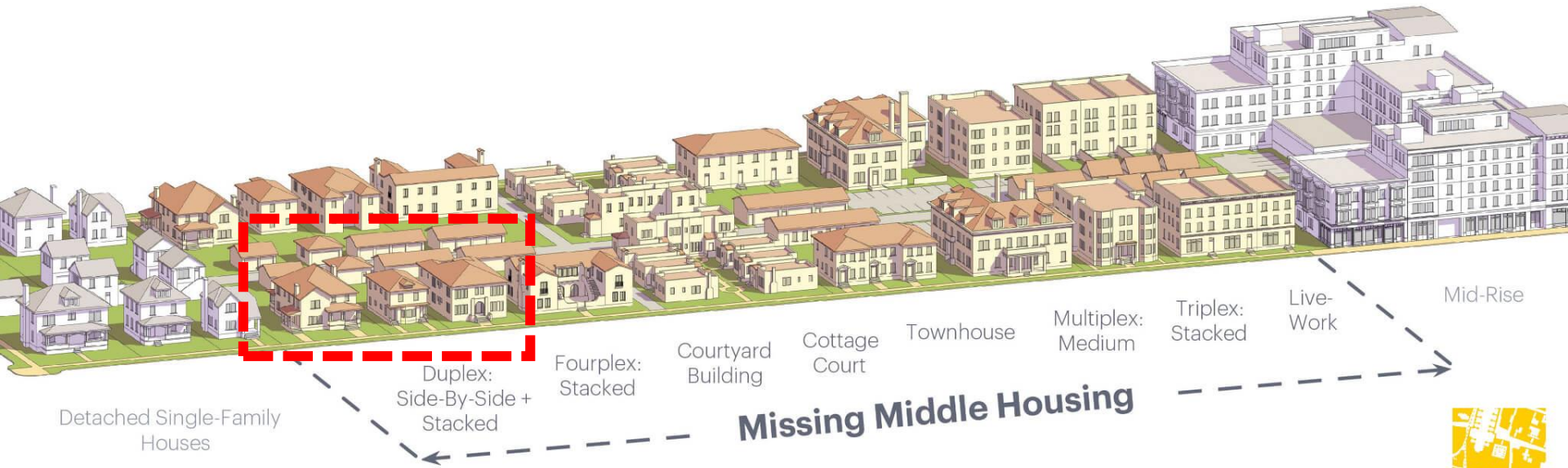
**Figure 18: Maximum Affordable Rents by AMI (4-person Households)**



Source: Redfin, 2021; BAE, 2021.







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## HOUSING GOAL 1

Produce a supply of affordable rental and ownership housing in order to meet current and projected needs.

## HOUSING GOAL 2

Preserve the supply of quality housing for low income and workforce households.

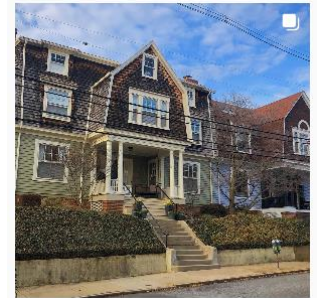
## HOUSING GOAL 3

Plan for changing housing needs over time in relation to both the production of new housing and preservation of existing units.

## HOUSING GOAL 4

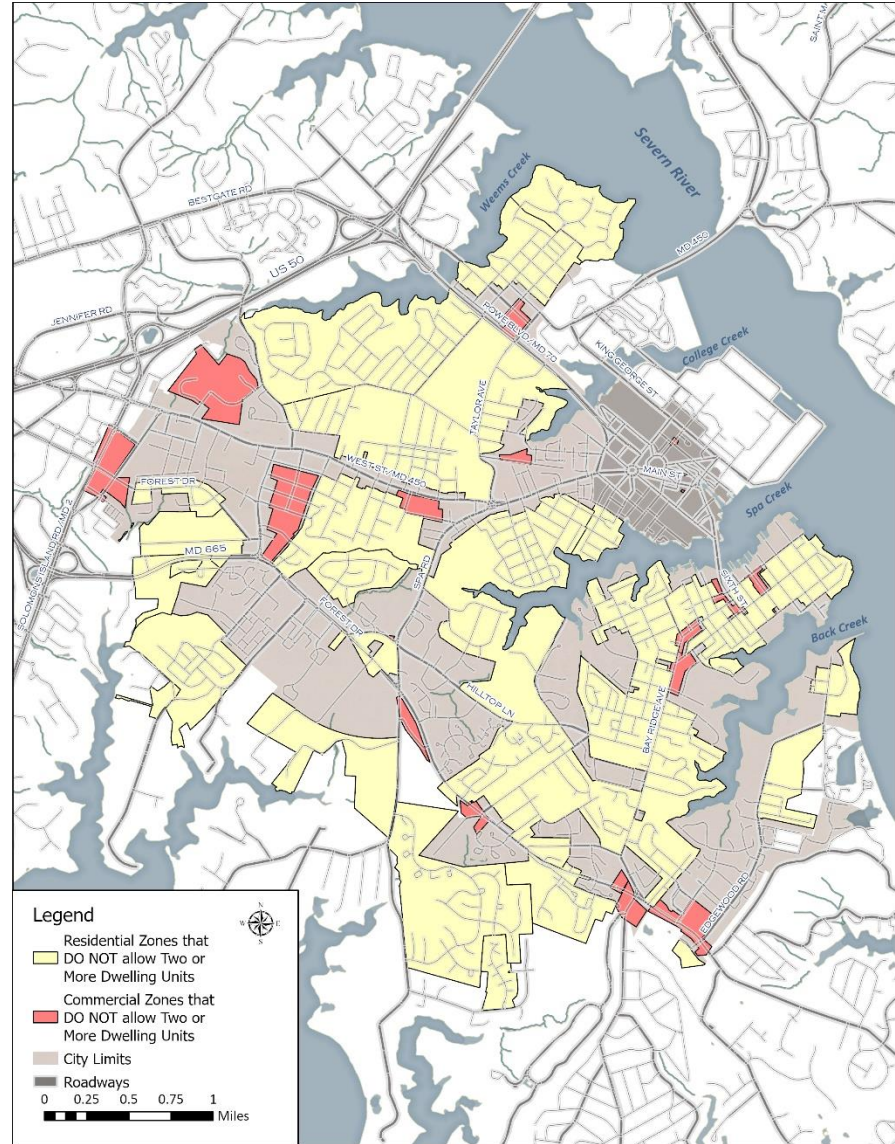
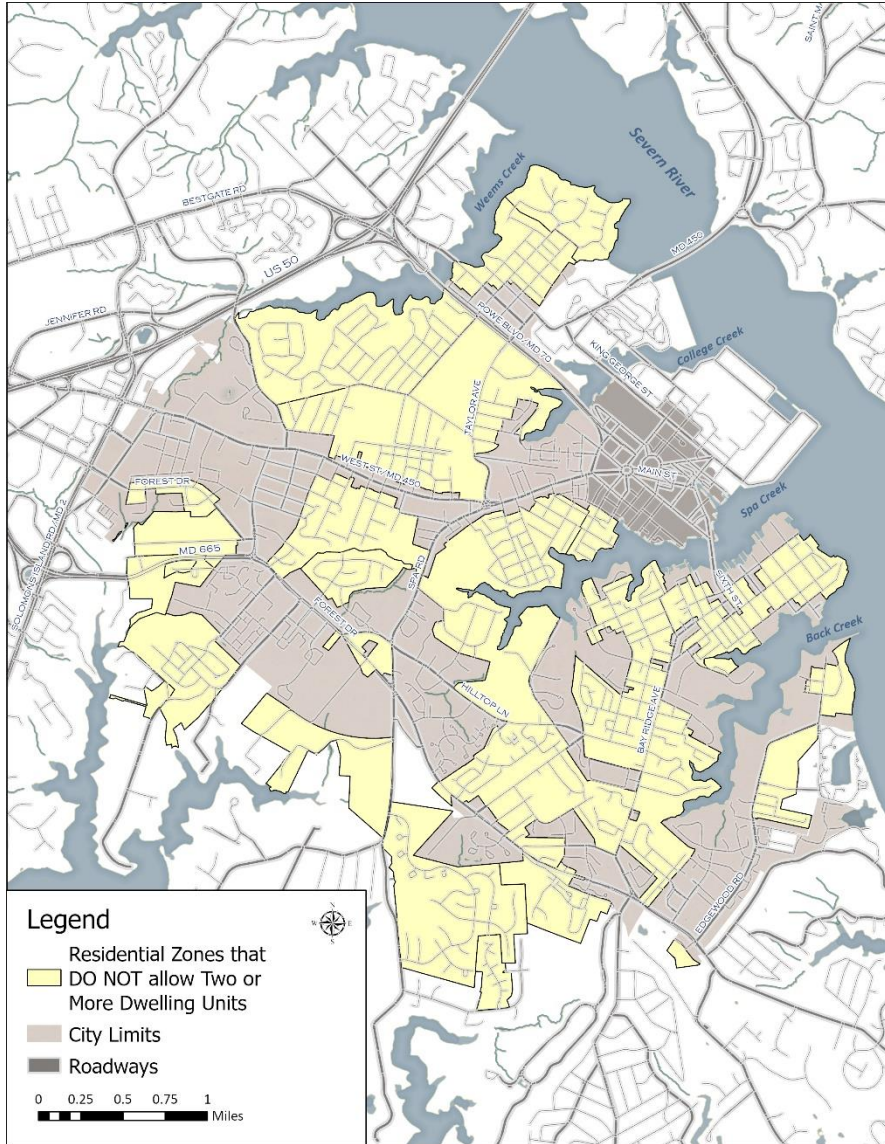
Increase the supply and diversity of housing types and the locations where such housing can be compatibly provided to best facilitate housing that addresses the particular needs of the city's households by for example age, income, disability, and household size.

# THE THRIVING CITY HOUSING



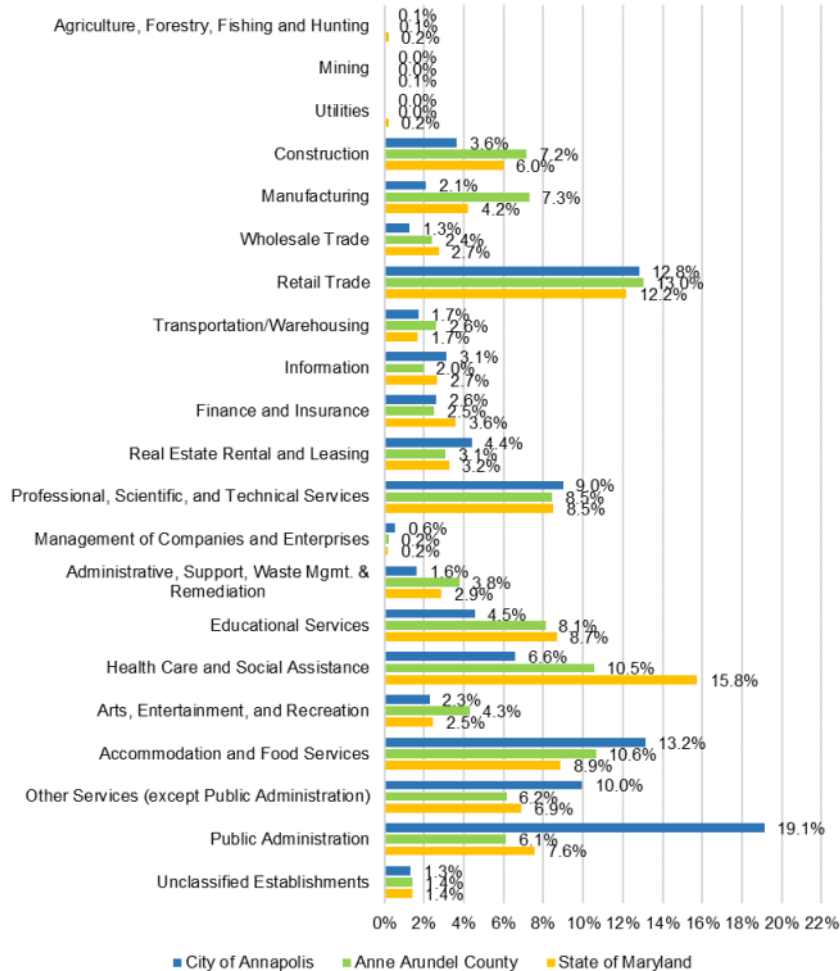
All images courtesy of Annapolis Missing Middle

# THE THRIVING CITY HOUSING



# ANNAPOLIS AHEAD DEMOGRAPHIC TRENDS

**Figure 21: Local Jobs by Industry, 2021**



Sources: Esri Business Analyst, 2021; BAE, 2021.

**Table 4: Principal Employers in the City of Annapolis, February 2019**

Company	Business Description	Number of Employees
State of Maryland	State Government	12,132
Anne Arundel County Government	County Government	5,190
U.S. Naval Academy	Federal Naval Education	2,500
City of Annapolis Government	City Government	550
Annapolis Waterfront Hotel	Hotel and Restaurant	215
St. John's College	Education	200
Annapolis Yacht Club	Restaurant	200
Comtech Telecommunications Corp	Telecommunications Contractor	200
Main & Market	Restaurant and Catering	180
Spa Creek Center Genesis Healthcare	Skilled Nursing and Rehabilitation	160
Chick-Fil-A	Fast Food	150
Giant	Grocery Store	150
Hotel Annapolis	Hotel	150
Coldwell Banker Residential	Real Estate	140
Community Action Agency of Anne Arundel Nonprofit	Nonprofit	140
Rams Head Tavern	Restaurant	140
Koons Toyota	Car Sales	120
Safeway	Grocery Store	120
Seyern Savings Bank FSB	Banking Services	120
Kohl's	Department Store	110

Sources: City of Annapolis via Anne Arundel Economic Development Corporation, August 2021; BAE, 2021.

**Table 6: Retail Market Overview, Q2 2021**

	City of Annapolis	Anne Arundel County	Maryland
<b>Summary, Q2 2021</b>			
Inventory (SF)	2,365,601	30,507,229	293,552,934
Occupied Stock (SF)	2,288,859	28,410,166	277,444,594
Vacant Stock (SF)	76,742	2,097,063	16,108,340
Vacancy Rate	3.2%	6.9%	5.5%
<b>Annual Asking Rents, PSF</b>			
Avg Asking NNN Rent, Q2 2020	\$30.48	\$21.36	\$20.04
Avg Asking NNN Rent, Q2 2021	\$30.84	\$20.76	\$20.52
% Change	1.2%	-2.8%	2.4%
<b>New Deliveries (bldgs), Q2 2011 - Q2 2021</b>	9	88	910
<b>New Deliveries (SF), Q2 2011 - Q2 2021</b>	78,245	1,559,985	16,062,276
<b>Under Construction (bldgs), Q2 2021</b>	0	2	56
<b>Under Construction (SF), Q2 2021</b>	0	20,000	876,666

Sources: CoStar; BAE, 2021.

**Economic Development Themes**

**Evolving Tourism**



**FIGURE X: BOUTIQUE LODGING IN DOWNTOWN ANNAPOLIS**  
Source: Capital Hotel

Tourism has been a singular economic theme for Annapolis for hundreds of years and it remains so. However, as an industry it has not remained static and reflects constant change in visitor preferences, travel trends, and market conditions. Annapolis has long adapted to these changes and will continue to do so which may relate to the development of new attractions that highlight a more diverse and inclusive history of the Annapolis, new ways of getting around the city, new lodging options, and new visitor services. In the coming years, tourism will also expand more beyond the downtown area which has historically driven the majority of tourism interest. The city's other neighborhoods have their own stories to tell and will enrich the tourism experience with greater representation.

**Inclusive Opportunities**



**FIGURE X: NEW LOCALLY OWNED BUSINESS OPENING**  
Source: City of Annapolis

Equity is a foundational theme of this Plan, and opportunities to improve in this area can be found in nearly every chapter. As it relates to Municipal Growth and economic development, equity can be improved in how the City provides inclusive opportunities for entrepreneurship. Small businesses are the lifeblood of the Annapolis and lend much to the character and attractiveness of the city. As a small city of only eight square miles and almost no area to expand, Annapolis also has limited room for large business developments. Small business is a primary means for an aspiring entrepreneur to establish a foothold in the city and invest in it. While the City currently provides significant support to existing businesses through technical resources, promotion, grants, and other programs, additional investment is needed to ensure opportunities for new businesses are accessible to all and particularly underrepresented populations. A commitment to recruitment, support for Minority-

**Strengthening the Maritime Industry**



**FIGURE X: MARITIME BUSINESS ADVERTISEMENT**  
Source: Quantum Sails

Annapolis is one of very few cities in the nation and internationally that provides such a rich assortment of maritime services within a relatively small area. The city is a virtual "one-stop-shop" for the maritime industry and this aspect of the city's economy has lent much to the city's heritage and cultural landscape. However, over the last thirty years, the maritime industry has evolved, and with those changes the need for the City to recalibrate its maritime districts to ensure that Annapolis continues to thrive as a boating center for the Mid-Atlantic. In 2021, a Maritime Task Force was created by City Council resolution to propose recommendations that would strengthen the industry. From these recommendations, the City Council adopted zoning code changes to the maritime districts for the first time since 1987 when the districts were first created. The Annapolis Maritime Industry Fund was also created and will spur the preservation, enhancement, and expansion of maritime businesses in the city.

**Cultural Economy**



**FIGURE X: ANNAPOLIS FILM FESTIVAL BANNER**  
Source: Capital Gazette

Annapolis' cultural economy presents itself in many ways- through the businesses and marketing efforts of its Arts & Entertainment District and other arts-oriented businesses throughout the city, through the year-round cultural events which draw thousands of visitors to the city, through the city's diverse cultural institutions, and perhaps most importantly through the city's historic preservation efforts which have created a "museum without walls". These elements of the city stimulate a robust cultural economy and have helped to make Annapolis truly a cultural center for the region. Annapolis will continue to support the foundations for this economy and expand the investment to support and attract more arts-oriented businesses, working artists and other cultural producers, events and cultural programs for residents and visitors alike, and the venues which provide space for these events.

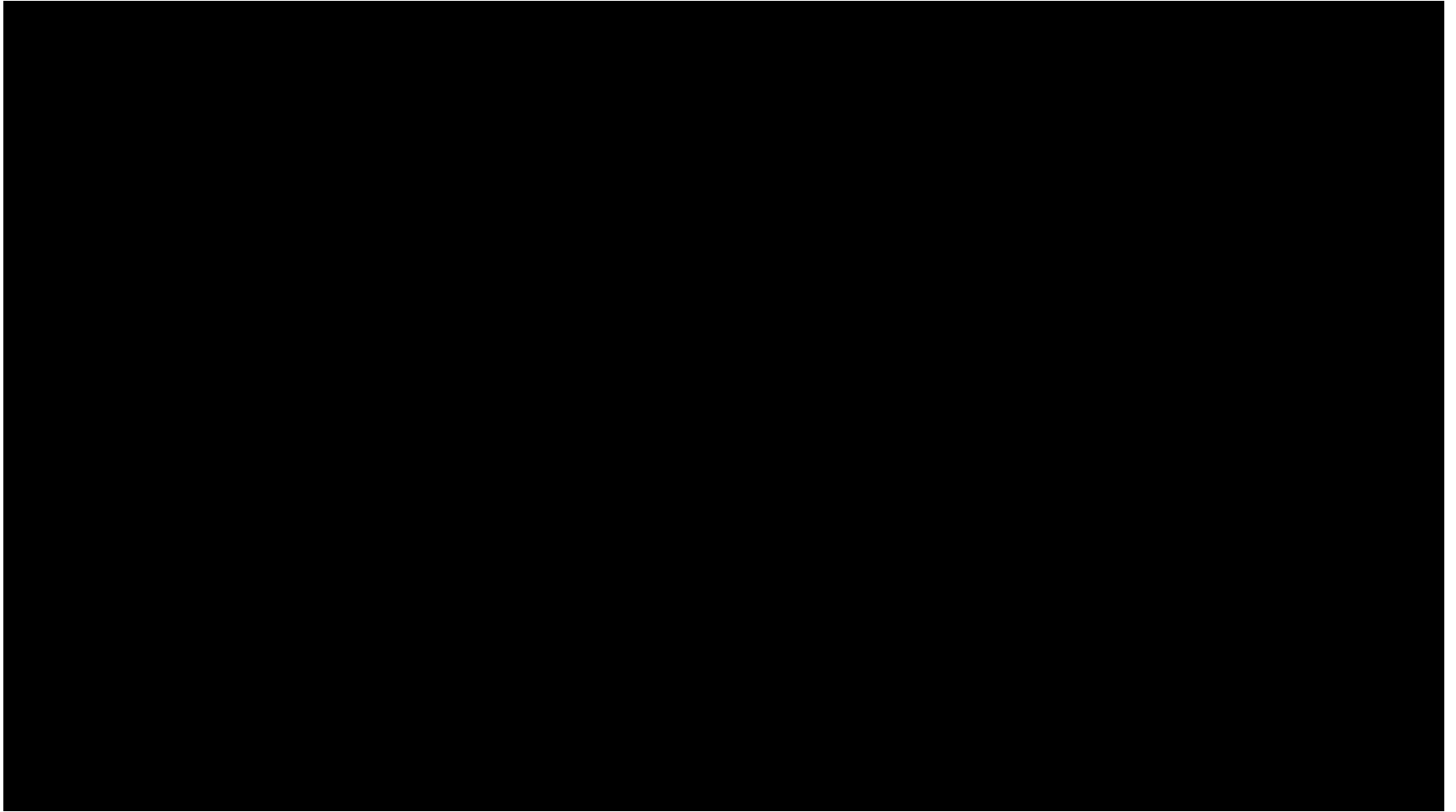
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**MORE OF THIS**



# LAND + INFRASTRUCTURE VALUATION STUDY





**ELEMENTS**

## 3. MUNICIPAL GROWTH

### OVERVIEW

All cities have a vital interest in the type, character and impact of growth both within and outside their municipal boundaries. In the context of this Plan, growth is interpreted in several ways, as new businesses which open in Annapolis or choose to locate here; as new residents who choose to move to the city or children who are born here; as new development or redevelopment of property; and as land that is annexed to expand the city limits. For example, a maritime business opens a new office in one of the City's maritime districts, the company hires ten people who choose to move to the city to be closer to work, and they move into new housing recently built in an area of the city where they can walk to conveniences and amenities. Growth is represented through all of these decisions, and the City's policies can dictate how it chooses to grow, which in turn holds tremendous consequence. It can dictate how diverse the city is demographically, how healthy the city is, how well the city's natural resources are managed, and how safe and easy it is to move around the city, among other outcomes. As already expressed in Chapter 1, this Plan envisions an Annapolis where growth leads to a more thriving, functional, and adaptive city grounded in an appreciation for equity, health, and resilience.

This municipal growth plan provides the basis for long term infrastructure and facility planning and it signals the City's intent to physically expand in a very measured and limited way. Both household growth and physical expansion are explained in this chapter of the Comprehensive Plan.

Municipal expansion occurs when properties are formally incorporated into the municipality through

annexation with the City for its own benefit. The City's policies can dictate how it chooses to grow, which in turn holds tremendous consequence. It can dictate how diverse the city is demographically, how healthy the city is, how well the city's natural resources are managed, and how safe and easy it is to move around the city, among other outcomes. As already expressed in Chapter 1, this Plan envisions an Annapolis where growth leads to a more thriving, functional, and adaptive city grounded in an appreciation for equity, health, and resilience.

This chapter estimates the number of housing units that could be developed within the City under current zoning rules, discusses alternative projections of household growth, adopts a forecast for the year 2040, and assesses the potential impact of growth on key community facilities and services.

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FIGURE X: A RECENTLY COMPLETED PROJECT IN WEST ANNAPOLIS WHICH COMBINES RETAIL AND HOUSING. MIXED USE INFILL DEVELOPMENT SUCH AS THIS WHICH ALSO IMPROVES THE ADJACENT PUBLIC REALM IS A PRIMARY GOAL OF THE APPROACH TO MUNICIPAL GROWTH IN THIS PLAN.  
Source: City of Annapolis

## GOALS, PERFORMANCE MEASURES AND RECOMMENDATIONS

### MUNICIPAL GROWTH GOAL MG1

**GROW IN A WAY THAT ASSURES PUBLIC FACILITIES AND INFRASTRUCTURE REMAIN ADEQUATELY SIZED AND EQUIPPED TO DELIVER EXCEPTIONAL SERVICE TO EXISTING RESIDENTS, INSTITUTIONS, AND BUSINESSES.**

#### PERFORMANCE MEASURE 1

The levels of service documented in the fiscal impact studies supporting this Comprehensive Plan are not reduced over time but instead kept the same or improved.

#### RECOMMENDED ACTIONS

- MG1.1** Implement a revised Adequate Public Facilities Ordinance especially for parks, and neighborhood parks especially.
- MG1.2** Expand parks and public open spaces and ensure any major land use proposals incorporate open spaces and trails that can help link together the City's public amenities.
- MG1.3** Maintain disciplined plans for the allocation of water and sewer connections in keeping with State of Maryland MDE regulations and guidelines (see the Community Facilities element).
- MG1.4** The City will extend no facilities or services to any property without annexation. However, on a case-by-case basis, the City may consider a pre-annexation agreement – a contract requiring the owner to annex when the City is ready to do so.
- MG1.5** Work with Anne Arundel County Public Schools (AACPS) to proactively plan for maintaining sufficient capacity at public schools serving Annapolis residents, particularly at Annapolis High School.

### MUNICIPAL GROWTH GOAL MG2

**PROMOTE EXCEPTIONAL DEVELOPMENT WITHIN THE DESIGNATED GROWTH AREA THAT ADDRESSES THE CITY'S PLANNING GOALS AND, IN PARTICULAR, CONTRIBUTES TO THE CREATION OF GOOD PAYING JOBS AND THE FISCAL STRENGTH OF THE CITY.**

#### PERFORMANCE MEASURE 1

Any redevelopment plans for properties annexed into the City will be reviewed and approved by the Planning Commission and be found consistent with this Comprehensive Plan.

#### PERFORMANCE MEASURE 2

Each annexation approved by the City will be found to make a net positive fiscal impact to the City.

#### RECOMMENDED ACTIONS

- MG2.1** Apply the recommended land use plan designation and appropriate mixed use zoning to each annexation as provided for in the Land Use element.
- MG2.2** Require that development proposals in the growth area protect and/or restore sensitive areas such as forests, stream buffers, and wetlands and where possible incorporate these resource areas into the Greenway Map discussed in this Plan. (see goal LU 6 in the Land Use element)
- MG2.3** Conduct fiscal impact studies of each proposed annexation.
- MG2.3** Explore the potential for State legislation that authorizes the City of Annapolis and Anne Arundel County to work together to rationalize the City's boundary for the purpose of simplifying and making more efficient service delivery and land use decisions.

**MUNICIPAL GROWTH GOAL M3**  
**GROWTH IN THE NUMBER OF HOUSEHOLDS WILL PRIORITIZE INCREASING WORKFORCE AND AFFORDABLE HOUSING.**

**PERFORMANCE MEASURE**

The affordable housing performance measures included in the Housing goals will be achieved.

**RECOMMENDED ACTIONS**

- MG3.1** Require a conceptual development plan and firm commitments to delivering affordable housing as a condition of annexation.
- MG3.2** Study and adopt strategic updates to the zoning code that can incentivize housing for households making 80-120% of the area median income.
- MG3.3** Utilize zoning district changes to identify "housing priority" areas where access to transit, jobs, and amenities are already available.
- MG3.4** Remove barriers in the zoning code to creating additional workforce housing options— such as duplexes, triplexes, and fourplexes – in places where they are compatible with adjacent communities.

**MUNICIPAL GROWTH GOAL M4**  
**PRIORITIZE REVITALIZATION AND REDEVELOPMENT THAT BEST CONNECTS RESIDENTS TO RETAIL, SERVICES, AND AMENITIES.**

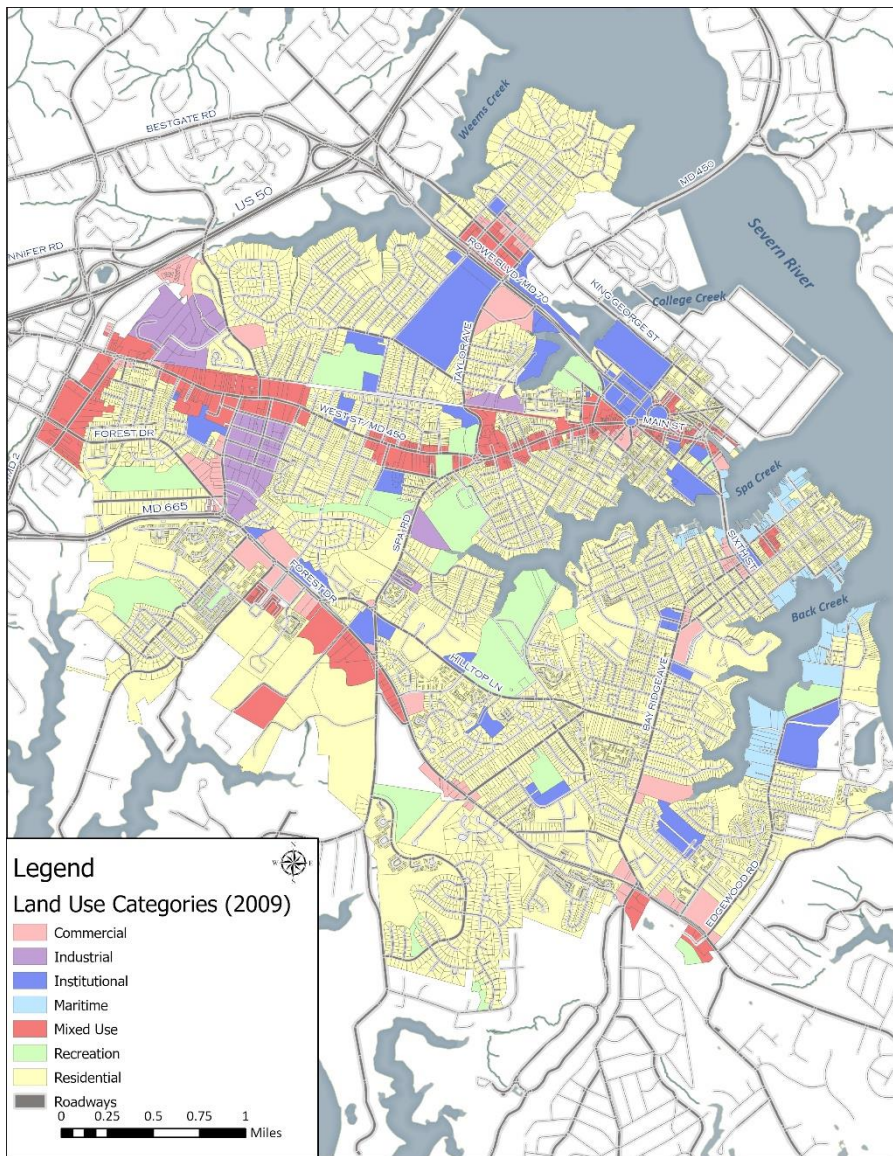
**PERFORMANCE MEASURE**

The percent of land area in the City zoned for mixed use increases from 8% to 20% by 2030.

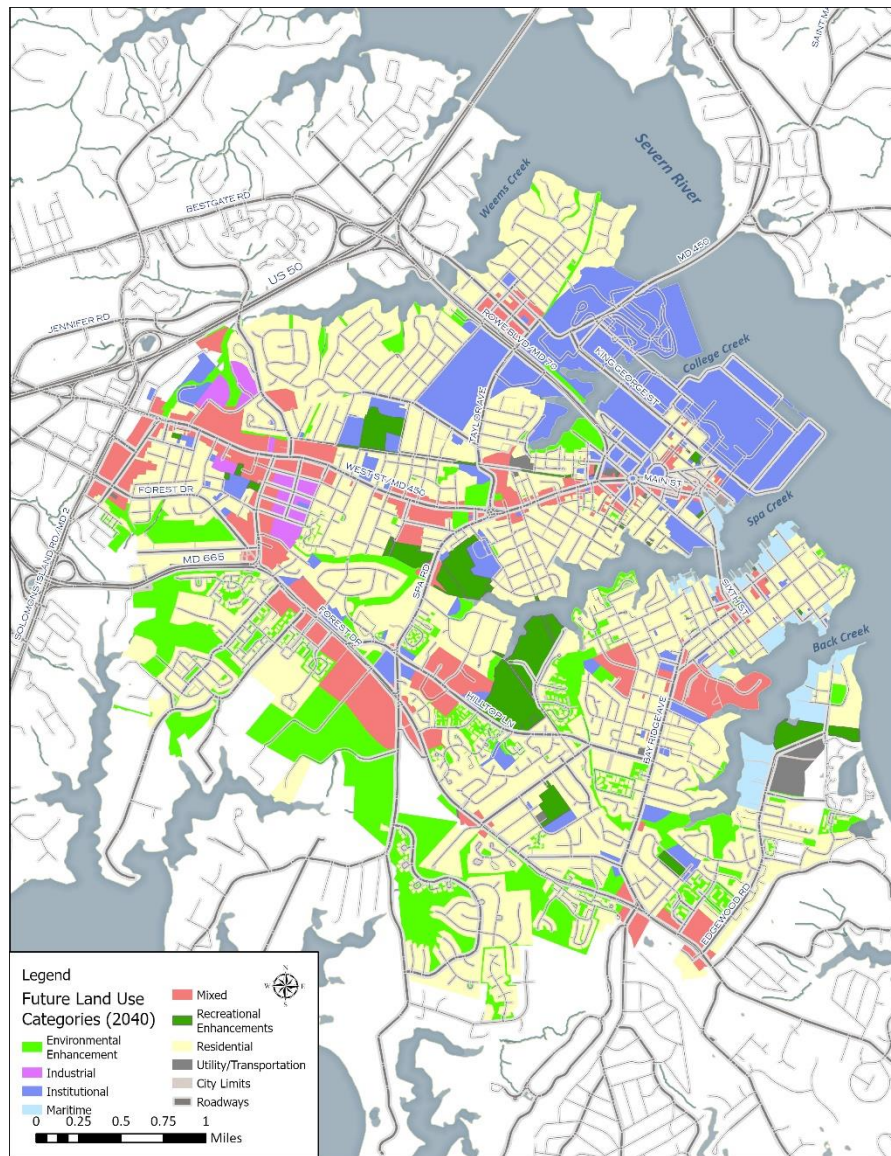
**RECOMMENDED ACTIONS**

- MG4.1** Update the Zoning Ordinance and zoning map to significantly expand the places where mixed-use development is permitted and/or required.
- MG4.2** Provide enhanced technical assistance from City staff where renewed retail and housing opportunities will contribute to the quality of life for the City, such as in the Arts & Entertainment District.
- MG4.3** Explore reductions in parking requirements for redevelopment in areas where direct access to transit, bike, and pedestrian networks already exist, and allow for greater flexibility in utilizing shared parking solutions.
- MG4.4** Leverage parking districts in the City's most walkable commercial areas, including the expansion of the existing downtown parking district and implementation of a new parking district for Eastport, as a way of better managing limited parking resources and mitigating conflicts.

# THE THRIVING CITY LAND USE



Future Land Use - 2009



Future Land Use - 2022

**Mixed Use**

At the individual parcel and area wide level, land use is cyclical, at any given time, there are areas that are underutilized and buildings that are obsolete when compared to community needs. A City can target and promote specific areas for redevelopment as part of a sound land use policy and guide development decision making.

Future housing, institutional and commercial projects and their improvements should respect and restore, not distract from, the character of the community that surrounds them. A community is physically characterized by the scale and patterns of its roads and buildings, by the placement of buildings and automobiles within the landscape, by the types and granularity of its buildings, by the diversity and intricacy of their designs and their materials, by the relationship of buildings and landscape to the human scale, and by the mix of land uses and building types. Character is location dependent.

This Plan recommends the refining of the mixed use designation ultimately into mixed use sub-districts tailored to neighborhood context. An example of what this might look like can be found in the West Annapolis Master Plan (2021) which is an appendix to this Plan. For the existing commercial area of West Annapolis, four new mixed use zones were created to replace the existing zoning districts.

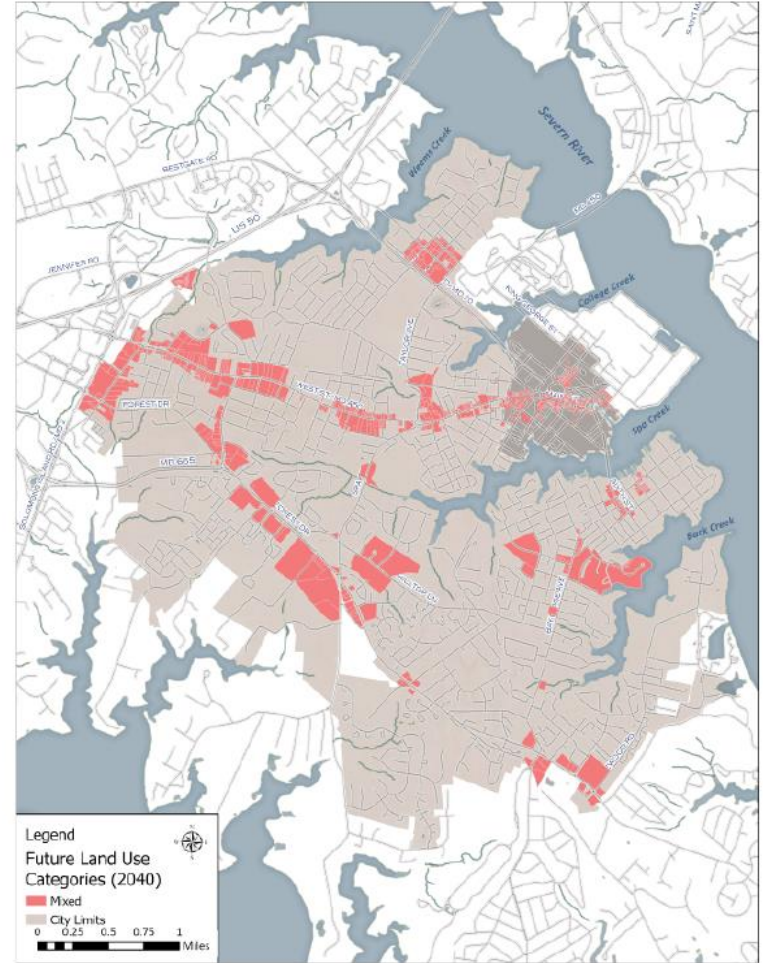
The primary goal is to promote and guide infill and renewal into arrangements that contribute to the development of Annapolis as defined in the Introduction to this Chapter. Central to this goal is to ensure that development projects are compatible with the neighborhoods where they are located and are aptly matched with their

position and role within the overall pattern of the City. This section of the Plan describes the basic urban design principles that would guide mixed use infill and redevelopment, and recommends an optimal zoning approach.

The redevelopment of properties with a Mixed Use designation on the Future Land Use Plan will be guided by the performance metrics below. These are criteria against which the Planning Commission would determine if a Mixed Use Infill or redevelopment project is consistent with this Land Use Plan.

**Why Mixed Use ?**

Annapolis has a long history of successful mixed use development in Downtown and Eastport, but since the inception of its zoning code in the 1960's, the city has had relatively little area identified specifically as mixed use in its future land use map or zoning map. This is primarily due to the suburban expansion of the city which favored strict separation of uses. In developing this Plan, there was a strong consensus among residents that mixed use development is needed to better address current goals including more walkable communities, sustainable and resilient natural resources, economic and community development, and cultural preservation. Mixed use development is able to address these seemingly disparate goals because it is the most efficient use of the city's limited land, allowing for the joining of compatible land uses on smaller development footprints that then require fewer resources to be serviced. Designating areas for mixed use development does not dictate what they will be, it simply provides more flexibility to adapt to changing needs.



**FIGURE X. MAP OF FUTURE MIXED USE AREAS**  
Source: City of Annapolis

## Performance Standards for Mixed Use Development

This Plan's focus on Mixed Use infill development is intended to spur more sensible and efficient use of the City's limited land base, and leverage its social, economic, and environmental value. To this end, the redevelopment of properties with a Mixed Use designation on the Future Land Use Plan will be guided by the performance standards below. These are criteria against which City staff, the Planning Commission, and other decision makers will determine if a Mixed Use infill development project is consistent with this Plan.

### Enhanced Neighborhood Character

- Architecture that harmonizes with an adjacent residential neighborhood through design which references its context.
- Street trees and landscape design that harmonizes with nearby surroundings.
- Distribution of parking into smaller pods and away from primary street frontage.
- Appreciation of local culture through preservation and/or artful design elements.

### Enhanced Public Realm

- Public spaces for community gathering such as small parks, plazas, and outdoor dining spaces.
- Architecture that improves the pedestrian experience with active ground floors and facade variation.
- Architecture which creates place through distinctive building features and site elements.

### Compact and Connected

- Extension of neighboring land use types to promote continuity and gradual transitions from lower to higher intensity uses and site design.

- Placement of buildings on the street and in arrangements based on patterns that encourage walkability and less dependence on personal vehicle use.
- Buildings are oriented to linked public spaces which help to connect communities.

### Connected Street Networks

- Extension of existing streets into and through the site to foster connectivity.
- Extension of existing bicycle and pedestrian connections into, around, and through the site, and/or establishment of new connections.
- Repair and enhancement of needed sidewalks and streetscapes within the nearby neighborhood.

### Commercial and Institutional Uses Balanced with Community Needs

- Retain or expand shopping and services to meet everyday community needs.
- Facilitate major civic uses, commercial office, professional services, community level retail along major thoroughfares.

### Green Infrastructure

- Functional use of setback areas for green infrastructure and public use.
- New and preserved tree canopy planted to provide multiple benefits including shade, stormwater management, and habitat.
- Paved areas are broken up with planted areas designed to capture and treat stormwater runoff.
- Innovation in environmental and energy performance.

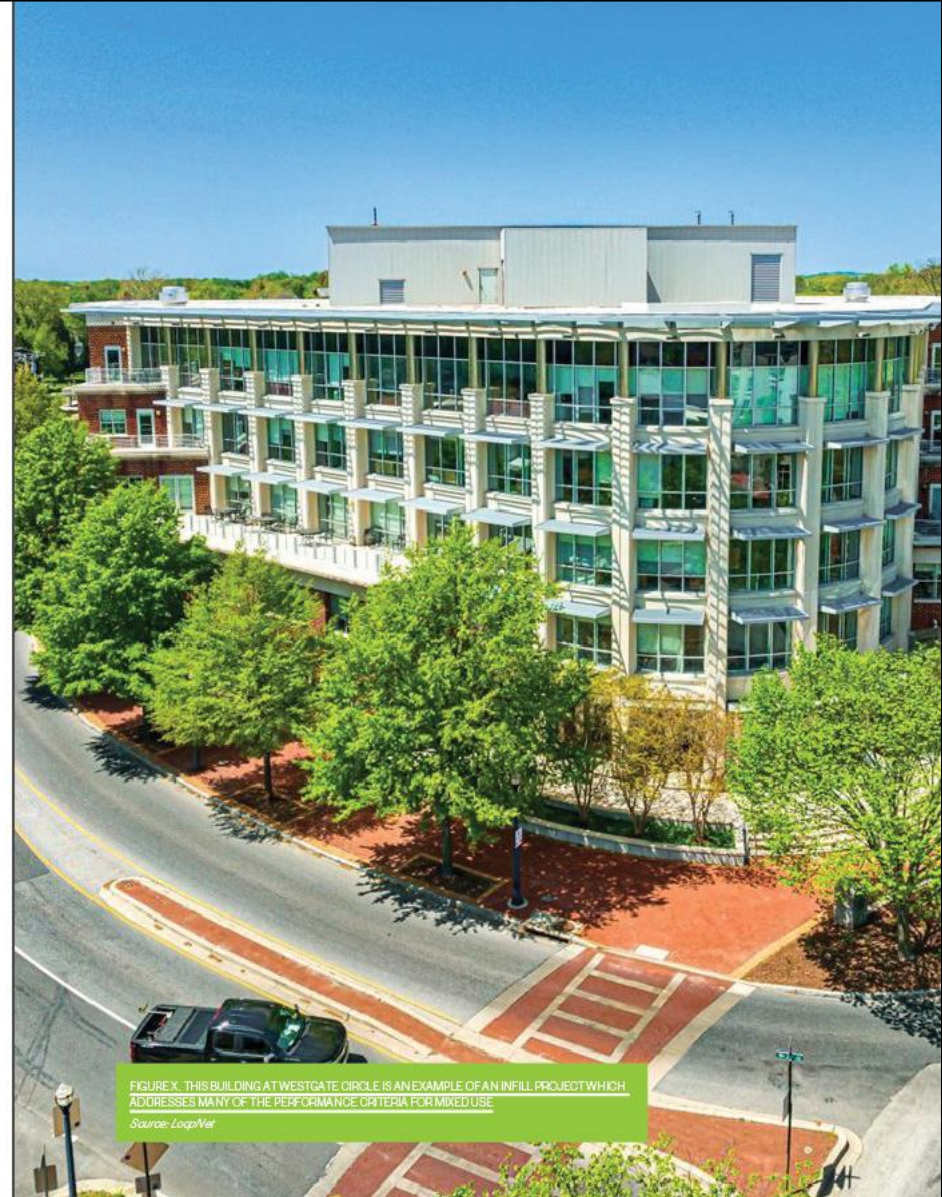
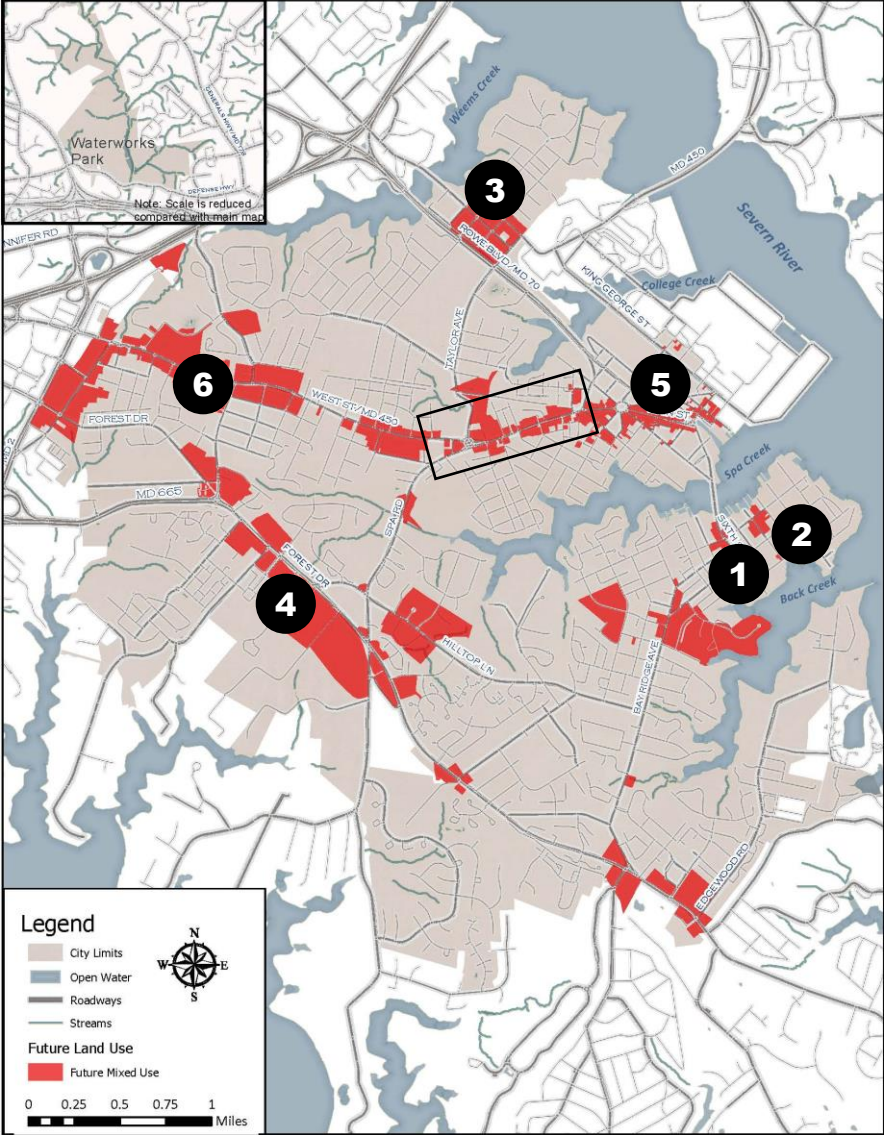


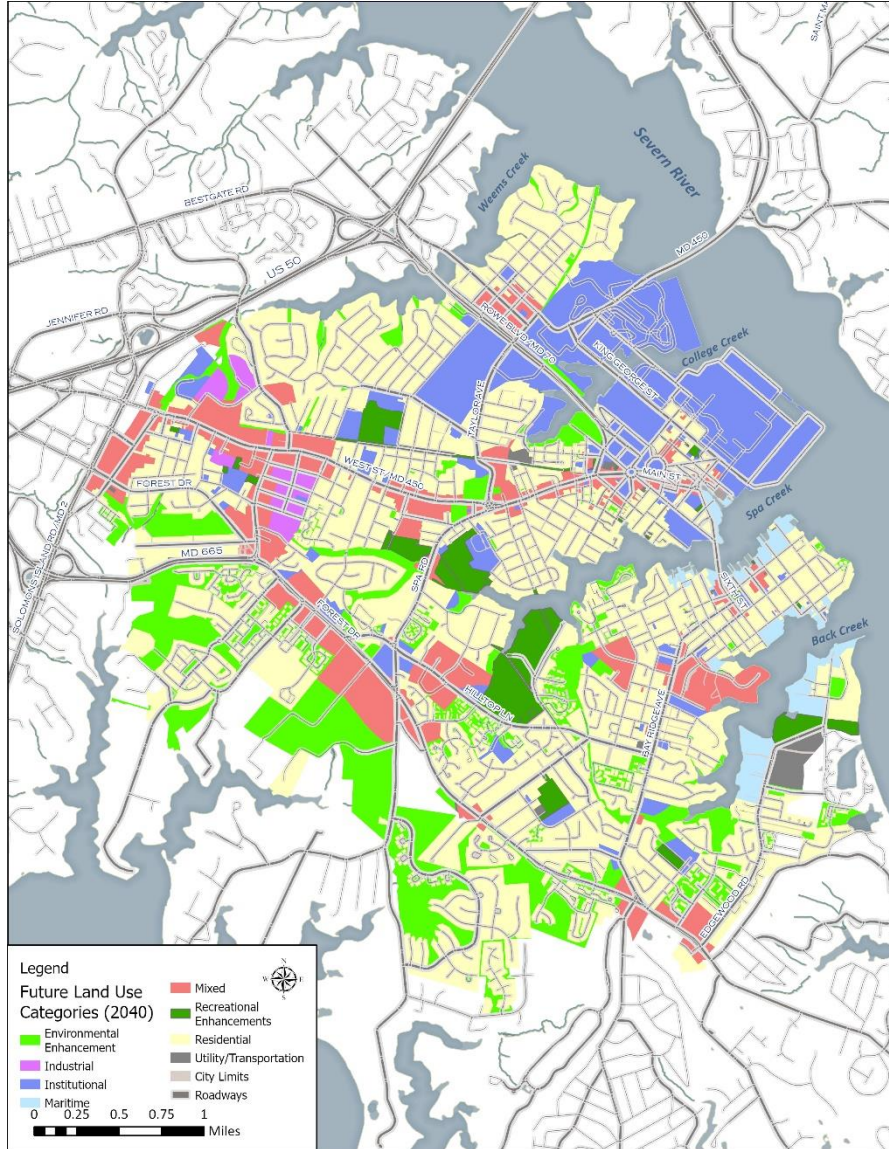
FIGURE X. THIS BUILDING AT WESTGATE CIRCLE IS AN EXAMPLE OF AN INFILL PROJECT WHICH ADDRESSES MANY OF THE PERFORMANCE CRITERIA FOR MIXED USE  
Source: LoopNet

# FUTURE LAND USE TYPES – MIXED USE

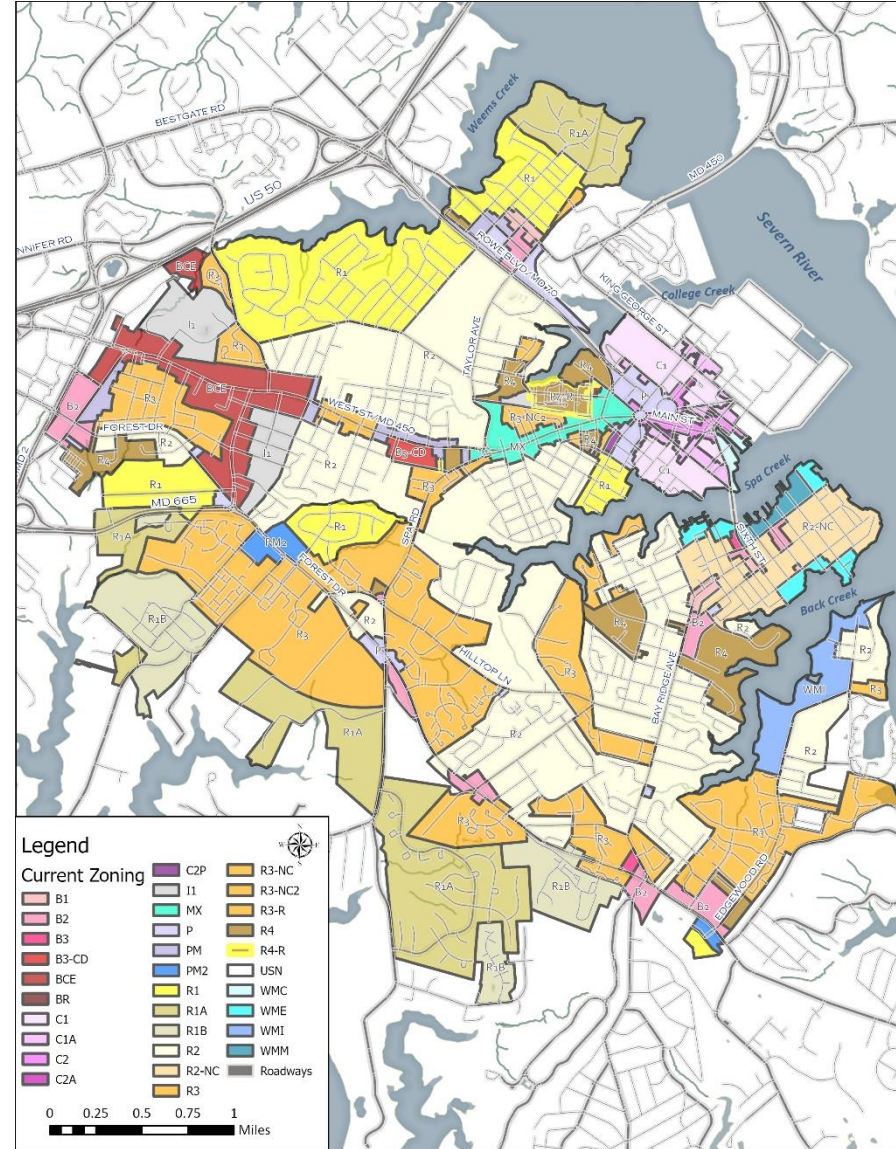




# ZONING

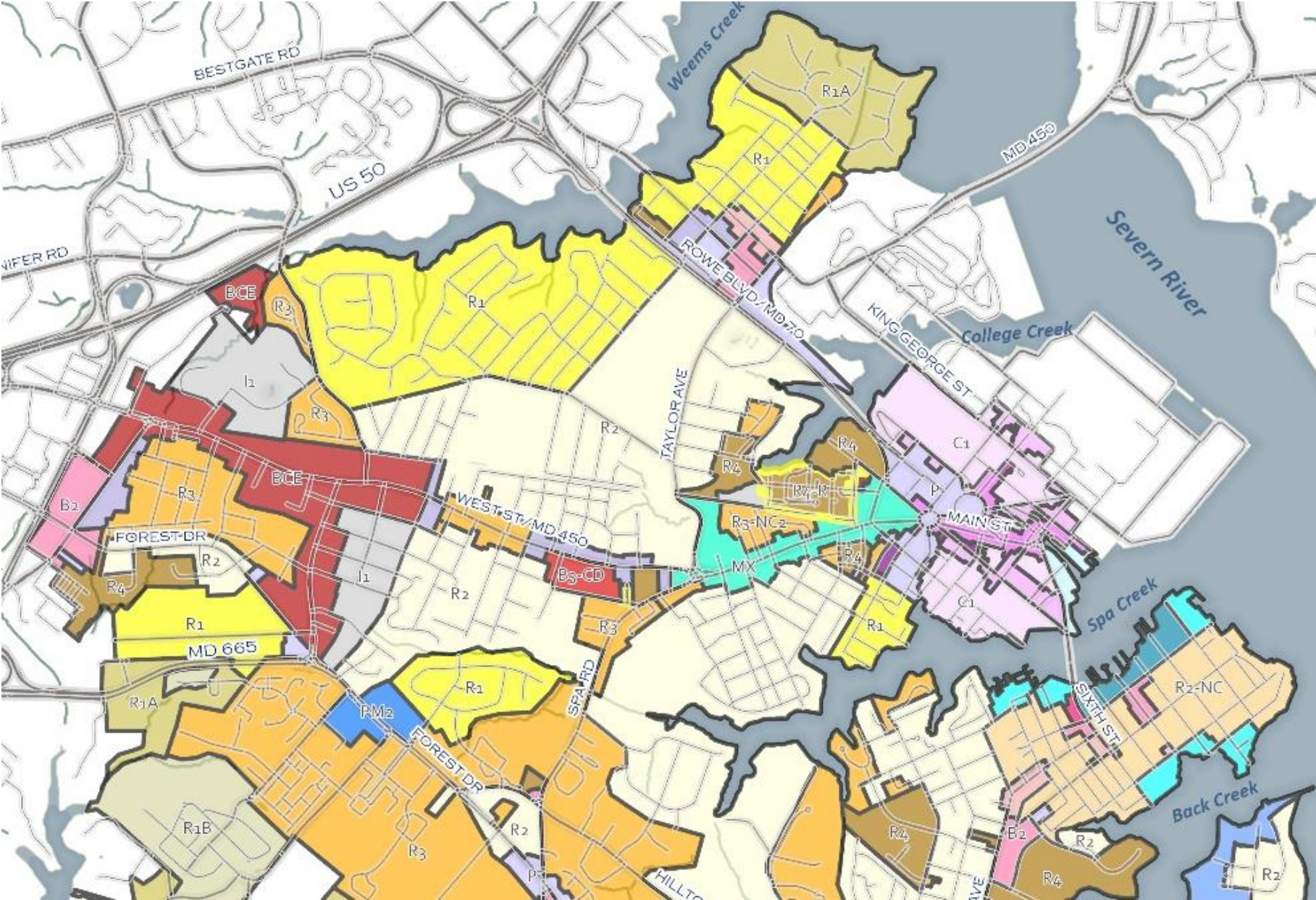


2040 Future Land Use Map

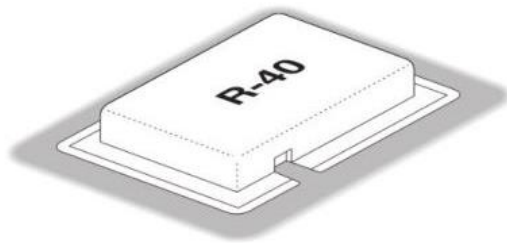


Current Zoning Map

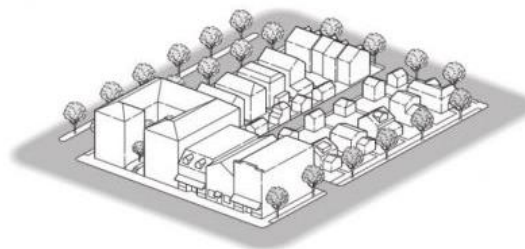
# EQUITY IN ZONING



# ZONING REFORM - FORM-BASED CODE



VS



**Existing zoning** is “Use-based” with only a few dimensional standards like minimum setbacks and max height.

**Form-based code** gives greater design control, like building types, build-to lines, and façade build-out percentage.

*A method of regulating development to achieve a specific urban form. Form-based codes create a predictable public realm by controlling physical form primarily, with a lesser focus on land use.*

- Form-Based Codes Institute

# ZONING REFORM - FORM-BASED CODE

## Implementation Tools: Form Based Code

A city's zoning code is the most consequential tool to addressing desired land use outcomes and it can be calibrated to be more effective. Form Based Codes have become a popular means of guiding new development to be more predictable and more compatible to existing neighborhood context. While more expensive information on this tool can be found in Chapter 12: Development Regulations, the images on this page and the facing page provide a snapshot of how Form Based Code zoning districts would work in a particular area of Annapolis.

Form Based Code provides greater direction to new development by regulating the look, or form, of the building and how it should be situated on its site. This allows zoning districts which follow Form Based Code to better respond to local context.

As part of the planning process for Annapolis Ahead 2040, new Form Based Code zoning districts were developed in concept for the commercial area of West Annapolis as part of the West Annapolis Master Plan. Unlike the existing zoning districts which appear more arbitrary in shape, the Form Based Code districts shown on this page reflect existing neighborhood features such as the established residential area, Rowe Boulevard, and the popular existing shopping center.

The zoning districts proposed are ultimately reflective of the adjacent features and the Form Based Code of each of these districts would then include requirements that produce building suited to these contexts. In addition to the building forms, the allowed uses of the buildings are also tailored to their context, as shown on the facing page.



FIGURE X. PROPOSED FORM-BASED ZONING DISTRICTS FOR WEST ANNAPOLIS FROM THE WEST ANNAPOLIS MASTER PLAN (2021)  
Source: City of Annapolis



### Primary Uses

- Retail
- Office

### Complementary Uses

- Apartments (above retail or office)
- Civic



### Primary Uses

- Multifamily Residential
- Townhomes

### Complementary Uses

- Retail & Service Commercial
- Detached Residential
- Retail Commercial
- Office
- Institutional

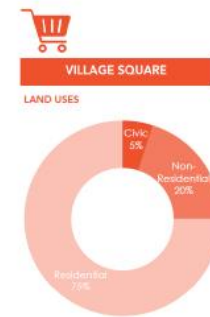


### Primary Uses

- Multifamily Residential
- Retail & Service Commercial
- Entertainment Commercial
- Office

### Complementary Uses

- Townhomes
- Civic
- Institutional



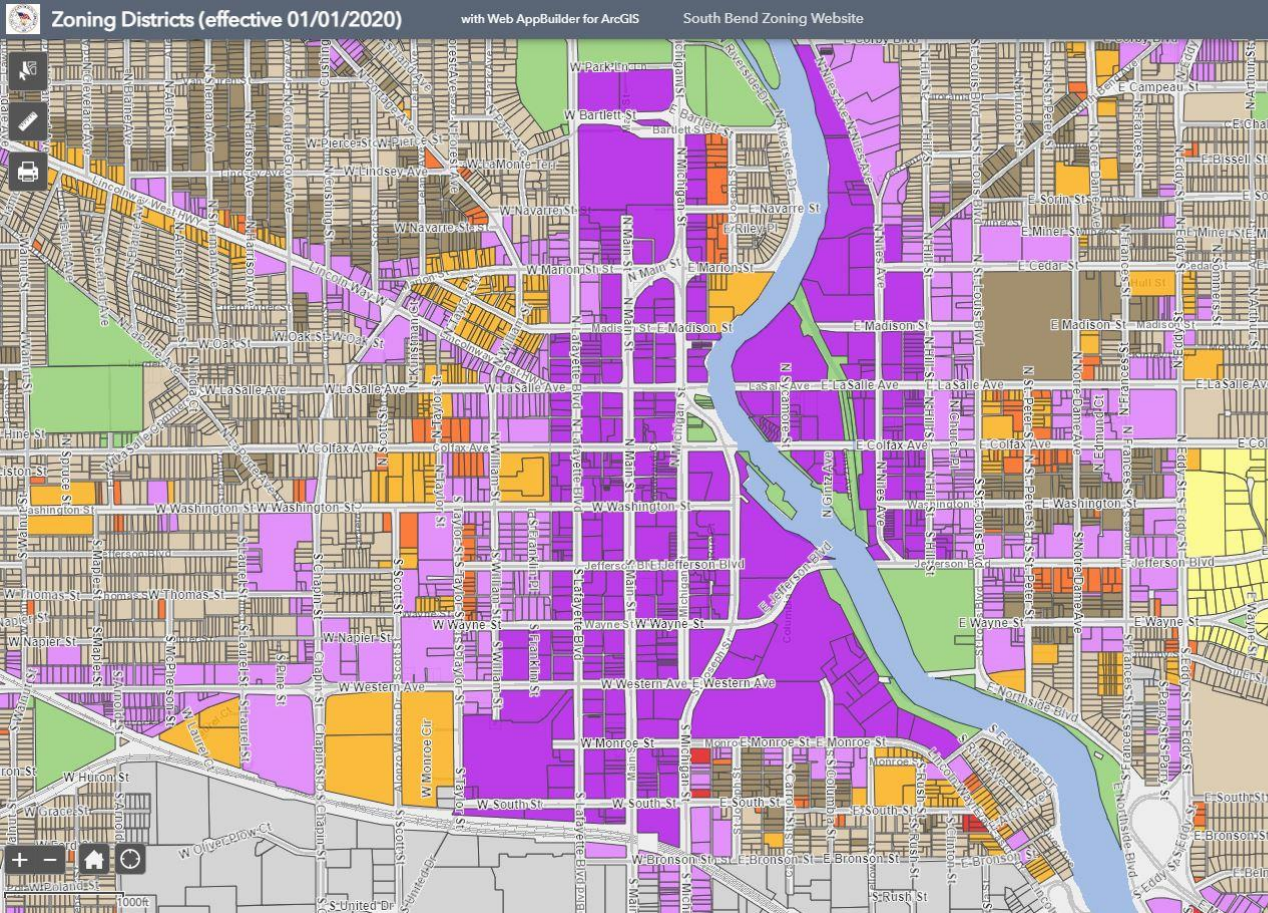
### Primary Uses

- Multifamily Residential
- Retail & Service Commercial
- Office

### Complementary Uses

- Live/Work
- Entertainment Commercial
- Civic
- Institutional

# ZONING REFORM - FORM-BASED CODE



### Legend

City of South Bend Zoning Public

- Suburban Neighborhood 1
- Suburban Neighborhood 2
- Urban Neighborhood 1
- Urban Neighborhood 2
- Urban Neighborhood 3
- Urban Neighborhood Flex
- Neighborhood Center
- Downtown
- Commercial
- University
- Industrial
- Open Space

Centerline

City Limits

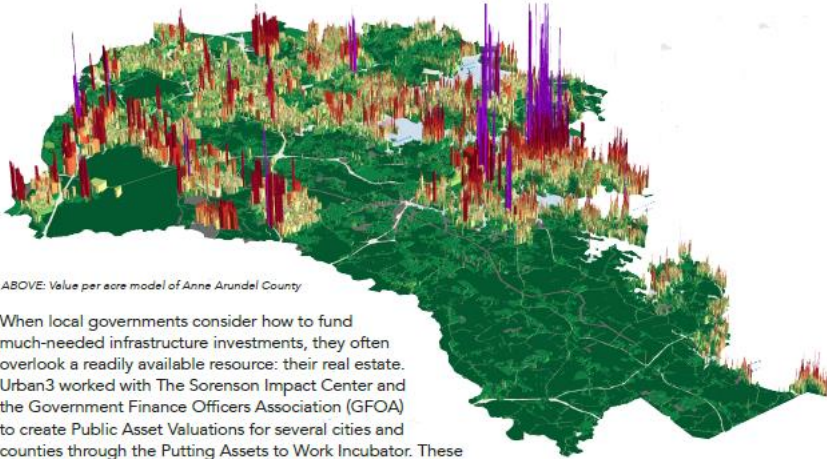
City Limits

# LAND + INFRASTRUCTURE VALUATION STUDY

## ANNE ARUNDEL, MD

PUBLIC ASSET ANALYSIS

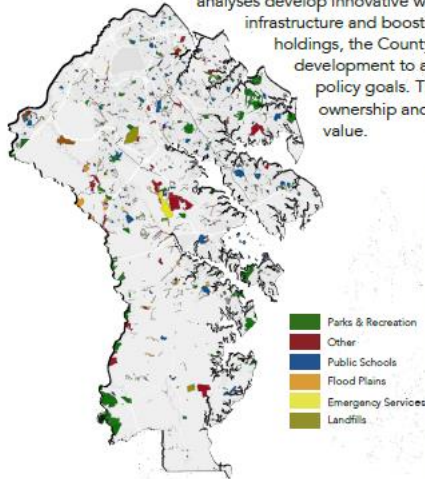
## URBAN3



ABOVE: Value per acre model of Anne Arundel County

When local governments consider how to fund much-needed infrastructure investments, they often overlook a readily available resource: their real estate. Urban3 worked with The Sorenson Impact Center and the Government Finance Officers Association (GFOA) to create Public Asset Valuations for several cities and counties through the Putting Assets to Work Incubator. These

analyses develop innovative ways of funding infrastructure and boosting local economic growth. By leveraging their existing holdings, the County of Anne Arundel and the City of Annapolis can utilize development to advance community fiscal sustainability and public policy goals. The resulting model, to the left, color codes parcels by ownership and extrudes them to a height to scale with the property's value.



ABOVE: Public assets of Anne Arundel County

### OUTCOMES

- Provide a visual platform of public entities that can be used to determine how to manage public assets.
- Increase resources for the County and City to promote equitable growth

### CONTACT

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Geospatial Analyst at Urban3  
tia@urbanthree.com  
(910) 548-1163

## What Happens to a Road Over Time?



URBAN3

### Neighborhood Revenue & Cost / Acre

Neighborhood Annual Per Acre Revenue  
Costs

Britton Pkwy

## GOALS, PERFORMANCE MEASURES AND RECOMMENDATIONS

### LAND USE GOAL L1

**SIMPLIFY THE ZONING CODE SO THAT IT IS EASIER TO DEVELOP INFILL PROJECTS THAT COMPLEMENT THE NEIGHBORHOODS AND CREEKSHEDS WHERE THEY ARE LOCATED.**

#### PERFORMANCE MEASURE 1

New zoning standards are adopted for a set of new mixed use place types which help to consolidate and simplify the City's zoning districts.

#### PERFORMANCE MEASURE 2

By 2030, small area plans have been prepared for the City's creek watershed areas that coordinate land use with environmental goals.

### RECOMMENDED ACTIONS

- L1.1 Amend the Zoning Ordinance, as recommended herein, to bring its requirements into better alignment with the desire for compatibility between new and existing development.
- L1.2 Prepare small area plans for each of the City's creek watershed areas that coordinate land use with environmental goals to support both the continued improvement of the City's waterways and a model for sensible infill development. (also listed with goal WR 3 in the Water Resource element)
- L1.3 Create illustrations of generally acceptable building design principles for each of the Development Types Identified in this chapter and use as models for the character of new construction that is expected.
- L1.4 Specifically promote infill development and redevelopment in the Upper West Street corridor to facilitate the creation of walkable communities where new housing options and neighborhood commercial uses coexist with and enhance the existing communities. (also listed in the Chapter 6: Housing under goal H 1)

### LAND USE GOAL L2

**PROMOTE THE IMPROVEMENT AND RE-INVESTMENT IN VACANT OR UNDERUTILIZED PARCELS.**

#### PERFORMANCE MEASURE

By 2030, small area plans have been prepared. By 2040, the aggregate assessed value of property designated as vacant or underutilized will have increased at a rate at least twice that of the City's overall assessable base.

### RECOMMENDED ACTIONS

- L2.1 Implement a policy of assertively promoting and incentivizing the repurposing and redevelopment of existing buildings and sites within the City, particularly those with high impervious coverage and no stormwater facilities. This includes removing unnecessary obstacles and delays in the plan review and approval process and overall streamlining of redevelopment applications.
- L2.2 Assemble a suite of tax and other incentives to bring about the redevelopment of vacant and underutilized properties especially those projects with designs that create more walkable environments and deliver public benefits within the neighborhoods where they are located.
- L2.3 Utilize the redevelopment priority framework provided in this chapter to map and clarify those properties which should be prioritized for improvement and re-investment.
- L2.4 Study and propose reductions to the City's parking requirements for all land uses to incentivize the sensible development of underutilized land, reduce impervious coverage, improve stormwater management performance, and encourage walking, biking, and transit use, among other benefits to the City. (Also listed in Chapter 6: Transportation under Goal T3, and in Chapter 9: Environmental Sustainability under Goal ES6).

### LAND USE GOAL 3

#### IDENTIFY ZONING LANGUAGE ADJUSTMENTS TO THE RESIDENTIAL DISTRICTS THAT WILL HELP TO BRING ABOUT MORE HOUSING OPTIONS FOR WORKFORCE AND MIDDLE-INCOME RESIDENTS.

##### PERFORMANCE MEASURE 1

The number of housing units per acre will increase commensurate with the quality of their community design and provided public services and facilities are available.

##### PERFORMANCE MEASURE 2

The share of total housing units in Annapolis in housing types with two, three and four units will grow from 6% to 15% by 2030 and to 25% by 2040.

#### RECOMMENDED ACTIONS

- L3.1 Increase the allowable housing unit density in the current R-3 and R-4 zones to levels better matched with the vibrant activity center Annapolis has become since these districts were first applied. Current zoning standards enshrine a low density suburban and automobile dependent development pattern in many places which is incompatible not only with the historic patterns that characterize Annapolis but with the many goals of this Plan.
- L3.2 Amend the Zoning Ordinance to encourage multiple housing types that can fit compatibly within each of the City's residential zoning districts. As guidance, housing types that can fit compatibly within existing single-family neighborhood are shown in Chapter 3: Housing under Housing Goal 4.
- L3.3 Reduce minimum lot and/or dwelling unit sizes coupled with form-based code in residential zones as a means of expanding housing options without compromising neighborhood character.
- L3.4 Amend the allowed uses and regulations in the residential zones of the Historic District to encourage more multifamily housing options responsive to current housing needs and the preservation of neighborhood character.

### LAND USE GOAL 4

#### SUPPORT AND SUSTAIN THE EXPANSION OF BUSINESSES AND PRIVATE SECTOR EMPLOYMENT AND THE REVITALIZATION OF THE TOURISM SECTOR (INCLUDING RESTAURANTS AND RETAIL) WHICH HAS BEEN ADVERSELY IMPACTED BY THE PANDEMIC.

##### PERFORMANCE MEASURE 1

Between 2020 and 2040, the number of jobs within the City's the light industrial sector will increase.

##### PERFORMANCE MEASURE 2

By 2025 the restaurant and tourism sector will have surpassed its economic productivity levels recorded at the beginning of 2019, before the shut-downs related to the Covid-19 pandemic.

#### RECOMMENDED ACTIONS

- L4.1 Maintain the City's zoning for light industrial use and explore the interest among major industrial landholders for preparing a master plan to promote the expansion of existing firms and the modernization of the industrial district generally.
- L4.2 The City's economic development efforts should focus on business retention, intensification and expansion within areas zoned for light industrial use and in areas zoned for maritime businesses.
- L4.3 Coordinate with the maritime sector to facilitate its modernization and response to evolving economic conditions in the maritime and tourism industries.
- L4.4 Consider economic development incentives to support the return of businesses into street level storefronts and restaurants.
- L4.5 The City's economic development efforts should focus on business retention, intensification and expansion within mixed use areas.



#### LAND USE GOAL L5

**PROTECT AND SECURE THE HISTORIC RESOURCE VALUES OF DOWNTOWN ANNAPOLIS WHILE PROMOTING BOTH ITS ECONOMIC VITALITY AND ITS ROLE AS THE CENTRAL CIVIC GATHERING PLACE FOR THE CITY'S RESIDENTS.**

#### PERFORMANCE MEASURE 1

The City estimated number of downtown visitors (and hotel occupancy rates) remain at or exceed levels set prior to COVID-19 pandemic through 2040.

#### PERFORMANCE MEASURE 2

The square footage of leased commercial floor area remains at or exceed levels set prior to COVID-19 pandemic through 2040.

#### PERFORMANCE MEASURE 3

Between 2020 and 2040, the population of fulltime residents within the Historic District will increase.

#### RECOMMENDED ACTIONS

- L5.1** Build the infrastructure needed to protect downtown from both routine nuisance flooding and the flooding associated with sea level rise and storm surge or facilitate the enhancement of the most at-risk buildings.
- L5.2** Implement the consensus plan of the City Dock Action Committee. (also listed in the Arts & Culture element under goal AC 4)
- L5.3** Continue to maintain stringent historic preservation requirements in downtown to protect the City's architectural and city planning heritage.
- L5.4** Enact legislation that compels property owners within the Historic District, prioritizing those on Main Street, to update sprinkler systems by 2025.
- L5.5** Explore expansion of the current historic tax credit budget, with priority offered to projects that activate upper floors with moderately-priced dwelling units.
- L5.6** Explore the potential to create a Business Improvement District for the Downtown and Inner West Street areas to augment funding for public realm enhancements, security, and maintenance.



FIGURE X. MARYLAND AVENUE IN THE ANNAPOLIS HISTORIC DISTRICT

Source: Visit Annapolis & Anne Arundel County

#### LAND USE GOAL L6

### LINK THE CITY TOGETHER WITH A NETWORK FORMED BY THE CITY'S REMAINING NATURAL AREAS, IMPROVED OPEN SPACES, PARKS, AND INSTITUTIONAL USES.

#### PERFORMANCE MEASURE 1

Update the Greenway Map annually.

#### PERFORMANCE MEASURE 2

Establish at least one contiguous greenway within each of the City's creek watersheds by 2030.

#### RECOMMENDED ACTIONS

- L6.1 Design, adopt and implement a Greenway Plan that identifies lands which provide significant environmental, recreation, aesthetic, and/or health benefits and details strategies to maintain the values these lands provide; The plan should be managed jointly by the Annapolis Conservancy Board and the Department of Planning and Zoning, updated regularly, and coordinated with Anne Arundel County's Green Infrastructure Plan. (also listed with the Community Facilities element under goal CF 1)
- L6.2 In the review and approval of infill and redevelopment projects, align parkland dedications and required open space set-asides to promote the interconnection of open spaces across parcels.
- L6.3 Require that public access easements be established within areas set aside for future open space or planted for required forest conservation.
- L6.4 Recognizing the innumerable benefits of street tree planting including reducing the heat island effect, air quality improvement, carbon sequestration, wildlife habitat, and traffic calming, design certain streets to be part of the Greenway Plan and elevate the importance of street tree planting and coordinated landscaping along properties with street frontage.

L6.5 Use the City's forest conservation requirements to direct conservation and afforestation in ways that build larger networks of connected forests in Annapolis.

L6.6 Explore opportunities to plant trees on HACA property and on County property within the City limits, including schools and libraries. (Also listed under goal ES 2 in the Environmental Sustainability element)

L6.7 Amend the zoning ordinance and map to create and apply Environmental Enhancement areas guided by the Future Land Use Map. Environmental Enhancement areas are property parcels that either already offer ecological benefits or should be improved to do so, but are not appropriate to serve as active parkland.

L6.8 Enact an agreement with the County that establishes the City's right to direct and use its share of Program Open Space funds for the protection and enhancement of lands within its jurisdiction. Such an agreement should detail the specific uses of the funds.

L6.9 Improve coordination between City departments and City Boards/ Commissions tasked with environmental protection, including the Annapolis Conservancy Board, to ensure properties being reviewed for development or permitting are considered in a fuller context, taking into account the property's opportunities for conservation and easements within the property as well as connections to surrounding open space, conservation and trail systems.

## 6. TRANSPORTATION

### OVERVIEW

Few aspects of the public realm are as important to as many people as transportation; fewer still are controlled by so few public sector entities. Local, state, and federal governments have created a transportation system in the United States that has been the standard of excellence for nearly every other country in the world. The development of the Eisenhower Interstate System beginning in the late 1950's propelled the economy forward for millions of people.

Times change. While other countries have moved ahead on high speed passenger rail or separated bicycle networks, for example, the U.S. lags far behind. More importantly, cultural shifts building on smart growth and walkable places, greater awareness of historic transportation inequities, changing family structures, increasing construction costs, declining rates of driver licensing for younger people, aging populations, and concerns about environmental degradation from vehicle emissions have shifted the goals for many cities in the United States, including Annapolis. Congestion levels on public roadways, parking management, and a greater desire for streets that offer a complete set of mobility options are at the forefront of a new transportation paradigm. Overlaying these changes are advances in micromobility and enhanced technologies that may make some systems less important or in need of innovative redesigns to remain relevant. Many of these 21st century considerations became the foundation for the Infrastructure Investment and Jobs Act (IIJA), the most significant investment in America's infrastructure in nearly fifty years.

Annapolis today is at a crossroads in shaping its transportation policies in response to these rapidly changing urban needs and preferences. These policies will in turn shape the transportation modes that residents and visitors will use in the future to move more efficiently, safely, comfortably, and with less environmental impact. Transportation policy changes and infrastructural investments can have far reaching positive impacts on the broader environment of the city.

**"Almost no matter what you want to do with cities, transportation is the fastest and most cost-effective way of achieving your goals. If you want to reduce CO2 emissions, if you want to advance social equity, if you want to foster small business success, if you want to increase land value, if you want to increase public health, if you want to reduce fatalities and injuries—transport is the place to do it."**

**-Jeff Tumlin, San Francisco MTA**

The following chapter will outline the current context of Annapolis both internally and with respect to the external changes and challenges mentioned. Reviews of this information and future amendments will address recommendations to meet the most pressing transportation needs of Annapolis' residents, businesses, and visitors.



FIGURE 1. AN ELECTRIC BIKESHARE AND SCOOTER SHARE PROGRAM IS ONE OF THE WAYS THAT ANNAPOLIS IS ADAPTING TO CHANGING TIMES

Source: City of Annapolis

## Safety

### Crashes and transportation injuries

The negative consequences of vehicular crashes in the lives of Annapolis residents, drivers, and the economy is substantial. About 93% of crashes are caused by driver error; these events should be called "crashes," not "accidents," since almost all of them are preventable. A ban on texting while driving has been in effect in Maryland since 2009, and roadway design changes can also make a tremendous difference in the number and severity of crashes. Controlling access points along major roadways, improving sight distance, separating bicycle / pedestrian traffic from cars, and managing speeds are important components of safety programming. Crashes, especially in urban areas, are a major source of vehicular delay (25% to 40% of all delay), and this is delay that is felt particularly keenly since it is unexpected and cannot be anticipated.

Understanding crash data includes several considerations. For example, a large number of pedestrian-related crashes or injuries likely means that the location has a large pedestrian generator of traffic (like a shopping area nearby or is in a generally favorable area for walking). Crashes should be considered against the volume of traffic, since larger number of vehicles moving around translate into more collisions - note the cluster of crashes at the high-volume intersections around US 50 and MD 2. On the opposite page is a "heat map" of the crashes in Annapolis between 2015 and 2021, and on this page is a chart showing the distributions of crashes by time of day in comparison to trends across the county and state.

Finally, it should be kept in mind that the number of reported crashes doesn't represent all crashes: estimates suggest that 30% of all crashes go unreported, mostly property damage-only but some injury crashes as well (source: USDOT National Highway Safety Administration, Report DOT HS 812 183, July 2015).



FIGURE 11. CRASHES BY TIME OF DAY

source: MDOT

— Annapolis  
— Anne Arundel  
— Maryland



FIGURE 11. CRASHES BY TIME OF DAY

source: MDOT

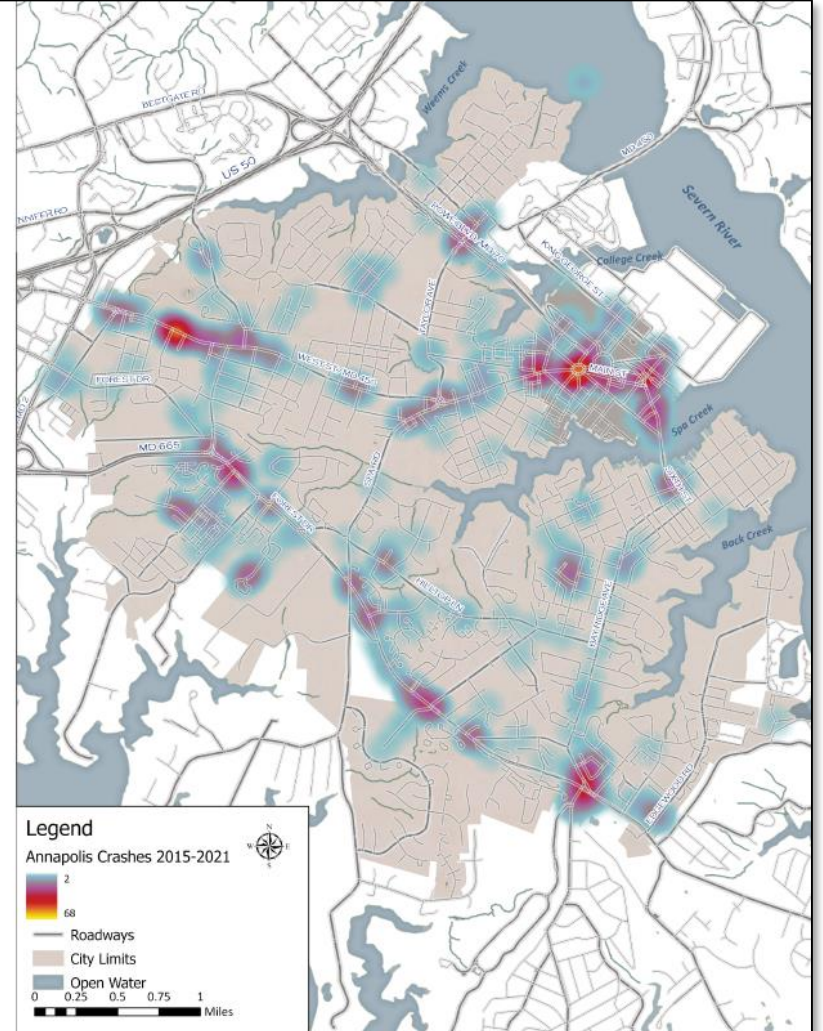


FIGURE 12. ANNAPOLIS VEHICLE CRASH MAP (2015-2021)

source: City of Annapolis

## Complete Streets

Policies which guide street improvements that benefit the safety of all street users—particularly those most vulnerable such as pedestrians—are a critical tool for creating a safe transportation network. In recent years, municipalities all over the United States have adopted “Complete Street” policies as a way to standardize and prioritize the types of improvements that will have the most impact on safety. The U.S. Department of Transportation has helped to expand these policies by promoting best practices and dramatically increasing the funding to state and local governments looking to create Complete Street plans and implement the improvements. The State of Maryland’s “Context-Driven” program initiative is another example of how Complete Street policy has become the standard approach to roadway planning and design.

The exact look and feel of a Complete Street will vary by community context, but the idea is always the same: provide design features that improve the safety and comfort for all street users such as wider sidewalks, street parking, and bike lanes; improve the environmental functions of the street through features such as street trees and rain gardens; and enhance the identity of the street through features such as wayfinding signage and public art. All of these features can be scaled up or down depending on the available space and specific community needs.

While Annapolis has not yet established a policy for implementing Complete Streets, Anne Arundel County did adopt a policy in 2014 through Resolution 45-14 which established guiding principles and a framework for ensuring that future roadway improvements would follow a Complete Street approach.

Unlike Anne Arundel County, Annapolis builds very few new or widened roadways, and the roads which the City already maintains are generally constrained for

space. Therefore, any Complete Street policy tailored to Annapolis will need to first acknowledge that future improvements in many cases will be highly strategic and surgical—a particular project might only improve an intersection or an individual segment of a longer street. That being said, there are streets in Annapolis that could benefit from Complete Street makeovers, namely Upper West Street and Forest Drive. These are streets where a high concentration of crashes occur, where vehicles drive at high speeds, and where walking is usually a last resort because it does not feel safe or comfortable.

**“Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.”**

### -U.S. Department of Transportation

For Annapolis to establish a Complete Street policy that is specific to the unique conditions of the city, it needs two essential things: it needs the support of City Council to recognize that improvements to streets should be treated as a major investment in the health and character of the city and not simply basic road repairs; and Annapolis needs a Complete Street design manual that will help staff, property owners, developers, and community stakeholders make decisions on context-sensitive improvements that will



FIGURE 12. RENDERING OF A PROTOTYPICAL NEIGHBORHOOD COMPLETE STREET FROM THE ‘URBAN STREET DESIGN GUIDE’ BY THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS (NACTO)

source: NACTO



FIGURE 12. THIS RECENT INTERSECTION IMPROVEMENT ON CHESAPEAKE AVENUE SHORTENS THE CROSSING DISTANCE FOR PEDESTRIANS, CALMS VEHICULAR TRAFFIC, AND ADDS PLANTINGS.

source: City of Annapolis

**Parking**

Parking policy is an often overlooked aspect of transportation planning but is a critical component of this plan's approach to mobility. Dedicated parking is currently required in nearly all new development in Annapolis. How much space is allocated for parking is ultimately a reflection of the city's approach to land use and how much it values its land. In 2022, more than **10%** of Annapolis' land base is dedicated to parking. This statistic and the city's parking requirements for new development suggest that parking is deemed a valuable use of land although it is rarely priced as such. With the exception of Downtown, parking is typically provided at no cost to the user across most of the city although it provides no tax revenue, has adverse environmental impacts through vehicle emissions and untreated stormwater runoff from paved surfaces, and discourages alternative modes of travel such as walking, biking, and public transit. There is a growing awareness in Annapolis, as well as in comparable communities across the U.S., that current parking mandates for new development are excessive, not the best use of finite land assets, and not helping communities shift to more sustainable mobility options.



**FIGURE 6. FOURTH STREET IN EASTPORT IS AN EXAMPLE OF AN AREA THAT WOULD BENEFIT FROM REGULATED STREET PARKING.**

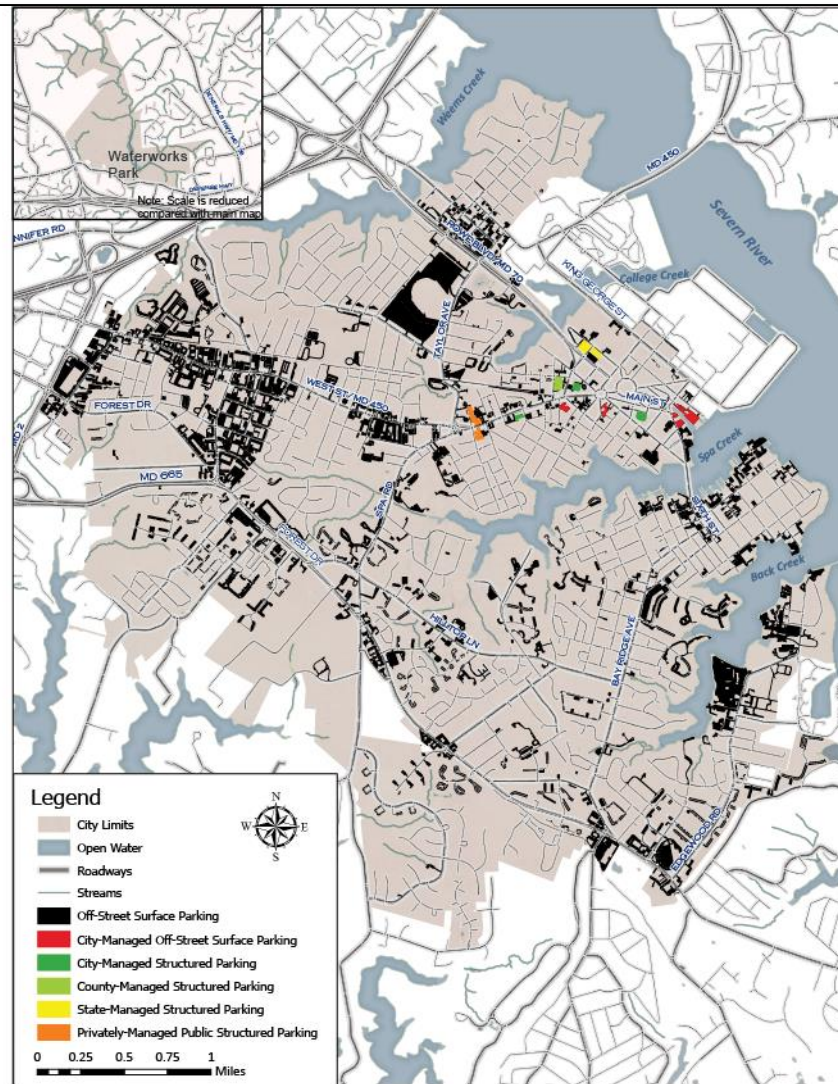
*Source: City of Annapolis*

Parking utilization studies for various areas of the city were conducted in 2011, 2016, 2017, and 2018, with each offering a variety of recommendations for how to better leverage the city's parking assets. The City Dock Action Plan in 2020 also provided numerous recommendations for downtown parking which are now being implemented with the reconstruction of the Hillman Garage, the expansion of metered parking into the Downtown residential streets, and the planned reduction of parking at the City Dock. Substantial as these changes are for Downtown, they are a dramatic exception to the city's parking policies which have generally not changed across most of the city in decades despite the many studies.

Parking will continue to be a need as long as personal vehicles are the primary means of transportation in the city. Yet the city's parking assets, particularly street

parking, can be managed more effectively, both as a source of revenue for other transportation initiatives and in a way that doesn't unnecessarily subsidize personal vehicle use. Indeed, the city's current parking policies are heavily subsidizing personal vehicle use at the expense of other forms of transportation.

The example of Eastport, north of Sixth Street, is perhaps the best example of this where because the street parking is free and otherwise minimally regulated, visitors to the area have no incentive to arrive by any other means, and owners of personal vehicles are encouraged to leave their vehicles parked on the streets for extended periods of time. These observations were well documented in both the Eastport Transportation Study (2016) and the Eastport Parking Report (2018). Several of the recommendations of these studies are still relevant and have been carried forward in this plan, notably the



**FIGURE 6. MAP OF EXISTING PARKING ASSETS IN ANNAPOLIS**  
*Source: City of Annapolis*

## GOALS, PERFORMANCE MEASURES AND RECOMMENDATIONS

### TRANSPORTATION GOAL T1

**SHIFT THE MIX OF MOBILITY INVESTMENTS TOWARDS PUBLIC TRANSIT, MICRO-MOBILITY / RIDESHARING, ACTIVE MODES, AND SUPPORT FOR TELEWORK OPTIONS TO DOUBLE THE USAGE OF THESE MODES BY 2040.**

#### PERFORMANCE MEASURE 1

Capital investments in transportation for public transit, walking, biking, and Mobility-as-a-Service (MaaS) will increase from 7% to 15% of General Fund expenditures by Fiscal Year 2025 and 25% by 2030.

### RECOMMENDED ACTIONS

- T1.1** Complete the Bike network improvements identified in the 2011 Bike Master Plan and regularly track progress on all proposed improvements..
- T1.2** Ensure that all approved bike facility recommendations are budgeted and implemented with CIP roadway improvements.
- T1.3** Prioritize the design and construction of the West East Express (WEE) bike corridor as the spine of the City's bike network.
- T1.4** Implement integrated micro-mobility options particularly to improve mobility into and through the downtown area, including micro-transit, bikeshare, paddleshare, ridesharing services, carshare, ferries, and an integrated Annapolis Mobility App integrated with Annapolis Transit.
- T1.5** Explore the feasibility of a no-fare public transit system to encourage more ridership.
- T1.6** Reimagine Annapolis Transit including its route network, frequency, and vehicle fleet, to provide improved service and expand ridership.
- T1.7** Implement a micro-transit pilot program to test the feasibility of on-demand service.
- T1.8** Coordinate and connect Annapolis Transit to regional transit options including park-and-ride stations, Anne Arundel County's planned multi-modal transit center, and MTA's express route stops.
- T1.9** Work with MTA and private commuter bus services to establish rush hour stops along Forest Drive and explore the feasibility of a dedicated intermodal transit hub in the Bay Ridge/Hillsmere area.
- T1.10** Implement the planned electric ferry pilot program connecting Eastport to downtown Annapolis and work with regional partners to envision Annapolis as a hub for ferry connections to other destinations.

**TRANSPORTATION GOAL T2**

**BUILD A POLICY ENVIRONMENT  
IN ANNAPOLIS THAT IS MODE-  
NEUTRAL, EQUITABLE, AND  
ORIENTED TO SAFETY.**

**PERFORMANCE MEASURE 1**

Crash rate lower than rate of population and employment; increase by 2025; Reduce serious injuries from car crashes to 3.0 per million Vehicle Miles Travelled (VMT) by 2040.

**PERFORMANCE MEASURE 2**

Allow no new full-movement driveways on major arterials (and reduce the total number of existing driveway cuts).

**RECOMMENDED ACTIONS**

- T2.1** Adopt a Complete Street policy and design manual to guide every public and private development project through planning, design, and maintenance.
- T2.2** Adopt standards for implementing bicycle facility infrastructure that improve safety for cyclists and are tailored to Annapolis.
- T2.3** Update the requirements of the Adequate Public Facilities Ordinance to integrate non-auto facilities with automobile traffic facility requirements.
- T2.4** Revise the Traffic Impact Analysis requirements to incorporate safety assessments and to be fully multimodal, including Quality/Level of Service (Q/LOS) assessments for bike, pedestrian, and transit modes.
- T2.5** Adopt a Vision Zero policy, which is an initiative aimed at eliminating all traffic fatalities and severe injuries, that includes at minimum coordinated guidance on engineering, education, enforcement, and emergency medical services, and is aligned with Anne Arundel County's Vision Zero policy.
- T2.6** Prioritize bike and pedestrian facility improvements to the City's major thoroughfares, where the highest number of traffic fatalities and injuries currently happen, as means of improving safety, minimizing conflicts between modes of travel, and lessening congestion.

- T2.7** Prioritize improved bike and pedestrian connections to schools, particularly along Cedar Park Road, Forest Drive, and Spa Road.
- T2.8** As part of future small area planning, address all physical barriers to mobility in the City and identify targeted actions for improving connections between neighborhoods.



**TRANSPORTATION GOAL T3**

**TRANSPORTATION WILL TAKE A LEADERSHIP ROLE IN CREATING A GREENER AND HEALTHIER ANNAPOLIS TO SUSTAIN THE ECONOMIC, ENVIRONMENTAL, AND SOCIETAL QUALITY OF THE CITY.**

**PERFORMANCE MEASURE 1**

Triple the mileage of walking and biking facilities from 2020 to 2040.

**PERFORMANCE MEASURE 2**

Increase bike and walk mode share to 15% by 2040.

**PERFORMANCE MEASURE 2**

Expand the number of publicly accessible EV charging stations tenfold by 2025.

**RECOMMENDED ACTIONS**

- T3.1** Adopt "Green Street" design standards that include maximum tree planting, use of Silva cells, micro bioretention, permeable pavers, and other integrated stormwater best management practices. (also listed in the Water Resources element under goal WR 2)
- T3.2** Plan for the transition of the City's fleet vehicles and transit vehicles to zero emissions vehicles with the goal of complete transition by 2030 (also listed in Chapter 9: Environmental Sustainability under Goal ES 5)
- T3.3** Work with BGE and other partners to establish more public car-charging stations in Annapolis, particularly downtown, as well as incentives to establish charging stations at existing multifamily and commercial developments. (also listed in the Environmental Sustainability element under goal ES 6)
- T3.4** Revise ordinance language to require car-charging parking spaces for new or redeveloped residential and commercial properties that require major site plan review.
- T3.5** Require existing parking lots to include one EV charging unit for the first 100 parking spaces and an additional EV charging unit for every additional 50 parking spaces.
- T3.6** Study and propose reductions to the City's parking requirements for all land uses to incentivize the sensible development of underutilized land, reduce impervious coverage, improve stormwater management performance, and encourage walking, biking, and transit use, among other benefits to the City. (Also listed in Chapter 4: Land Use under Goal LU 2, and Chapter 9: Environmental Sustainability under Goal ES 6)
- T3.7** Become a Silver-level bike-friendly and Bronze-level walk-friendly community, designated by the League of American Bicyclists and Walk Friendly Communities, respectively.

## TRANSPORTATION GOAL T4

### EXPAND PARTNERSHIPS WITH KEY PUBLIC AND PRIVATE STAKEHOLDERS TO IMPROVE MOBILITY, SAFETY, AND CONNECTIVITY FOR RESIDENTS AND VISITORS ALIKE.

#### PERFORMANCE MEASURE 1

Maintain current schedule of quarterly meetings with Anne Arundel County Transportation staff and SHA staff.

#### PERFORMANCE MEASURE 2

At least one transportation related capital project in conjunction with Anne Arundel County, and one project with SHA, each year through 2040.

#### PERFORMANCE MEASURE 3

By 2025, key segments of the bike network adjacent to St. John's College and the Housing Authority of the City of Annapolis (HACA) communities are complete.

## RECOMMENDED ACTIONS

- T4.1 Continue to meet quarterly with Anne Arundel County Transportation staff to coordinate improvements to Forest Drive.
- T4.2 Work with MDOT/SHA, NSA-Annapolis, and Anne Arundel County to implement the recommendations of the MD 450 Bicycle Retrofit Feasibility Study.
- T4.3 Work with Anne Arundel County and MDOT/SHA to improve the intersections of Forest Drive at Chinquapin Round Road and Hilltop Lane for vehicular flow and bicycle/pedestrian safety, and improve the intersection of Forest Drive at Bay Ridge Avenue/Hillsmere Drive for bicycle/pedestrian safety.
- T4.4 Work with MDOT/SHA, Anne Arundel County, civic and business associations, and private stakeholders to improve wayfinding signage throughout the city, particularly in conjunction with the City Dock/Hillman Garage project; new signage should utilize the City's approved wayfinding standards to the best degree possible.
- T4.5 Work with partnering agencies including Anne Arundel County, EMS, Fire, and Police to develop advanced routing for bus and emergency response vehicles on Forest Drive.
- T4.6 Partner with MDOT/SHA, Anne Arundel County, and NSA Annapolis on the design and implementation of an Intelligent Traffic System (ITS) for traffic signals on all evacuation routes.
- T4.7 Partner with St. John's College and HACA to study and implement bike facility connections between King George Street and Calvert Street.
- T4.8 Partner with MDOT/SHA, Anne Arundel County, HACA, and private property owners to create the West East Express (WEE), a dedicated bike corridor that extends the Poplar Trail east and west along the former WB&A railroad corridor.
- T4.9 Continue to collaborate with Bicycle Advocates for Annapolis and Anne Arundel County (Bike AAA), Mid-Atlantic Off-Road Enthusiasts (M.O.R.E.), Pedal Power Kids, and other biking advocates to plan and implement improved access to the City's bike network, as well as programs for riders of varying skill levels.
- T4.10 Work with MDOT/SHA to improve State-owned roadways in the City for multi-modal travel, particularly MD 450 (West Street), MD 435 (Taylor Avenue), and MD 436 (Ridgely Avenue)
- T4.11 Work with the Naval Academy Athletic Association (NAAA) to explore the feasibility of a transit hub at the Navy-Marine Corps Memorial Stadium where tour buses could park and visitors could be shuttled into downtown via micro-transit options.

## 8. ARTS AND CULTURE

### OVERVIEW

Annapolis has been a cultural center for close to four hundred years, and it aspires to remain so. Coined as a “Museum without Walls” by the preservation organization Historic Annapolis, and by others the “Athens of America”, a significant amount of the City’s cultural heritage has been sensitively preserved through the Annapolis Historic District, established in 1965, various Neighborhood Conservation Districts, Maritime Districts, and over two dozen sites recognized by the National Park Service’s National Register of Historic Places. Yet this is the first time an Annapolis comprehensive plan has dedicated a chapter to arts and cultural preservation. There are several reasons for including this emphasis now. First, there is a growing recognition of the economic value that the arts, and artists, bring to Annapolis, what is frequently referred to as the cultural economy. An active arts community, and thriving creative industries have helped to make Annapolis a desirable place to live, work, and visit. In fact, it is because of Annapolis’ commitment to the arts that Mayor Buckley received the 2022 National Award for Arts Leadership for cities under 100,000 persons from the U.S. Conference of Mayors and Americans for the Arts.

The Annapolis Arts & Entertainment District, created in 2008, is the best evidence of the City’s evolving cultural economy. Through its influence on the composition of the Inner West Street area, the District has helped to foster an increasing number of arts-oriented businesses, cultural institutions, resident artists, and events. Intertwined with the cultural economy is the continuing importance and expansion of historic and cultural preservation in the City. The Arts & Entertainment District partially overlaps with

the Annapolis Historic District, and the City’s historic architecture and cultural heritage has long defined the City’s identity, distinguishing Annapolis both nationally, and on a global stage.

**This plan seeks to expand on the historic and cultural narratives that define the Annapolis experience by highlighting the diverse places and stories that demand greater recognition. This extends well beyond the current Historic District.**

The advancement of the arts in Annapolis also reflects the continued growth of several key institutions which anchor the arts community through programming, funding, organizing, and facilities. While several of these diverse institutions will be recognized in this chapter, the City’s Art in Public Places Commission (AIPPC) holds a central place within this ecosystem and its role as the primary funder of cultural events within the City’s public spaces continues to grow.

As with the rest of the comprehensive plan, this chapter has been written in the context of Annapolis’ continued struggle with the ongoing effects of the COVID-19 Pandemic for more than two years. Yet, there are few industries which have been more negatively impacted by the pandemic than the arts and cultural tourism. As with restaurants, another industry hard hit by COVID-19, some artists, cultural institutions, and arts venues have been able to pivot their work and programming to mitigate risk. But this has been a very small percentage of industry



FIGURE 8. THE MUSEUM OF HISTORIC ANNAPOLIS, OPENED IN 2022 AFTER SUBSTANTIAL RENOVATIONS BY THE HISTORIC ANNAPOLIS ORGANIZATION TO THE 230-YEAR-OLD BUILDING AT 59 MAIN STREET. THE MUSEUM'S INTERACTIVE EXHIBITS ARE NOTABLE FOR THEIR ATTENTION TO MORE DIVERSE NARRATIVES OF ANNAPOLIS HISTORY.

Source: City of Annapolis

## Historic and Cultural Preservation

The Museum of Historic Annapolis, an impressive new institution opened by the preservation organization Historic Annapolis in 2022, provides a fitting lens through which to understand the state of historic and cultural preservation in Annapolis. The museum's singular exhibit, *Annapolis: An American Story*, fills four floors of the historic mercantile building at the foot of Main Street and succeeds in communicating a cultural history of the City that is diverse, nuanced, and complex.

Annapolis today has more preservation projects aimed at protecting or enhancing sites of significance to historically marginalized communities that at any other time in its history.

The Annapolis Historic District remains a singular cultural asset to the city. It includes the largest concentration of colonial-era buildings in the nation, and drives the tourism economy of the city. The City will continue to maintain both a high standard of preservation and help this area to sensitively evolve with the times as it has done since the District's designation in 1965. Historic and cultural preservation work now focuses on a more comprehensive set of narratives to better tell the stories of this important place. This includes the restoration of the Maynard-Burgess House across the street from City Hall, home to two different African-American families between 1847 and 1990. The redevelopment of the City Dock is also including substantial preservation and interpretation related to the diversity of people who historically populated the downtown area and helped to build its thriving port. This includes the adaptive reuse of the Burtis House, the last remaining waterman's cottage.

Other efforts are extending preservation beyond downtown. Two specific projects stand out as examples of the cultural history of the city that many residents have long been aware of, but until recently has not had adequate visibility. The recent protection of the last remnant of Elktonia/Carr's Beach, a



CONCERT POSTER FROM THE HEYDAY OF ELKTONIA/CARR'S BEACH; THE LAST REMAINING UNDEVELOPED PORTION OF THE REMARKABLE BLACK-OWNED BEACH DESTINATION WAS ACQUIRED FOR PRESERVATION IN 2022 WITH ASSISTANCE FROM MANY PARTNERS.

Source: Unknown

remarkable Black-owned beach destination that was open from the 1920's until the 1970's, will allow the city to create its first bayfront park and tell the story of water access during the period of segregation. On the other side of town, plans for the creation of a museum in the Parole community at the former home of the civil rights-era disc jockey C.W. "Hoppy" Adams Jr.—who was the popular host of the concerts at Elktonia/Carr's Beach—will provide expanded view of both an important individual to the City's history but also the community he served, and the times he lived through.

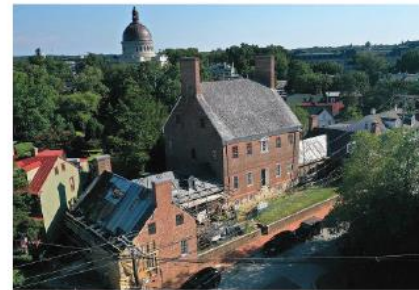


FIGURE X: NOTABLY DIVERSE PRESERVATION PROJECTS IN PROGRESS INCLUDE (CLOCKWISE FROM TOP LEFT) THE MAYNARD BURGESS HOUSE; HOPPY ADAMS HOUSE; UNIVERSAL LODGE #14; JAMES BRICE HOUSE; AND THE BURTIS HOUSE

Source: (Clockwise from top left) Lewis Contractors; C.W. "Hoppy" Adams Jr. Foundation; P. Kutz; Capital Gazette; Capital Gazette

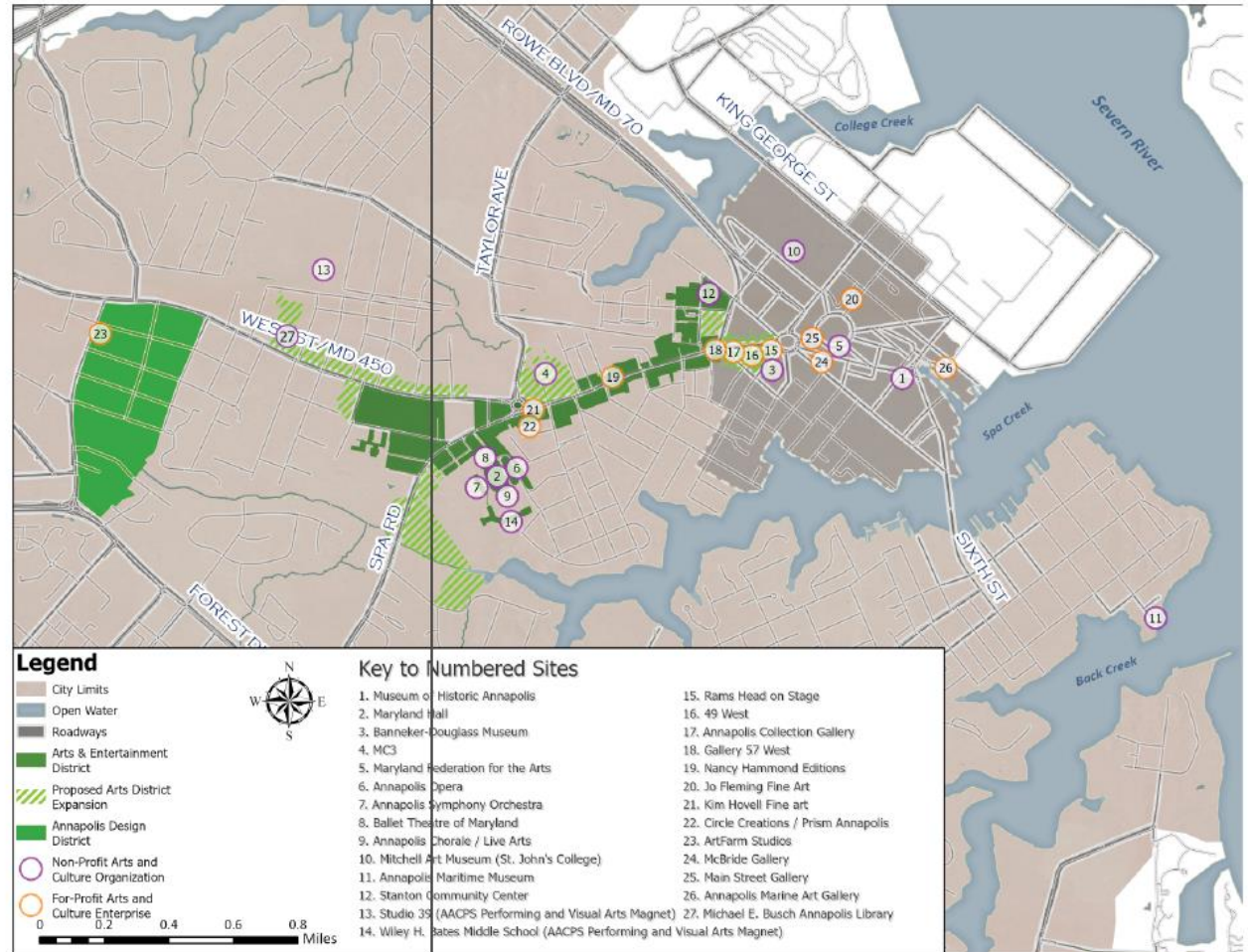
## The Arts and Entertainment District

Cultural districts are defined by Americans for the Arts as "well-recognized, labeled areas of a city in which a high concentration of arts and cultural facilities and programs serve as the main anchor of attraction." In Maryland, the Arts and Entertainment District program aims to formalize and spur these cultural districts and was one of the first such programs in the country when it launched in 2001. Annapolis' own Arts and Entertainment District was established in 2008 and since then has been critical to the growth of the arts community and cultural economy in Annapolis. Initially managed by the Arts Council of Anne Arundel County (ACAAC), the District is today managed as an independent non-profit organization with a fulltime Executive Director and active Board of Directors. The District is one of 29 such arts and entertainment districts that exist across the state, authorized by the Maryland Department of Commerce and managed by the Maryland State Arts Council.

While these districts are diverse in terms of location and context, the core intent of each is to spur both cultural activity as well as economic activity. The most recent economic Impact study of Maryland's Arts and Entertainment Districts prepared by Towson University's Regional Economic Studies Institute documented that events and new businesses across all of the districts supported more than \$148.6 million in state GDP, over \$10 million in state and local tax revenues, and 1,454 jobs that paid more almost \$47 million in wages. From the same report, the contribution from Annapolis' Arts and Entertainment District amounted to \$4,063,754 in State GDP, and 46 jobs that paid \$1,302,567 in local wages.

**THIS MAP SHOWS THE ARTS AND ENTERTAINMENT DISTRICT, INCLUDING ITS PROPOSED EXPANSION, IN THE CONTEXT OF THE CITY'S CULTURAL INSTITUTIONS AND ENTERPRISES. ALSO IDENTIFIED IS THE ANNAPOLIS DESIGN DISTRICT WHICH IS A NONPROFIT ASSOCIATION OF BUSINESSES IN THE CITY'S INDUSTRIAL SECTOR.**

Source: City of Annapolis



**GOALS, PERFORMANCE  
MEASURES AND  
RECOMMENDATIONS**

**ARTS AND CULTURE GOAL AC1**

**PRACTICE AN APPROACH TO HISTORIC AND CULTURAL PRESERVATION THAT IS INCLUSIVE AND EQUITABLE AND FULLY ACKNOWLEDGES THE DIVERSITY OF CULTURES THAT HAVE CREATED THE ANNAPOLIS OF TODAY.**

**PERFORMANCE MEASURE 1**

Add at least two (2) historic sites outside of the downtown Historic District to the City of Annapolis Local Landmark program and at least one (1) application for National Register status every five years.

**PERFORMANCE MEASURE 2**

Submit at least one grant application to the State of Maryland's African-American Heritage Preservation Program every two years.

**RECOMMENDED ACTIONS**

- AC1.1** Develop a preservation action plan for all notable historic sites beyond the downtown Historic District, particularly those relevant to African-American heritage.
- AC1.2** Work with the National Park Service to implement its Master Interpretation Plan which is taking an expansive and inclusive approach to cultural and historical interpretation.
- AC1.3** Explore the potential for a National Register designation of the Parole Rosenwald School and funding opportunities for preservation.
- AC1.4** Explore a cultural district designation for the Parole area that would promote the area for tourism and unlock access to additional grant funding.
- AC1.5** Budget for the City to add a new Historic Site Manager position who will better manage, curate, and program historic sites owned by the City.
- AC1.6** Identify funding opportunities for artists, designers, and curators to develop new ways of interpreting historic sites, particularly in advance of restoration.
- AC1.7** Explore opportunities for the Banneker-Douglass Museum and other organizations to assist with the stewardship of African-American historic sites in the city.

**ARTS AND CULTURE GOAL AC2**

**EXPAND THE REACH OF THE ANNAPOLIS ARTS & ENTERTAINMENT DISTRICT AND GROWTH OF THE CREATIVE ECONOMY.**

**PERFORMANCE MEASURE**

The proposed expansion of the Arts & Entertainment District is approved.

**RECOMMENDED ACTIONS**

- AC2.1** Support the expansion of the Annapolis Arts & Entertainment District through City Council legislative action.
- AC2.2** Partner with Maryland Hall to launch a campus master plan to better program and leverage existing open space areas, undeveloped adjacent properties, and connections to surrounding communities.
- AC2.3** Partner with the Annapolis Art in Public Places Commission (AIPPC), the Arts & Entertainment District, and other arts stakeholders on grant applications for public art opportunities and streetscape enhancements.
- AC2.4** Partner with AIPPC and the Arts & Entertainment District to continue existing event programming and support additional programming.
- AC2.5** Expand the City's wayfinding signage program within the Arts & Entertainment District to better identify key institutions and destinations including Maryland Hall, MC3, and the Stanton Center.
- AC2.6** Support the infill development of the remaining undeveloped portion of Park Place with arts-oriented uses which complement adjacent uses and the larger Arts & Entertainment District.
- AC2.7** Support the expansion and preservation of artist studio space, artist housing, and/or artist live/work space.

**ARTS AND CULTURE GOAL AC3**  
**EXPAND THE CAPACITY OF THE CITY TO INITIATE AND MANAGE FORMALIZED CULTURAL PROGRAMS AND PUBLIC REALM ENHANCEMENTS.**

**PERFORMANCE MEASURE 1**

A dedicated grant program for local artists is established that provides small grants to at least two local artists each year.

**PERFORMANCE MEASURE 2**

A fulltime dedicated position to arts programming is established within the City government

**RECOMMENDED ACTIONS**

- AC3.1** Identify additional sources of dedicated funding for AIPPC.
- AC3.2** Partner with AIPPC on grant funded opportunities for public art, place-making, and event programming through staff support.
- AC3.3** Support AIPPC's dedicated programs with staff input from the Departments of Recreation and Parks, Planning and Zoning, and the Mayor's Office, and coordinate on the creation of new programs that can help to activate public places and generate new opportunities for artists.
- AC3.4** Establish a dedicated small grants fund for local artists of all disciplines that is administered by AIPPC and distributed annually.

**ARTS AND CULTURE GOAL AC4**  
**ENHANCE THE SUSTAINABILITY OF THE HISTORIC DISTRICT THROUGH A MULT-FACETED APPROACH TO DISTRICT-WIDE IMPROVEMENTS.**

**PERFORMANCE MEASURE**

The number of full time residents in the Historic District increases each year between 2020 and 2040.

**RECOMMENDED ACTIONS**

- AC4.1** Implement the recommendations of the Consensus Plan of the City Dock Action Committee. (also listed in the Chapter 4: Land Use, under Goal LU 4)
- AC4.2** Work with business owners to develop updated guidelines for sidewalk seating and shading, parklets, and signage.
- AC4.3** Work with BGE, Historic Annapolis, State of Maryland, and other partners to develop a strategic plan for burying power lines within the Historic District, coordinated with the construction schedule of City Dock/Hillman Garage projects.
- AC4.4** Continue to maintain stringent historic preservation requirements in downtown to protect the City's architectural and city planning heritage. (also listed in Chapter 4: Land Use, under Goal LU 4)
- AC4.5** Enact legislation that compels property owners within the Historic District, prioritizing those on Main Street, to update sprinkler systems by 2025. (also listed in Chapter 4: Land Use, under Goal LU 4)
- AC4.6** Explore expansion of the current historic tax credit budget, with priority offered to projects that activate upper floors with moderately-priced dwelling units. (also listed in the Chapter 4: Land Use, under Goal LU 4)

FIGURE X: EFFORTS TO RESTORE OYSTER REEFS IN WATERWAYS AROUND ANNAPOLIS, INCLUDING THIS PROJECT ON THE SEVERN RIVER, PROVIDE A MULTITUDE OF BENEFITS TO THE CITY INCLUDING IMPROVED WATER QUALITY, BIODIVERSITY, AND STORM SURGE MITIGATION.

Source: Oyster Recovery Partnership



## THE ADAPTIVE CITY

### 9. ENVIRONMENTAL SUSTAINABILITY

- Overview
- Existing Conditions
- Goals, Performance Metrics, and Recommendations

### 10. WATER RESOURCES

- Overview
- Existing Conditions
- Goals, Performance Metrics, and Recommendations

Bridging barriers.  
Connecting communities.





## EXISTING CONDITIONS

### Climate Vulnerability

#### Climate Change Trends and Predictions

Annapolis is a city with national and historical significance and is threatened by rising sea levels and other environmental impacts as a result of climate change. On a local and global scale, the effects of climate change are already being experienced and are worsening at an accelerating rate. In conjunction with growing levels of greenhouse gases in the atmosphere, the overall temperature has been warmer in the last four decades in succession than in any other decade since 1950, or when records began being kept. Temperatures have warmed by roughly 1°C compared with temperatures from 1950-1900. Under all future emissions scenarios the temperature will continue to increase. They will exceed 2°C above temperatures during the same time period by 2100 unless emissions rapidly decline to net zero and net negative around 2050 or later. All of these trends have and will lead to dryer conditions in some places and wetter conditions accompanied by more extreme precipitation in others, particularly here in Annapolis. Climate disasters, arguably the most severe environmental threats to communities, are on the rise, and, in order for communities to remain resilient and sustainable, they must follow a course of action for events including heat waves, coastal storms, extreme precipitation, to minimize their likelihood and impact.

In short, the impacts of climate change on Annapolis are through:

- Extreme temperatures
- Extreme precipitation



FIGURE ES.1. RANDALL STREET AT DOCK STREET FOLLOWING HURRICANE ISABEL  
Source: Susan Walsh / Associated Press



**THANK YOU**