



ANNAPOLIS AHEAD 2040

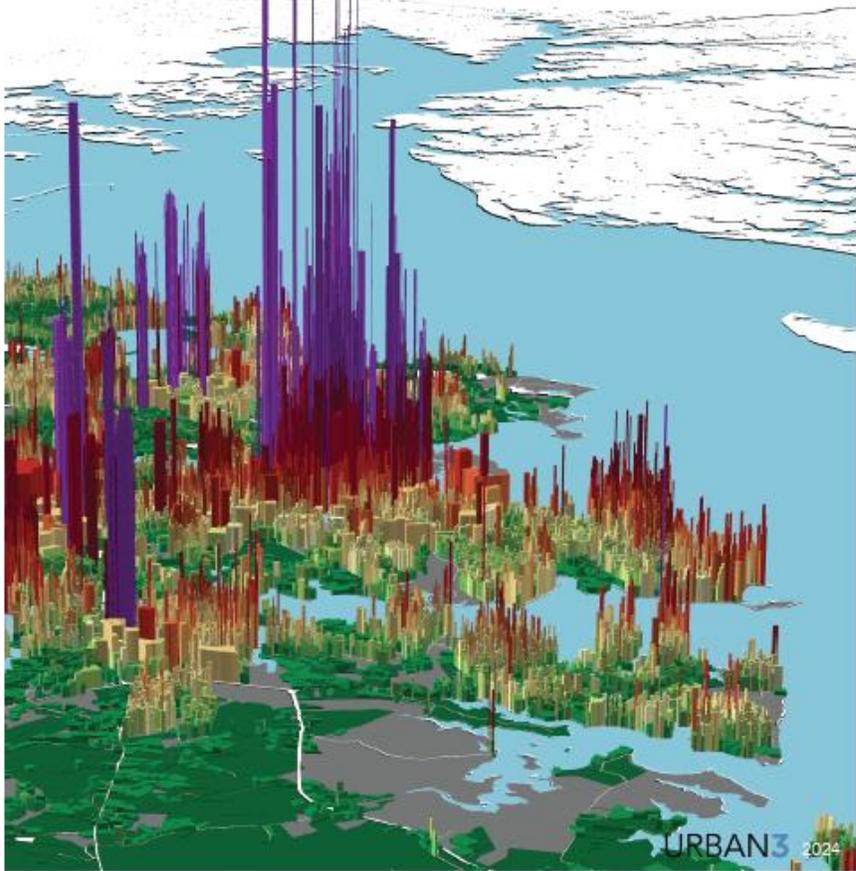
*Envisioning a
More Equitable,
Healthy, and
Resilient City*

February 5, 2026

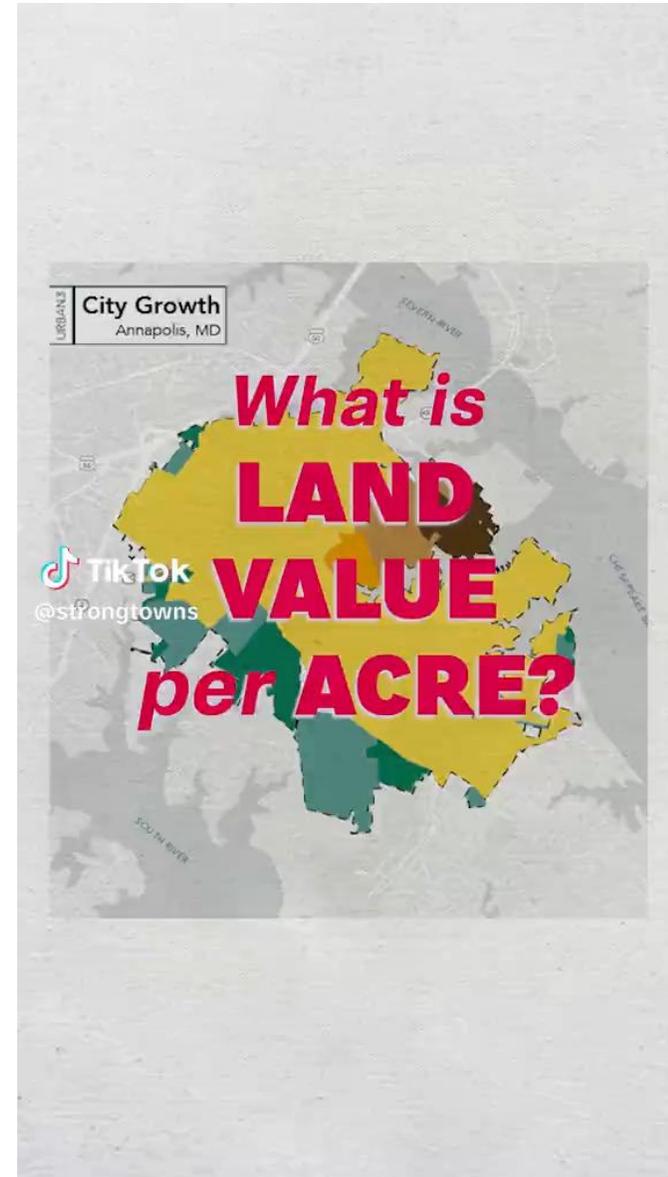


Economics of Community Development

Annapolis, Maryland



URBAN3 2024



THE VISION

In the coming years, Annapolis will be a more equitable, healthy, and resilient city.

It will be a more walkable and connected city where multiple safe and reliable transportation options reduce personal vehicle dependency. It will be a city which prioritizes public investments in its most socially vulnerable communities; a city which expands housing options accessible to residents of all income levels; and a city which grows a community of diverse local entrepreneurs aided by inclusive economic programs and opportunities.

Annapolis will be a city which prioritizes the preservation, restoration, maintenance, and enhancement of its natural resources, particularly when planning for new development. It will be a city which ensures that all residents have access to high quality recreational amenities particularly public water access; and it will be a city which values its cultural life through support for arts initiatives, artists and arts organizations, and citywide historic preservation efforts.

And Annapolis will be climate ready. Its infrastructure will be designed to withstand or adapt to the impacts from climate change. The city will protect its communities and institutions most at risk of climate impacts; and the city will reduce its carbon emissions through a variety of coordinated policies, programs, and investments.



FIGURE 19: THE TWO PROJECTS WHICH BEST EMBODY THE VISION OF THIS PLAN ARE THE ONGOING CITY DOCK RESILIENCE AND REVITALIZATION PROJECT AND THE EASTPORT CHOICE NEIGHBORHOOD INITIATIVE PROJECT, WHICH WILL DRAMATICALLY REVITALIZE ANNAPOLIS' LARGEST PUBLIC HOUSING COMMUNITY.

Source: City of Annapolis (Top); Housing Authority of the City of Annapolis (Bottom)

PLAN PRIORITIES

Implementation of this Plan's vision will rely on multiple coordinated efforts but it begins with goals, performance measures, and recommended actions which reinforce the vision. These priorities also help illustrate what distinguishes this Plan from past comprehensive plans. In the coming years, all City projects, programs, and policies should advance these priorities.

Thriving City

1 Housing Access for All

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

2 Neighborhood Preservation

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

3 Inclusive Economic Growth

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

4 Sustainable Development

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

Functional City

5 Pedestrian, Bicycle, and Transit Connectivity

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

6 Equitable Public Water Access

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

7 Citywide Cultural Programming and Preservation

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

8 Public Safety

Reduce violence and crime throughout the city using a variety of community-based approaches.

Adaptive City

9 Climate Ready Infrastructure

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

10 Lower Carbon Footprint

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

11 Prioritized Environmental Assets

Proactively plan for the protection, restoration, enhancement, and maintenance of the City's natural resources as a linked network of greenways that will provide innumerable benefits to residents.

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.

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

Projections of household growth and physical expansion are discussed in this chapter and both are

projected to rise in a very measured and limited way. Based on these projections, a forecast is provided for the year 2040 with the anticipated number of housing units, and an assessment of the potential impact of this growth on key community facilities and services. In the development of this Plan, a fiscal impact analysis was also conducted based on the anticipated growth through 2040 to gauge the City's ability to maintain high levels of service to residents. This analysis is included in the Appendices and found the City's fiscal health to be sufficient to accommodate the anticipated growth which will be very modest in comparison to other nearby jurisdictions.

Municipal expansion occurs when properties are formally incorporated into the municipality through annexation, a process which generally must be initiated by the property owner, not the City. The Growth Area is the area outside of the City boundary which meets the guidelines for the State's Priority Funding Areas and is deemed sensible for annexation. The chapter presents a modestly revised Growth Area boundary from that recommended in the last Comprehensive Plan (2009). It also provides general land use recommendations for the properties within the Growth Area.

Given the City's limited Growth Area, this Plan's emphasis is on promoting appropriate infill development and the thoughtful redevelopment of properties already in the City limits—that is, when they become functionally or economically obsolete. Chapter 4: Land Use provides guidance on where infill development and redevelopment is most suitable and performance standards to ensure development outcomes benefit the city and surrounding communities.



FIGURE 3-1: 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

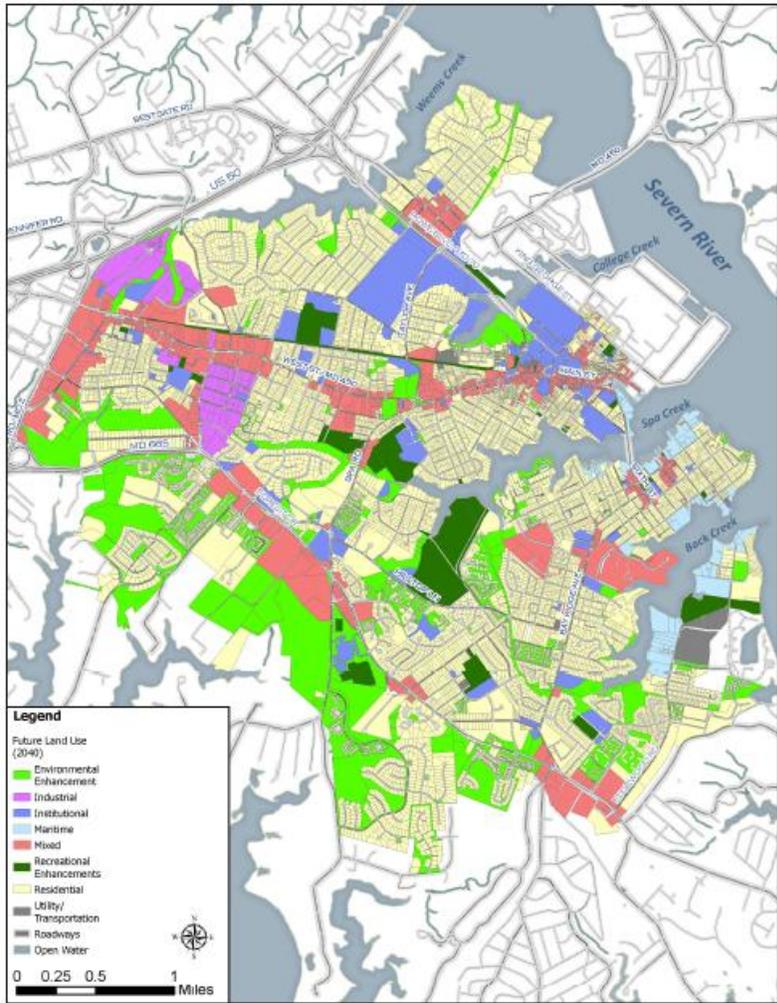


FIGURE 4-5: MAP OF FUTURE LAND USE DESIGNATIONS. THE MAP ALSO INCLUDES PROPERTIES IDENTIFIED IN THE CITY'S GROWTH AREA WHICH IS PROVIDED IN CHAPTER 3, MUNICIPAL GROWTH.
Source: City of Annapolis

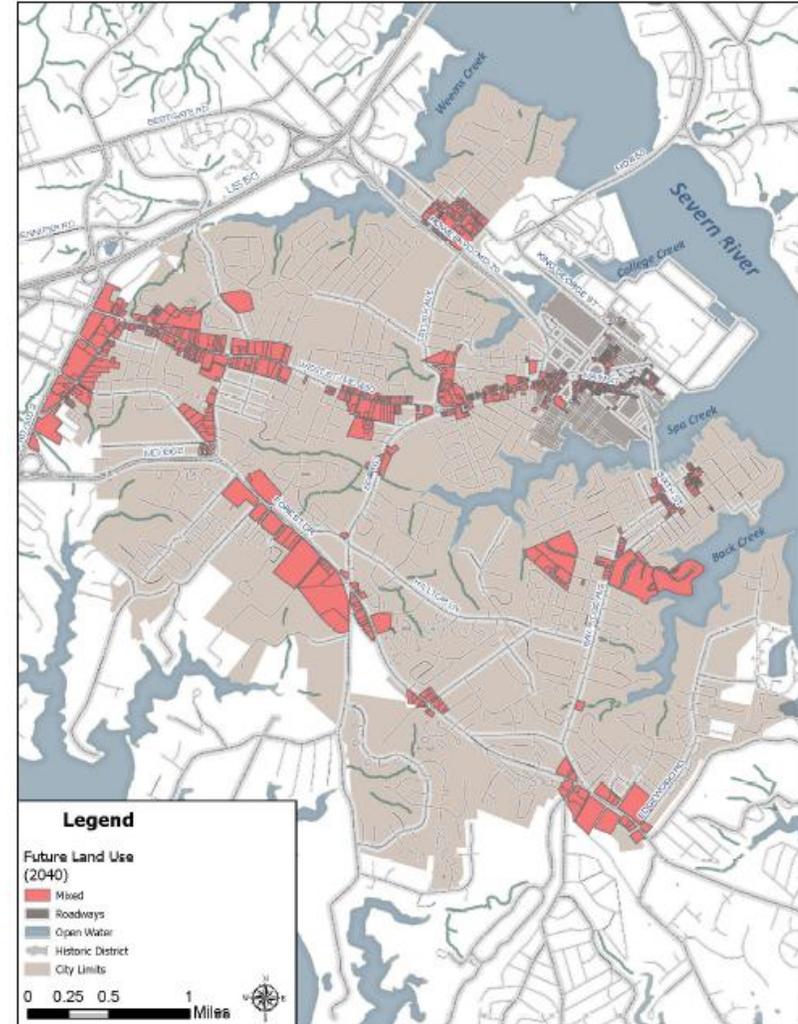
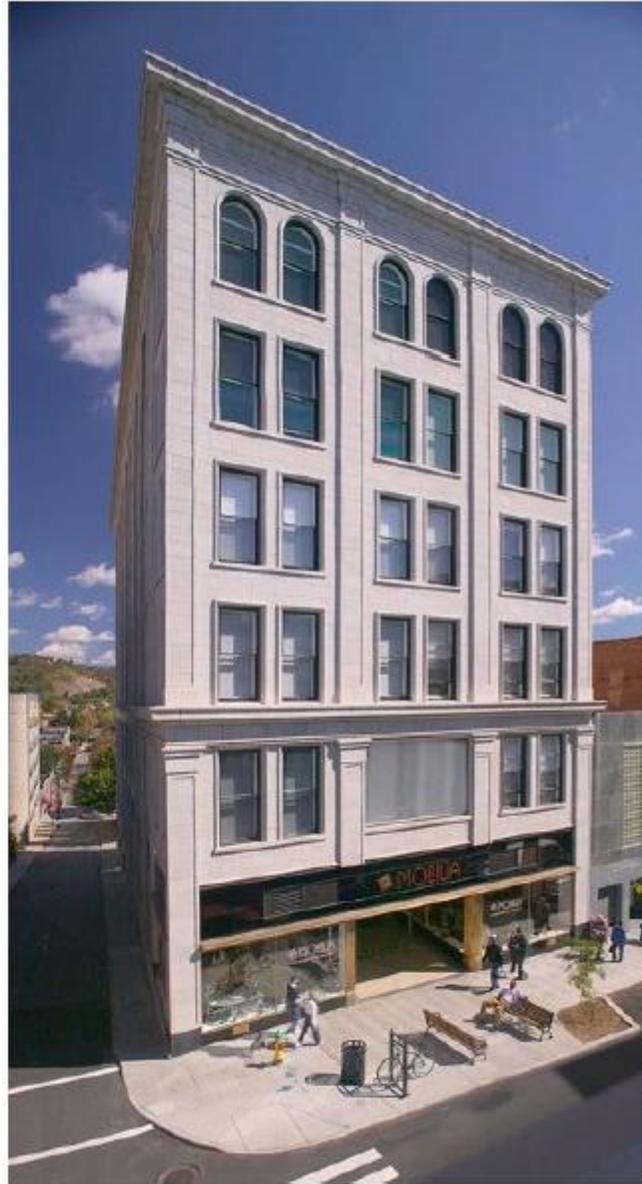


FIGURE 4-13: MAP OF FUTURE MIXED USE AREAS
Source: City of Annapolis



For 40 years this building remained vacant..... its tax value in 1991 was just over **\$300,000**



Today the building is valued at over **\$11,000,000**

URBAN3



For 40 years this building remained vacant..... its tax value in 1991 was just over **\$300,000**

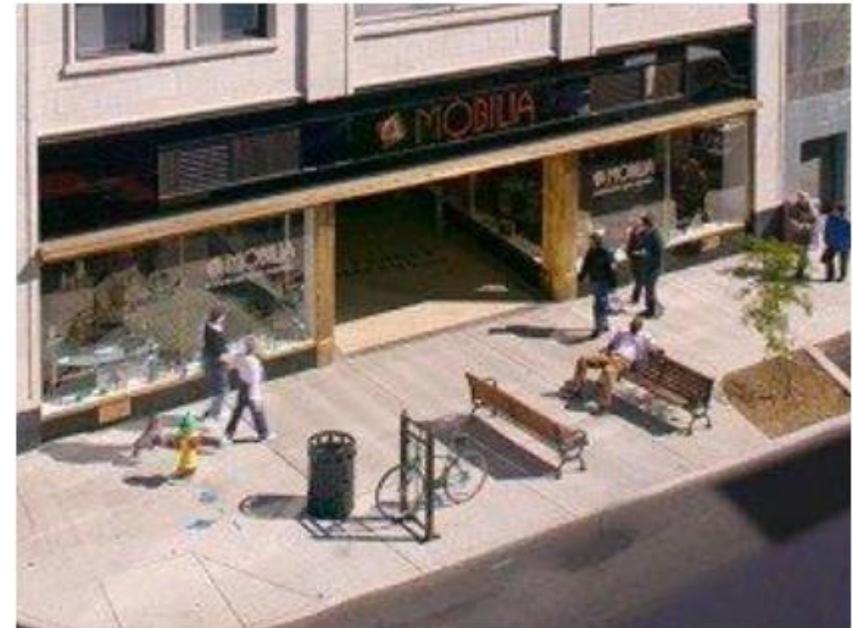


Today the building is valued at over **\$11,000,000**

An increase > **3500%**

in **15 years**

The lot is less than **1/5 acre**



URBAN**3**

Asheville Walmart

Total Tax Value:

\$20M



Downtown Building

Total Tax Value:

\$11M



Asheville Walmart

Total Tax Value:
\$20M



Downtown Building

Total Tax Value:
\$11M

Land Consumed (Acres)

34



0.2

Asheville Walmart

Total Tax Value:
\$20M



Downtown Building

Total Tax Value:
\$11M

Land Consumed (Acres)

34



0.2

Total Property Taxes Per Acre

\$6.5K



\$634K

Asheville Walmart

Total Tax Value:
\$20M



Downtown Building

Total Tax Value:
\$11M



Land Consumed (Acres)

34



0.2

Total Property Taxes Per Acre

\$6.5K



\$634K

City Sales Taxes Per Acre

\$48K



\$84K

Residents Per Acre

0



90

Jobs Per Acre

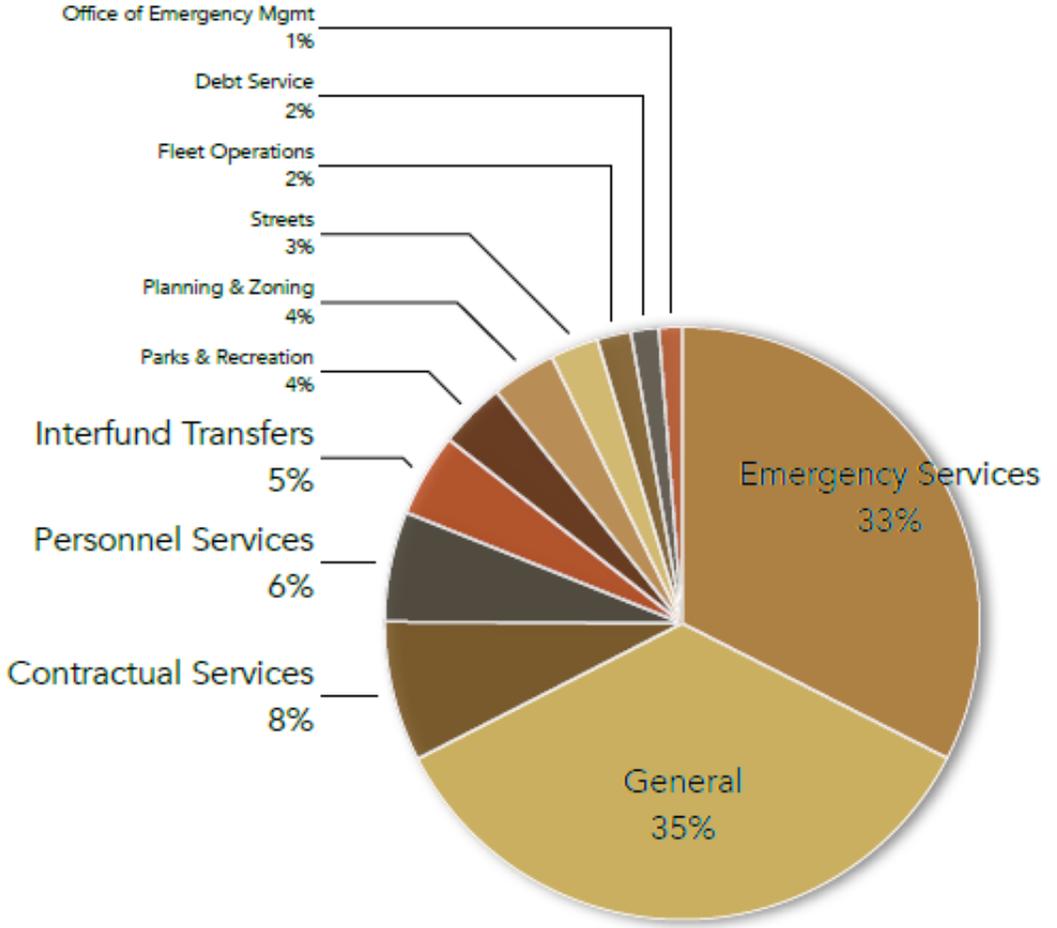
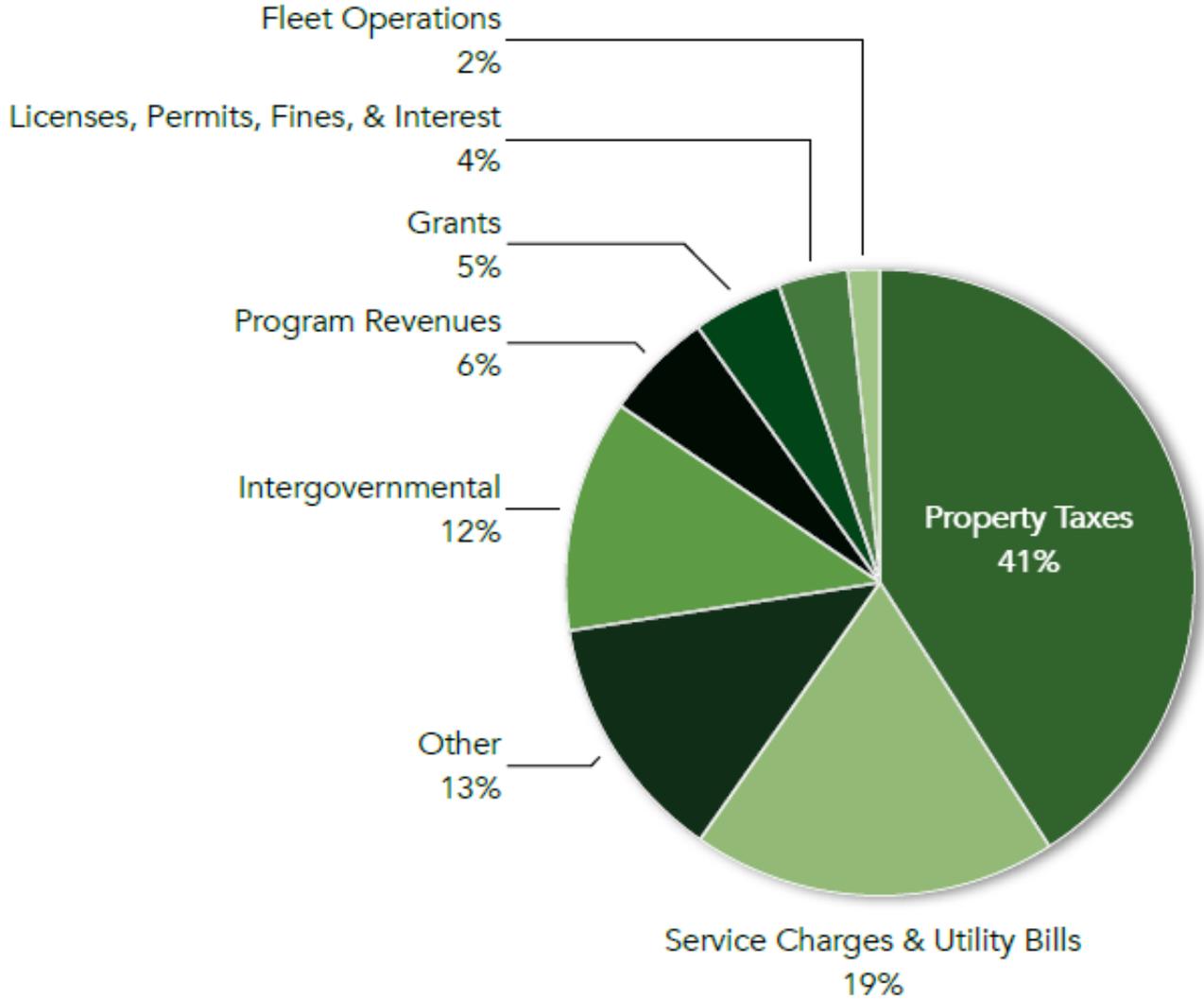
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74

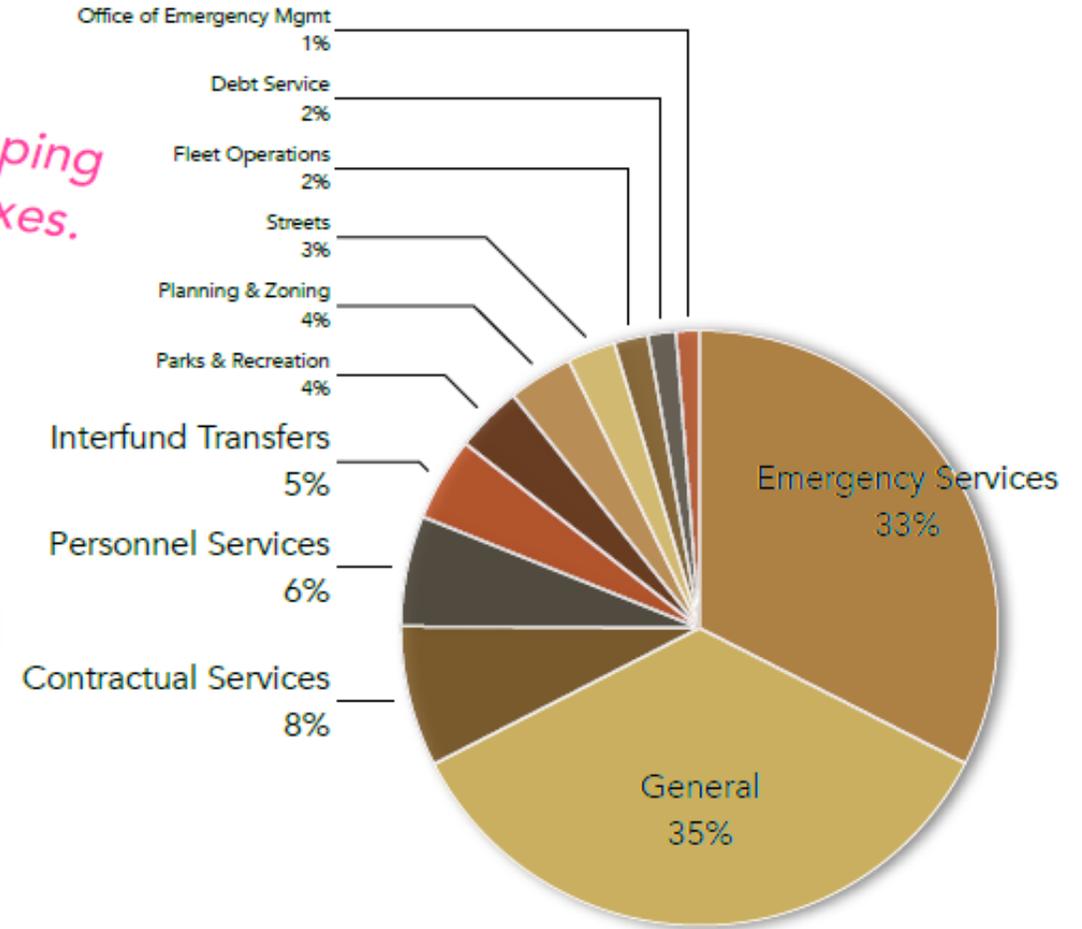
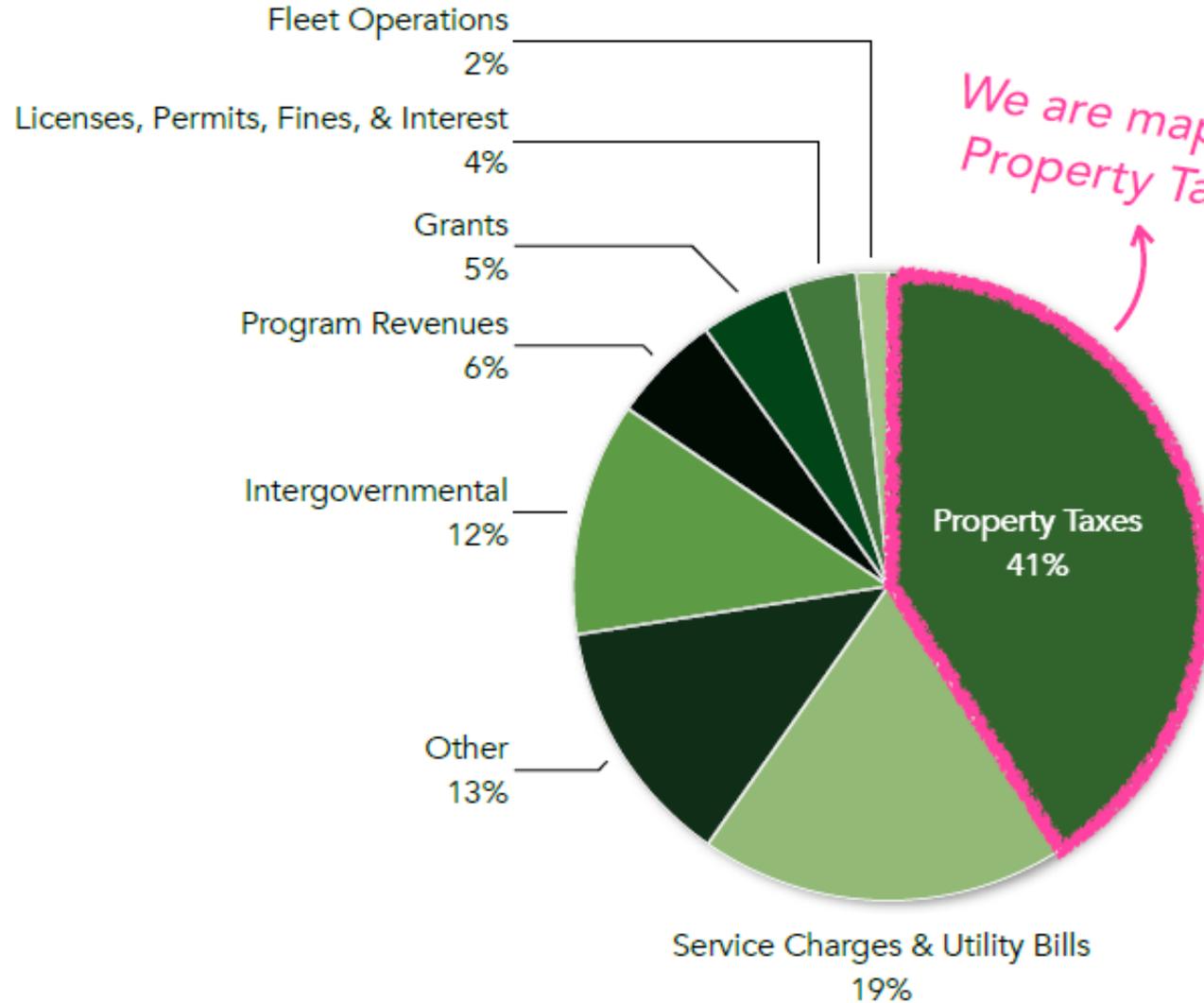
Revenues: **\$145M**

Expenditures: **\$133M**



Revenues: \$145M

Expenditures: \$133M



2022 Governmental Funds

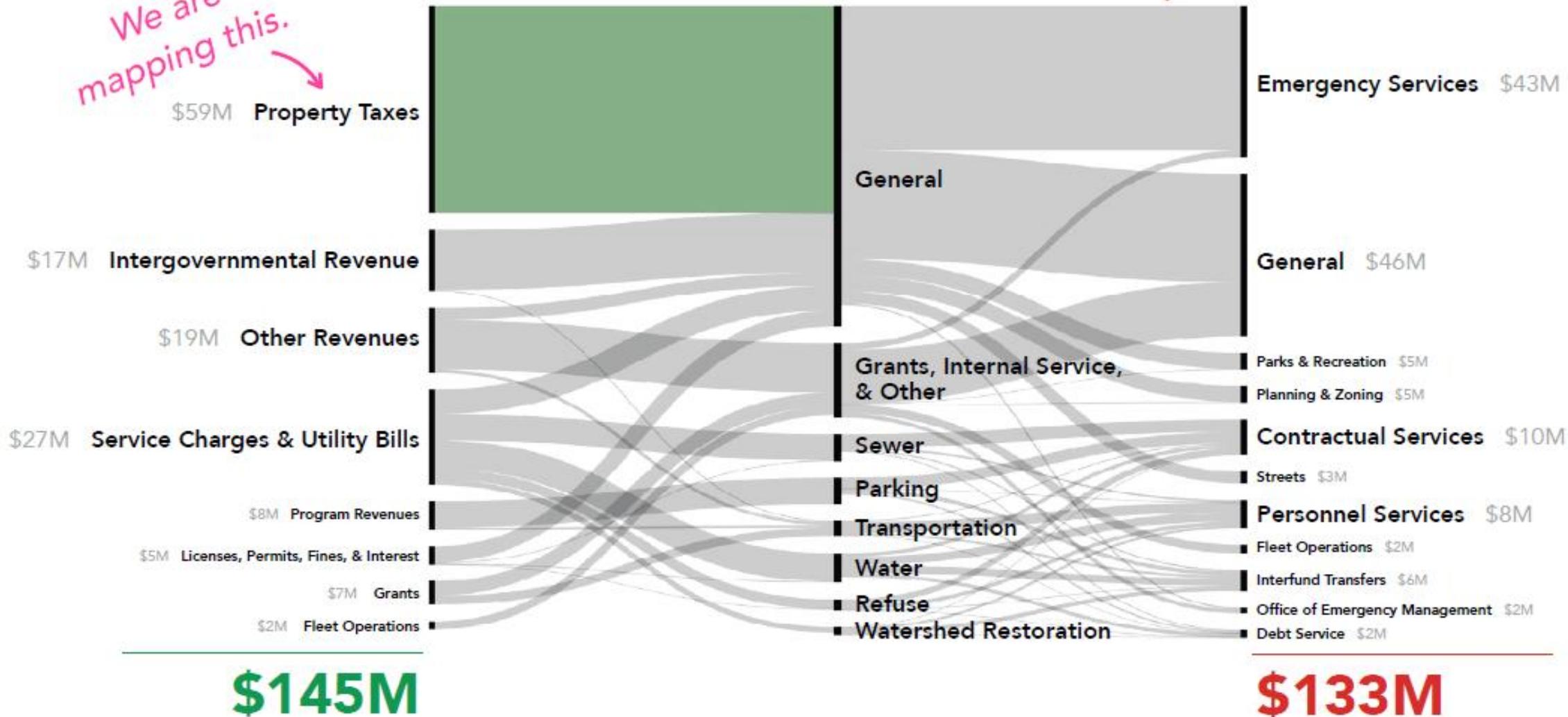
Annapolis, MD

Revenues

Fund

Expenditures

We are mapping this.



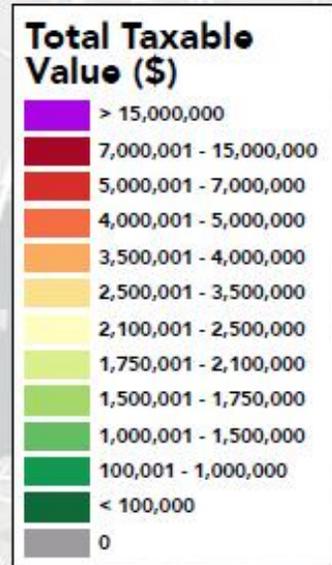
\$145M

\$133M

URBAN3

Total Taxable Value

Annapolis, MD



Kohl's

Bell Annapolis on West

Clay Street

CHESAPEAKE BAY

Nautilus Point

Hunt Meadow

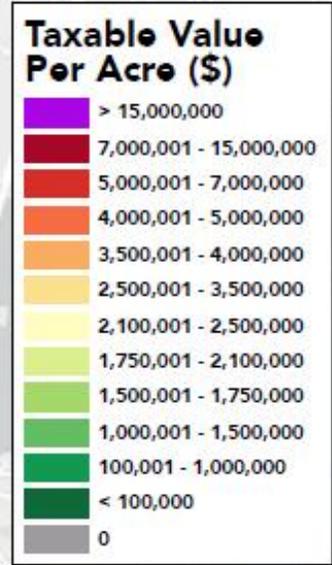
SEVERN RIVER

SOUTH RIVER



Taxable Value Per Acre

Annapolis, MD



Kohl's
Bell Annapolis on West

Hunt Meadow

Clay Street

Nautilus Point

SOUTH RIVER

SEVERN RIVER

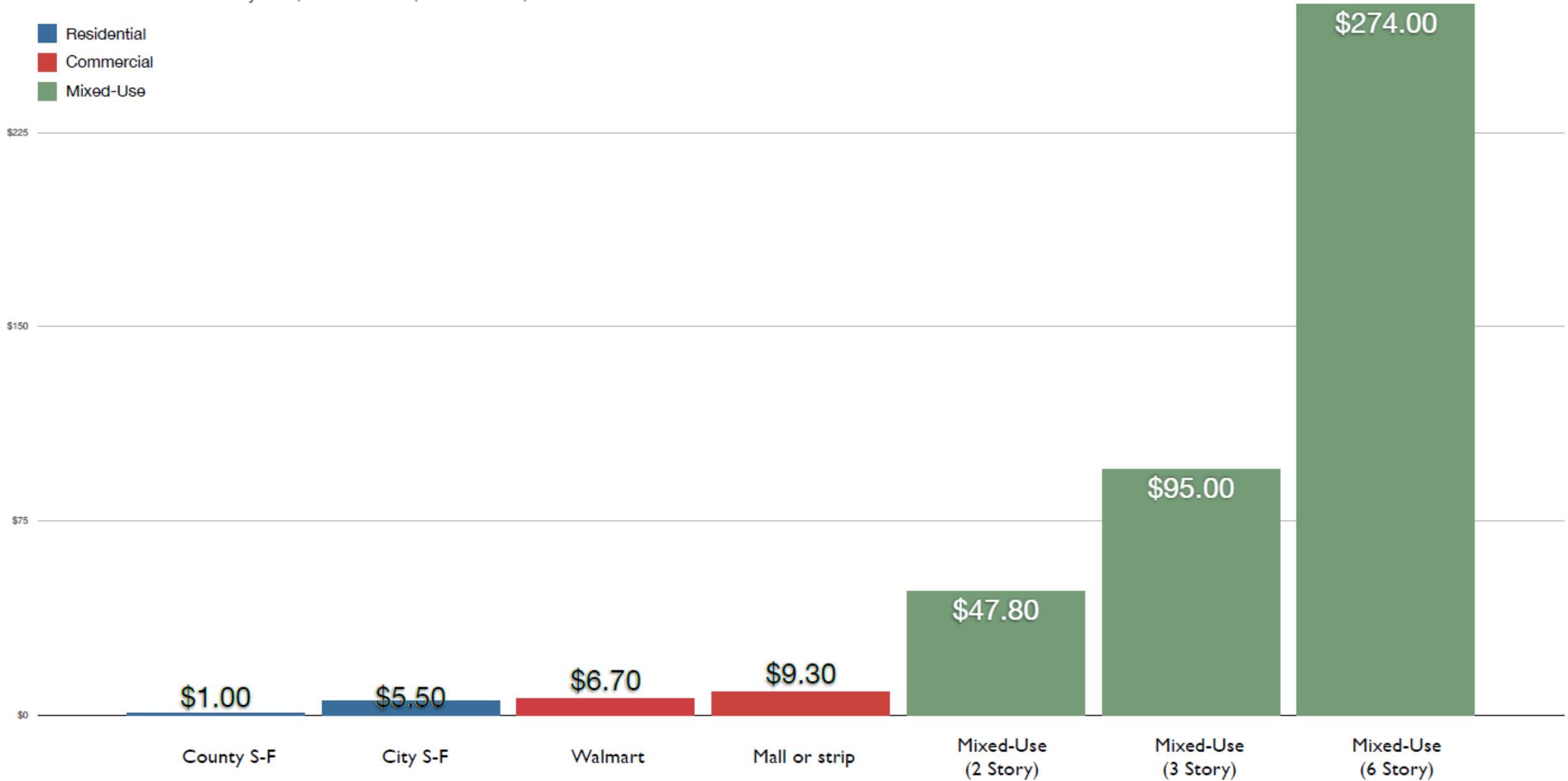
CHESAPEAKE BAY



County Property Taxes/Acre

Ratio Difference of 60 City Set, in 21 States (+ a Province)

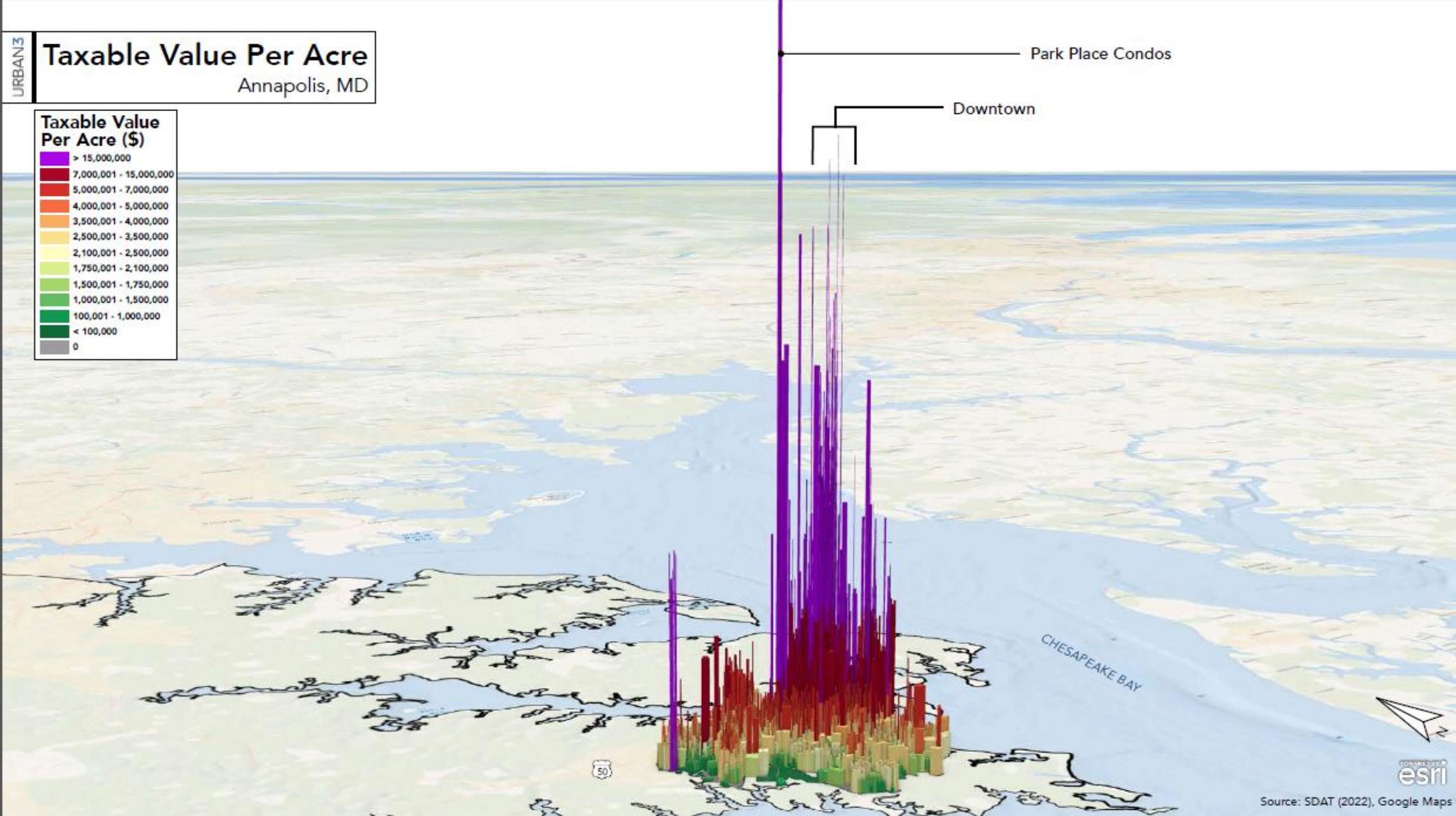
- Residential
- Commercial
- Mixed-Use



URBAN3
Taxable Value Per Acre
Annapolis, MD

Taxable Value Per Acre (\$)

> 15,000,000
7,000,001 - 15,000,000
5,000,001 - 7,000,000
4,000,001 - 5,000,000
3,500,001 - 4,000,000
2,500,001 - 3,500,000
2,100,001 - 2,500,000
1,750,001 - 2,100,000
1,500,001 - 1,750,000
1,000,001 - 1,500,000
100,001 - 1,000,000
< 100,000
0



Park Place Condos

Downtown

CHESAPEAKE BAY

50

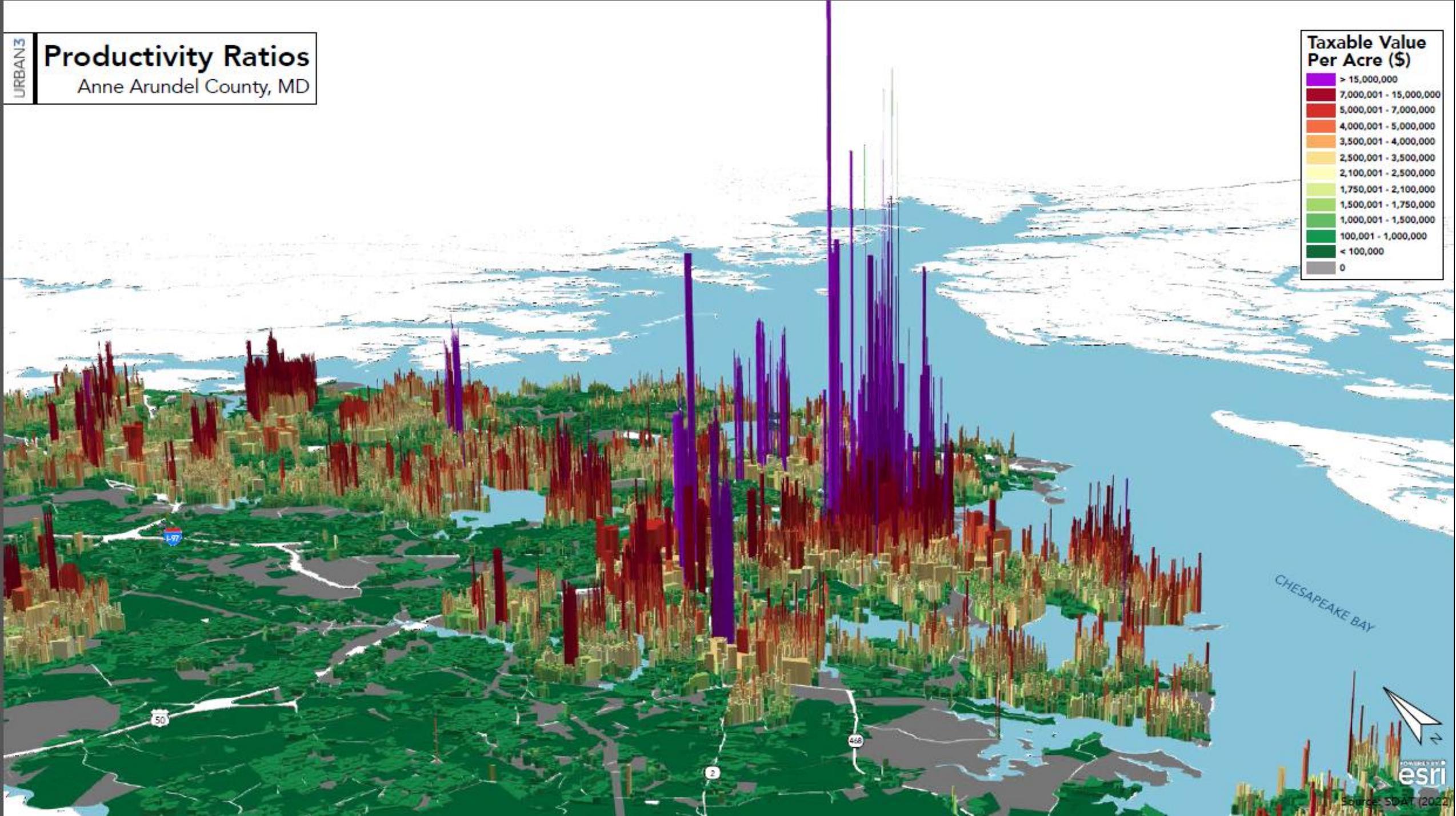
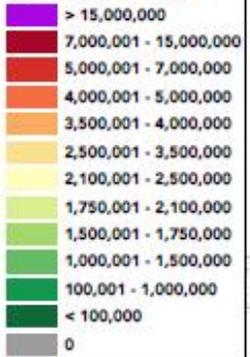


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Productivity Ratios

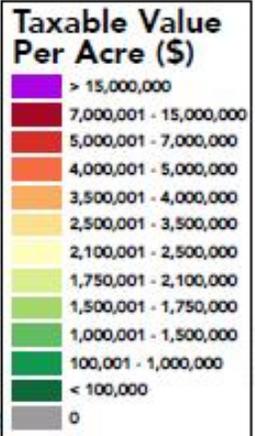
Anne Arundel County, MD

Taxable Value Per Acre (\$)



Productivity Ratios

City of Annapolis vs. Anne Arundel County, MD



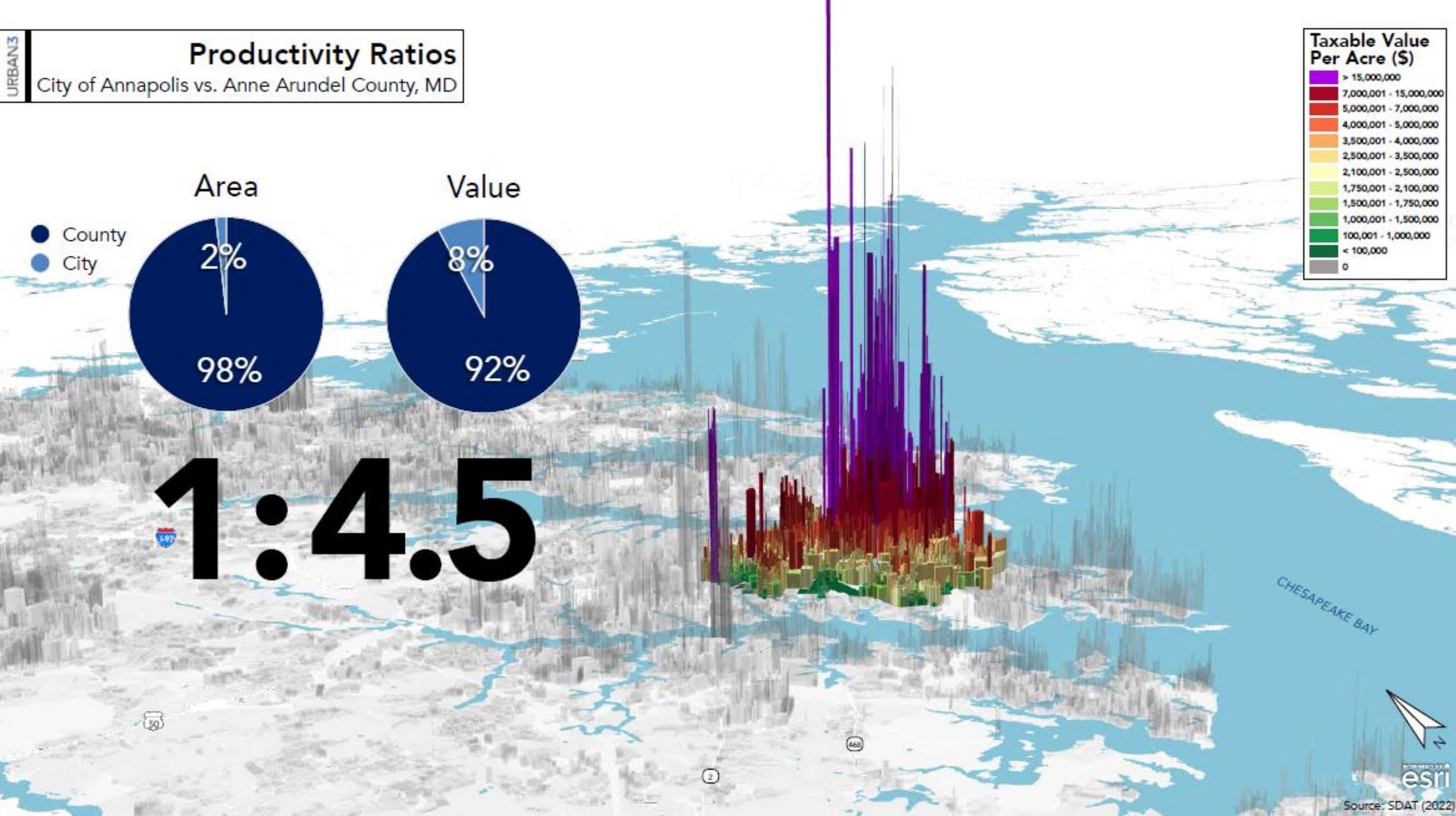
Area

Value

- County
- City



1:4.5

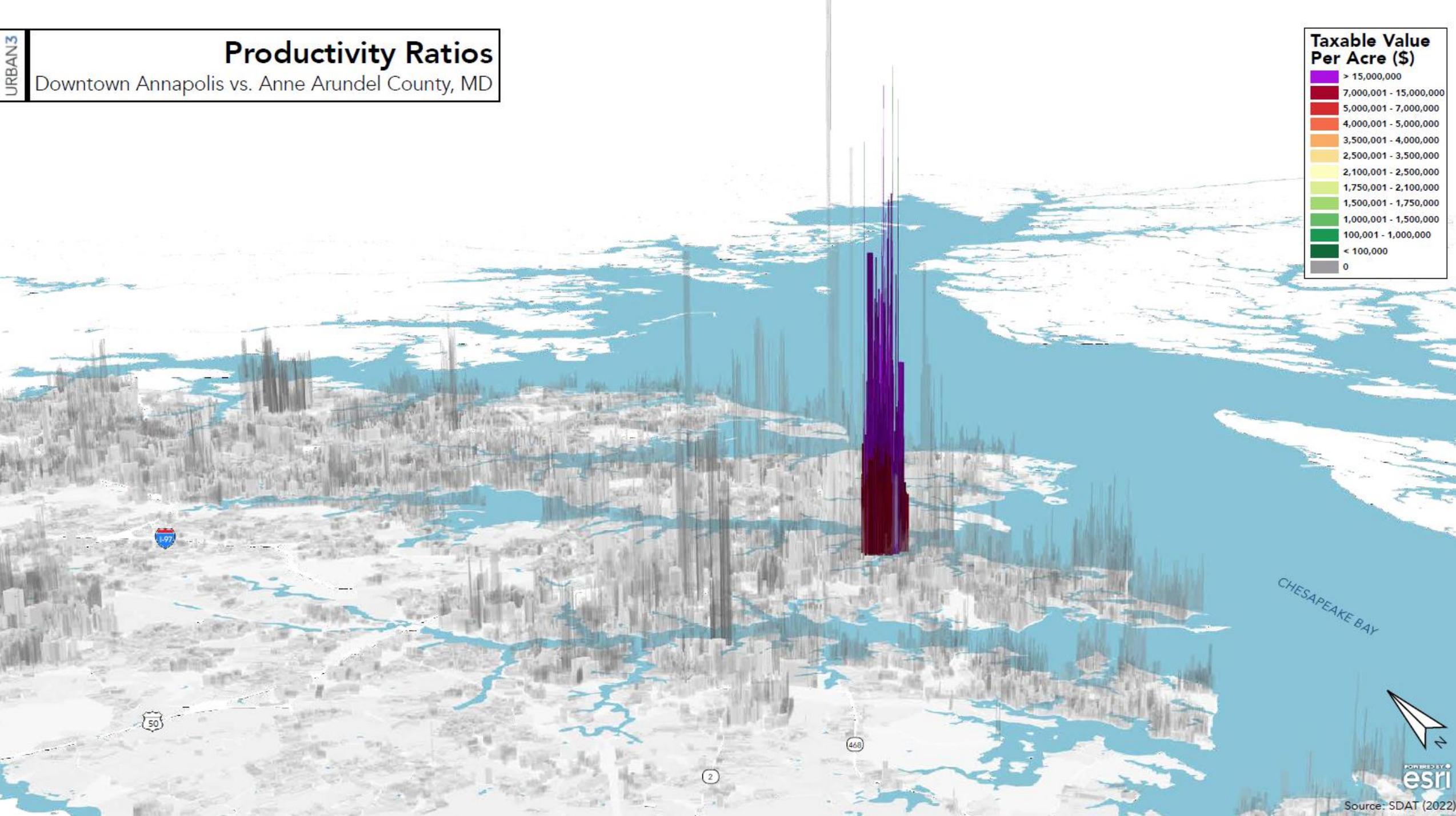
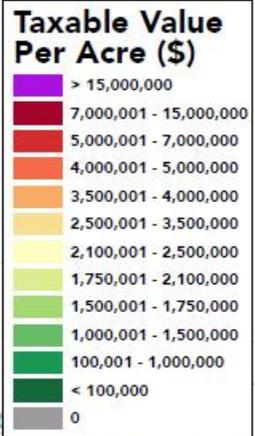


CHESAPEAKE BAY



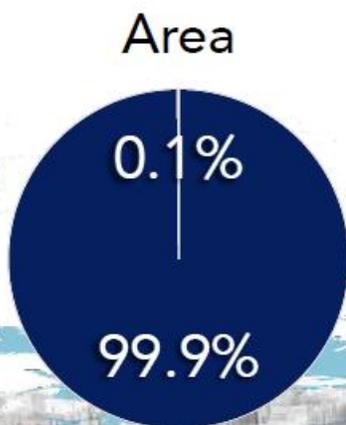
Productivity Ratios

Downtown Annapolis vs. Anne Arundel County, MD

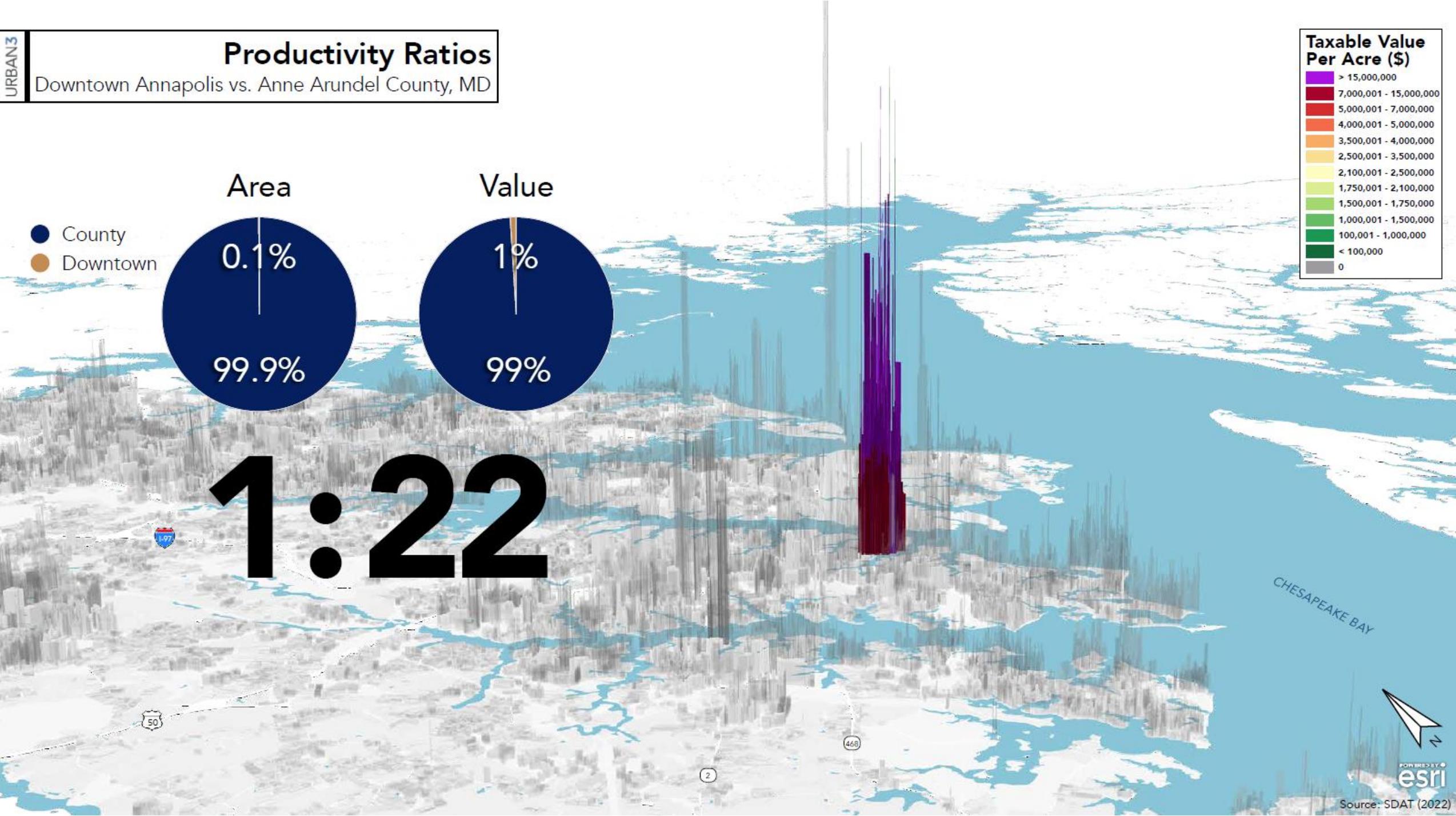
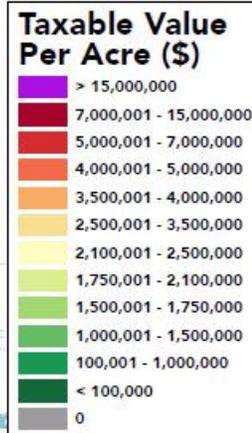


Productivity Ratios

Downtown Annapolis vs. Anne Arundel County, MD

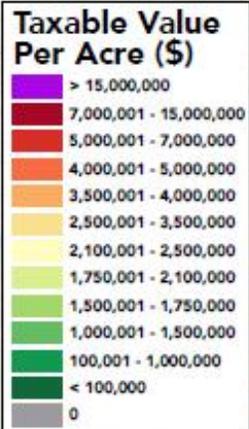


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Taxable Value Per Acre

Annapolis, MD

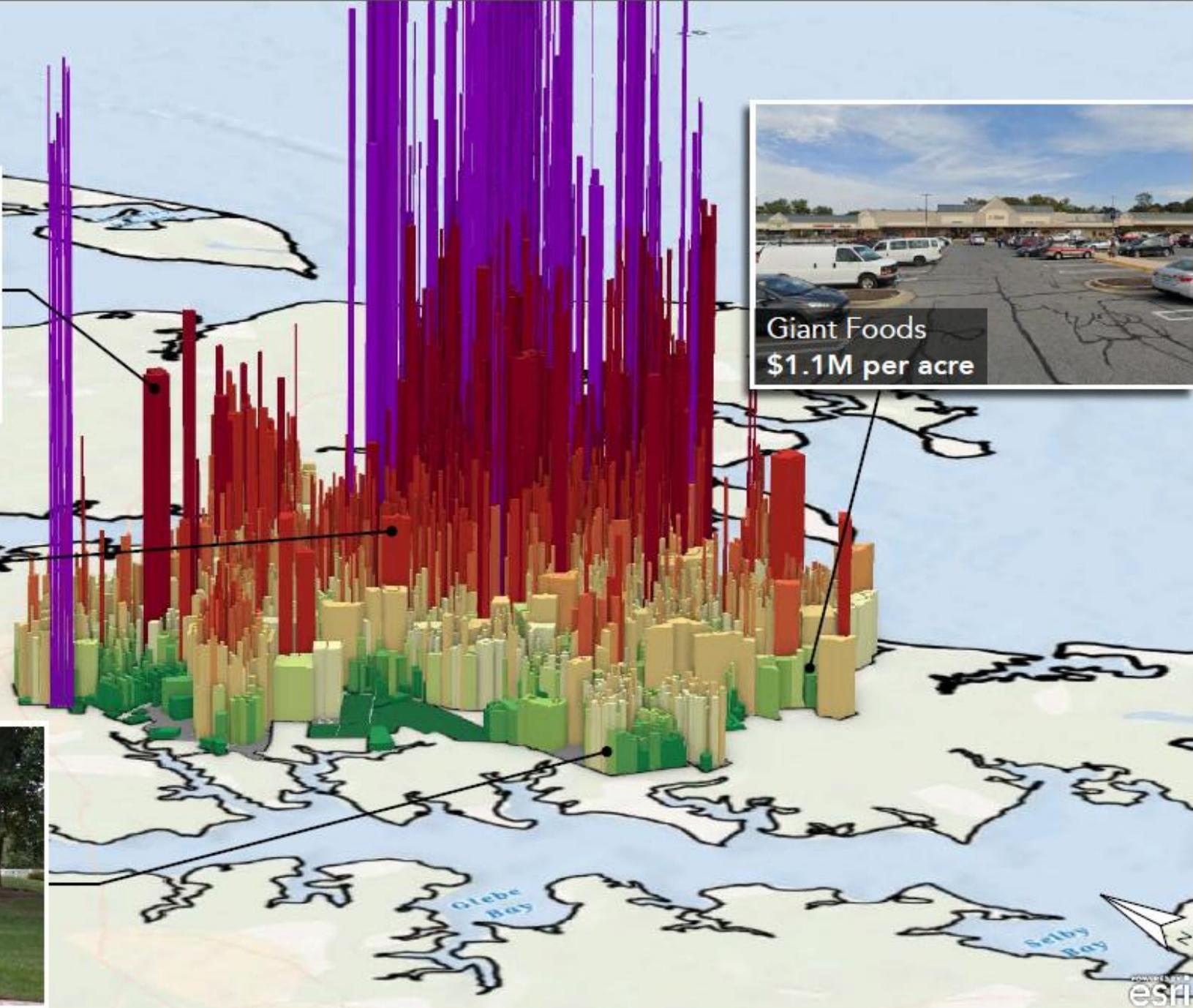


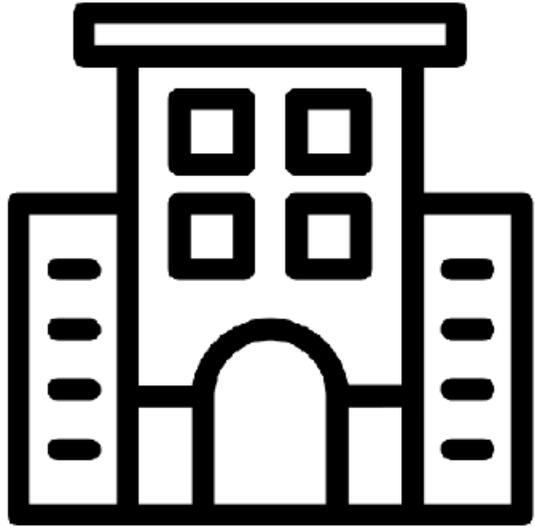
Taxable Value Per Acre

Annapolis, MD

Taxable Value Per Acre (\$)

- > 15,000,000
- 7,000,001 - 15,000,000
- 5,000,001 - 7,000,000
- 4,000,001 - 5,000,000
- 3,500,001 - 4,000,000
- 2,500,001 - 3,500,000
- 2,100,001 - 2,500,000
- 1,750,001 - 2,100,000
- 1,500,001 - 1,750,000
- 1,000,001 - 1,500,000
- 100,001 - 1,000,000
- < 100,000





Land Use Types

Local Samples of Buildings and Developments

Value Per Acre: Walmarts

Anne Arundel County, MD



Value Per Acre: Walmarts

Anne Arundel County, MD



\$1.1M per acre

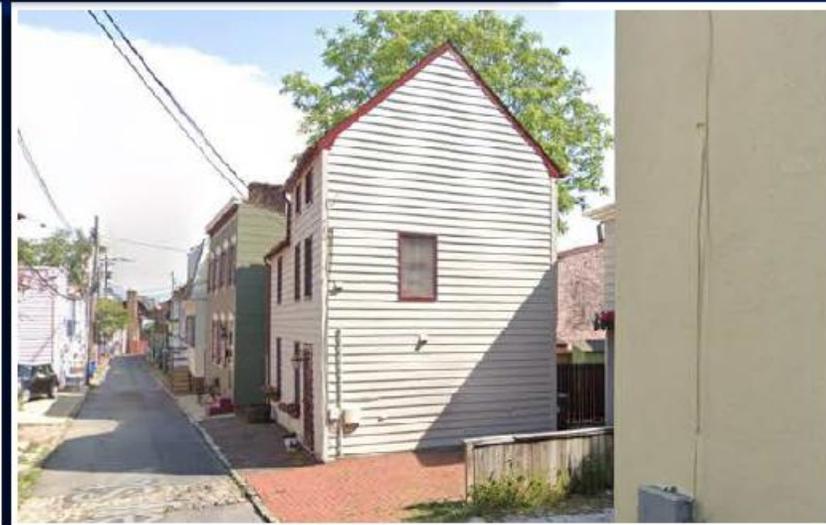


Land Use Type:

Residential

Value Per Acre: Single Family Residential

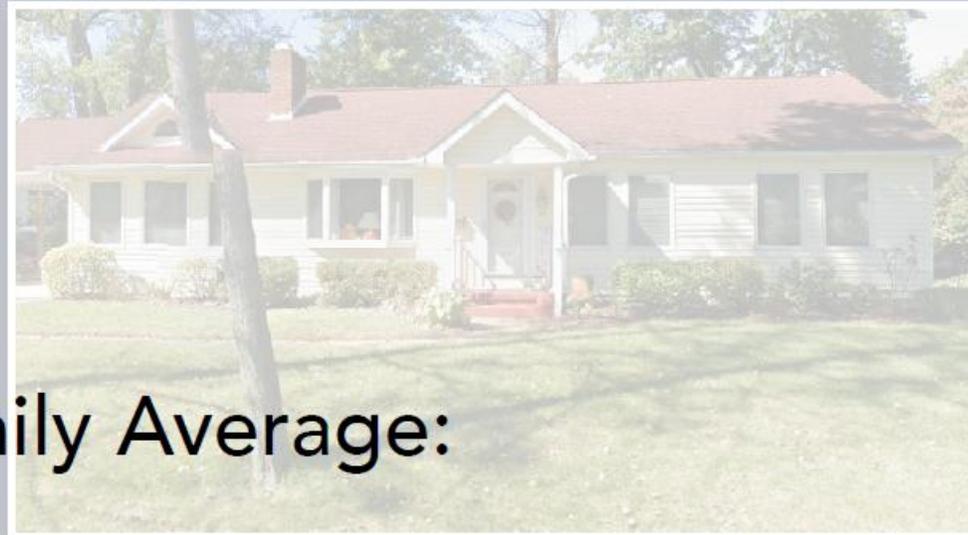
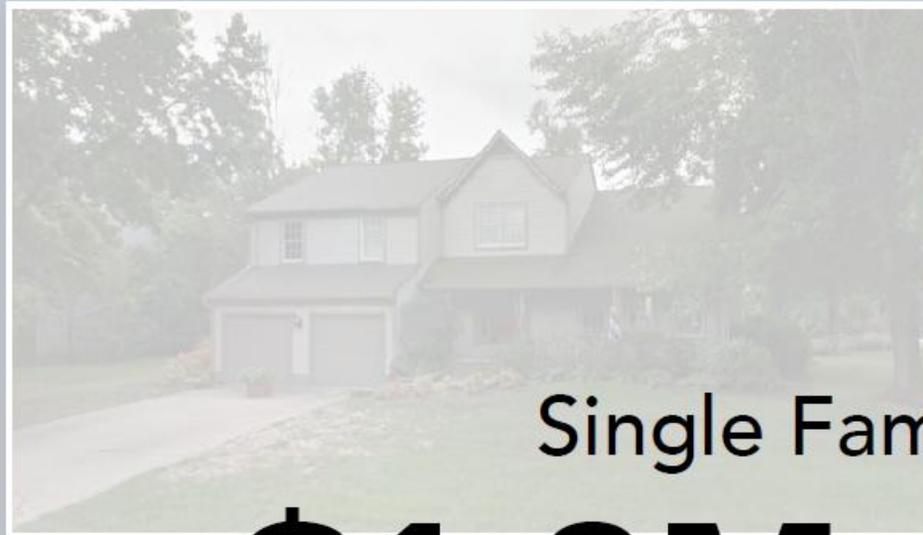
Annapolis, MD



Walmart Average
\$1.1M per acre

Value Per Acre: Single Family Residential

Annapolis, MD



Single Family Average:

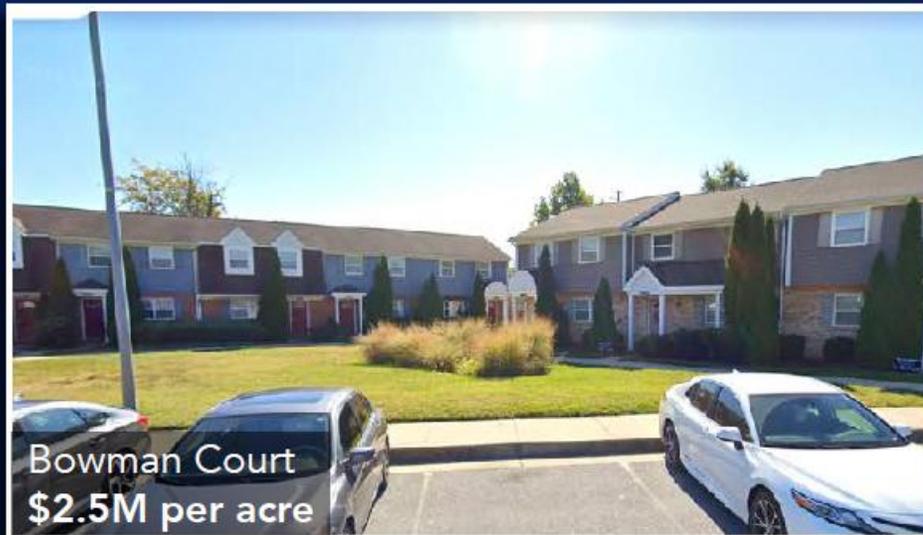
\$1.8M per acre



Walmart Average
\$1.1M per acre

Value Per Acre: Multifamily Residential

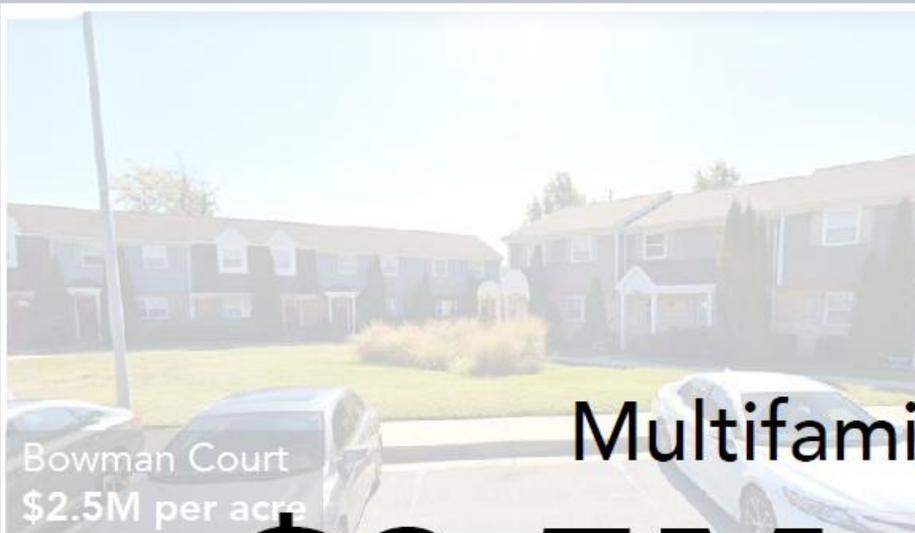
Annapolis, MD



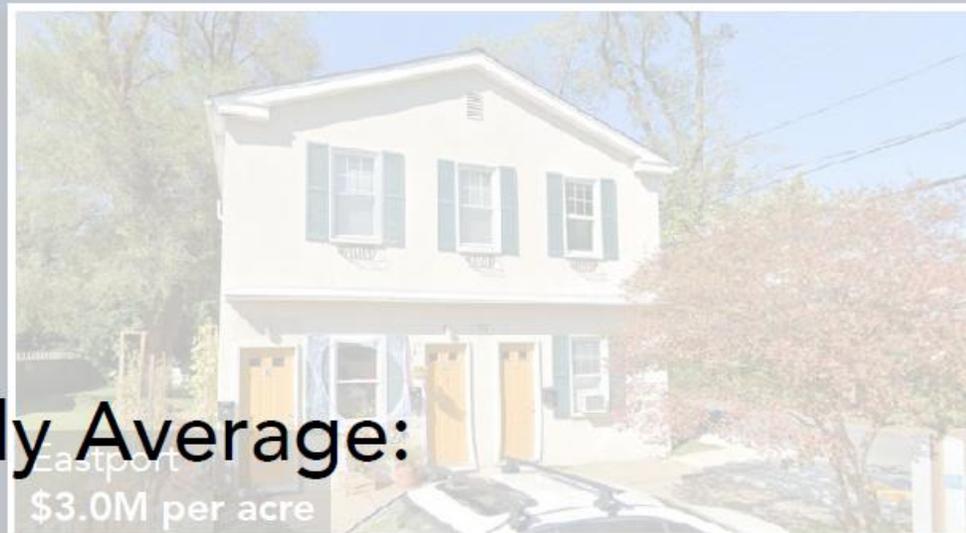
Walmart Average
\$1.1M per acre

Value Per Acre: Multifamily Residential

Annapolis, MD



Bowman Court
\$2.5M per acre



Eastport
\$3.0M per acre

Multifamily Average:

\$2.5M per acre



Bell Annapolis on West
\$10.6M per acre

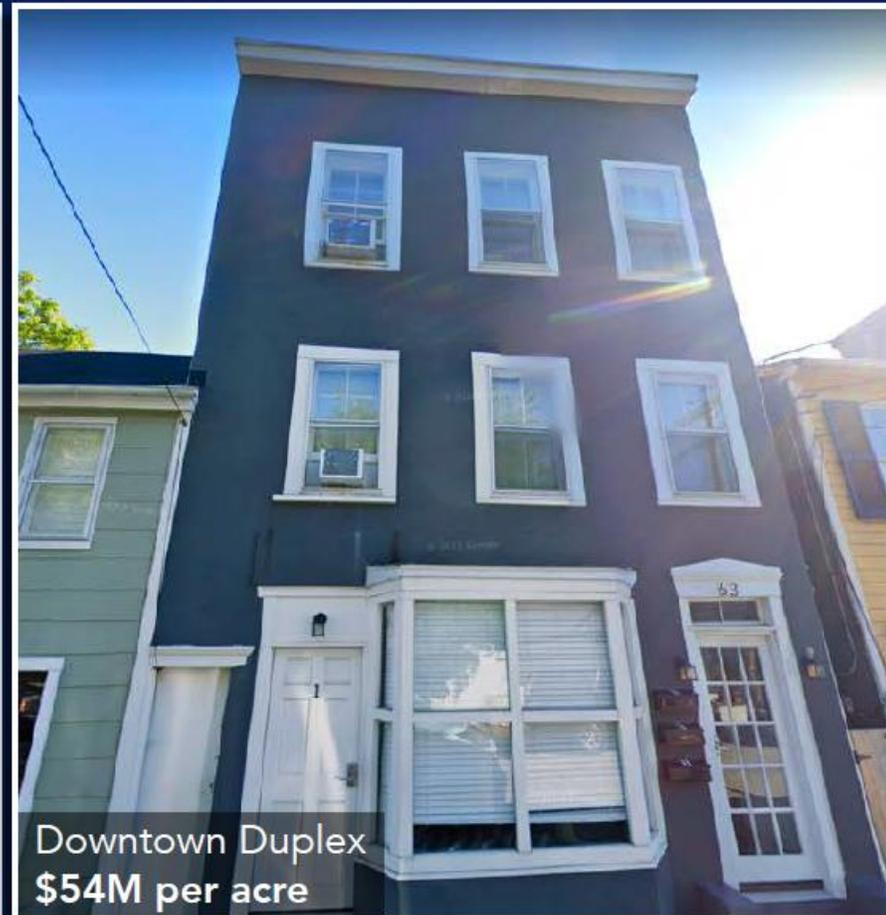
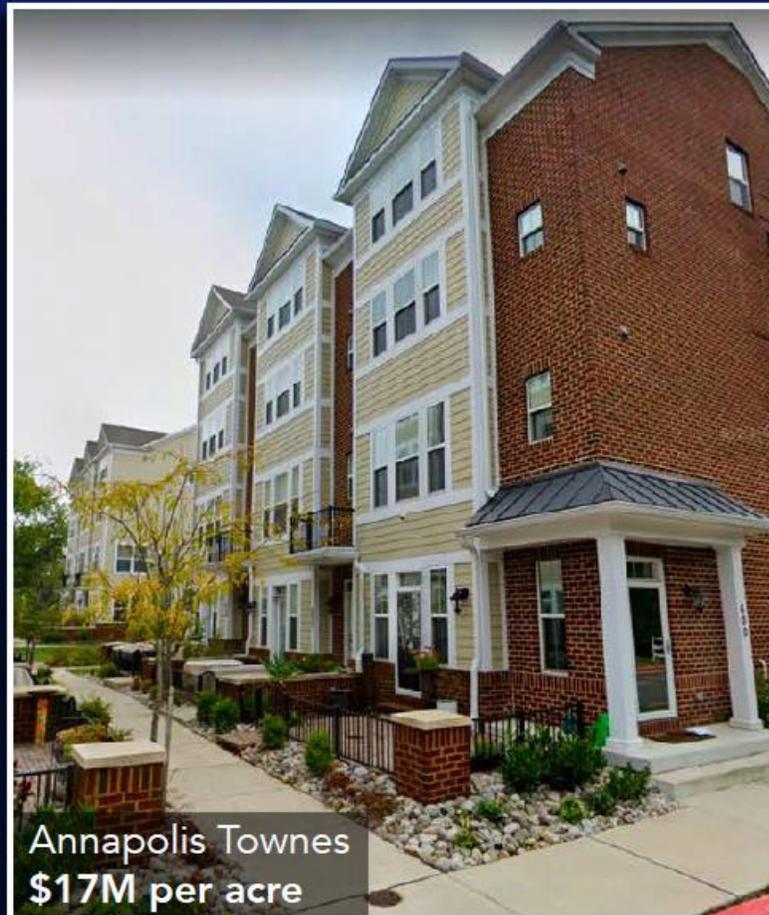


Downtown
\$15.0M per acre

Walmart Average
\$1.1M per acre

Value Per Acre: Townhomes

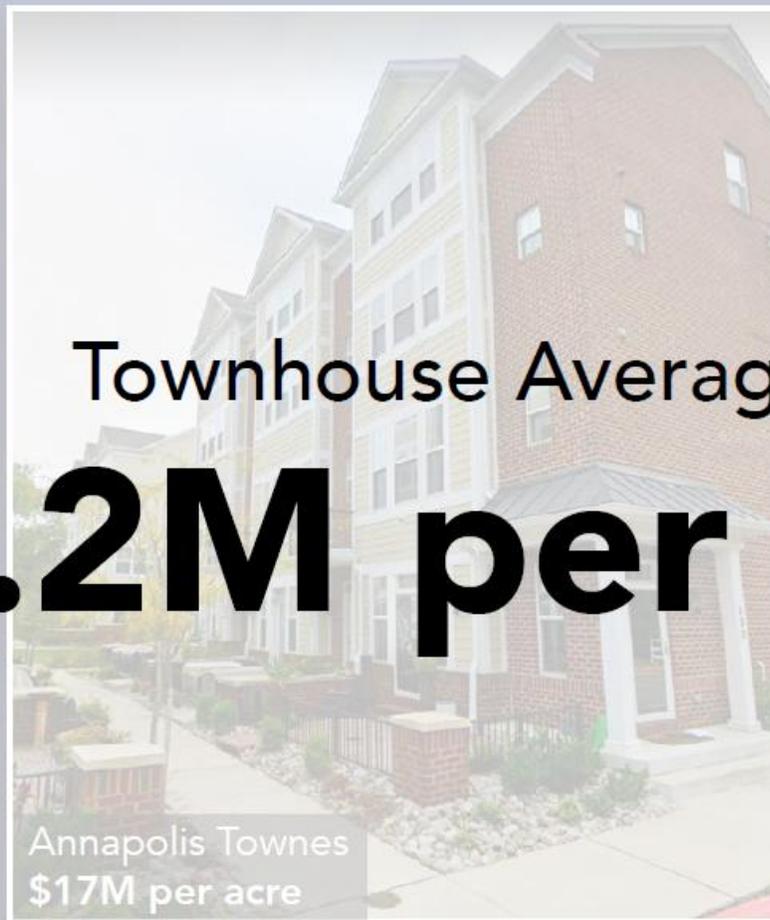
Annapolis, MD



Walmart Average
\$1.1M per acre

Value Per Acre: Townhomes

Annapolis, MD



Walmart Average
\$1.1M per acre

Value Per Acre: Peak Property

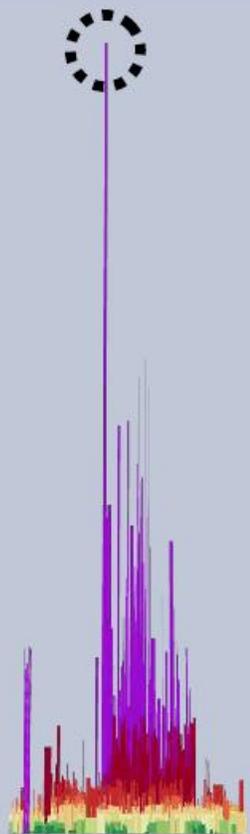
Annapolis, MD



Walmart Average
\$1.1M per acre

Value Per Acre: Peak Property

Annapolis, MD



The Residence at Park Place
\$127M per acre

Walmart Average
\$1.1M per acre

Residential Properties: Comparison of Average Value Per Acre

Annapolis, MD



\$1.8M



\$2.5M

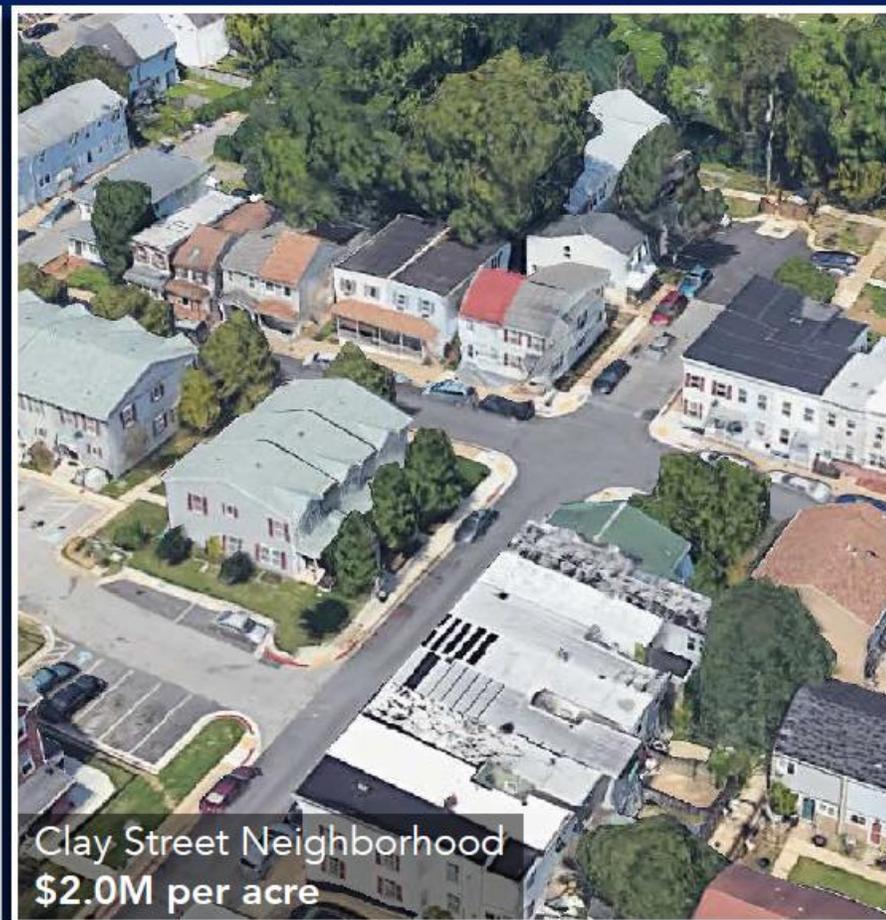
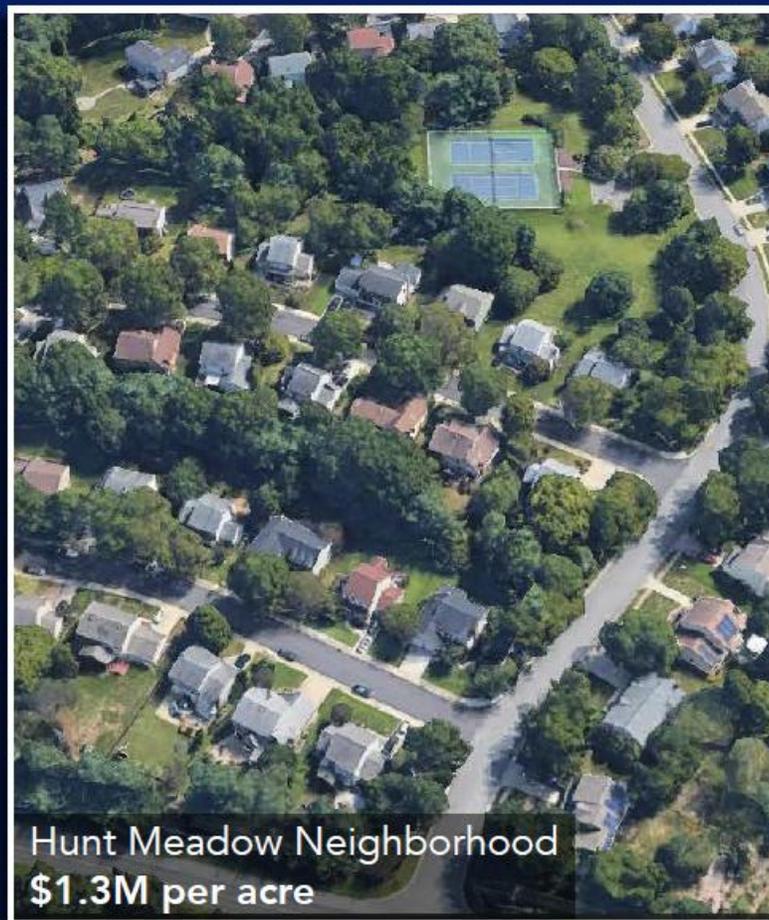
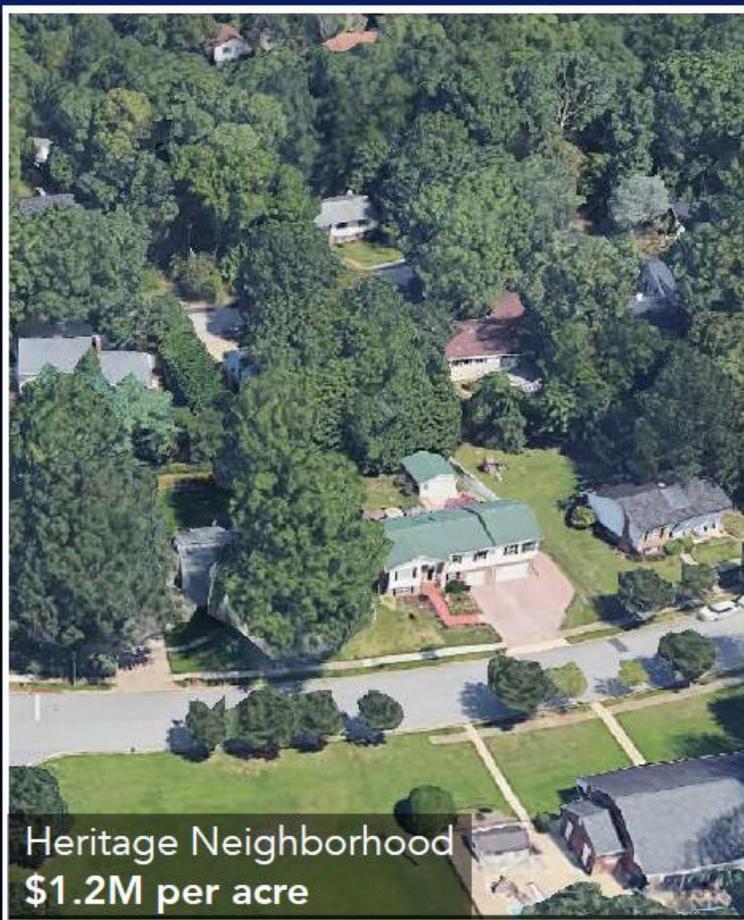


\$4.2M

Walmart Average
\$1.1M per acre

Neighborhood Average Value Per Acre Comparison

Annapolis, MD



Walmart Average
\$1.1M per acre

Neighborhood Average Value Per Acre Comparison

Annapolis, MD



Walmart Average
\$1.1M per acre

Land Use Type:

Commercial

Value Per Acre: Big Box Commercial

Anne Arundel County, MD



Lowe's Home Improvement
\$0.9M per acre



Sam's Club
\$1.1M per acre



Marshalls
\$1.3M per acre

Walmart Average
\$1.1M per acre

Value Per Acre: Big Box Commercial

Annapolis, MD



Walmart Average
\$1.1M per acre

Value Per Acre: Misc. Retail

West Annapolis, MD

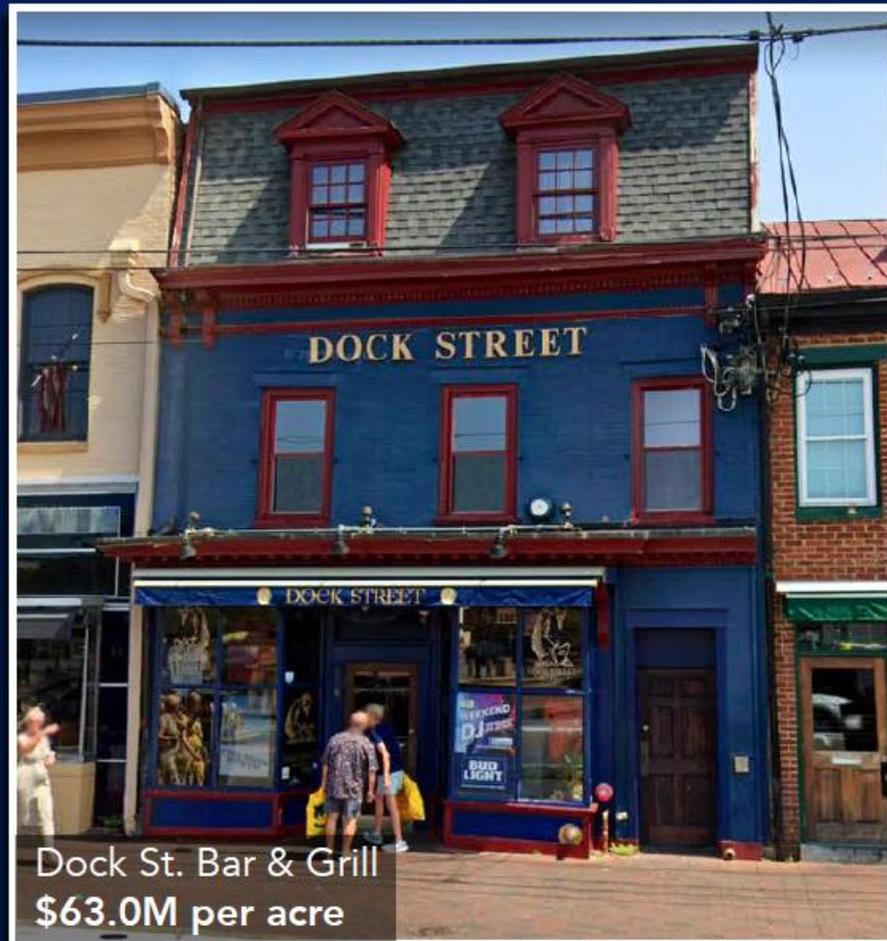


*This value updated with 2023 assessor data

Walmart Average
\$1.1M per acre

Value Per Acre: Downtown Commercial

Annapolis, MD



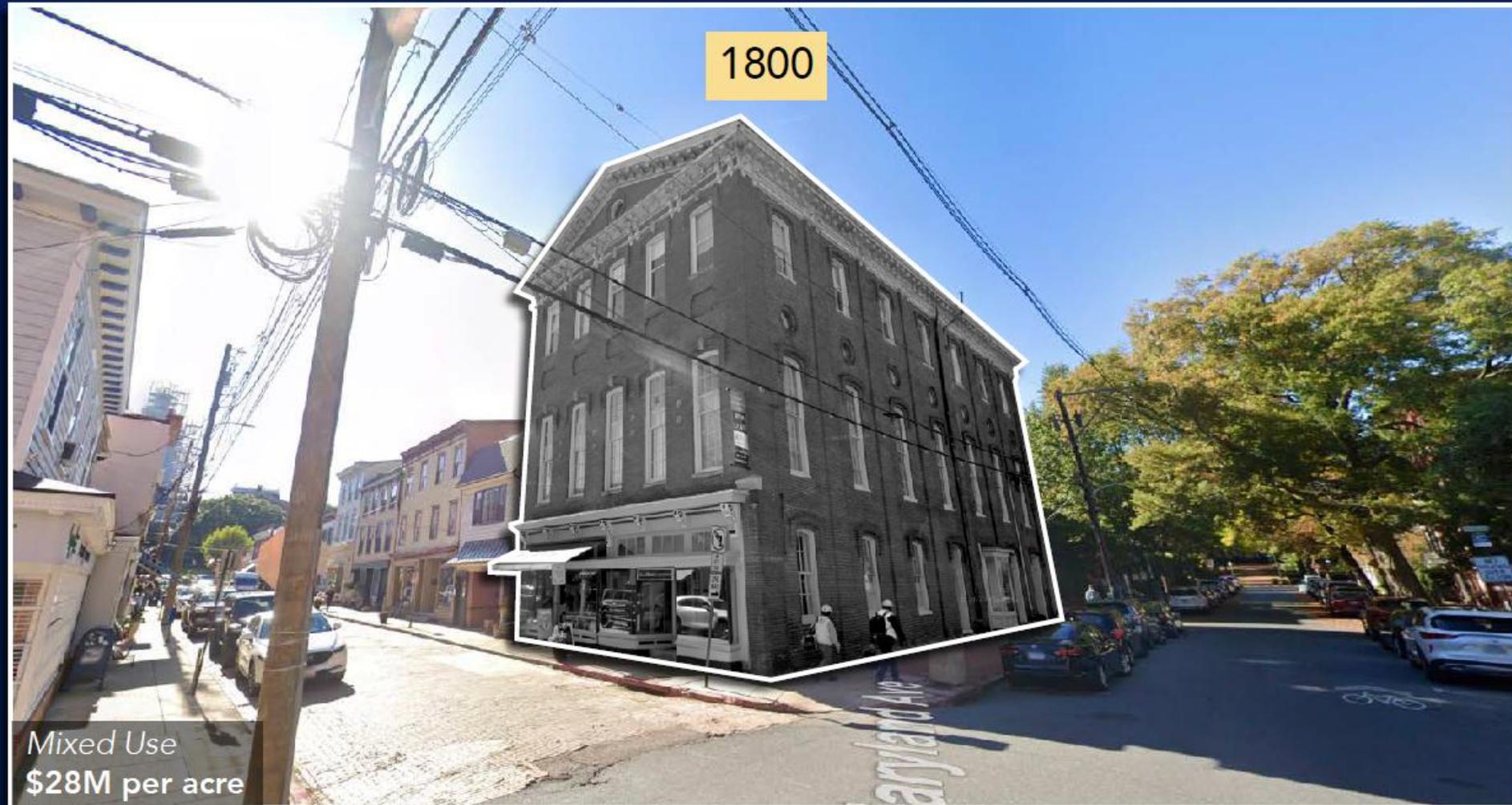
Walmart Average
\$1.1M per acre

A Closer Look:

Lasting Value

Value Per Acre

Annapolis, MD



Walmart Average
\$1.1M per acre

Value Per Acre

Annapolis, MD



Walmart Average
\$1.1M per acre

Value Per Acre

Annapolis, MD



Walmart Average
\$1.1M per acre

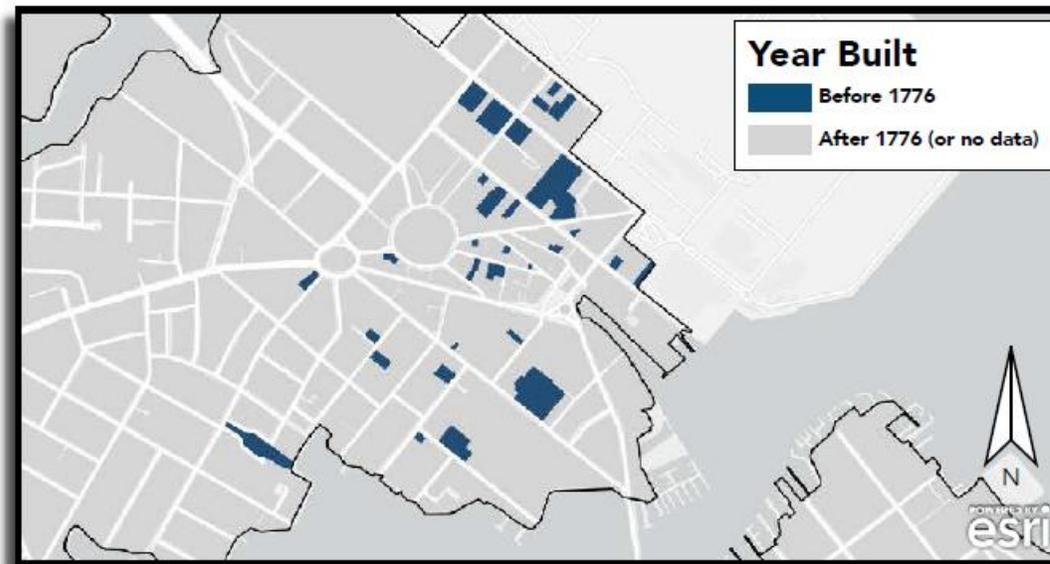
Buildings Built Before 1776

Annapolis, MD

Walmart



Pre-1776 Buildings



Total Land Consumed (Acres)

21



9

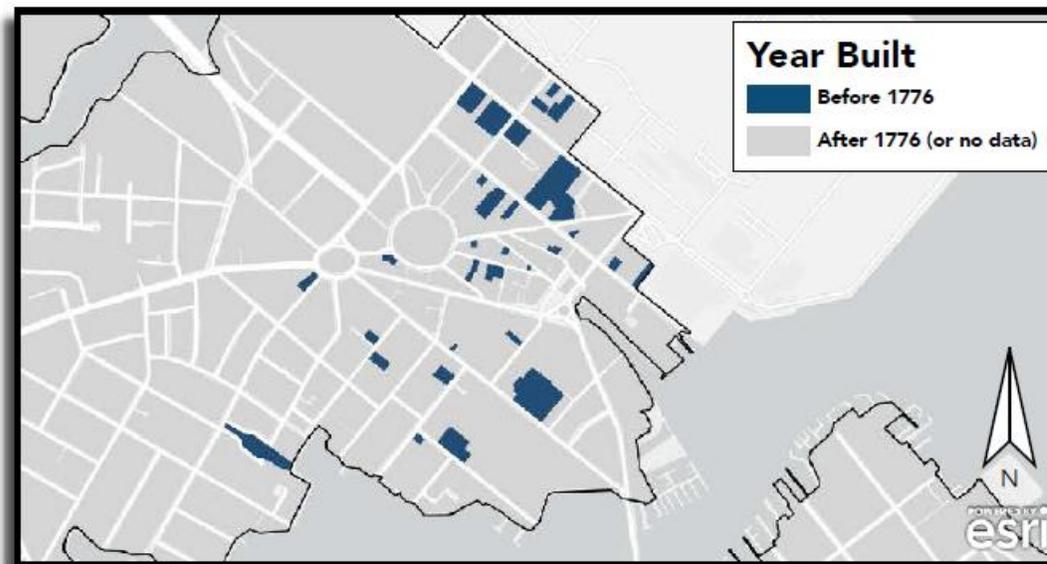
Buildings Built Before 1776

Annapolis, MD

Walmart



Pre-1776 Buildings



Total Land Consumed (Acres)



Average Value Per Acre



City Taxes Per Acre



Property Tax Revenue Per Acre by Building Type

Annapolis, MD



*This value updated with 2023 assessor data

Property Tax Revenue Per Acre by Building Type

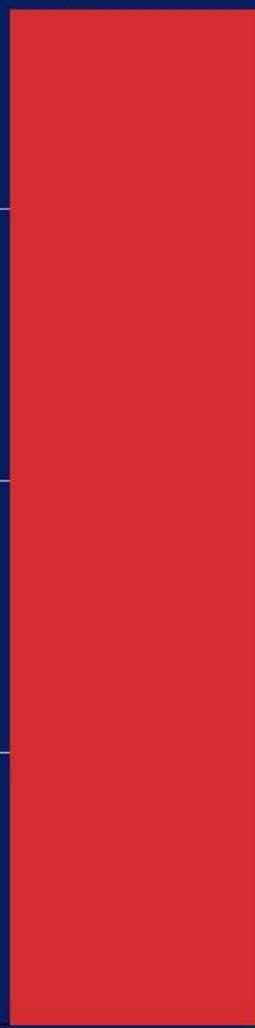
Annapolis, MD

Density

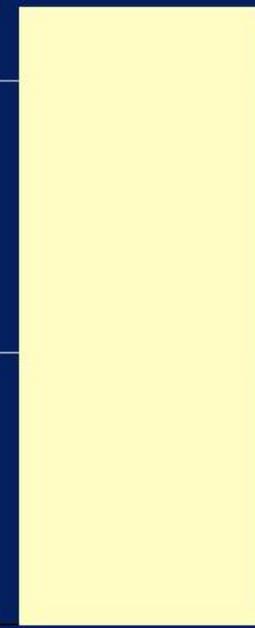
- Low
- Medium
- High



\$28M



\$17M



\$17M



\$16M



\$10.6M



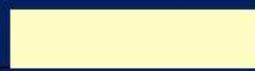
\$4.8M



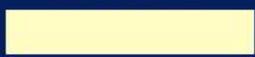
\$2M



\$1.6M



\$1.2M



Commercial Residential Commercial Mixed Use Residential Mixed Use Residential Mixed Use* Commercial

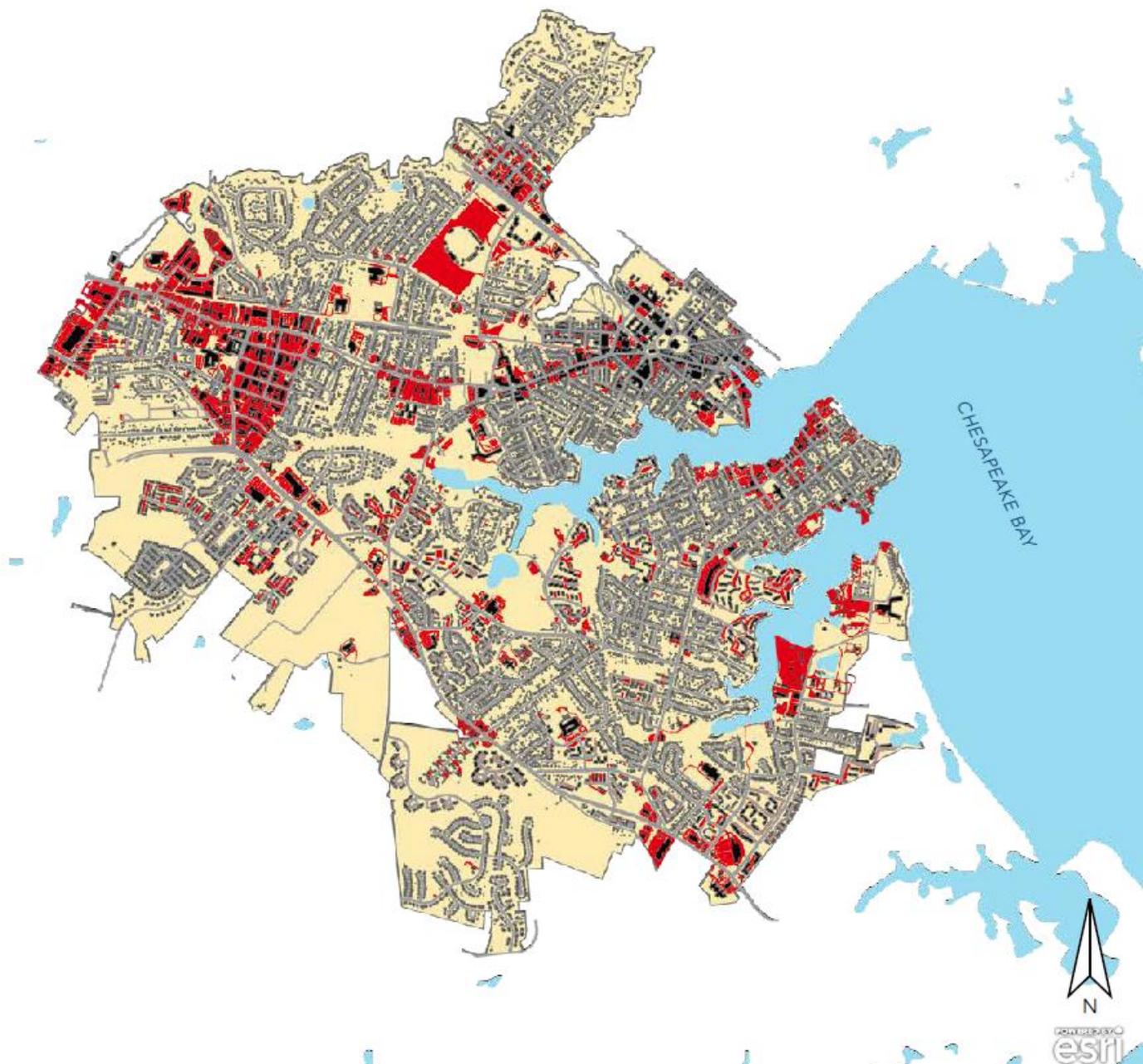
*This value updated with 2023 assessor data

Source: SDAT (2022), Google Maps

Infrastructure and Land Use

Annapolis, MD

Area

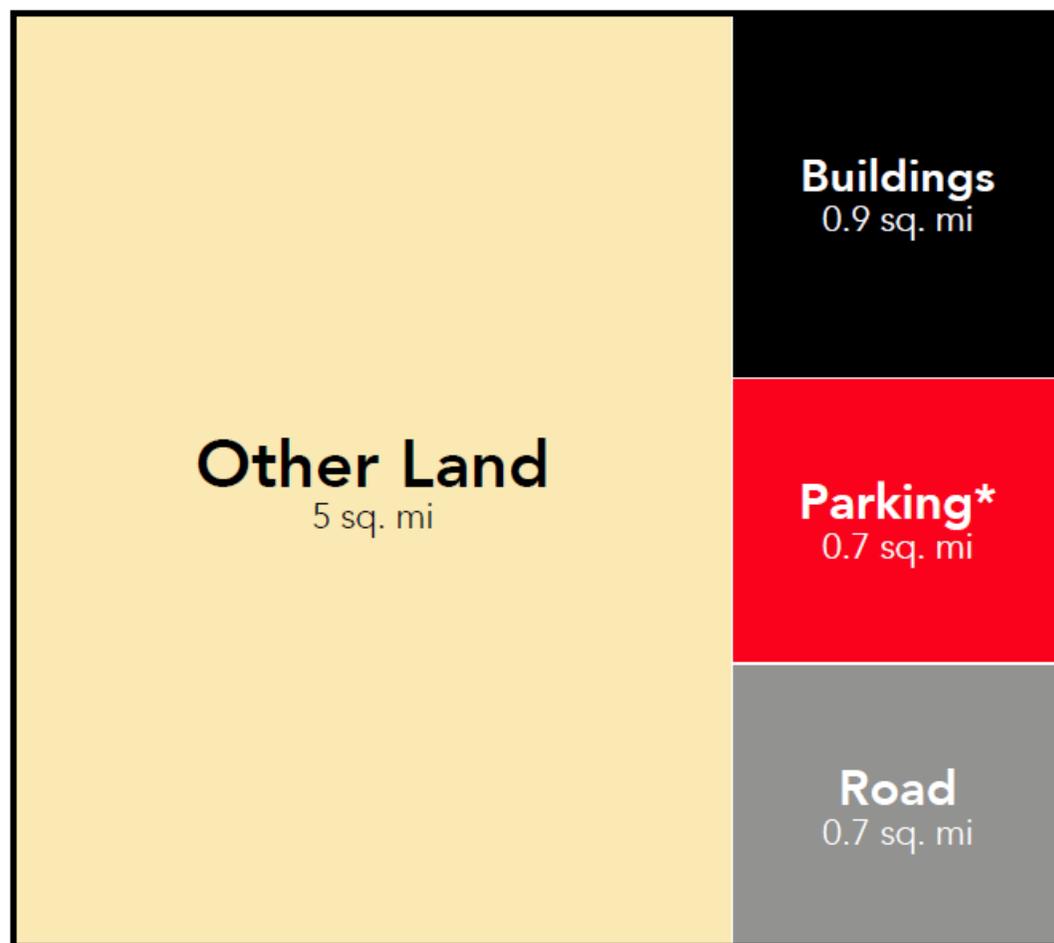


*Parking figures were estimated using land cover data and accuracy on the map varies.

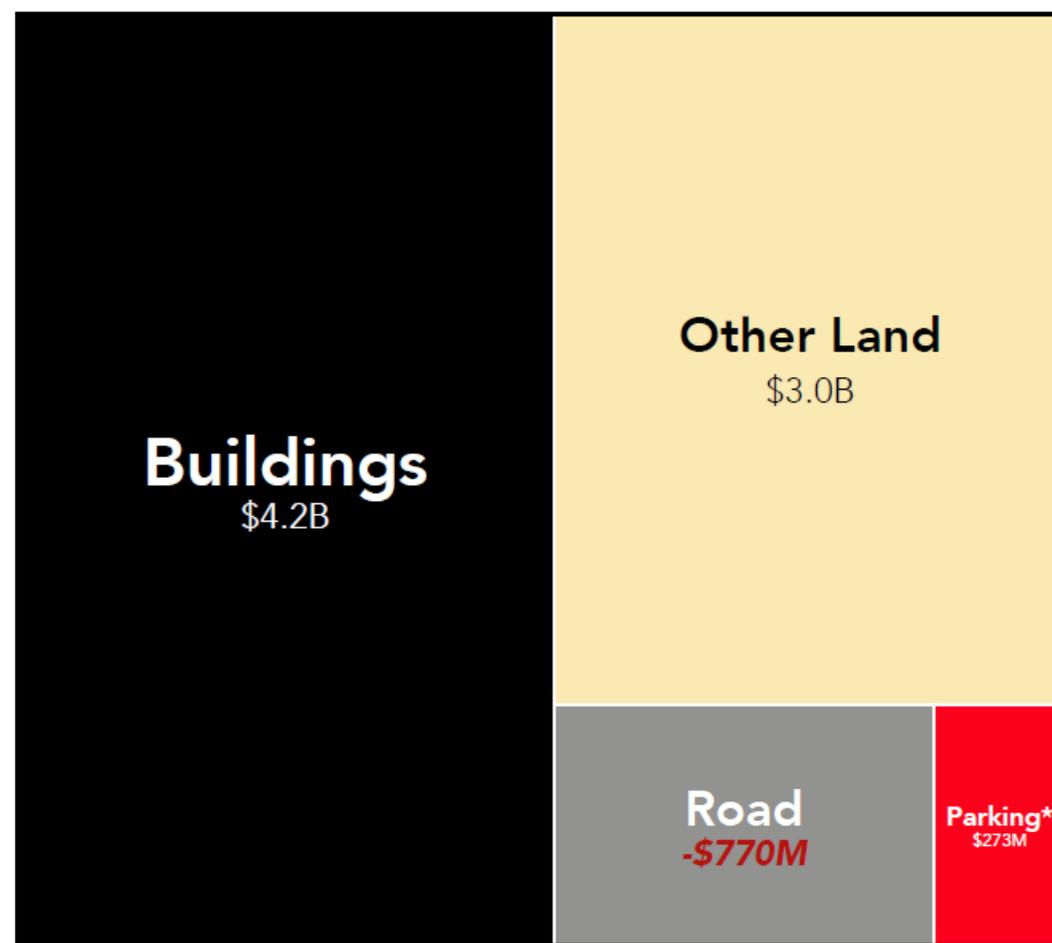
Infrastructure and Land Use

Annapolis, MD

Area

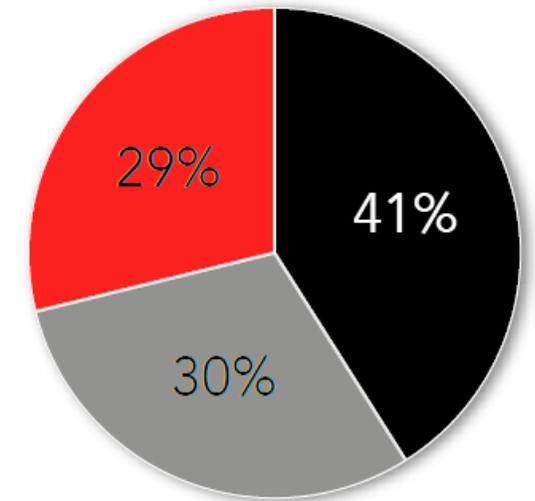


Value

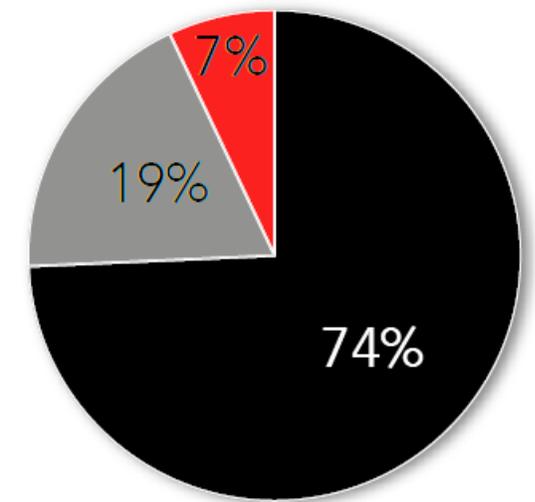


*Parking figures were estimated using land cover data and accuracy on the map varies.

Average Sq. Ft Per Person

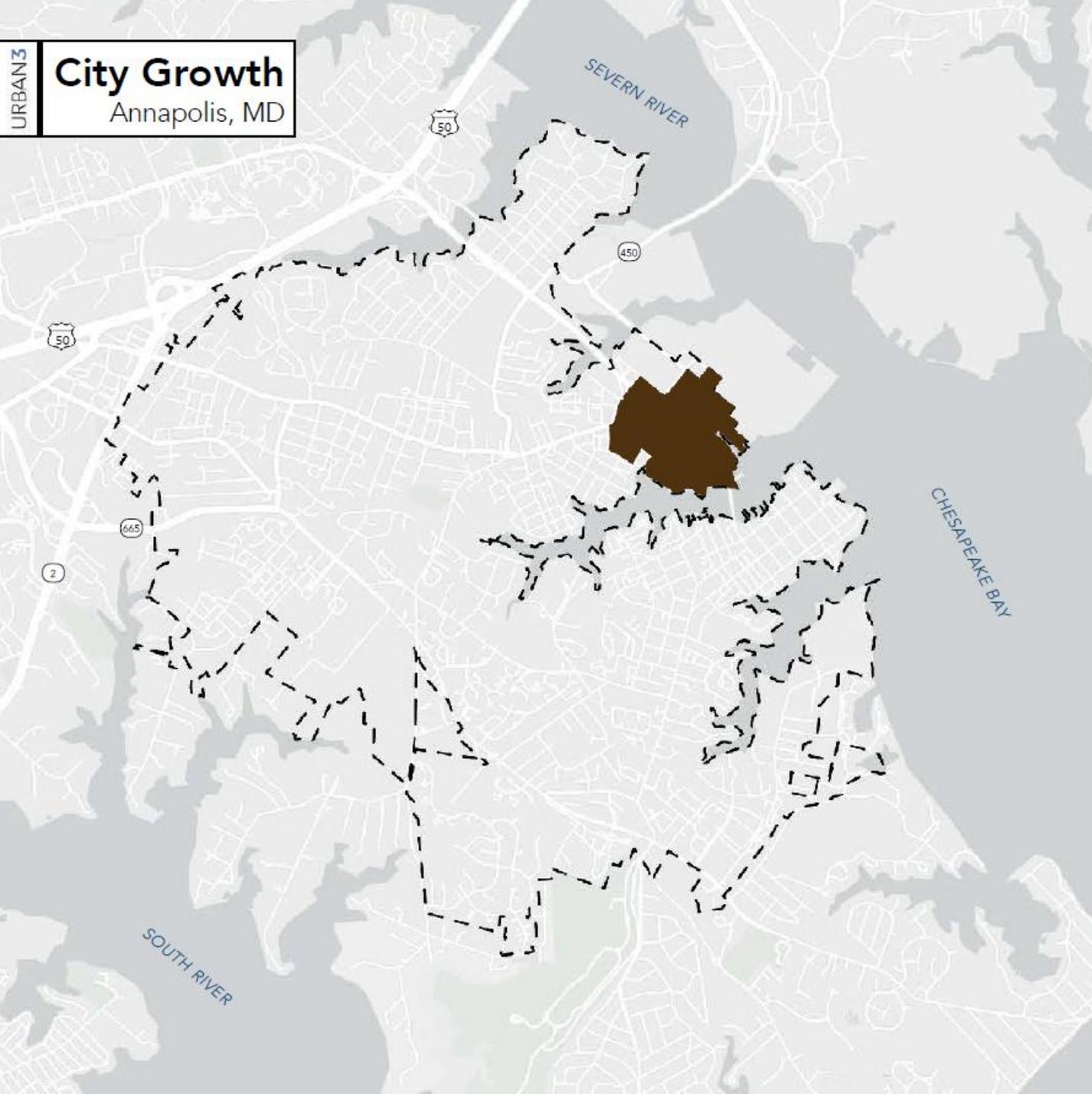


Value Per Sq. Ft

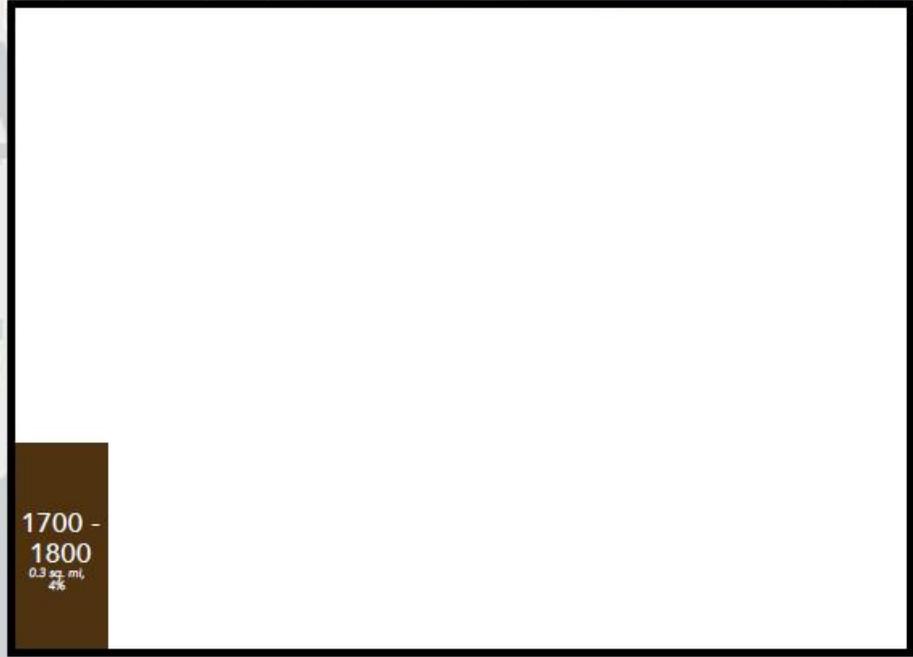


City Growth

Annapolis, MD

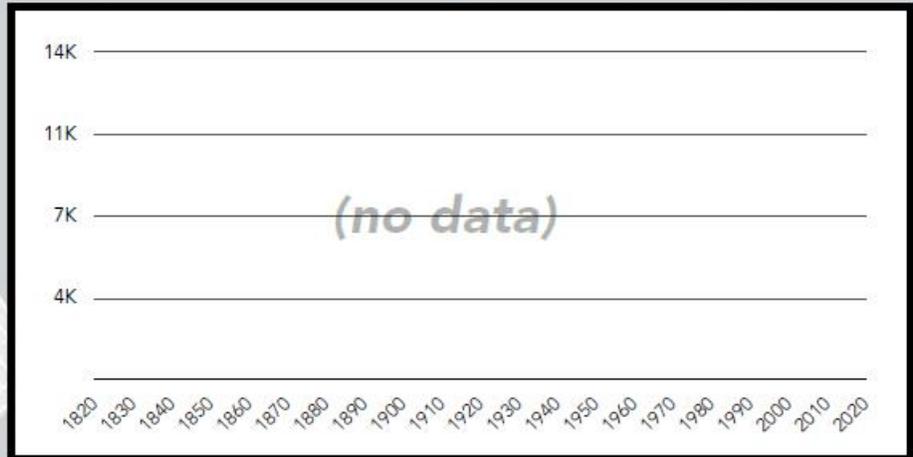


Area



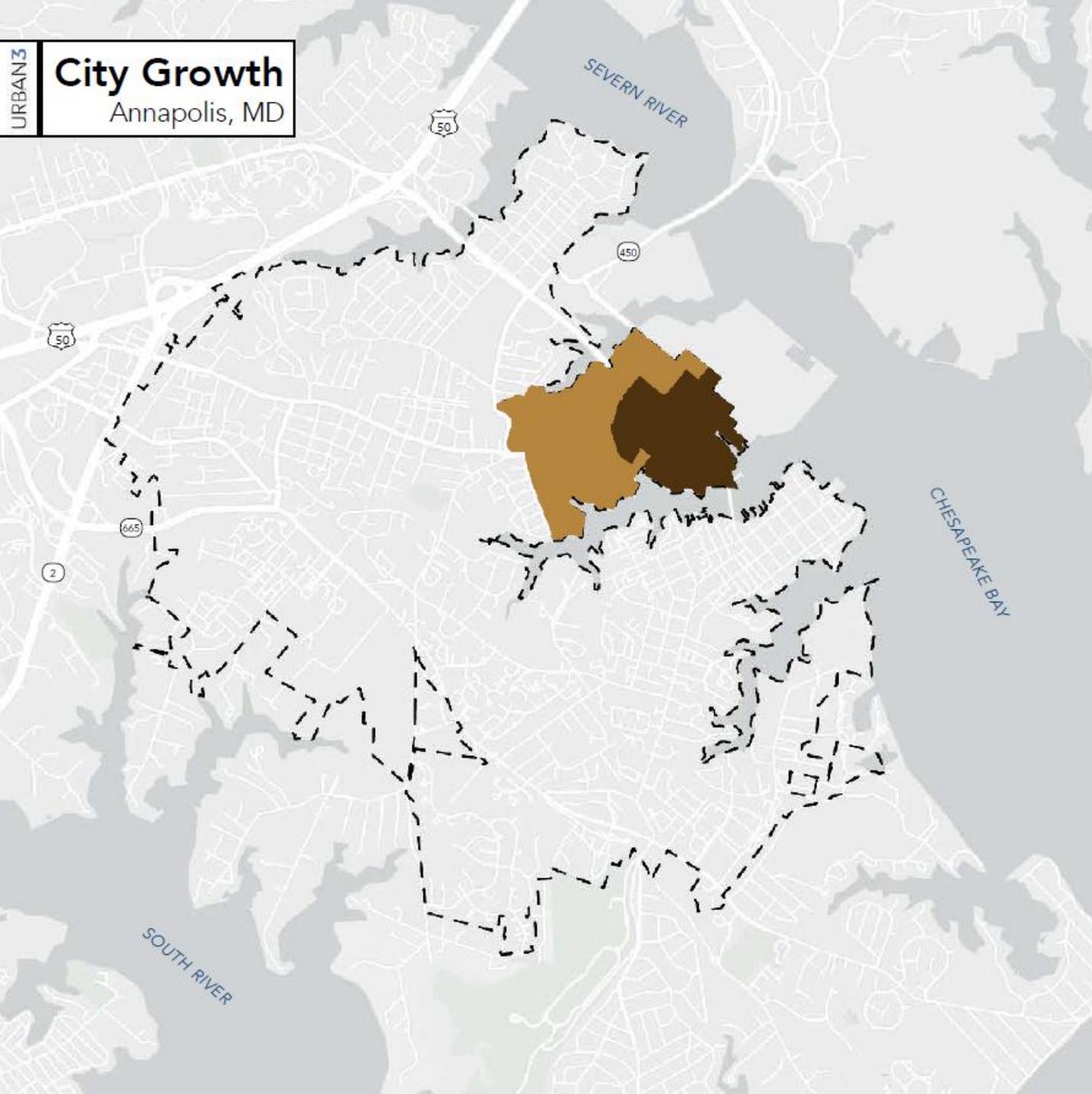
Population Density

(people per sq. mi)



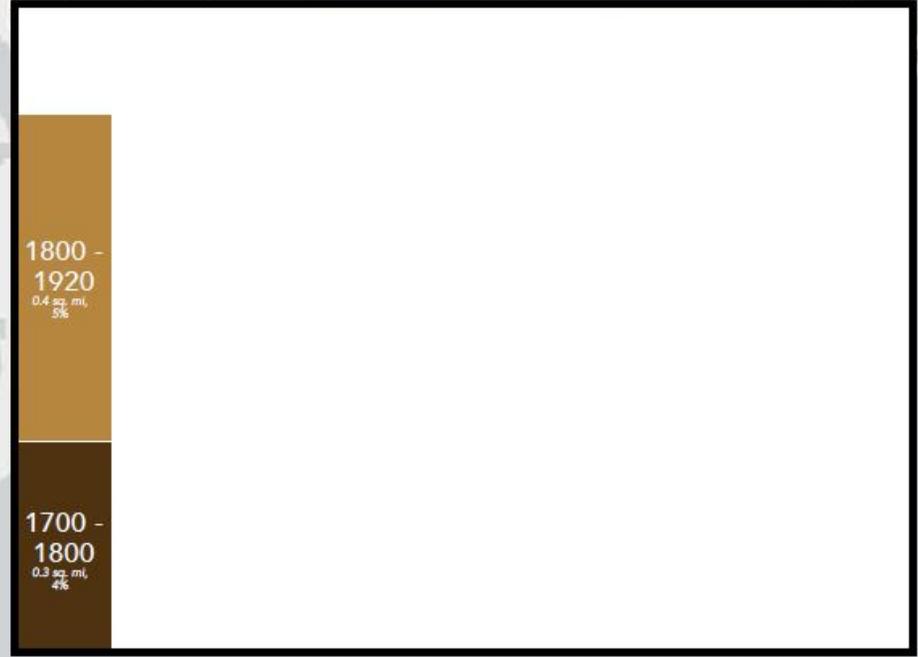
City Growth

Annapolis, MD



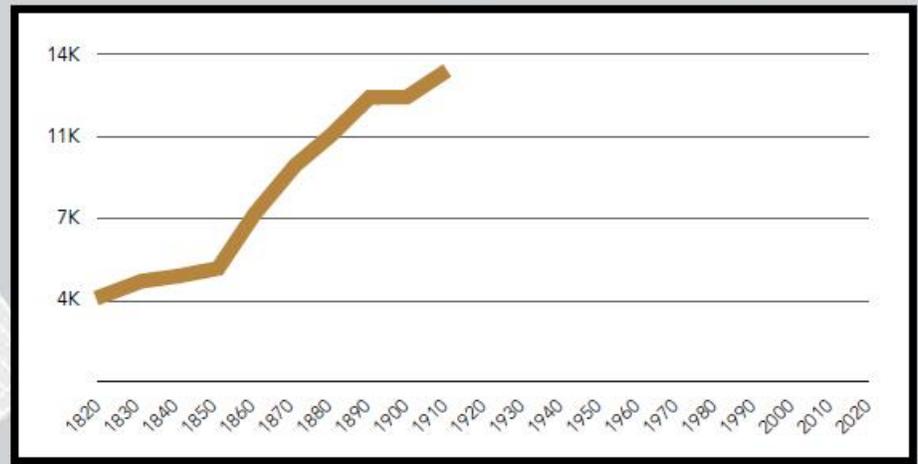
Area

0.6 sq. mi



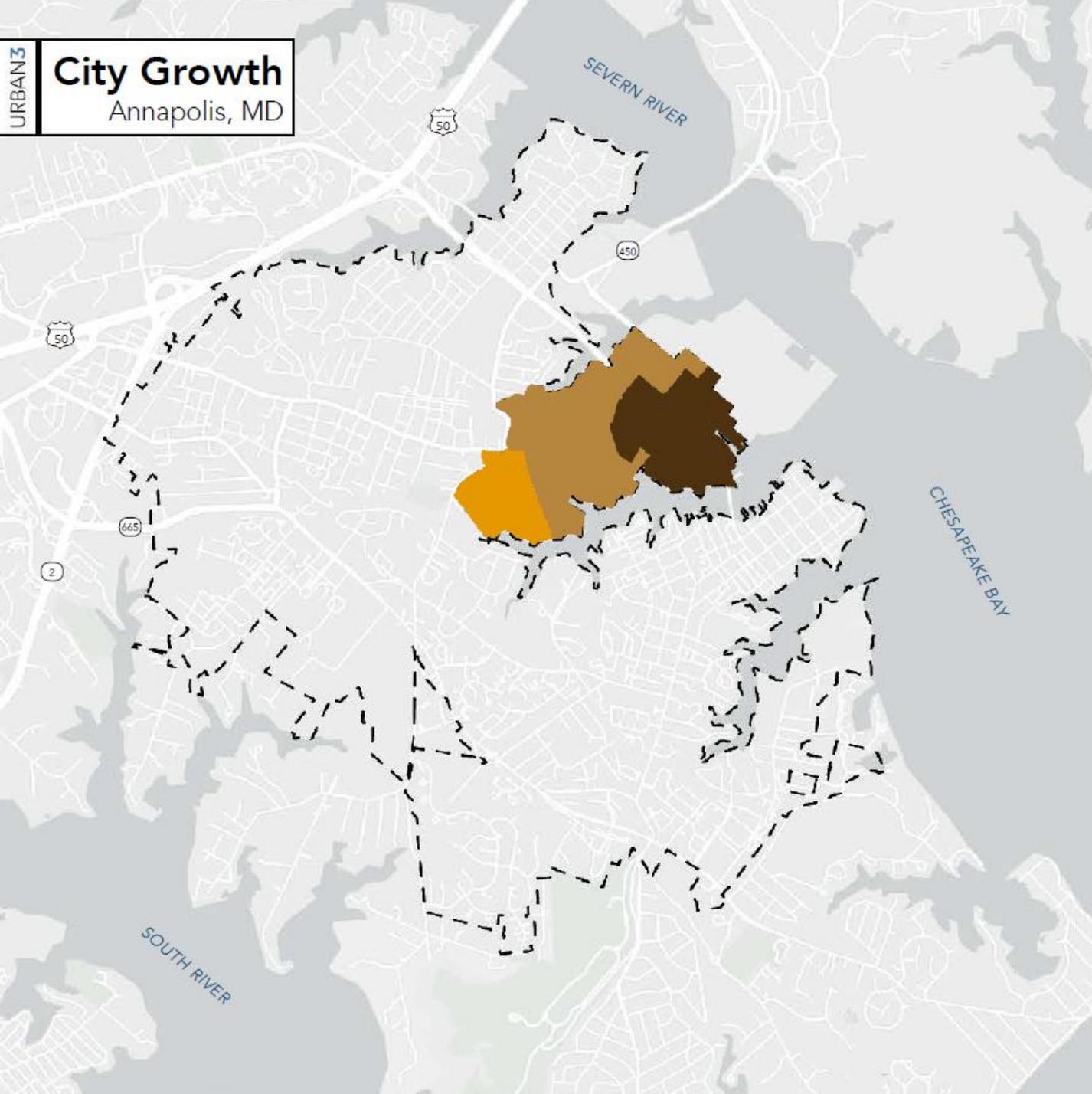
Population Density

(people per sq. mi)



City Growth

Annapolis, MD



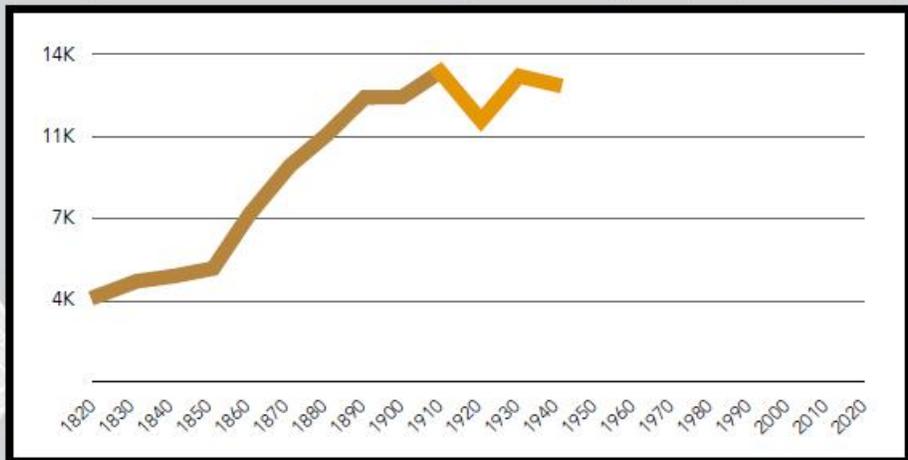
Area

0.8 sq. mi



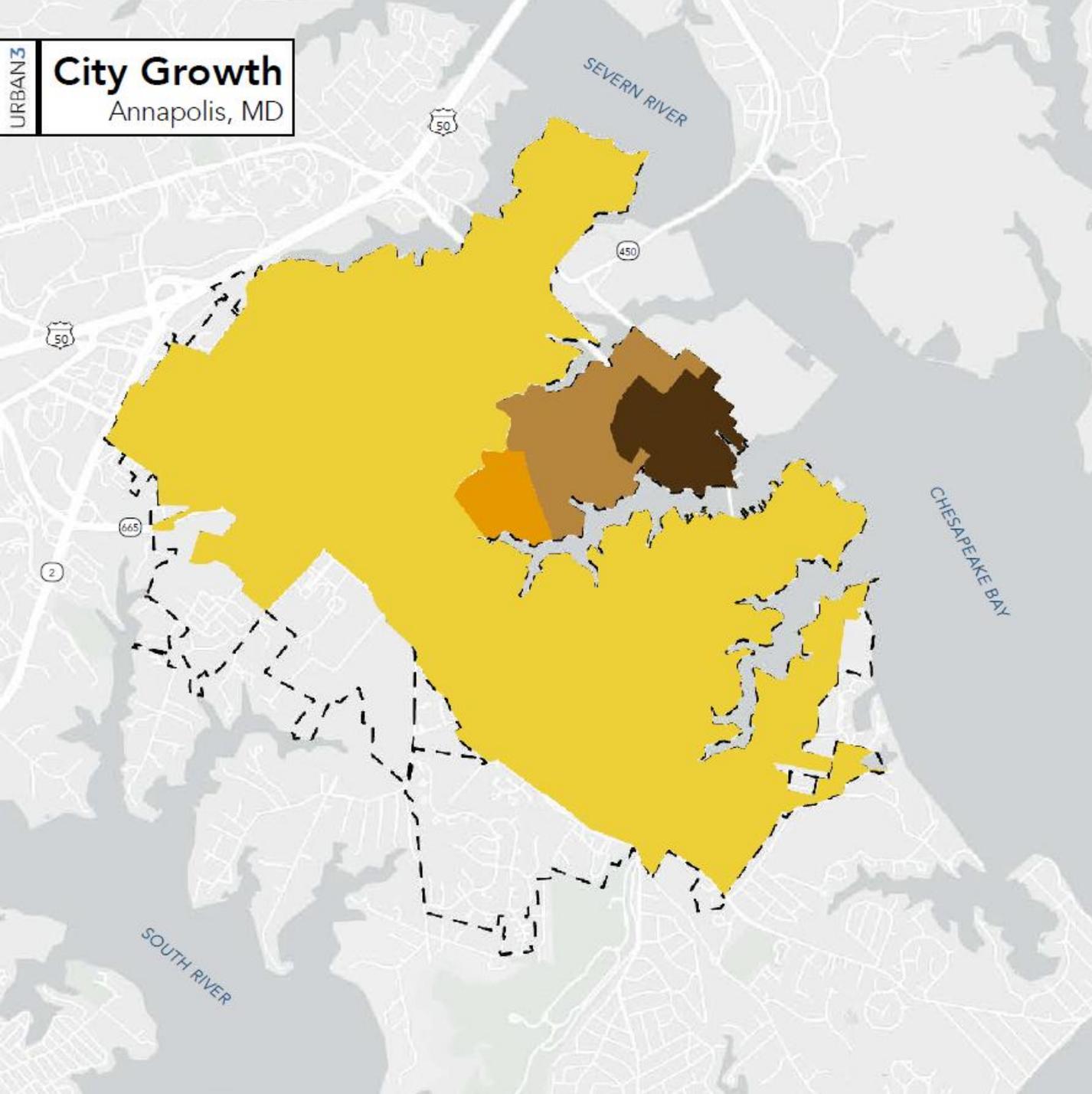
Population Density

(people per sq. mi)



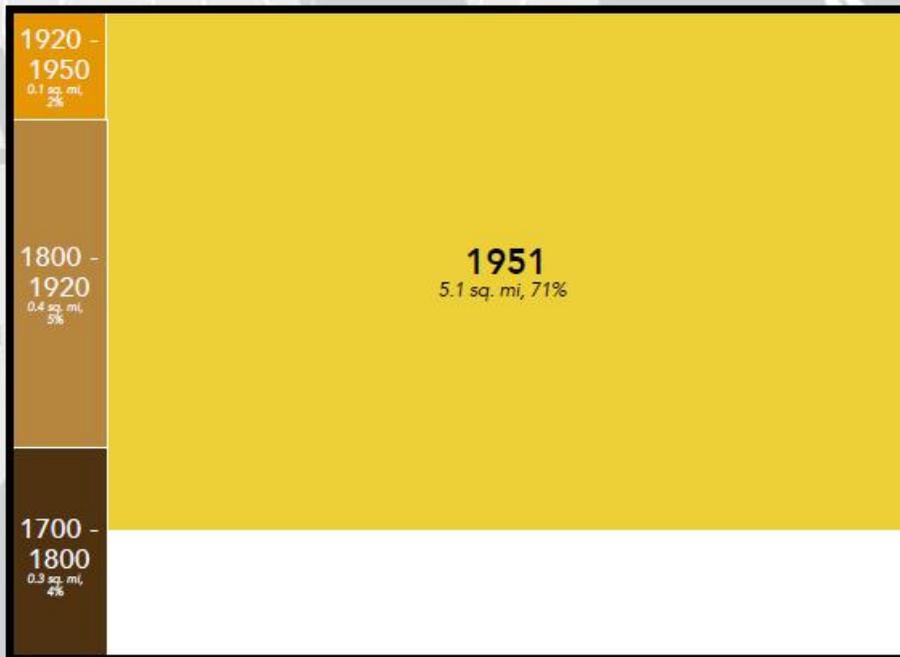
City Growth

Annapolis, MD



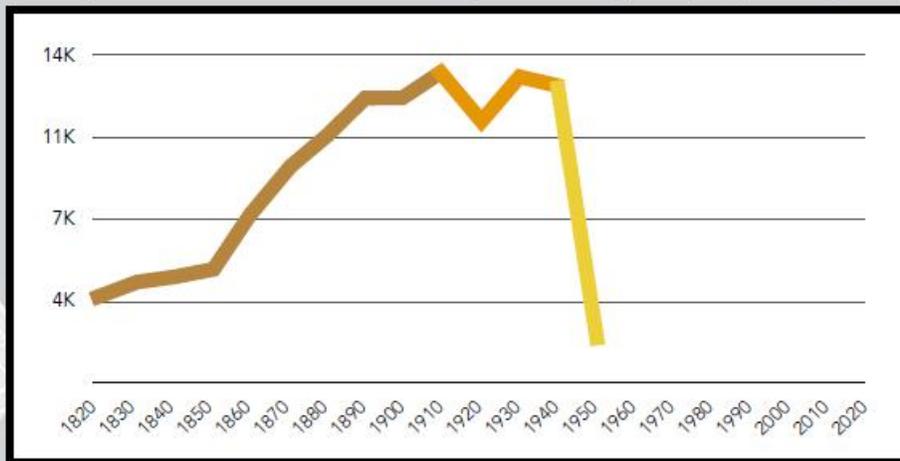
Area

5.8 sq. mi



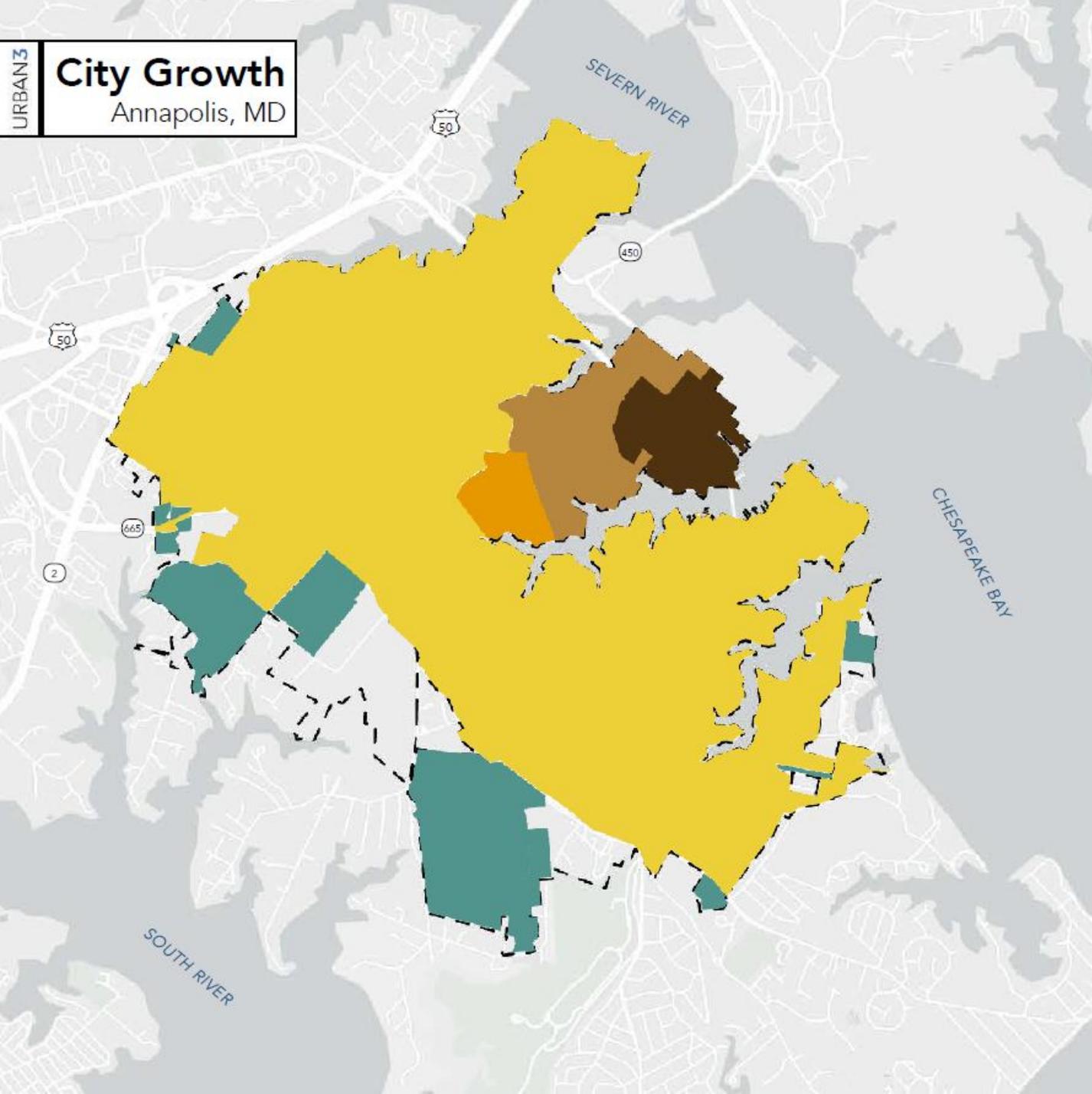
Population Density

(people per sq. mi)



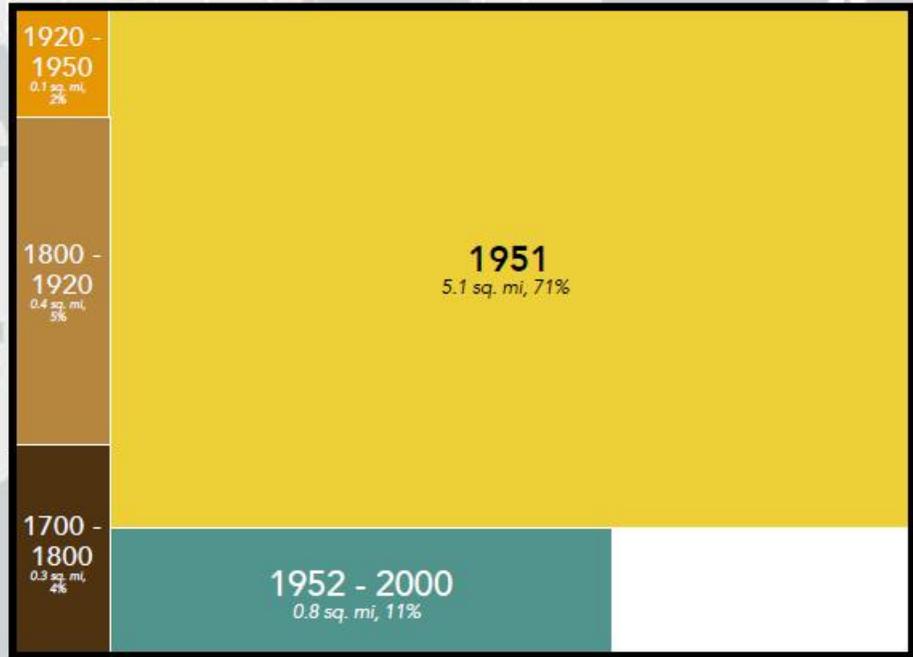
City Growth

Annapolis, MD



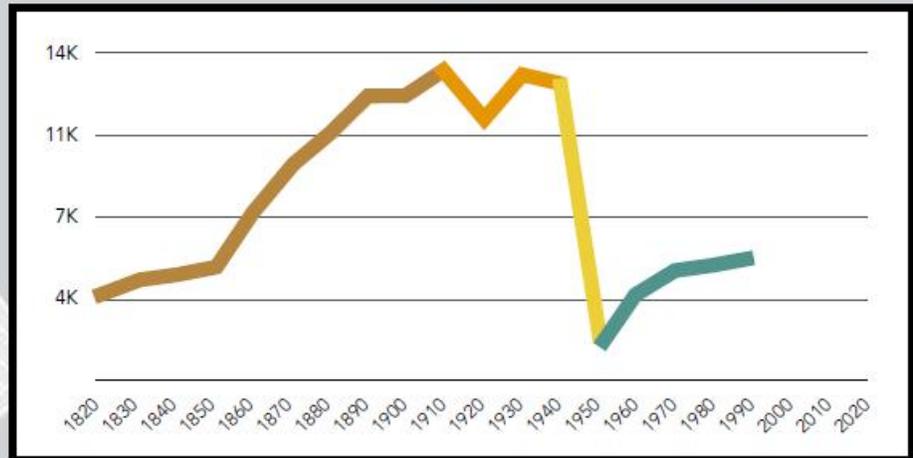
Area

6.6 sq. mi



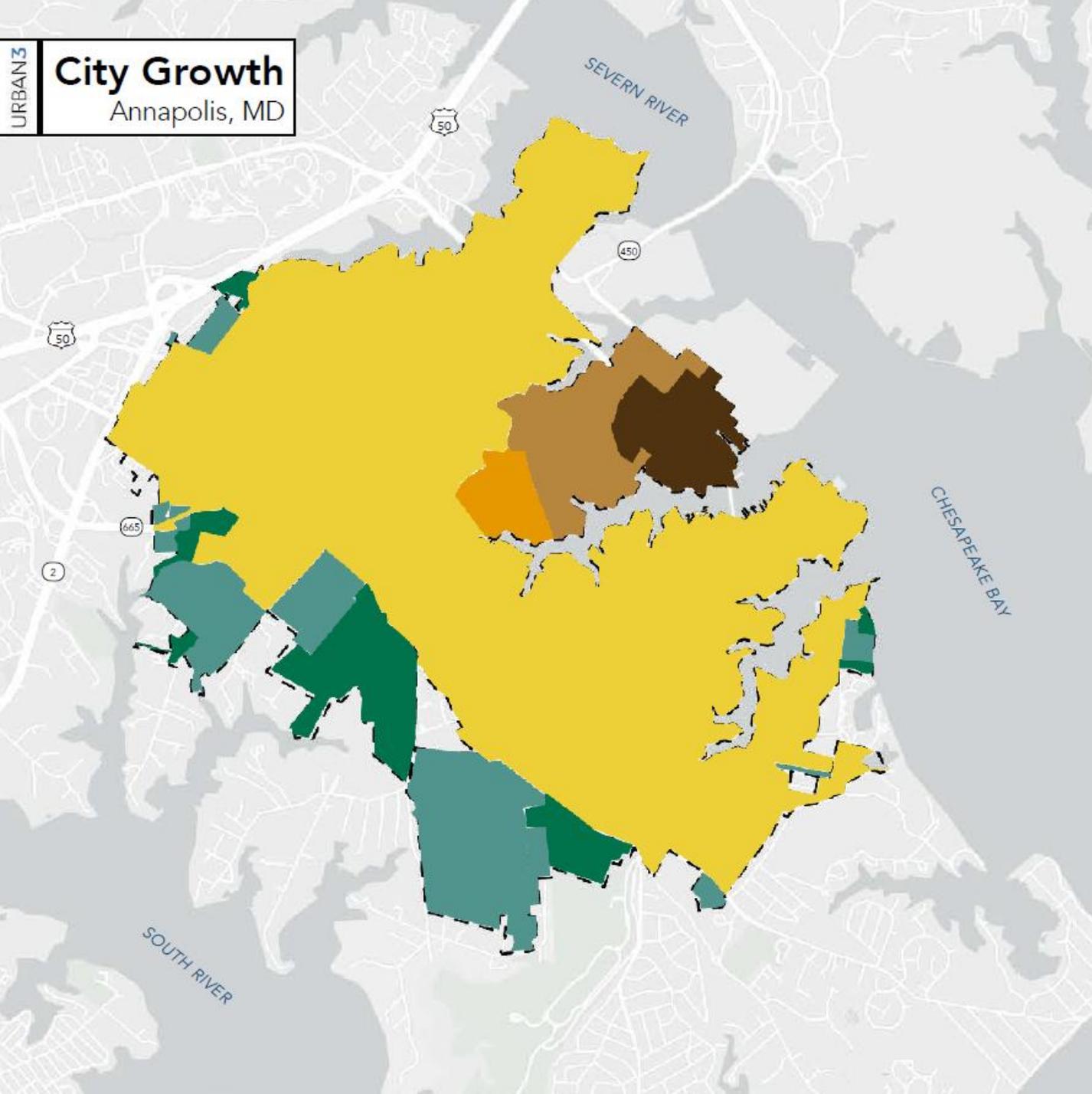
Population Density

(people per sq. mi)



City Growth

Annapolis, MD



Area

7.1 sq. mi



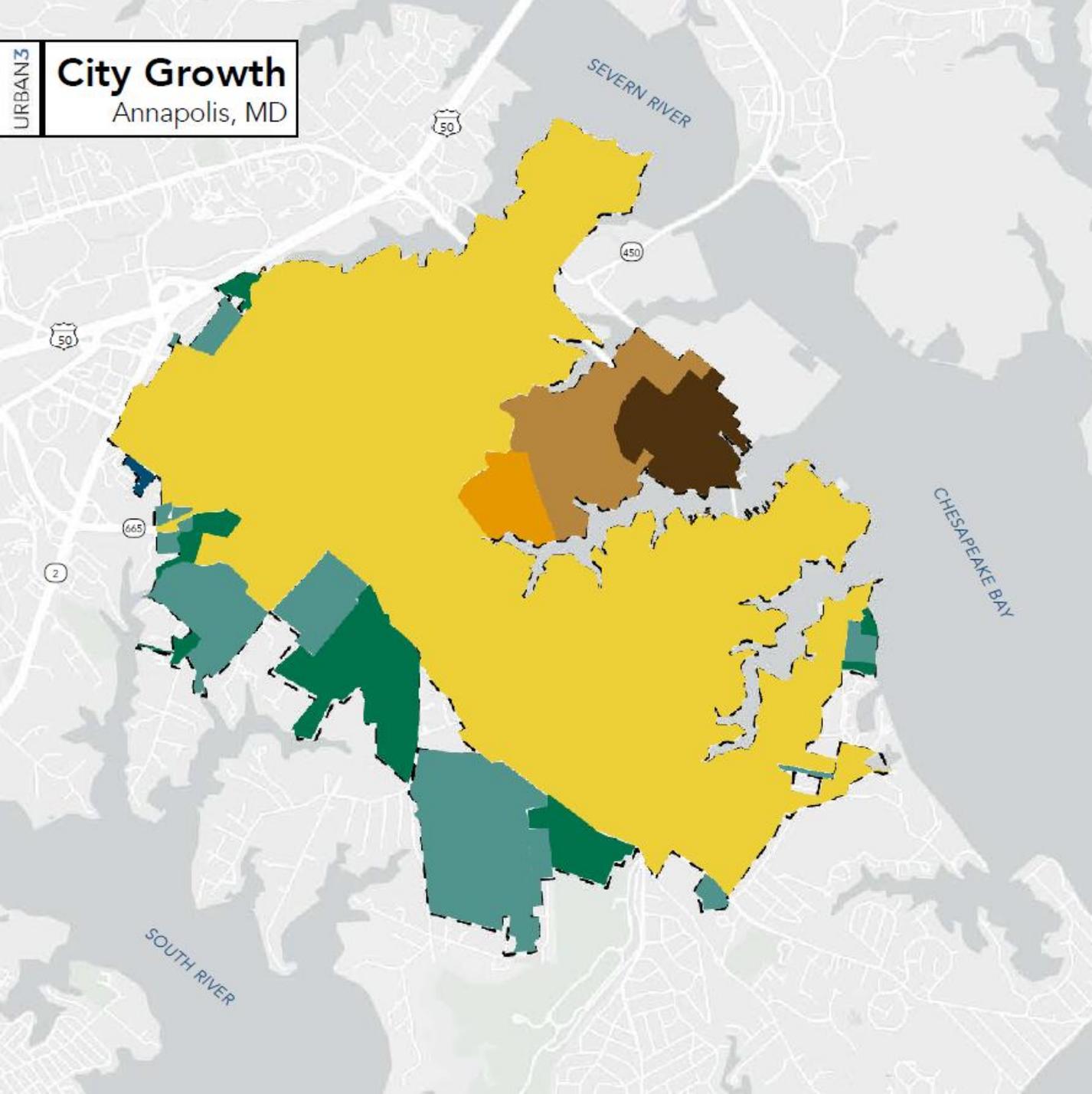
Population Density

(people per sq. mi)



City Growth

Annapolis, MD



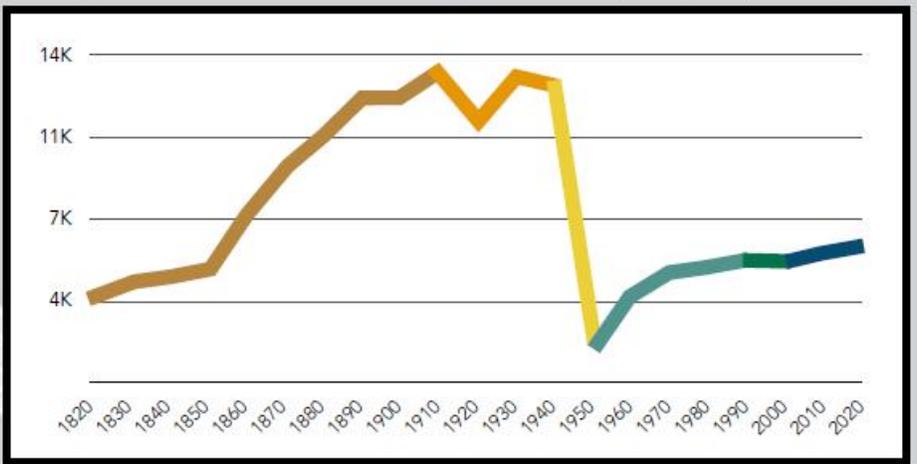
Area

7.1 sq. mi



Population Density

(people per sq. mi)

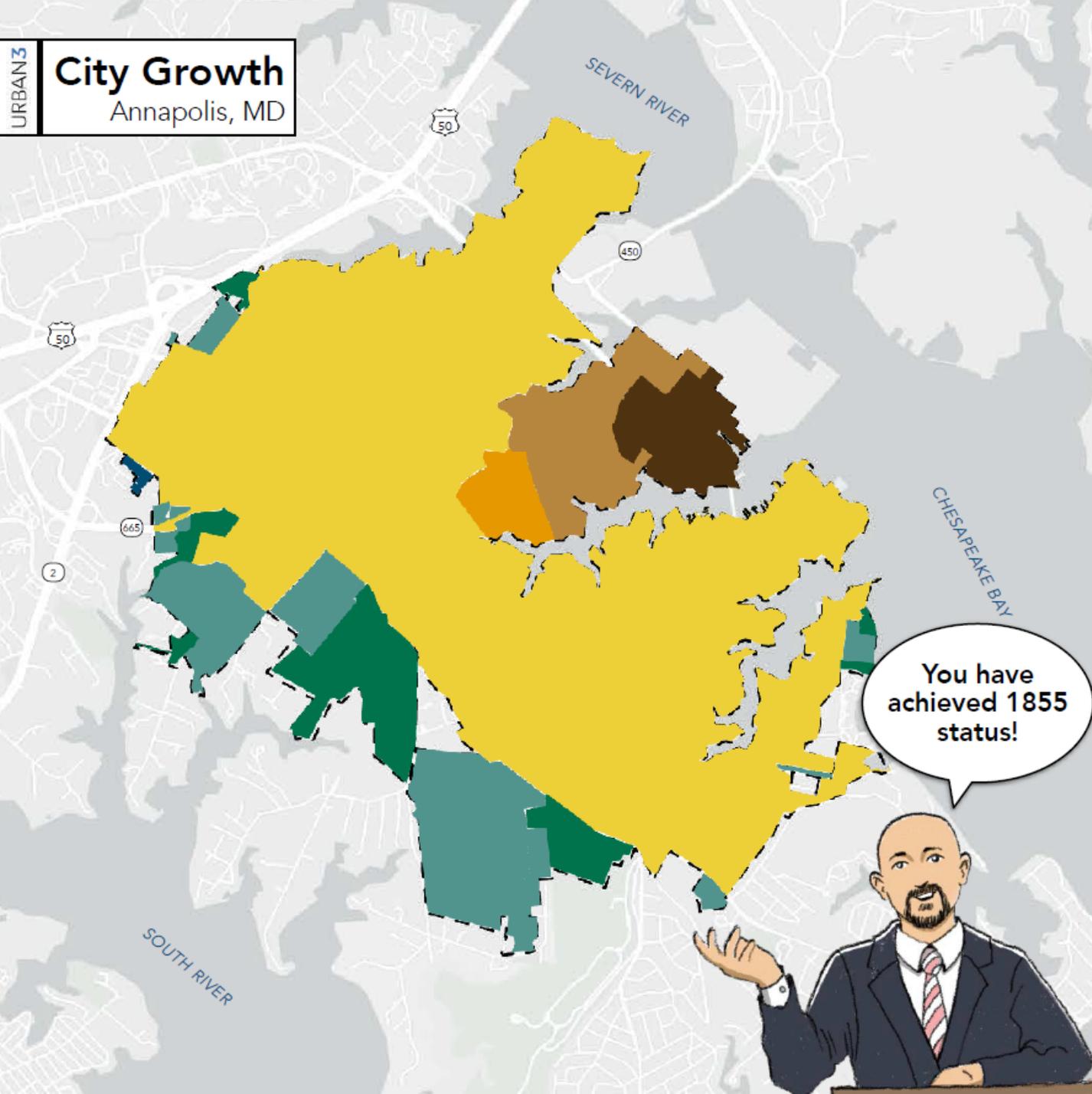


2010 - Today
0.01 sq. mi,
0.1%



City Growth

Annapolis, MD

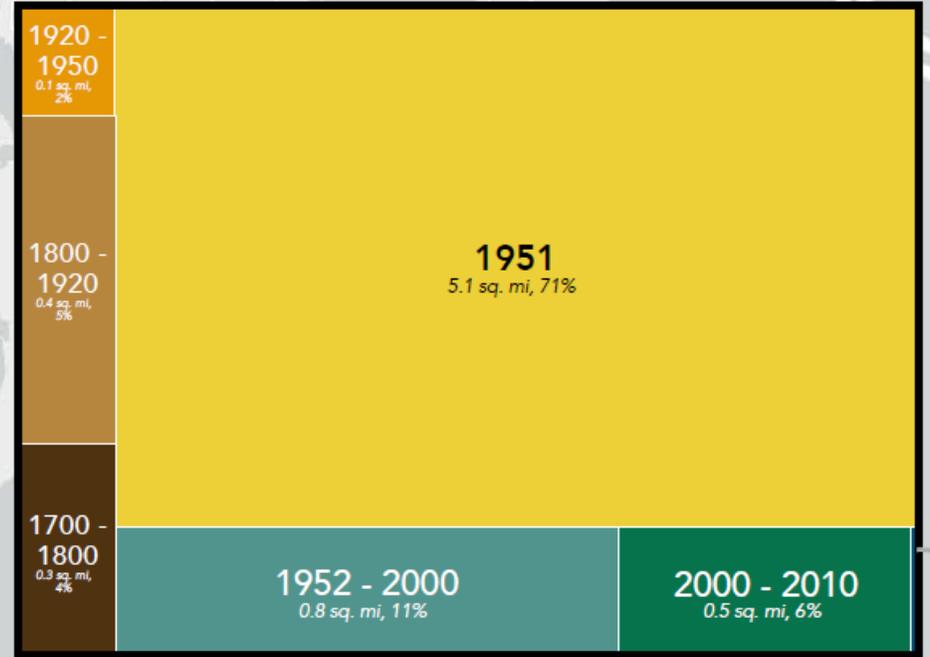


You have achieved 1855 status!



Area

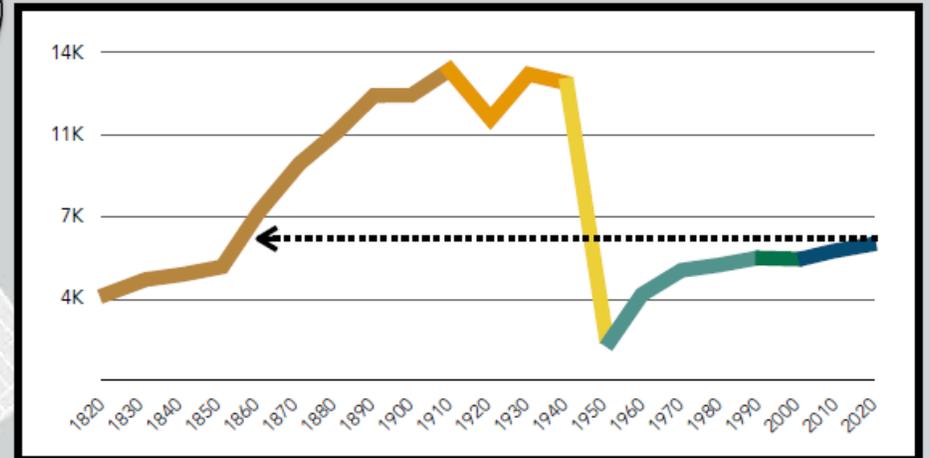
7.1 sq. mi



2010 - Today
0.01 sq. mi,
0.1%

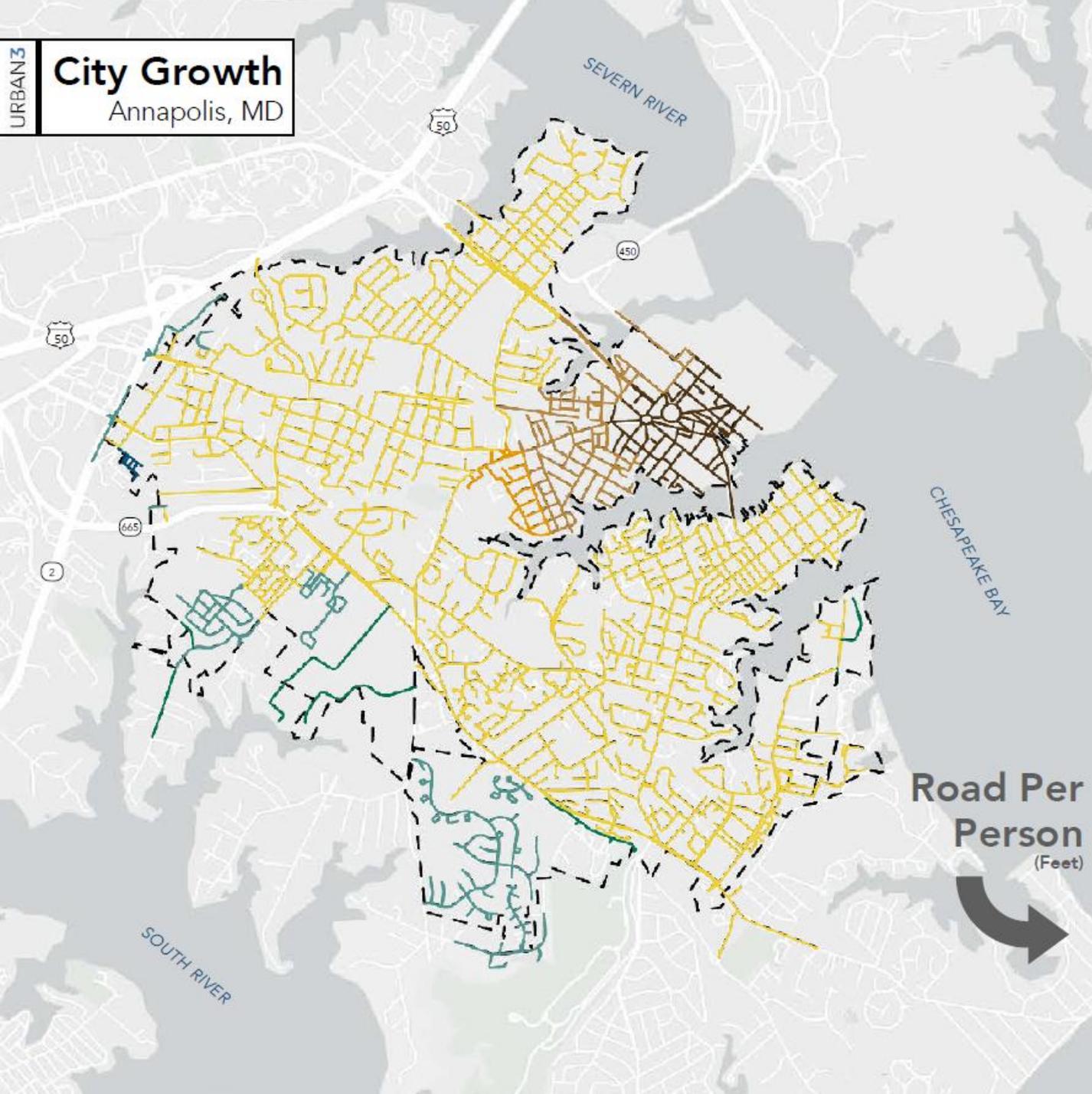
Population Density

(people per sq. mi)



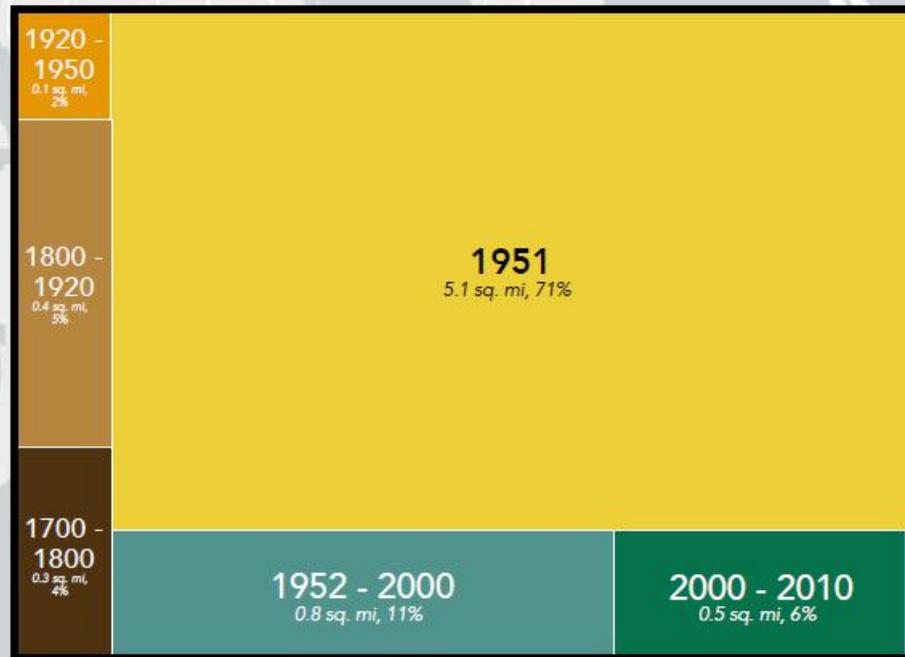
City Growth

Annapolis, MD



Area

7.1 sq. mi



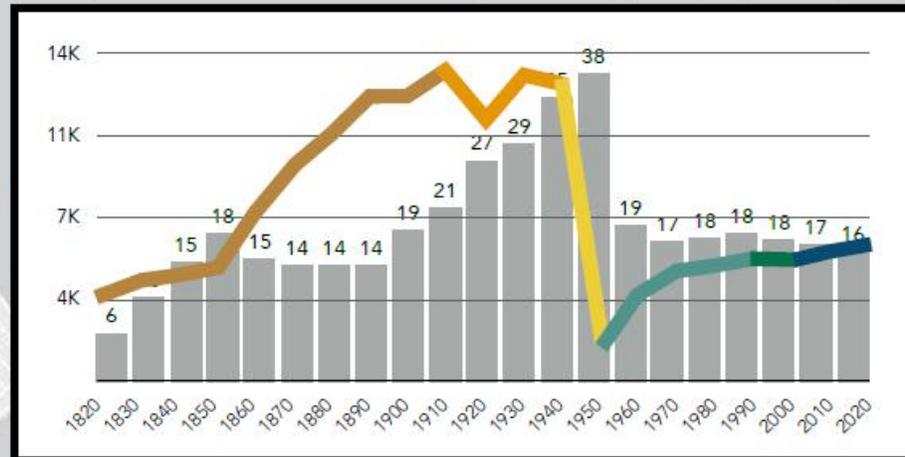
2010 - Today
0.01 sq. mi, 0.1%

Road Per Person (Feet)



Population Density

(people per sq. mi)





A ROAD IS FOREVER

Infrastructure Length

Annapolis, MD

260 lane miles of road to ● Bridgeport, CT

156 miles of sewer pipe to ● Trenton, NJ

128 miles of water pipe to ● Philadelphia, PA

101 miles of stormwater drainage to ● Wilmington, DE

Annapolis, MD

- Road
- Water Pipe
- Sewer Pipe
- Stormwater Pipe

Revenues & Costs Per Acre

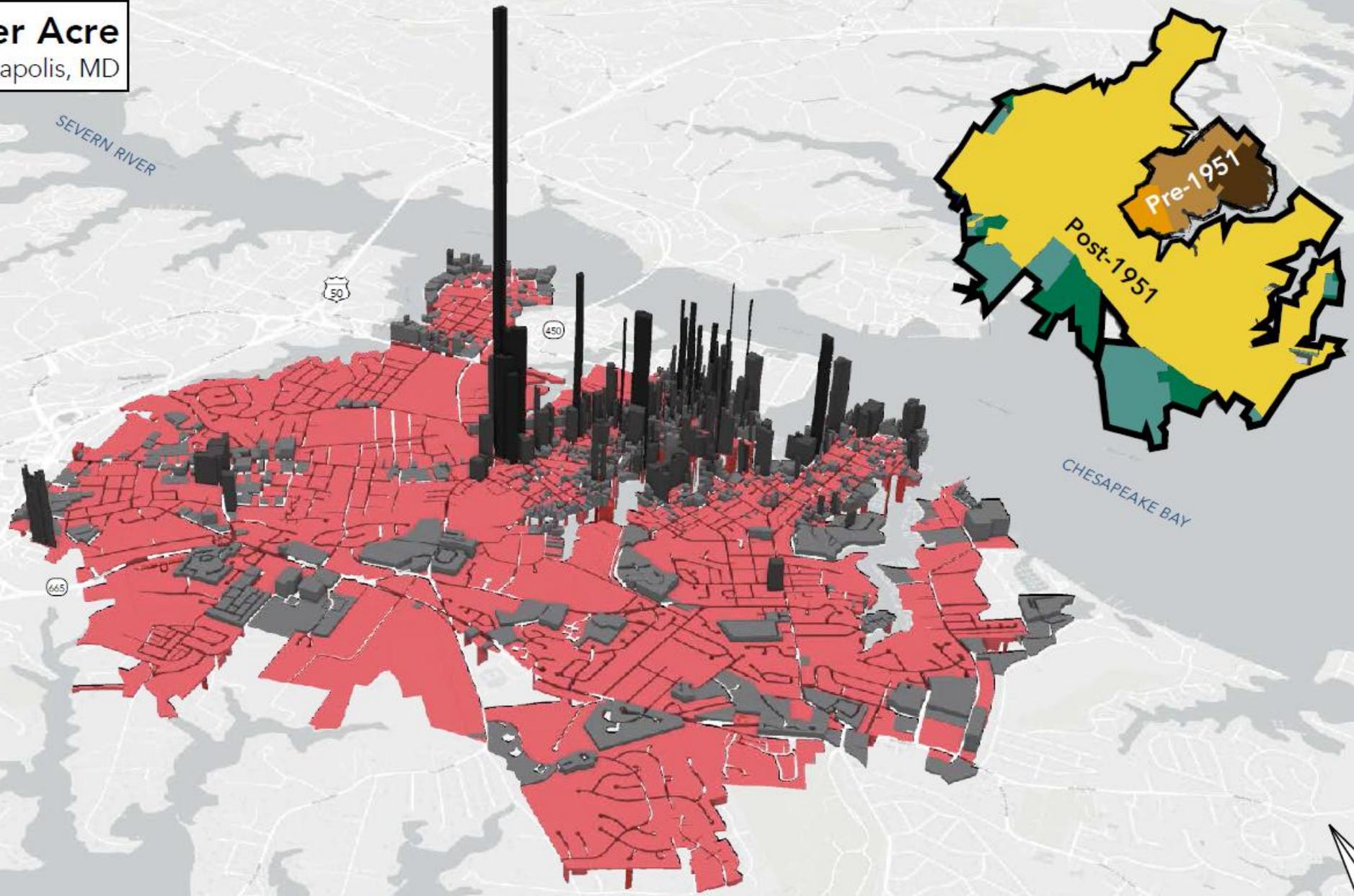
Annapolis, MD

Net Positive Per Acre

- Most
- Least

Net Negative Per Acre

- Least
- Most



Revenues & Costs Per Acre

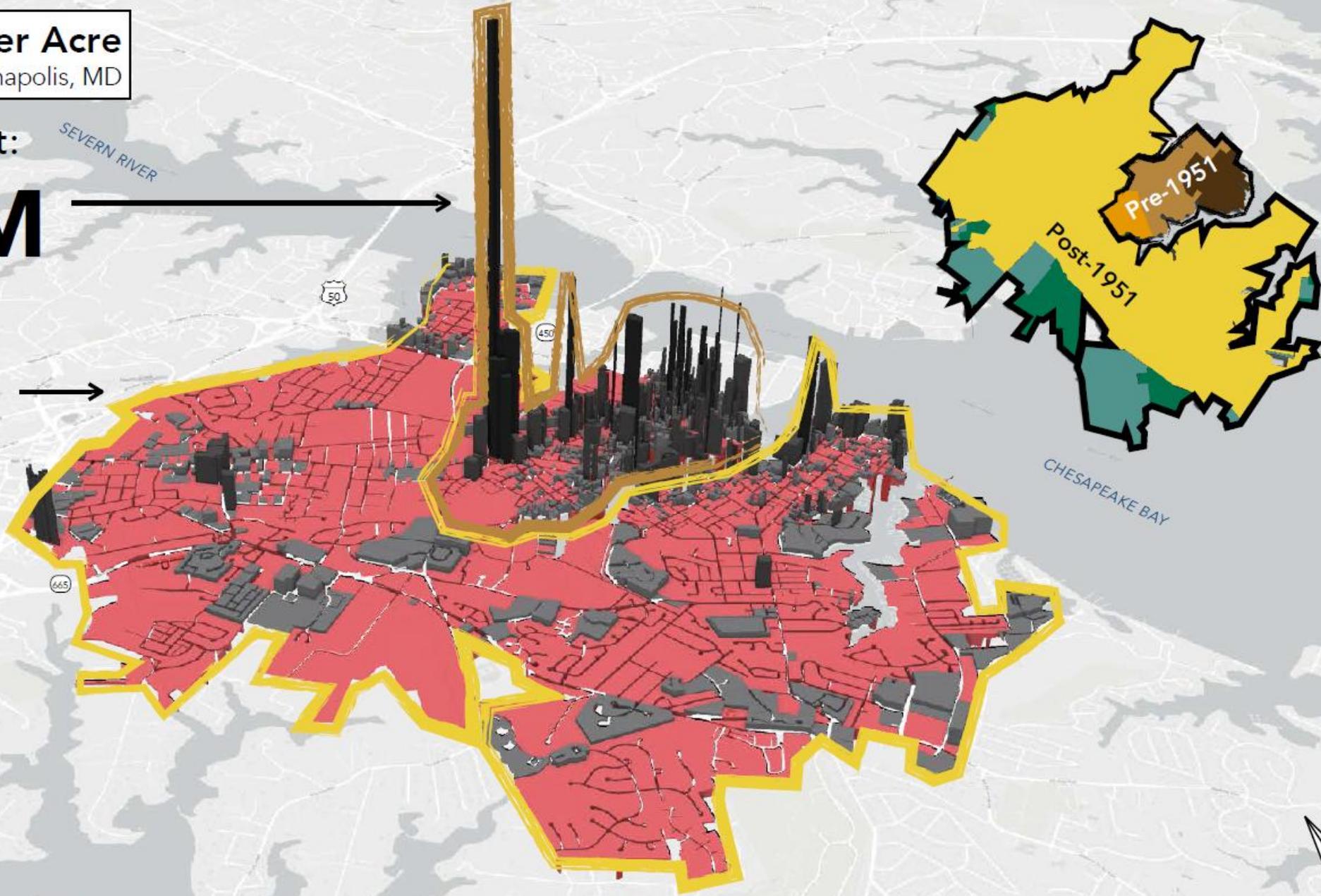
Annapolis, MD

Pre-1951 net:

\$1.4M

Post-1951 net:

-\$20.8M



Net Positive Per Acre



Net Negative Per Acre





Detached Single-Family Houses

Duplex: Side-By-Side + Stacked

Fourplex: Stacked

Courtyard Building

Cottage Court

Townhouse

Multiplex: Medium

Triplex: Stacked

Live-Work

Mid-Rise

Missing Middle Housing

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Opticos Design, Inc.



Make Annapolis *More* Annapolis

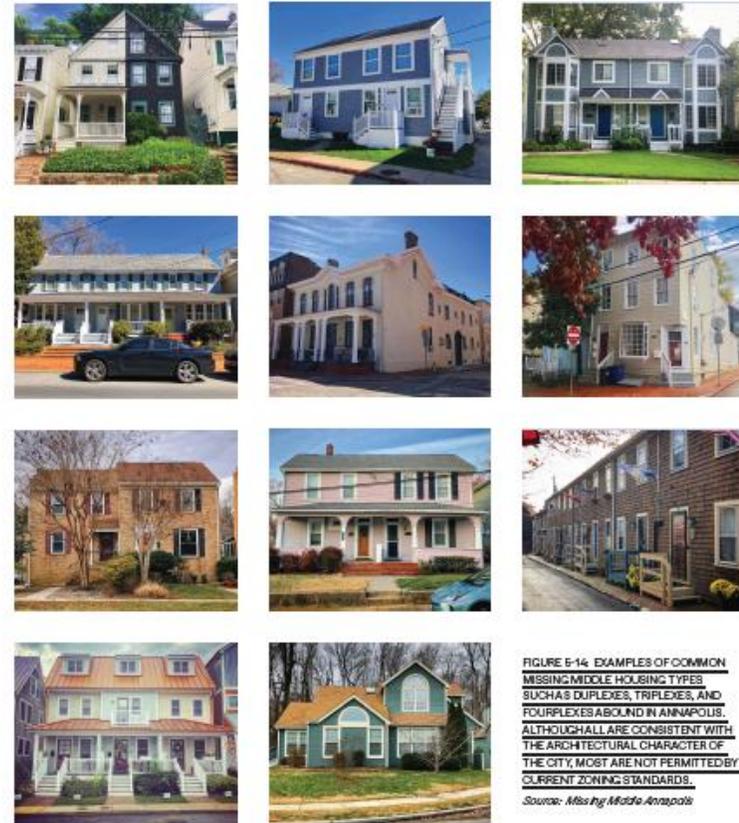
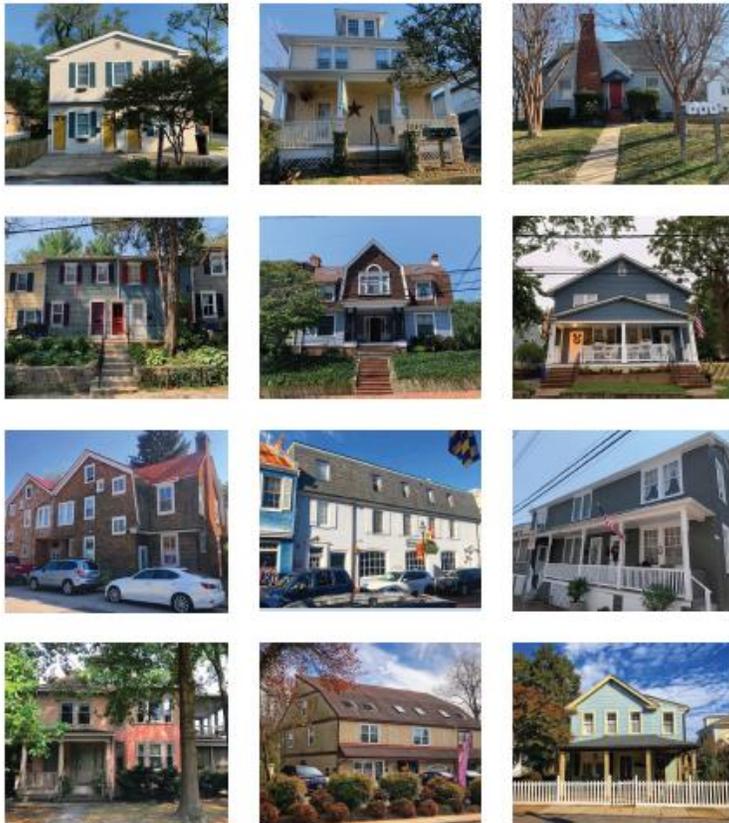


FIGURE 5-14: EXAMPLES OF COMMON MISSING MIDDLE HOUSING TYPES SUCH AS DUPLEXES, TRIPLEXES, AND FOURPLEXES ABOUND IN ANNAPOLIS, ALTHOUGH ALL ARE CONSISTENT WITH THE ARCHITECTURAL CHARACTER OF THE CITY, MOST ARE NOT PERMITTED BY CURRENT ZONING STANDARDS.

Source: *Missing Middle Annapolis*

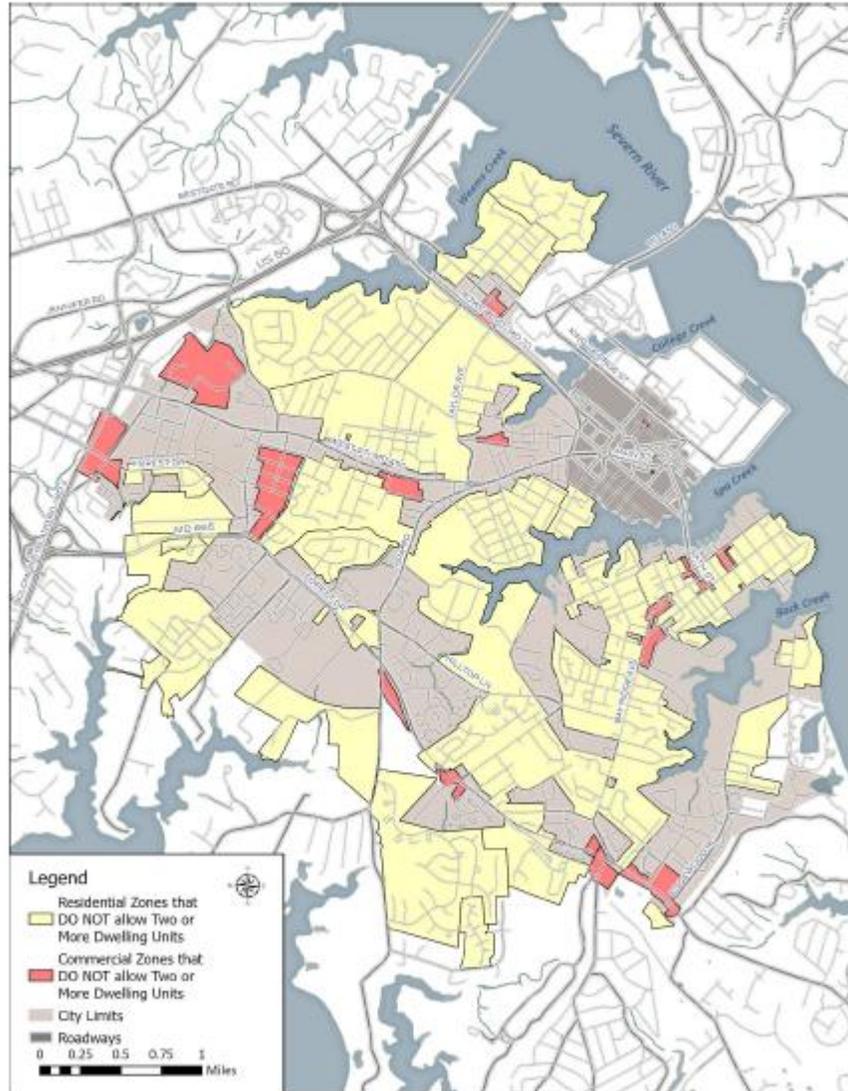


FIGURE 6-13. MAP OF RESIDENTIAL AND COMMERCIAL ZONED AREAS THAT DO NOT ALLOW TWO OR MORE DWELLING UNITS

Source: City of Annapolis

The yellow areas indicate property zoned for residential use but not allowing for a basic duplex.

The red areas indicate property zoned for commercial use but not allowing for a basic duplex.

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 outflow 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 segments 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.

Socioeconomic Status

- Below Poverty
- Unemployed
- Income
- No High School Diploma

Housing Type + Transportation

- Multi-Unit Structures
- Mobile Homes
- Crowding
- No Vehicle
- Group Quarters

Household Composition + Disability

- Aged 65 or Older
- Aged 17 or Younger
- Older than Age 5 with a Disability
- Single Parent Household

Minority Status + Language

- Minority
- Speaks English "Less than Well"

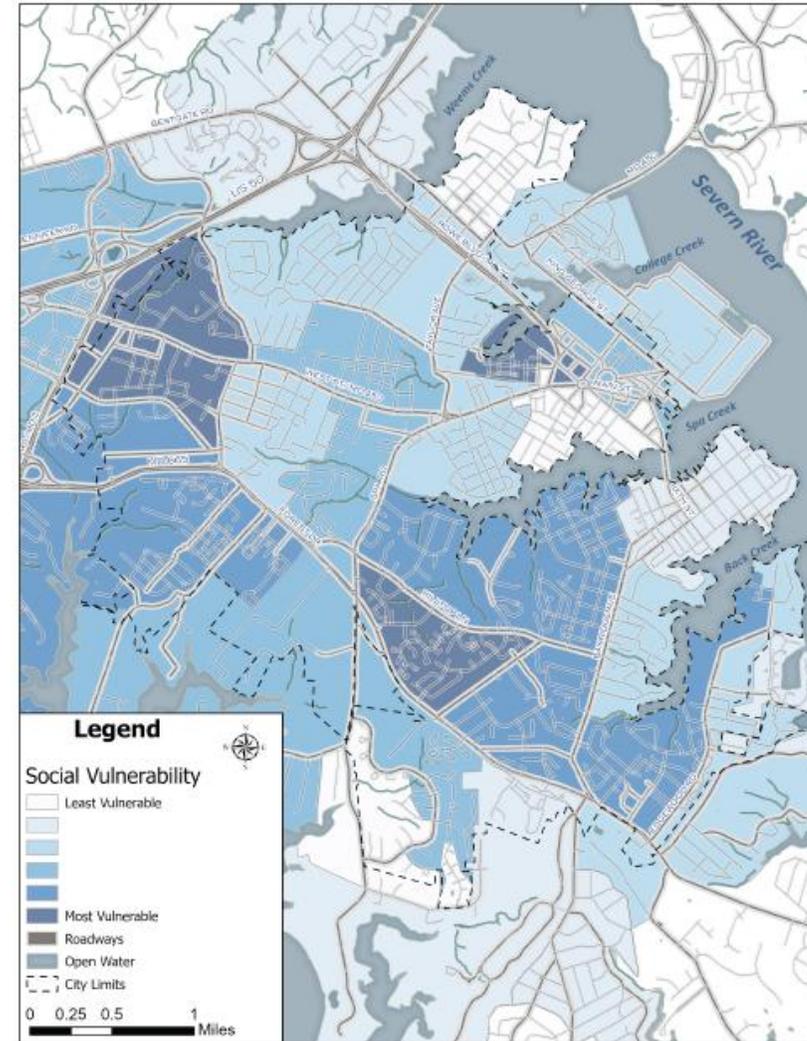


FIGURE 2-10: MAP OF SOCIAL VULNERABILITY FOR ANNAPOLIS CENSUS TRACTS BASED ON THE CENTER FOR DISEASE CONTROL'S SOCIAL VULNERABILITY INDEX FOR 2020
Source: U.S. Census

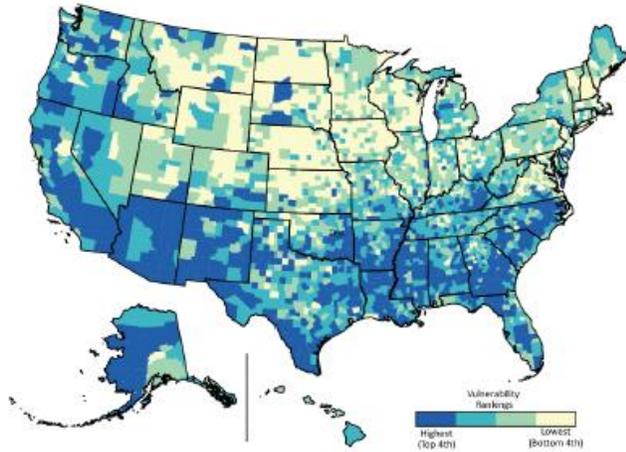


FIGURE 2-11: MAP OF SOCIAL VULNERABILITY ACROSS THE UNITED STATES BASED ON THE CENTERS FOR DISEASE CONTROL AND PREVENTION'S SOCIAL VULNERABILITY INDEX FOR 2018

Source: Centers for Disease Control and Prevention (CDC)

story into a community's vulnerability while also having correlation between each other:

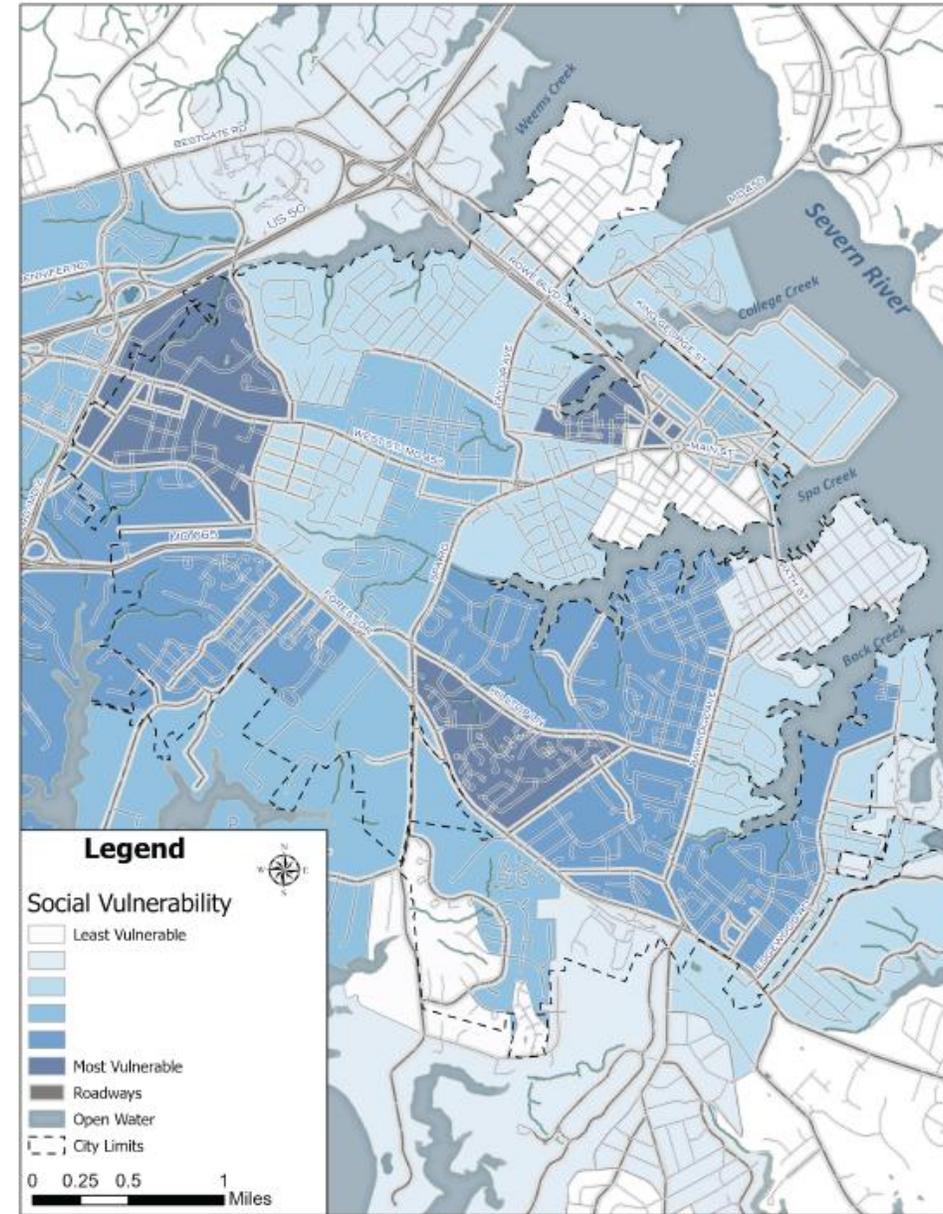
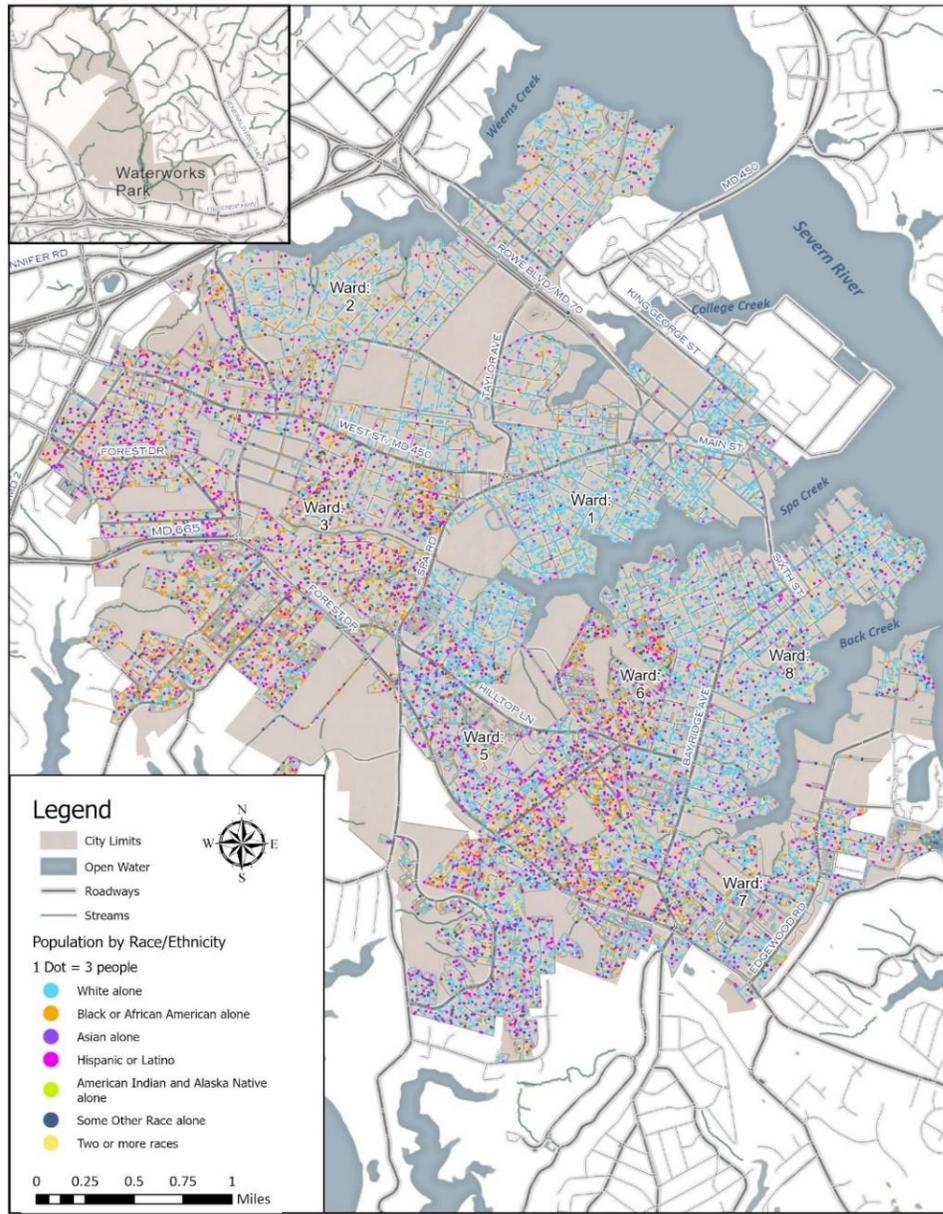
- Socioeconomic status describes the economic stability and potential for economic opportunity afforded to a community.
- Household composition and disability denote the potential for self-sufficiency and the supposed dependence on resources outside the household.
- Minority status and language illustrate both the lack of opportunity and investment that is common in non-White communities and the lack of representation or voice.
- Housing type and transportation represent the ability to access resources and the difficulty in receiving resources in more crowded conditions.

All four factors combined show that the Old Fourth Ward, Parole, Tyler Heights, Eastport Terrace/Harbor House, and the communities along Georgetown and Edgewood Roads face the highest levels of social vulnerability. All of these communities have a large minority population, have lower average incomes, and have worse vehicle access, among several other vulnerability indicators. No single neighborhood fares the worst in every indicator. On the other hand, Murray Hill, West Annapolis and Wardour, Upper Eastport, and Hunt Meadows have a much lower level of social vulnerability as a result of greater overall wealth, fewer children, less diversity, and less crowded living conditions. The disparity in vulnerability between Murray Hill south of Inner West Street and Clay Street north of Inner West Street is particularly stark.



FIGURE 2-12: THE COMMUNITY NEAR CLAY STREET IN ANAPOLIS' OLD FOURTH WARD IS THE MOST SOCIALLY VULNERABLE IN THE CITY BASED ON THE CENTERS FOR DISEASE CONTROL AND PREVENTION'S SOCIAL VULNERABILITY INDEX FOR 2020. WITH STRONG SOCIAL INSTITUTIONS ALREADY IN PLACE, RENEWED PUBLIC AND PRIVATE INVESTMENT IN THE AREA CAN REVERSE THIS TREND.

Source: Paul W. Gillespie / Capital Gazette



“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

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).

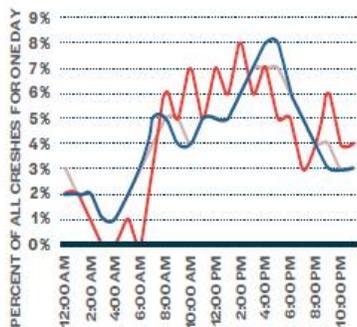


FIGURE 6-10: CRASHES BY TIME OF DAY

Source: MDOT



FIGURE 6-11: TRAFFIC FATALITIES TO PEDTRIANS AND CYCLISTS ARE ON THE RISE BOTH IN ANNAPOLIS AND NATIONALLY. THE INCIDENT ABOVE OCCURRED ON CHESAPEAKE AVENUE IN 2023.

Source: City of Annapolis

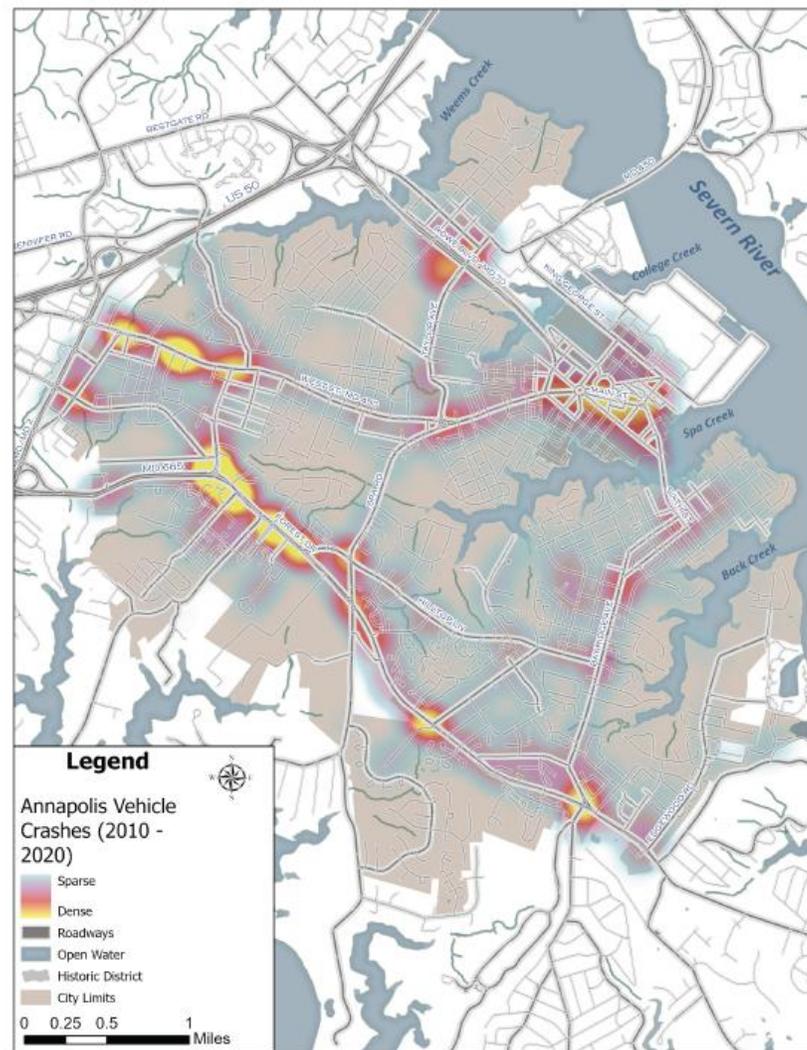
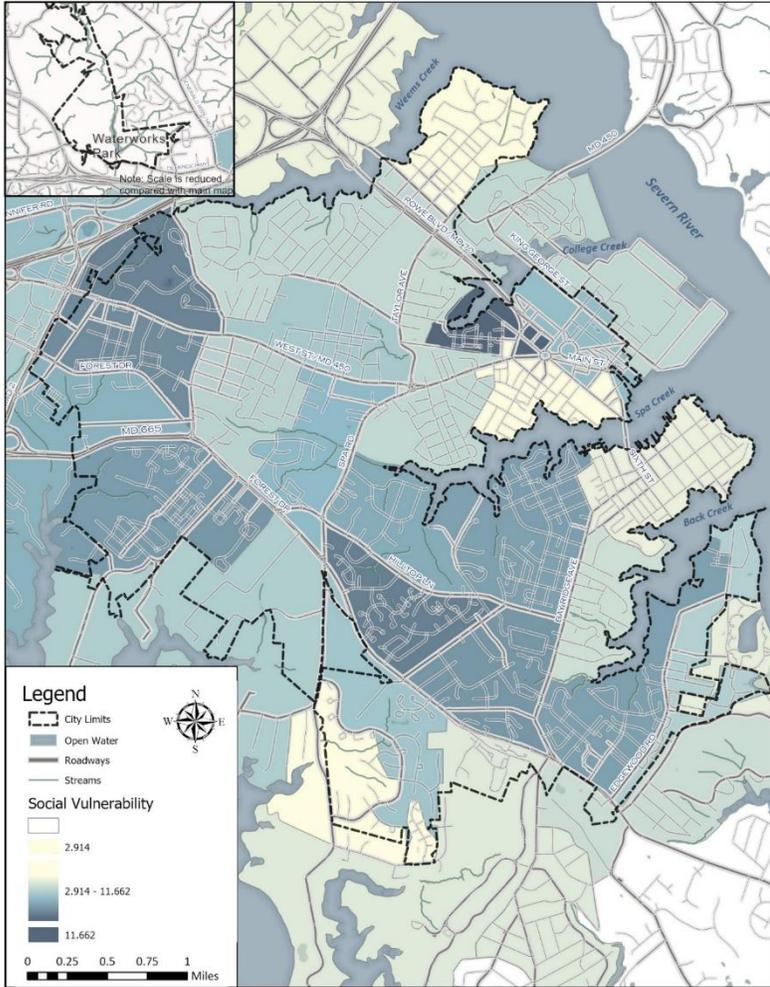


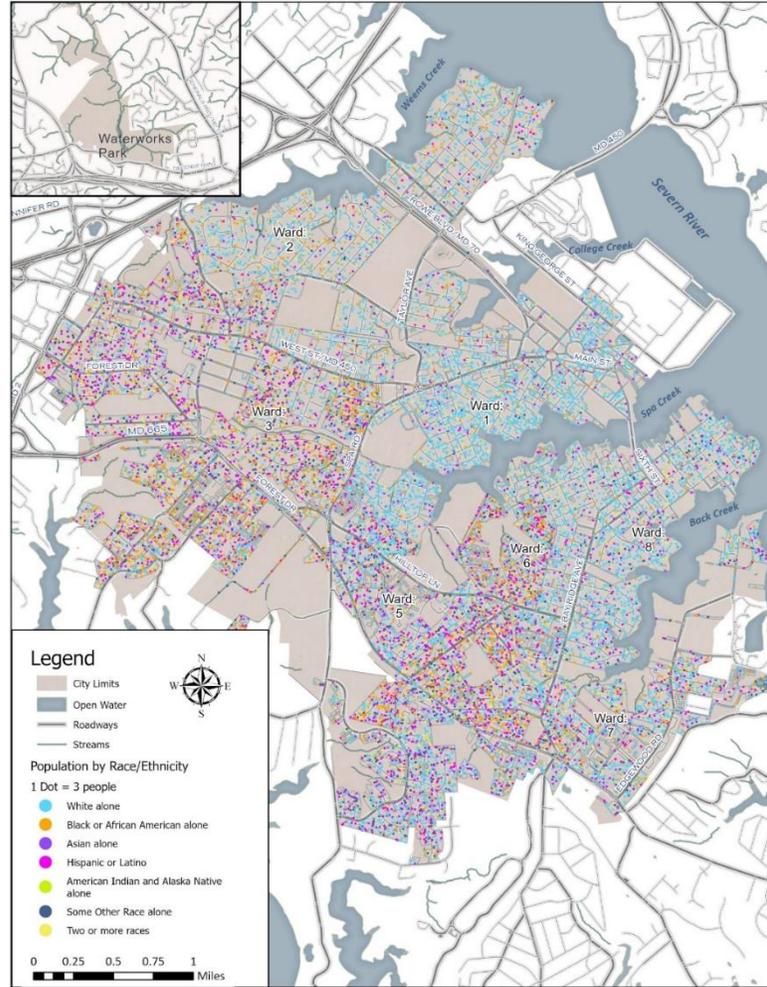
FIGURE 6-12: ANNAPOLIS VEHICLE CRASH MAP (2015-2021)

Source: City of Annapolis

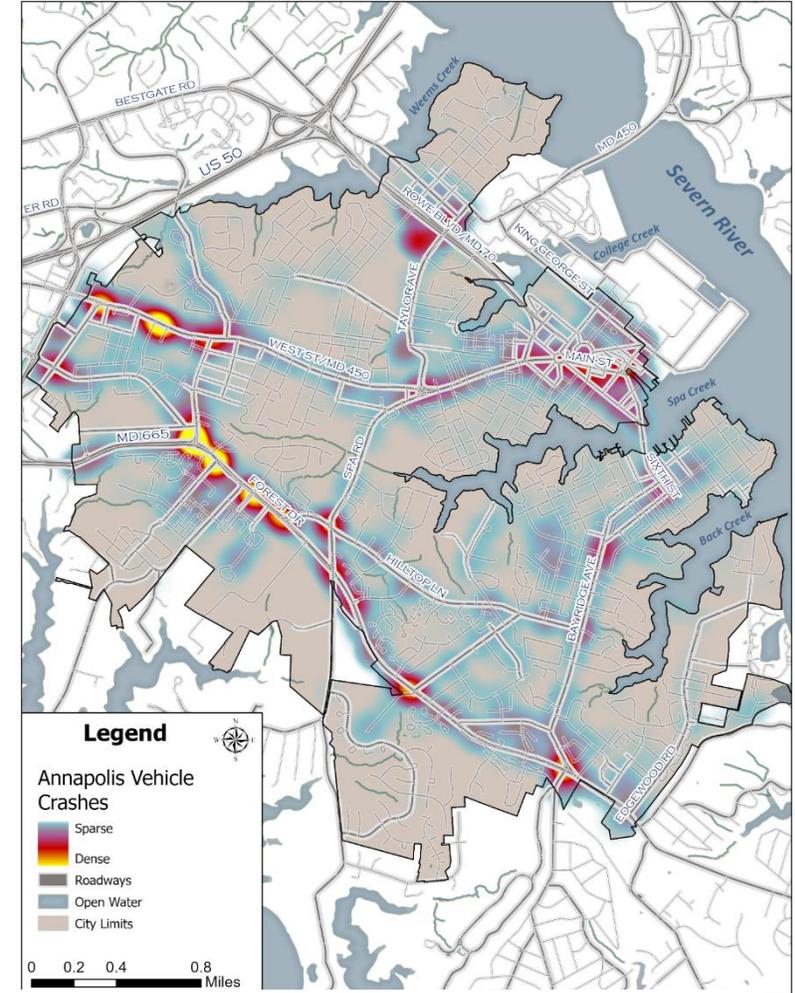
SOCIALLY VULNERABLE POPULATIONS



Social Vulnerability



Population by Race



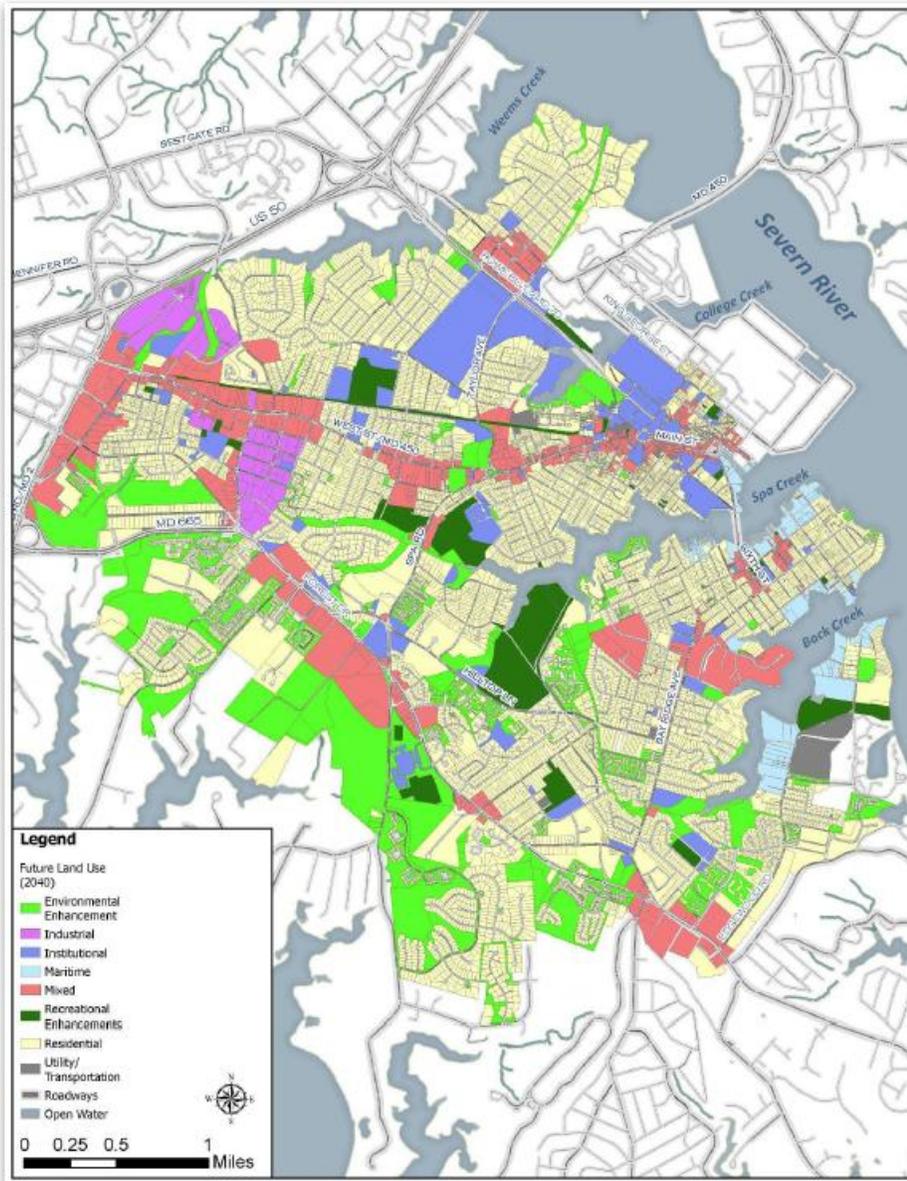
Vehicle Crashes

Zoning Unlocked: Clear Code for a Thriving Annapolis

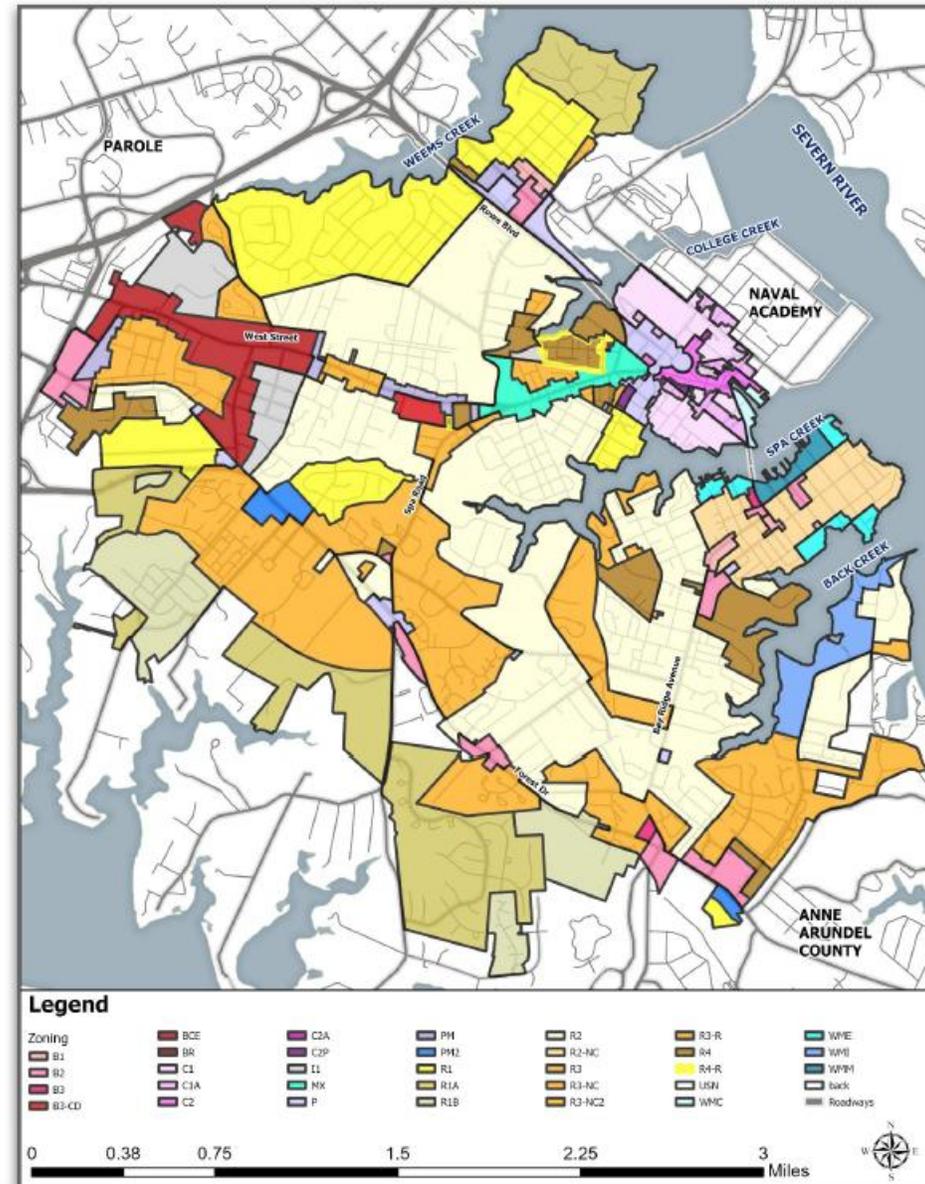
Aspirations for our zoning regulations:

- *More intuitive*
- *Better address the City's goals and needs*
- *Provide greater consistency between the future land use map and the zoning map*





Comprehensive Plan *Future Land Use Map*



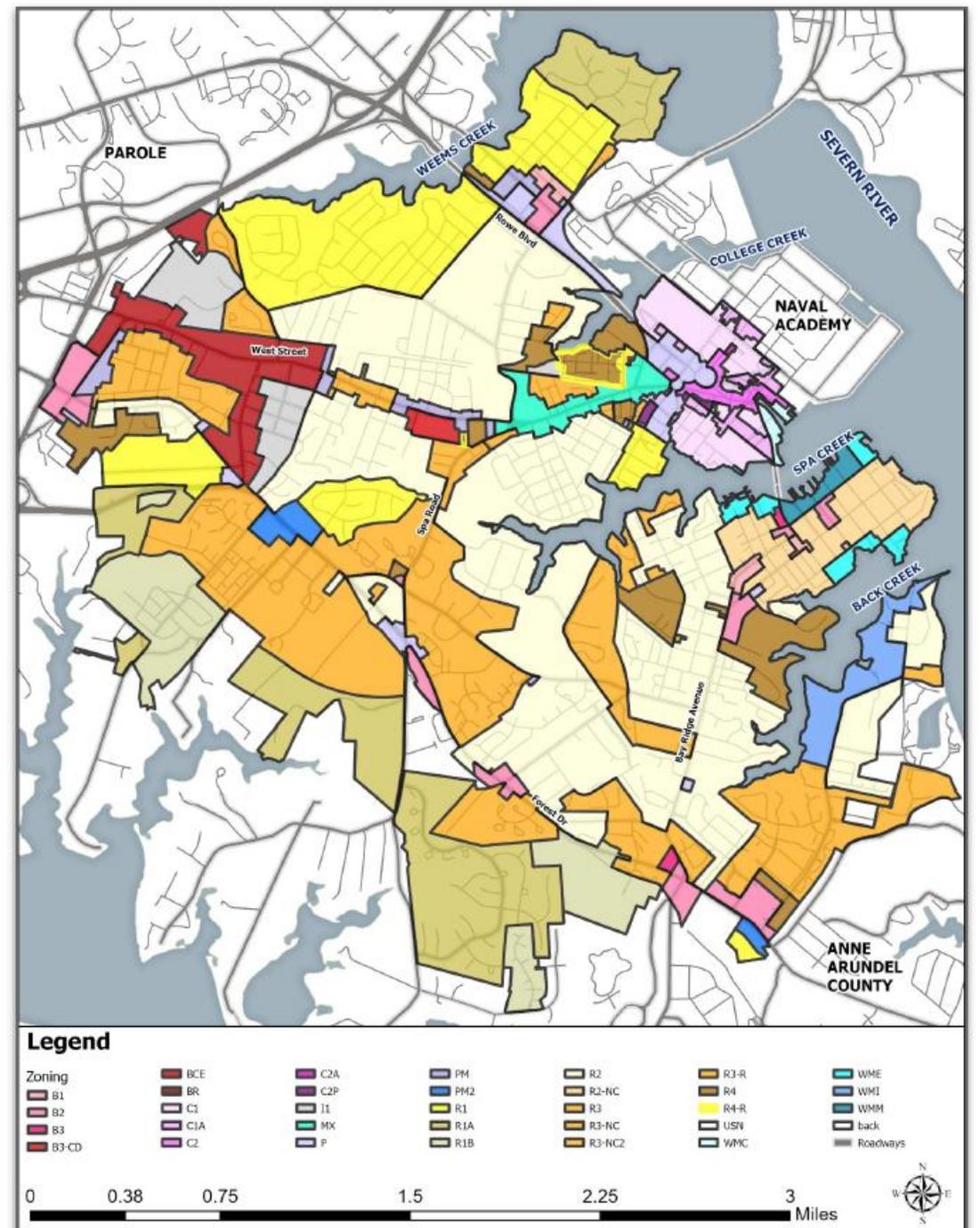
Zoning Map



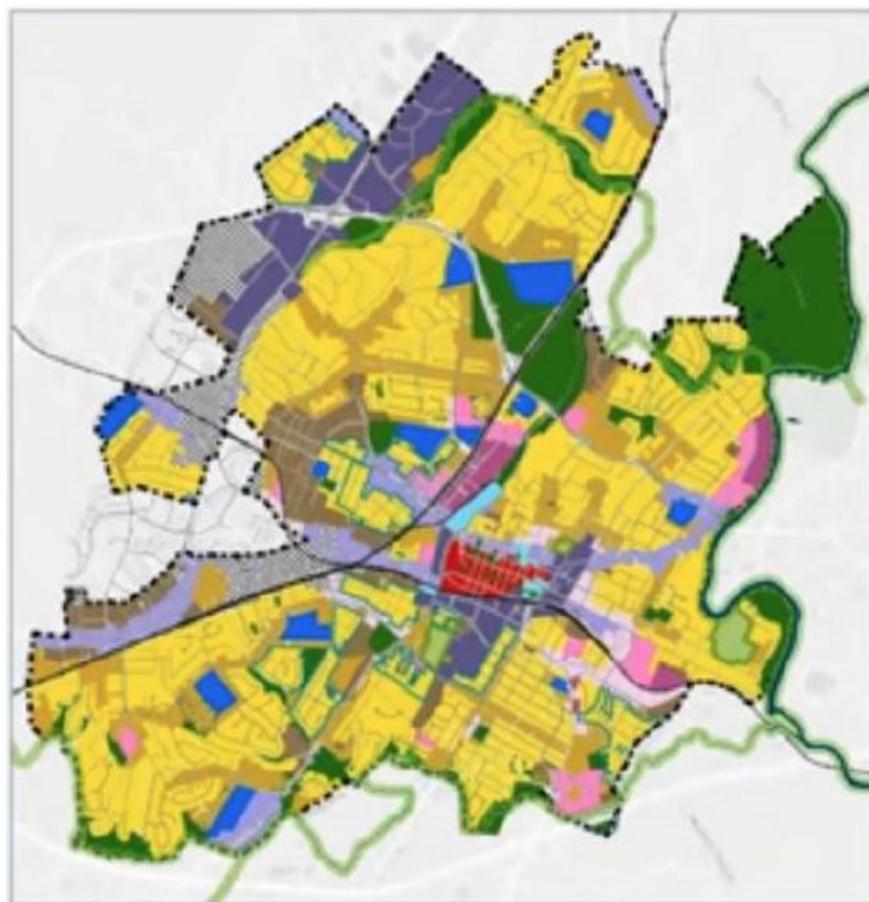
Existing Zoning Districts

Currently, Annapolis has 32 different zoning districts.

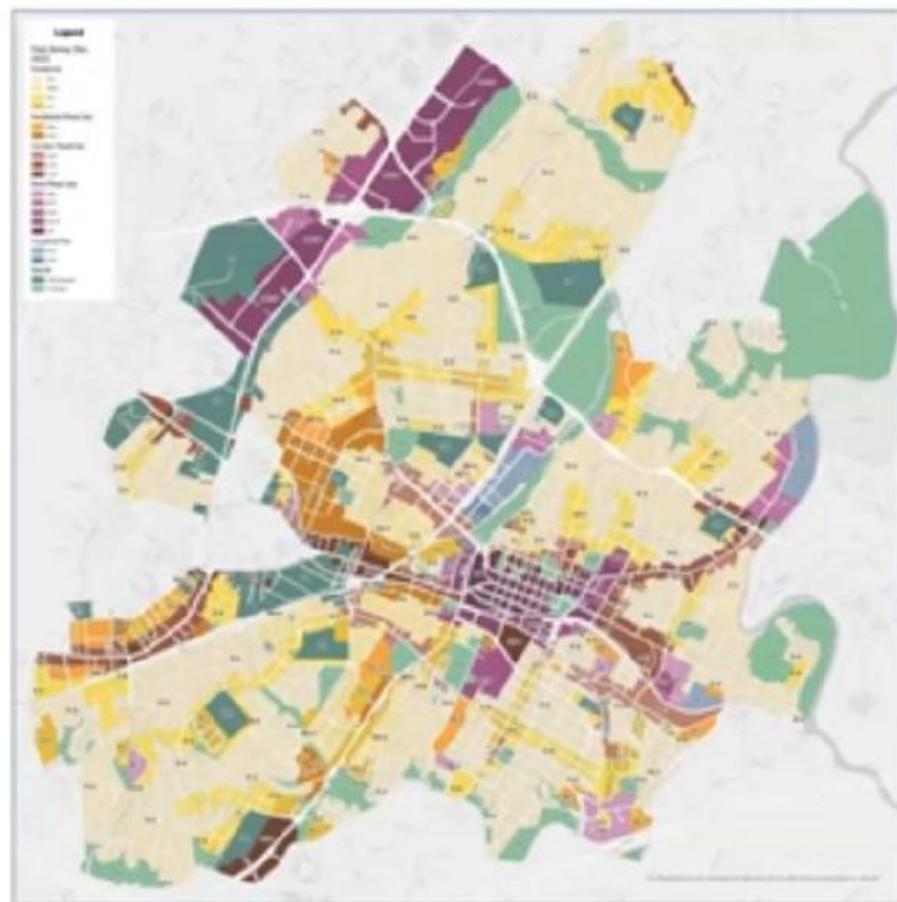
** Open Space Zone exists but is not currently in use.*



From the FLUM to the Zoning Map



Final Future Land Use Map



Final Zoning Map



Zoning Unlocked Approach

PHASE 1

Fall 2024 – Fall 2025

- Tyler Avenue Complete Community
- Text Amendments

PHASE 2

Fall 2025 – Spring 2026

- Open Space Zoning
- Zoning Consolidation

PHASE 3

Winter 2025 – Winter 2026

- Form-based standards - Mixed Use

PHASE 4

Winter 2026 – Winter 2027

- Form-based standards - Residential



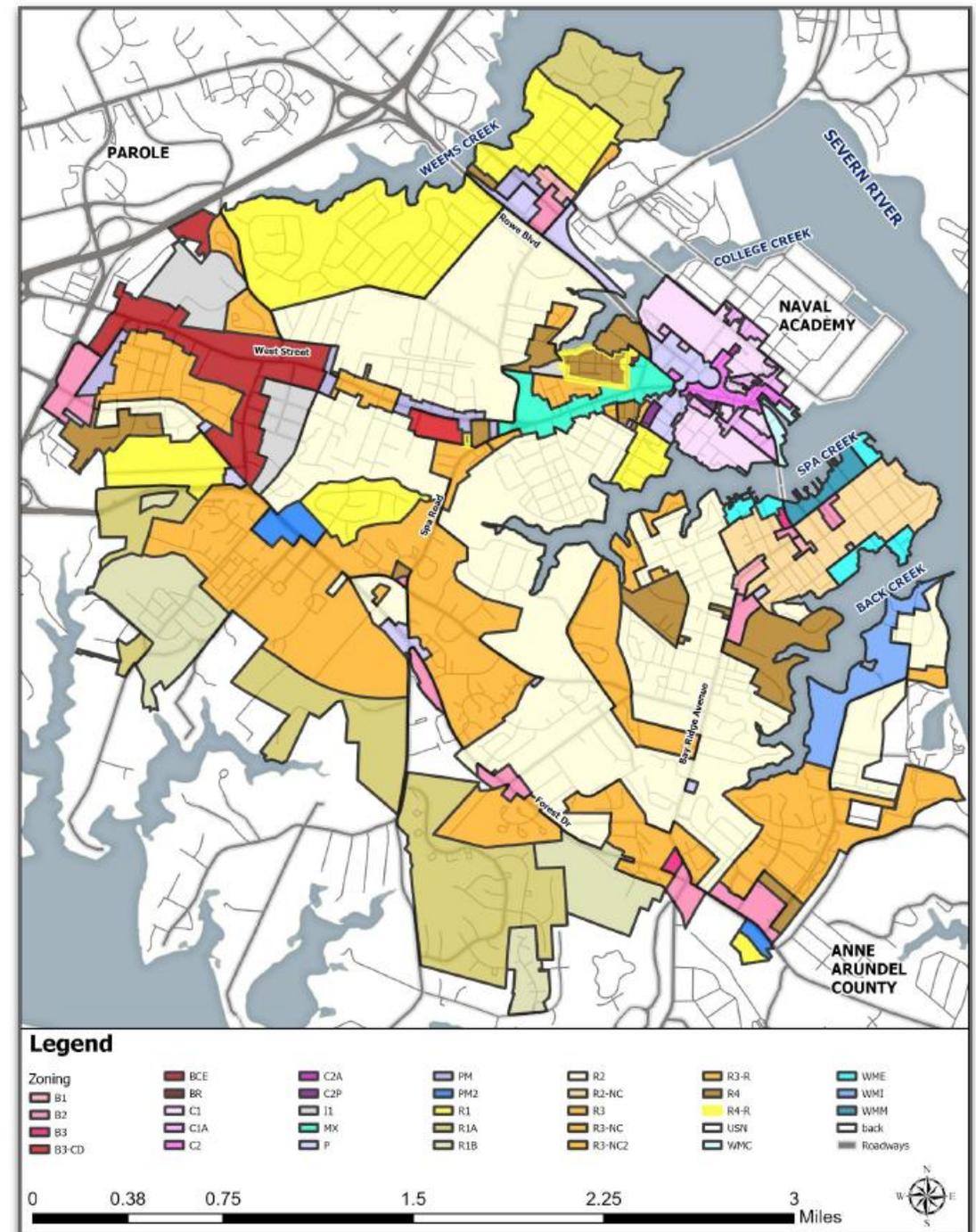
Tyler Avenue Complete Community Overlay District Project Area



PHASE 2: Zoning Consolidation

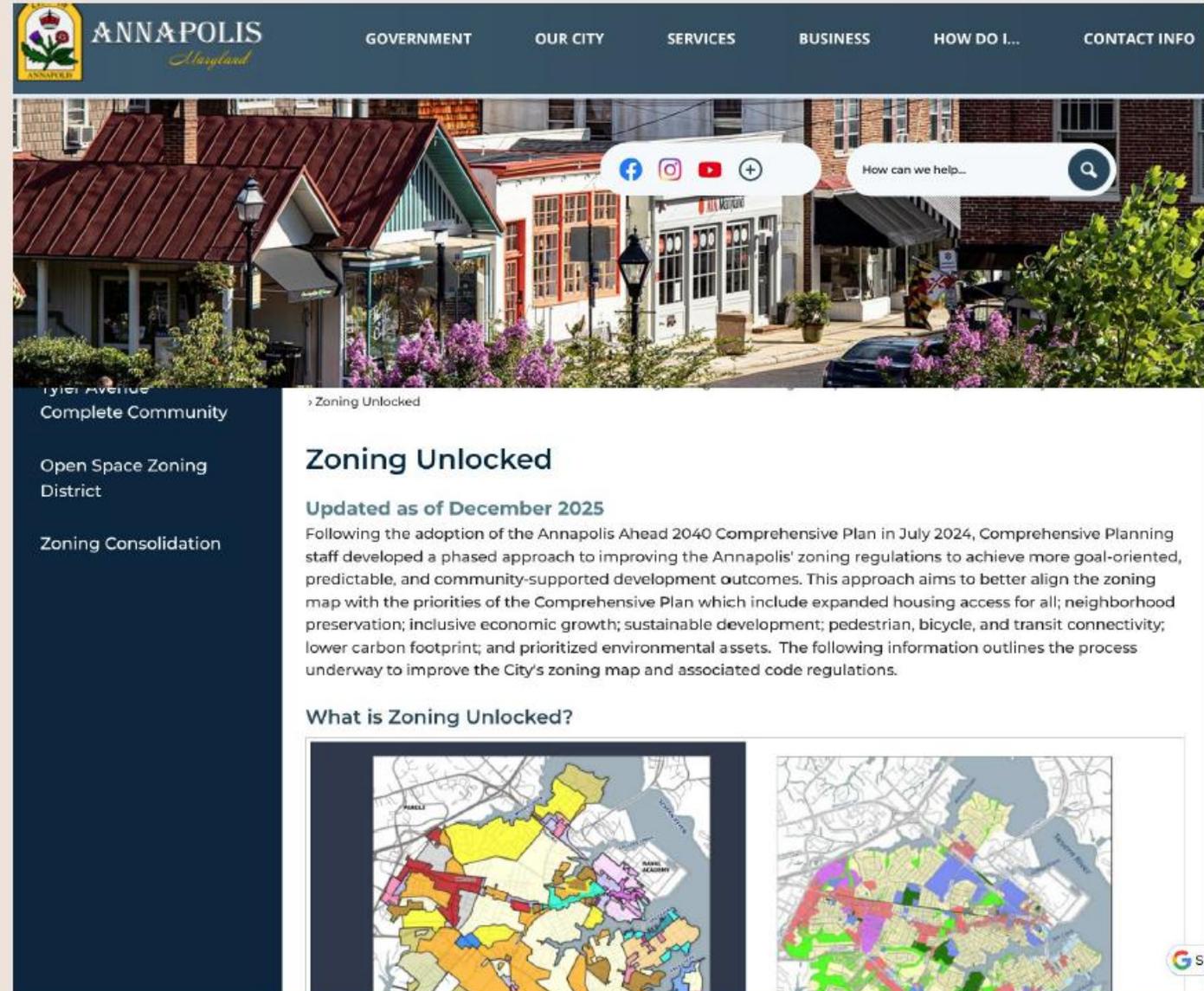
Zoning districts are recommended for consolidation based on the following criteria:

- Inconsistent with Comprehensive Plan
 - Redundant/outdated/underutilized zoning districts
- and/or
- Community-supported changes



Stay Up to Date

Check www.Annapolis.gov/2236 and follow the webpage for information on upcoming meetings, past meetings, and meeting materials.



The screenshot shows the City of Annapolis website header with the logo and navigation menu: GOVERNMENT, OUR CITY, SERVICES, BUSINESS, HOW DO I..., CONTACT INFO. Below the header is a banner image of a street scene with a search bar and social media icons. The main content area features a dark blue sidebar with a menu: Tyler Avenue Complete Community, Open Space Zoning District, and Zoning Consolidation. The main content area is titled 'Zoning Unlocked' and includes the text: 'Updated as of December 2025' and a paragraph explaining the city's approach to updating zoning regulations. Below the text are two maps showing zoning districts.

ANNAPOLIS Maryland

GOVERNMENT OUR CITY SERVICES BUSINESS HOW DO I... CONTACT INFO

How can we help...

Tyler Avenue Complete Community

Open Space Zoning District

Zoning Consolidation

Zoning Unlocked

Updated as of December 2025

Following the adoption of the Annapolis Ahead 2040 Comprehensive Plan in July 2024, Comprehensive Planning staff developed a phased approach to improving the Annapolis' zoning regulations to achieve more goal-oriented, predictable, and community-supported development outcomes. This approach aims to better align the zoning map with the priorities of the Comprehensive Plan which include expanded housing access for all; neighborhood preservation; inclusive economic growth; sustainable development; pedestrian, bicycle, and transit connectivity; lower carbon footprint; and prioritized environmental assets. The following information outlines the process underway to improve the City's zoning map and associated code regulations.

What is Zoning Unlocked?





Thank You

